

Servo Integrated Nonlinear Model Predictive Control For Overactuated Tiltable-Quadrotors

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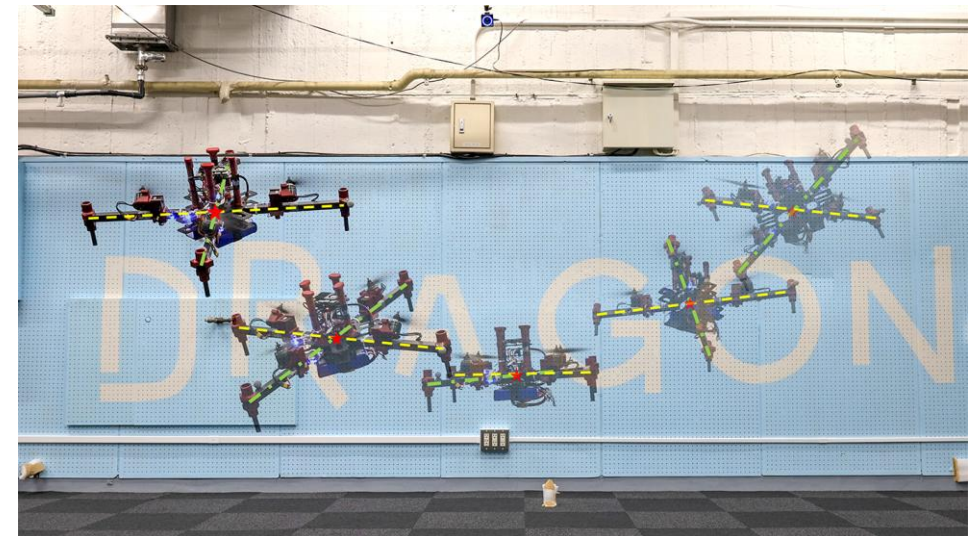


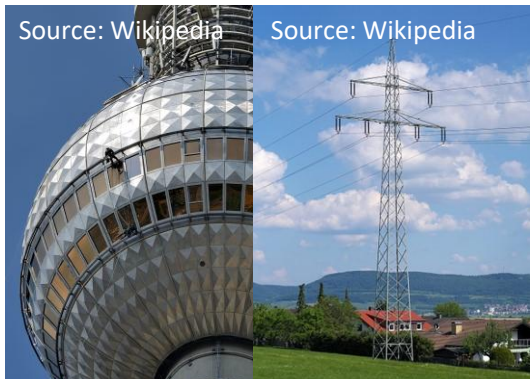
Table of Contents

- 1 Introduction
- 2 Methodology
- 3 Experiments
- 4 Conclusion

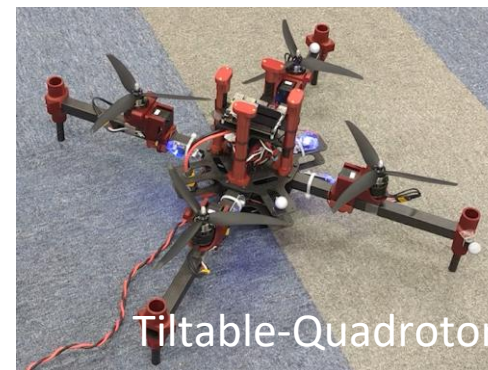
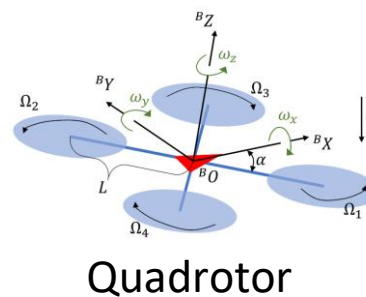
Introduction – Why Tiltable-Quadrotors?

