Robust Optimization

Annkathrin Krämmer, Sabina Przioda, Christian Kreipl, Johannes Milz

Technische Universität München

May 27, 2015

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Contents

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- Our work is divided into 4 parts
  - Model of a Car
  - Mathematical problem formulation
  - Implementation
  - Visualization

Motivation I

- steering a car
- minimize fuel consumption
- constraints
  - avoid crashes
  - dynamics

Problem

Dynamics change considerably, e.g. for different weather.

➔ Robust Optimization

Motivation I

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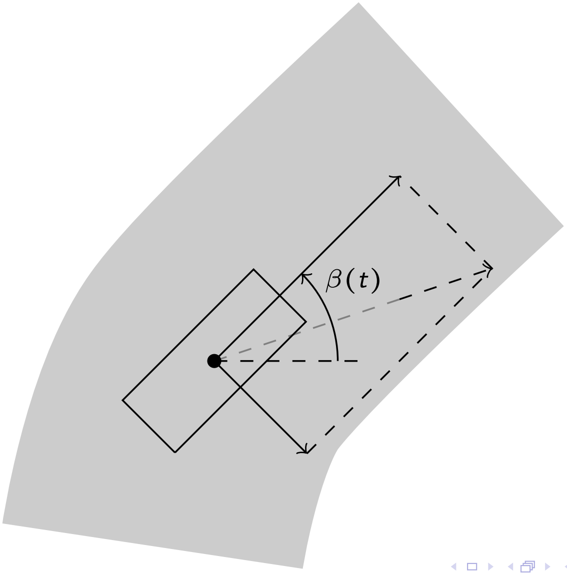
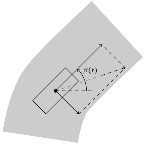
Problem
Dynamics change considerably, e.g. for different weather.
➔ Robust Optimization

- Our goal is to steer a car such that the fuel consumption is minimal
- Contraints: Avoid Crashes
  - our car is not allowed to leave the road
  - hit other cars or construction sites
- Dynamics of the car
  - motion of the car
    - slipping behavior
    - acceleration behavior
- Problem: Changing weather has a major impact on the slipping behavior
  - we cannot drive fast on icy roads
  - Rain causes aquaplaning
- Way out: Robust Optimization
  - This Optimization method takes changing parameters such as weather into account.
  - Car is steered save for changing conditions such as weather, different roads...

Model of Car



Model of Car



- Our car is described as a pointmass, for simplicity
- Road is visualized in gray
- Car as a rectangle
- steering angle is denoted by $\beta(t)$
  - We applied Newton's mechanic
  - The motion/ direction of motion is described with
    - The steering angle $\beta(t)$
    - The acceleration force pushing the car forward
    - The central forces
    - If the speed of the car is to high, it slides and may leave the road.

Dynamical System

$$\dot{x}(t) = G(x(t), u(t), p) \qquad\qquad x(0) = x_0,$$

where

$$\begin{aligned} x &\in C^1([0, t_f], \mathbb{R}^n) \text{ is the state variable,} \\ u &\in C^1([0, t_f], \mathbb{R}^m) \text{ is the control variable,} \\ p &\in \mathbb{R}^{n_p} \text{ is the uncertain parameter vector.} \end{aligned}$$

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$p \in \mathbb{R}^{n_p}$ is the uncertain parameter vector.

