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Model identification and learning control in autonomous driving

Identification of comfort parameters during lane
change.

Eindwerk voorgedragen tot het behalen
van het diploma van Master of Science
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nieken

Stijn Staring

Promotor:

Prof. dr. Jan Swevers

Dagelijkse begeleiding:

dr. ir. Son Tong

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Voorwoord

Dank u mama, dank u papa, en dankuwel mijn lief.

Abstract

1 tot twee bladzijden over uw thesis

Contents

Voorwoord	ii
Abstract	iii
Contents	iv
Lijst van symbolen	v
List of Figures	vi
List of Tables	vii
1 Inleiding	1
2 Comfort features	5
2.1 Comfort features found in literature	5
2.2 Comfort features found out of simulation data	5
3 Vehicle model	6
3.1 Comparison	6
Bibliography	7

List of symbols

π	het getal pi
42	The Answer to the Ultimate Question of Life, the Universe, and Everything [?]

List of Figures

1.1	Dit is de sedes van de kul. Der staat trouwens bij dat de KUL in 1425 ontstaan is. Deze caption is uitzonderlijk lang om te testen ofdat het werkt om de caption over twee lijnen te zetten op 0.8 tekstbreedte.	3
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List of Tables

Chapter 1

Inleiding

Algorithm 1: Learning rate

Result: θ_{opti}
initialization:
 $\theta = [1, 1, \dots, 1, 1]$
 $\theta = \frac{\theta}{\text{norm}_2(\theta)}$
 $\tilde{\mathbf{f}} = \frac{1}{m} \sum_{i=1}^m \mathbf{f}(\mathbf{r}_{obs})$;
while *Not converged* **do**
 start opti:
 $\mathbf{r}_{exp,i} = \text{argmin}(\theta^T \cdot \mathbf{f}(\mathbf{r})), \forall i \in 1 : m$;
 constraints:
 $\text{opti.time} = \text{fixed_time}$;
 $\text{opti.begin} = \text{initial}(\text{observed}_i)$;
 $\text{opti.end} = [y = \text{lane_distance}, vy = 0, ay = 0, jy = 0]$;
 end
 $E_{p(\mathbf{r}|\theta)}(\mathbf{f}) = \frac{1}{m} \sum_{i=1}^m \mathbf{f}(\mathbf{r}_{exp,i})$;
 $\Delta\theta = \alpha \cdot (E_{p(\mathbf{r}|\theta)}(\mathbf{f}) - \tilde{\mathbf{f}})$;
 $\theta = \theta + \Delta\theta$;
 $\theta = \frac{\theta}{\text{norm}_2(\theta)}$;
 if $\Delta\theta \leq \epsilon$ **then**
 | $\text{return}(\theta)$;
 end
end

Algorithm 2: Double optimization

Result: θ_{opti}
initialization:
 $\theta = [\frac{1}{nf}, \frac{1}{nf}, \dots, \frac{1}{nf}, \frac{1}{nf}]$, nf: number of features
 $\tilde{f} = \frac{1}{m} \sum_{i=1}^m f(\mathbf{r}_{obs})$;
while *Not converged* **do**
 start opti 1:
 $\mathbf{r}_{exp,i} = \operatorname{argmin}(\theta^T \cdot \mathbf{f}(\mathbf{r})), \forall i \in 1 : m$;
 constraints:
 $opti_1.time = fixed_time$;
 $opti_1.begin = initial(observed_i)$;
 $opti_1.end = [y = lane_distance, vy = 0, ay = 0, jy = 0]$;
 end
 $E_{p(\mathbf{r}|\theta)}(\mathbf{f}) = \frac{1}{m} \sum_{i=1}^m \mathbf{f}(\mathbf{r}_{exp,i})$;
 start opti 2:
 $\Delta\theta = \operatorname{argmin} \sum_{i=1}^{nf} -\Delta\theta_i \cdot (f(\mathbf{r}_{exp})_i - \tilde{f}_i)$;
 constraints:
 $opti_2.subject_to(\Delta\theta_i \cdot (f(\mathbf{r}_{exp})_i - \tilde{f}_i) \geq 0)$;
 $opti_2.subject_to(\sum_{i=1}^{nf} \Delta\theta_i == 0)$;
 end
 $\theta = \theta + \Delta\theta$;
 if $\Delta\theta \leq \epsilon$ **then**
 | *return*(θ);
 end
 end

Figure 1.1: Dit is de sedes van de kul. Der staat trouwens bij dat de KUL in 1425 ontstaan is. Deze caption is uitzonderlijk lang om te testen ofdat het werkt om de caption over twee lijnen te zetten op 0.8 tekstbreedte.

Algorithm 3: Update theta

Result: θ_{new}
 $\Delta\theta = [0, 0 \dots 0]$;
for $i = [1 \dots nf]$ **do**
 if $f_{diff}[i] > 0$ **then**
 $\Delta\theta[i] = \Delta\theta[i] + f_{diff}[i]$
 else
 for $k = [1 \dots nf]$ **do**
 if $k \neq i$ **then**
 $\Delta\theta[i] = \Delta\theta[i] - f_{diff}[i]$
 end
 end
 end
end
 $\theta = \frac{\theta}{norm_2(\theta)}$

Algorithm 4: MPC loop

$current_state = initial_state_system$;
 $history_state = current_state$;
 $get(current_ref)$;
 $calculated_control = solve(OCP, current_ref)$;
for $N_{simulations}$ **do**
 $history_control = calculated_control$;
 $current_state = f(history_state, calculated_control)$;
 $get(current_ref)$;
 $set(initial_guess) = previous_solution$;
 $calculated_control = solve(OCP, current_ref, initial_guess)$;
 $history_state = current_state$;
end

Algorithm 5: Path generation

Result: \mathbf{r}_{opti}

Initialization:

$\boldsymbol{\theta} = [1, 1, \dots, 1, 1]$ Objective:

$\mathbf{r}_{opti} = \operatorname{argmin}(\boldsymbol{\theta}^T \cdot \mathbf{f}(\mathbf{r}))$;

Constraints:

$\dot{\mathbf{X}}(t) = \mathbf{f}(\mathbf{X}(t), \mathbf{u}(t))$;

$\mathit{opti.time} = T$;

$\mathit{opti.begin} = [vx = V, \mathit{other_states} = 0]$;

$\mathit{opti.end} = [y = \mathit{lane_distance}, vy = 0, ay = 0, jy = 0]$;

Chapter 2

Comfort features

2.1 Comfort features found in literature

2.2 Comfort features found out of simulation data

dfs ?
fds

Chapter 3

Vehicle model

3.1 Comparison

hhu fs ffe

[1] [2] [3] [4] [5]

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