Aerial Manipulation

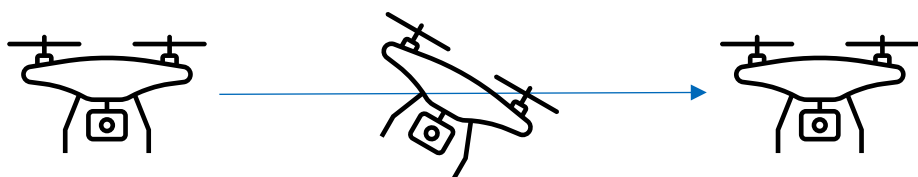
Credit: DJI, MAVIC Air 2



Full/Overactuation? Add **Servos**/Rotors



Quadrotors: Underactuated

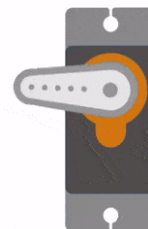


Independent Position & Attitude **✗**

Reason: 4 (actuators) < 6 (DoF)

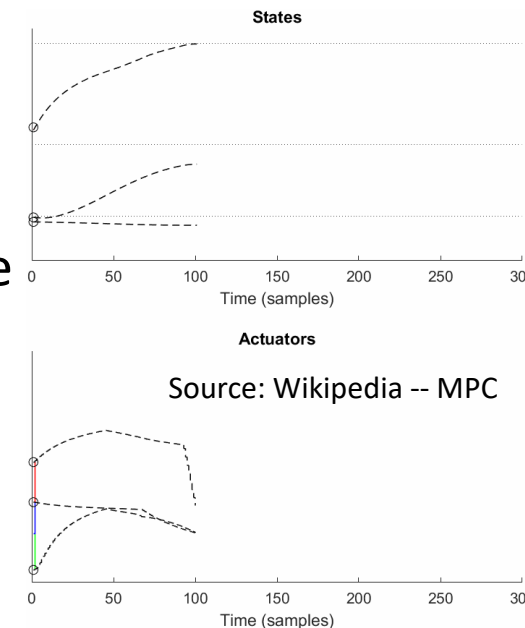
Pros: Efficiency

1. Nonlinearity \uparrow
2. Servo delay



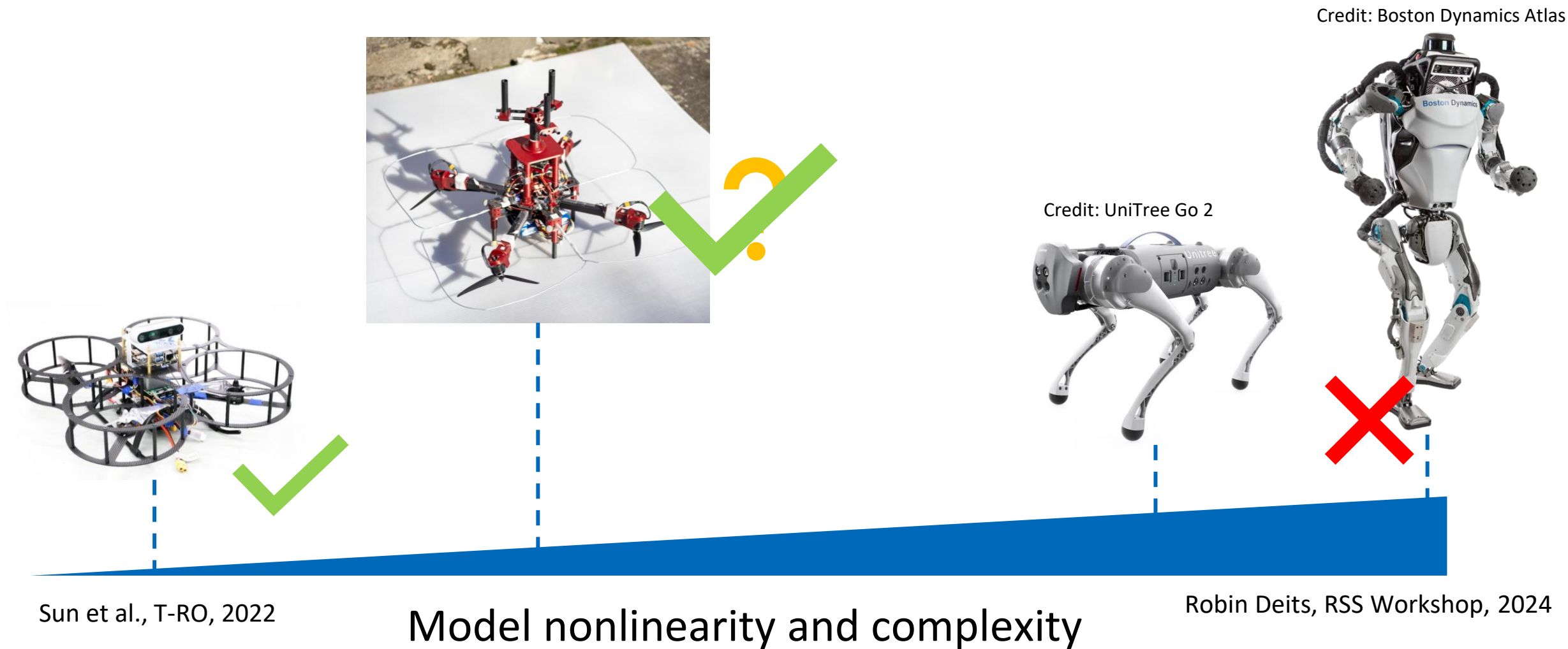
Source: brainpad/due-servo

* Model Predictive Control (MPC)

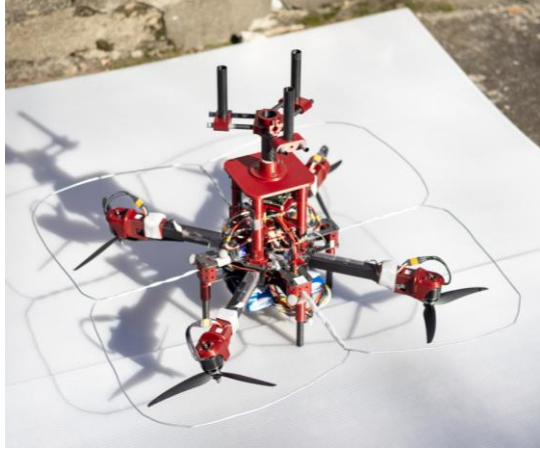


Introduction --- Full-Model NMPC

The feasibility of NMPC depends on the model complexity.



Methodology



Rotor Model

$$f_i = k_t \Omega_i^2, \quad \tau_i = k_q \Omega_i^2,$$

$${}^{R_i}f_i = [0, 0, f_i]^T, \quad f_i \in [f_{i,\min}, f_{i,\max}],$$

$${}^{R_i}\tau_i = \left[0, 0, -d_i f_i \frac{k_q}{k_t}\right]^T.$$