- Motion of the car is described as a dynamical system, i.e., with a ODE and an initial value
- t_f is the final time of our ride
- our states: path, velocity, steering angle
- control: brake, motor torque (gas petal), steering angle velocity
- parameter: weather, rolling friction coefficients, uncertain sea level due to wrong NAVI data

Optimal Control Problem

$$
\begin{aligned}
& \min_{x(\cdot)\in\mathbb{R}^{n_x},u(\cdot)\in\mathbb{R}^{n_u}} f_0(x,u) & \\
\text{s.t.}\quad & \dot{x}(t) = G(x(t),u(t),p) & \forall t \in [0,t_f], \\
& x(0) = x_0, & \\
& f_i(x(t),u(t)) \le 0 & \text{for } i = 1,\dots,n_f, \\
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Discretization

- infinte dimensional optimization problem

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What do we approximate?
I suggest not to ask questions in the slide, just answer them and mention the questions in your talk (consistency)

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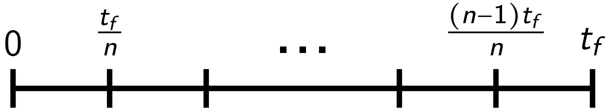

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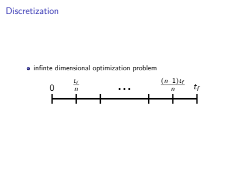

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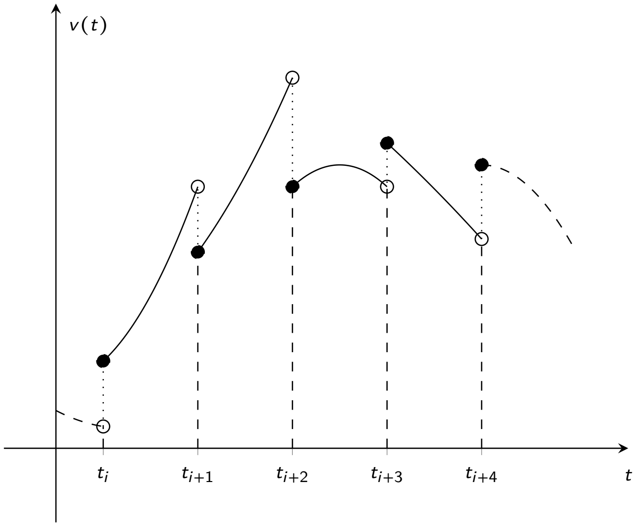

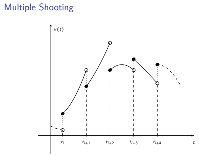

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- It might be good to add another blue y -axis!
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- Will the solution output a continuous control? (might be a question of the audience.
- I would omit the plots for Mwh and R*Fb. Why are the vertical lines not dashed? (consistency)

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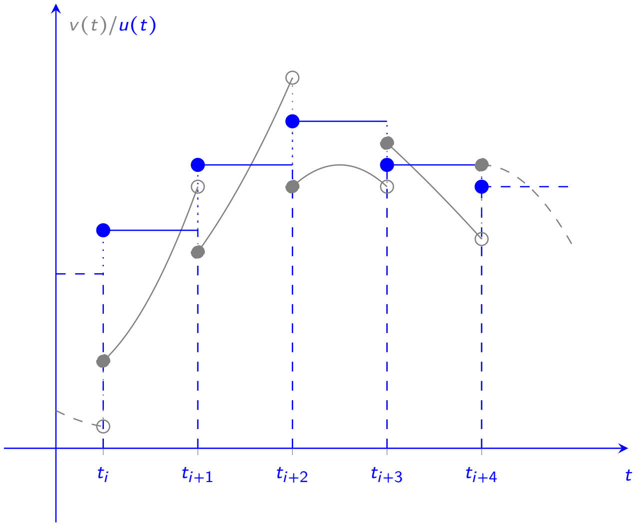