Servo Model

$$\dot{\alpha} = \frac{1}{t_{\text{servo}}} (\alpha_c - \alpha),$$

Tilttable-Quadrotor Model

$$\mathbf{x} = [{}^W p, {}^W v, {}^W q, {}^G \omega, \alpha]^T \quad \mathbf{u} = [\mathbf{f}_c, \alpha_c]^T$$

Resultant Wrench

$${}^G \mathbf{f}_u = \sum_{i=1}^{N_p} {}^G E_i \mathbf{R}_{R_i} {}^E R_i f_i,$$

$${}^G \tau_u = \sum_{i=1}^{N_p} \left({}^G E_i \mathbf{R}_{R_i} {}^E R_i \tau_i + {}^G p_{r,i} \times {}^G E_i \mathbf{R}_{R_i} {}^E R_i f_i \right),$$

Rigid-Body Model

$${}^W \dot{\mathbf{p}} = {}^W \mathbf{v},$$

$${}^W \dot{\mathbf{v}} = ({}^W R(q) {}^G \mathbf{f}_u + {}^W \mathbf{f}_d) / m + {}^W \mathbf{g},$$

$${}^W_G \dot{\mathbf{q}} = \frac{1}{2} {}^W_G \mathbf{q} \circ \mathcal{H}({}^G \omega),$$

$${}^G \dot{\omega} = \mathbf{I}^{-1} (-{}^G \omega \times (\mathbf{I} {}^G \omega) + {}^G \tau_u + {}^G \tau_d),$$

Nonlinear Optimization Problem

$$\underset{\mathbf{x}_k, \mathbf{u}_k}{\text{minimize}} \quad \sum_{k=0}^{N-1} (\bar{\mathbf{x}}_k^T \mathbf{Q} \bar{\mathbf{x}}_k + \bar{\mathbf{u}}_k^T \mathbf{R} \bar{\mathbf{u}}_k) + \bar{\mathbf{x}}_N^T \mathbf{Q}_N \bar{\mathbf{x}}_N,$$

$$\text{subject to } \mathbf{x}_{k+1} = \mathbf{f}(\mathbf{x}_k, \mathbf{u}_k), \quad k = 0 : N - 1,$$

$$\mathbf{x}_0 = \hat{\mathbf{x}},$$

$$\|v_{x,y,z}\| \leq v_{\text{limit}}, \quad \|\omega_{x,y,z}\| \leq \omega_{\text{limit}},$$

$$\mathbf{u}_{\min} \leq \mathbf{u}_k \leq \mathbf{u}_{\max},$$

→ Nonlinear Least Square Cost; SQP

→ Dynamics Constraint

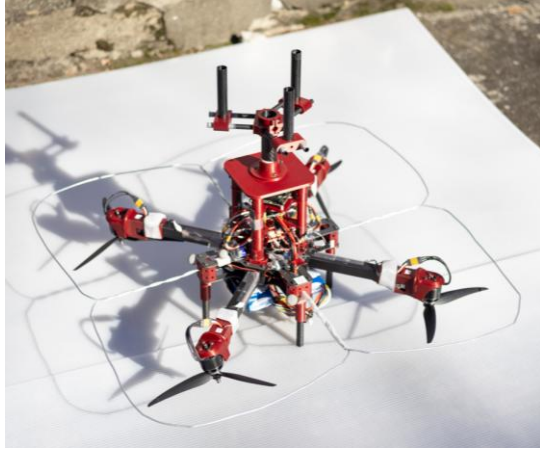
→ Initial Value Constraint

→ State Constraint

→ Input Constraint



Methodology



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$$f_i = k_t \Omega_i^2, \quad \tau_i = k_q \Omega_i^2,$$

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Resultant Wrench

$${}^G \mathbf{f}_u = \sum_{i=1}^{N_p} {}^G E_i \mathbf{R}_{R_i} {}^{E_i} \mathbf{R}_{R_i} f_i,$$

$${}^G \boldsymbol{\tau}_u = \sum_{i=1}^{N_p} \left({}^G E_i \mathbf{R}_{R_i} {}^{E_i} \mathbf{R}_{R_i} \boldsymbol{\tau}_i + {}^G p_{r,i} \times {}^G E_i \mathbf{R}_{R_i} {}^{E_i} \mathbf{R}_{R_i} f_i \right),$$

Rigid-Body Model

$${}^W \dot{\mathbf{p}} = {}^W \mathbf{v},$$

$${}^W \dot{\mathbf{v}} = ({}^W {}^G \mathbf{R}(q) {}^G \mathbf{f}_u + {}^W \mathbf{f}_d) / m + {}^W \mathbf{g},$$

$${}^W {}^G \dot{\mathbf{q}} = \frac{1}{2} {}^W {}^G \mathbf{q} \circ \mathcal{H}({}^G \boldsymbol{\omega}),$$