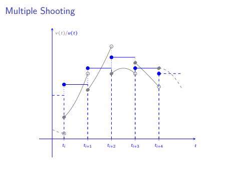

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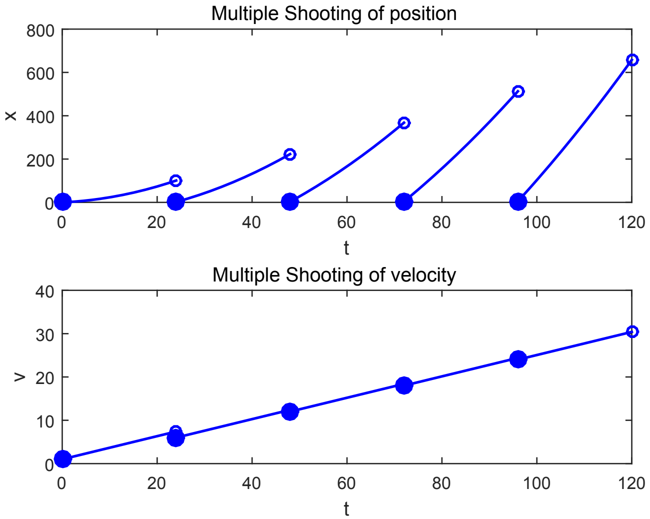

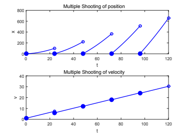

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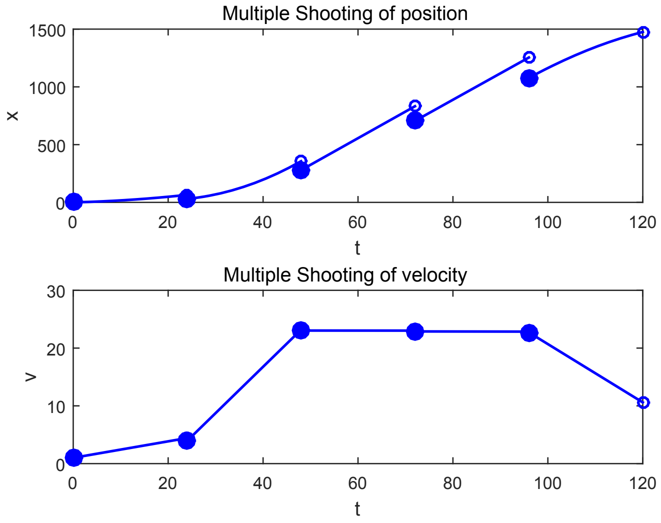

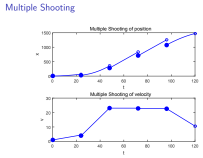

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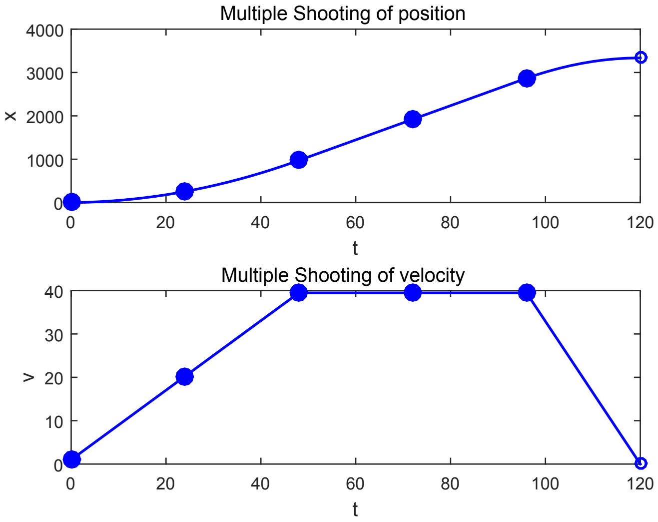

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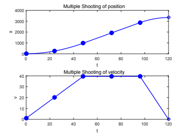