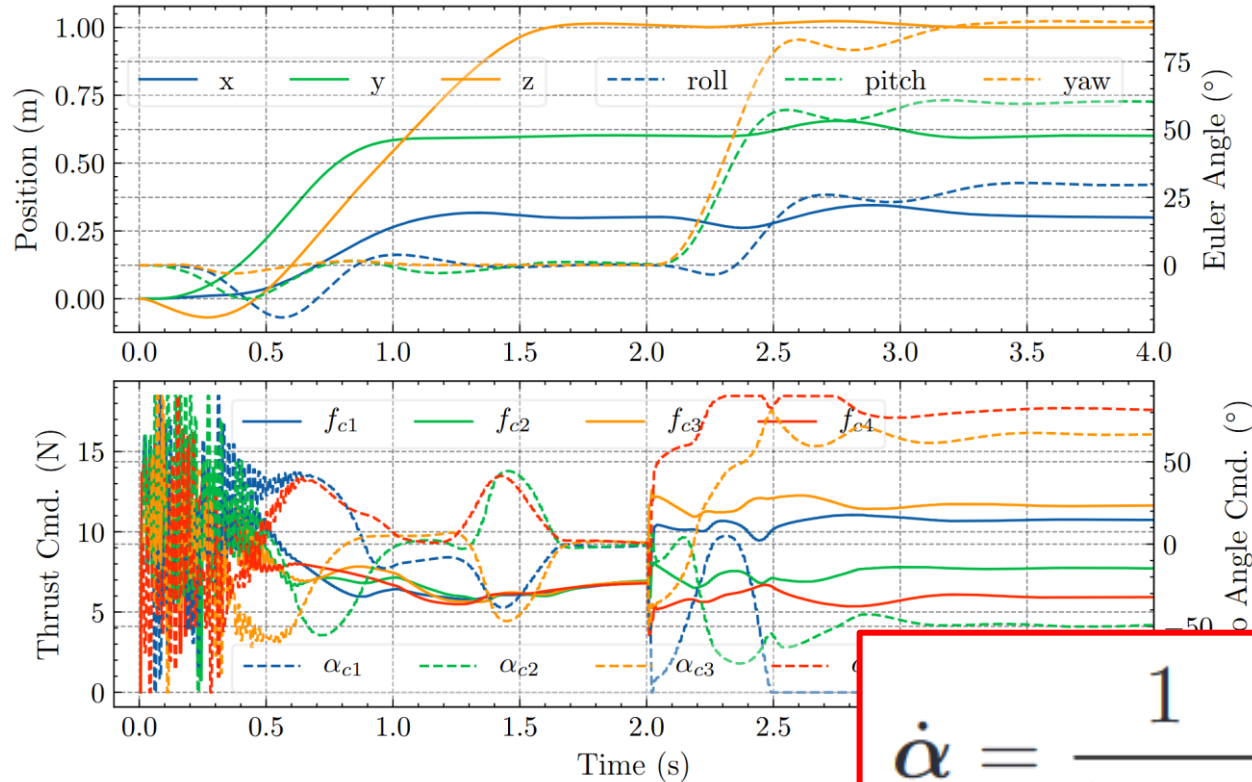
$${}^G \dot{\boldsymbol{\omega}} = \mathbf{I}^{-1} (-{}^G \boldsymbol{\omega} \times (\mathbf{I} {}^G \boldsymbol{\omega}) + {}^G \boldsymbol{\tau}_u + {}^G \boldsymbol{\tau}_d),$$

Does it really matter?

Simulation – The Effect of Servo Dynamics

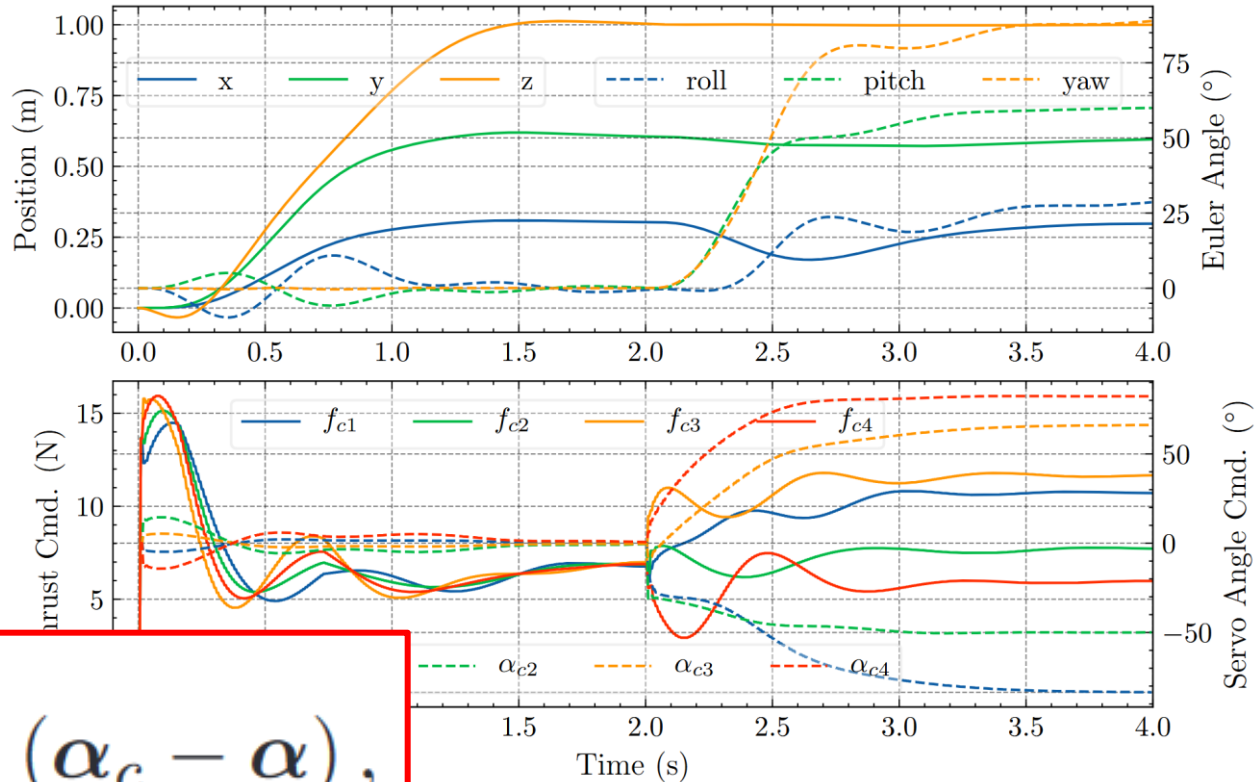
- Ideal Simulation: No disturbance, no model error
- Rigid-Body Dynamics + Servo Dynamics + Rotor Dynamics
- All parameters = real robot

$t=0s$, Position $\rightarrow [0.3, 0.6, 1.0]^T m$
 $t=2s$, Attitude $\rightarrow [30^\circ, 60^\circ, 90^\circ]^T$



NMPC ✗ servo model

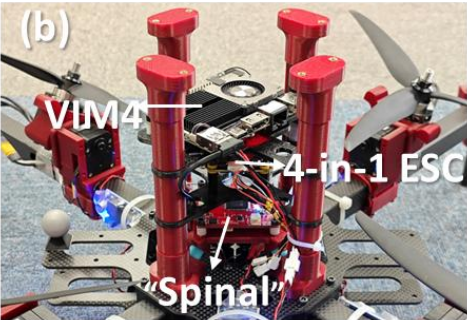
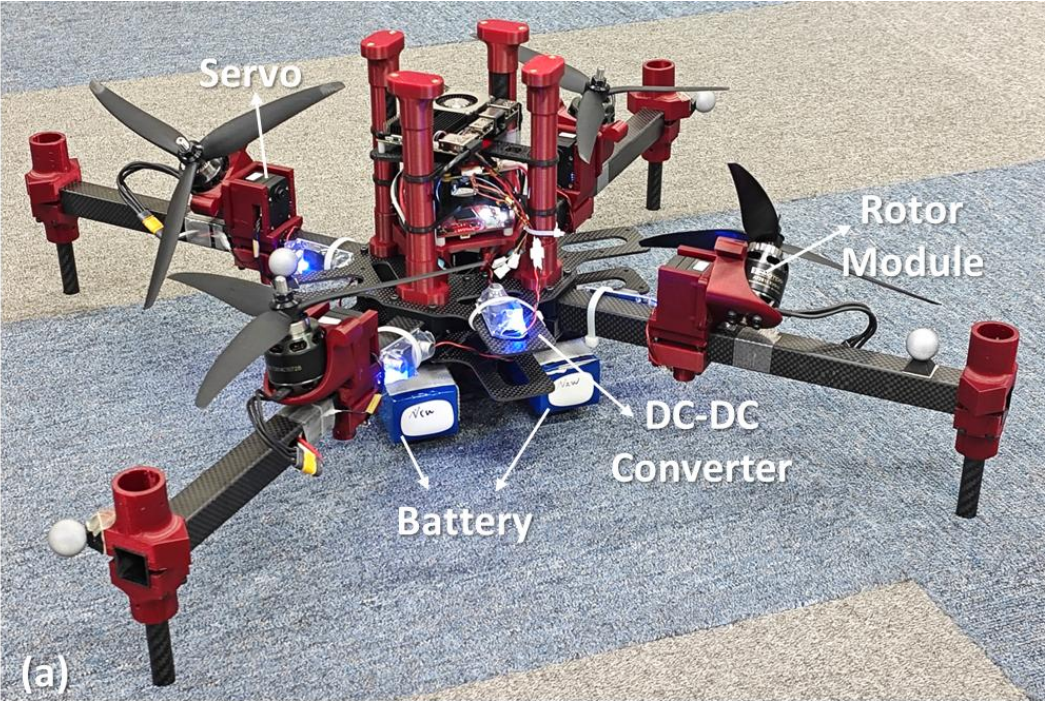
$$\dot{\alpha} = \frac{1}{t_{\text{servo}}} (\alpha_c - \alpha),$$