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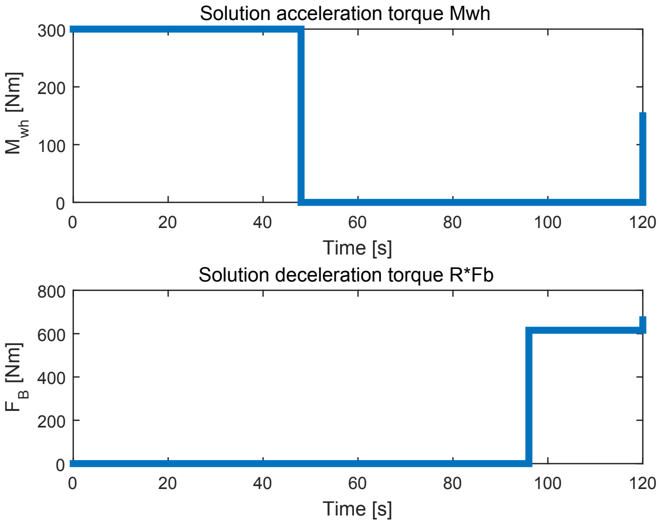

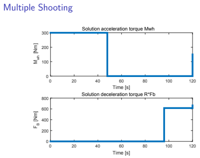

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Problem Formulation

Discrete Optimization Problem

$$
\begin{aligned}
&\min_{x \in \mathbb{R}^{n_x}, u \in \mathbb{R}^{n_u}} f_0(x, u) & \\
\text{s.t.} \quad & f_i(x, u) \leq 0 & \text{for } i = 1, \ldots, n_f \\
& g_j(x, u, p) = 0 & \text{for } j = 1, \ldots, n_x
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with $p \in \mathbb{R}^{n_p}$ uncertain parameter vector

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with $p \in \mathbb{P}_{box} = \left\{ p \in \mathbb{R}^{n_p} \middle| p_{lower} \leq p \leq p_{upper} \right\}$

Problem Formulation
Discrete Optimization Problem
$\min_{x\in\mathbb{R}^{n_x},\, u\in\mathbb{R}^{n_u}} f_0(x,u)$ s.t. $f_i(x,u) \leq 0$ for $i = 1,\dots,n_f$; $g_j(x,u,p) = 0$ for $j = 1,\dots,n_x$
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\rightsquigarrow \Phi_i(u) := \quad & \max_{x \in \mathbb{R}^{n_x}, p \in \mathbb{R}^{n_p}} f_i(x,u) \qquad \text{for every } i = 0, \dots, n_f \\
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$\Rightarrow$ bilevel structure!

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Worst Case Formulation
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⇒ bilevel structure!

Approximation Technique

Linearization

at a point $(\bar{x}, u, \bar{p})$ with $\bar{p} = \frac{p_{lower} + p_{upper}}{2}$ and $g(\bar{x}, u, \bar{p}) = 0$:

$$
\begin{aligned}
\tilde{\Phi}_i(u) := \quad & \max_{(x-\bar{x}) \in \mathbb{R}^{n_x}, (p-\bar{p}) \in \mathbb{R}^{n_p}} f_i(\bar{x}, u) + \frac{\partial f_i}{\partial x}(\bar{x}, u)(x - \bar{x}) \\
\text{s.t.} \quad & \frac{\partial g}{\partial x}(\bar{x}, u, \bar{p})(x - \bar{x}) + \frac{\partial g}{\partial p}(\bar{x}, u, \bar{p})(p - \bar{p}) = 0 \\
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With a unique optimal solution $\tilde{\Phi}_i(u)$:

Standard Optimization Problem

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\text{s.t.} \quad & \tilde{\Phi}_i(u) \leq 0 \qquad \text{for } i = 1, \dots, n_f \\
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$g(\bar{x}, u, \bar{p}) = 0$

Visualization

What do we want?

Visualization

What do we want?

- graphs contain much information
- videos catch people where they are

- Graphs are graphs, nothing to do here
- Grass tiles
- Make car shiny, windows glassy
- Curves are nice to see
- this is just an arbitrary acceleration
- This 10 seconds clip allready rendered 30 min
- min 18FPS needed

Visualization

- sell our results to you
- nice graphs
- rendered video

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Visualization

What can we improve?

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- textures
- nonlinear street design
- fit acceleration to optimization results
- fiit resolution to output device
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