NMPC ✓ servo model

Reason: servo model \approx continuity constraint

Beetle-Art

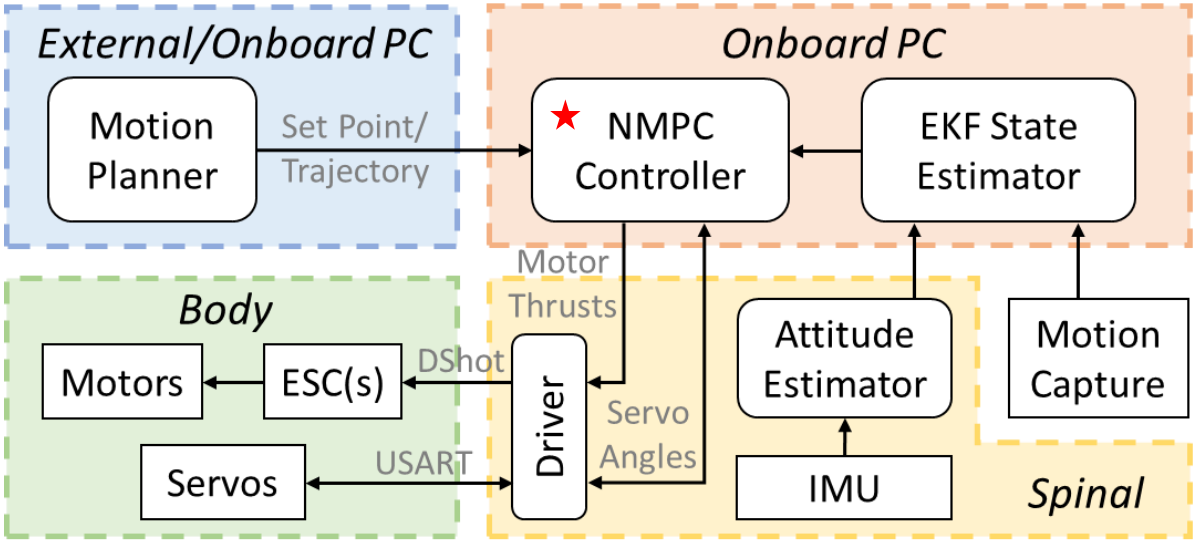


Basic Parameters

Mass: 2.773 kg
Wheelbase: 0.4 m
T (servo): 0.0859 s (*Identified*)
Freq. (control): **100 Hz**

Param.	Value	Param.	Value	Param.	Value
Wheelbase	0.4 m	m	2.773 kg	α_{limit}	$\pm\pi/2$
I_{xx}	0.0417	I_{yy}	0.0395	I_{zz}	0.0707 kg m ²
N_p	4	k_q/k_t	0.0153	t_{servo}	0.0859 s
N	20	t_{integ}	0.1 s	t_s	0.01 s
$Q_{p,xy}$	300	$Q_{p,z}$	400	$Q_{v,xy}$	10
$Q_{v,z}$	10	$Q_{q,xy}$	300	$Q_{q,z}$	600
$Q_{\omega,xy}$	5	$Q_{\omega,z}$	5	Q_{α}	2
R_f	2	R_{α}	250		
v_{limit}	± 1 m/s	ω_{limit}	± 6 rad/s	$\alpha_{i,limit}$	$\pm\pi/2$
$f_{i,min}$	0 N	$f_{i,max}$	30 N	$\alpha_{ci,limit}$	$\pm\pi/2$
$k_{I,z}$	5	$f_{d,limit}$	5 N		

System Overview

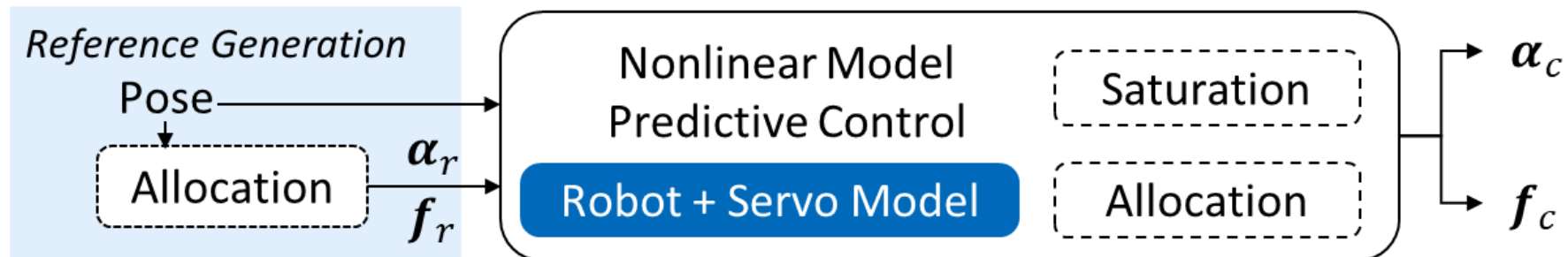


Omnidirectional Traj. Tracking

Conclusion

Key Takeaways

- Full-Model NMPC → Tilttable-quadrotors ✓
- Servo matters; Impact: Servo > Rotor
- First time, Real experiment, 100Hz

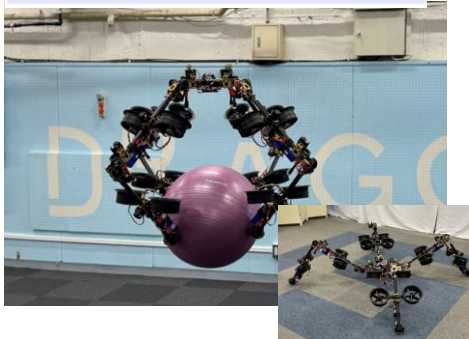


Other
papers
from our
lab

WeAT5

[Aerial Manipulation 1](#)

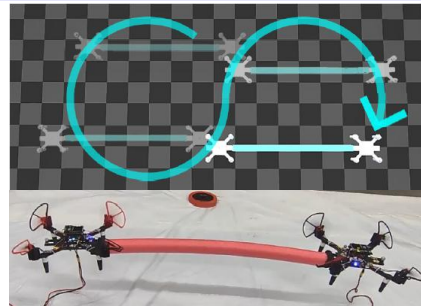
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WeBT5

[Aerial Robots: Mechanics and Control 1](#)

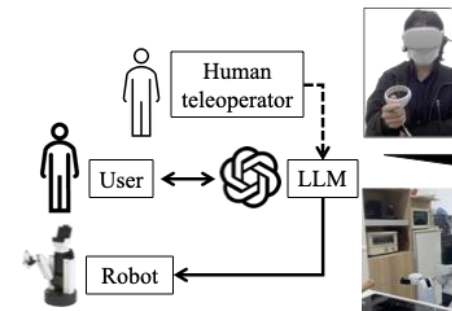
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WeDT11

[Foundation Models for Manipulation](#)

15:15-15:20, Paper WeDT11.1



ThDT14

[End-Effectors](#)

15:25-15:30, Paper ThDT14.3

