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I. INTRODUCTION

Mobile robots are increasingly used in a broad range of applications. The growing demand for autonomy of such devices challenges traditional methodologies, soliciting the development of new and unprecedented techniques. The presented approach proposes a *mission-aware energy planning algorithm* that addresses the broader problem of increasing *computational demands* and their relation to the robot's energy consumption and autonomy. The energy is varied by means of mission-specific parameters, the Quality of Service (QoS) of the onboard computations, and the trajectory explicit equations (TEEs). The approach ideally accounts for a mission extension by adapting the TEEs and QoS as the robot batteries drain.

Energy planning algorithms for mobile robots are not a new concept and have been extensively studied in the literature, being these correlated to such topics as trajectory generation and path planning. Generally, they account for the energy due to the trajectory, by e.g., maximizing the operation time [1], but practically restrict to a specific class of mobile robots [2], and focus on optimizing motion control for such robots [3]. In a similar setting, rotorcrafts have been an obvious object of research interest, with such approaches as the energy-efficient trajectory generation [4], [5]. Conversely, the presented approach attempts to combine and generalize some of these technical breakthroughs and correlate the—extensively studied—energy planning to the growing computational demands through a mission-aware perspective. Of particular inspiration to the approach is the technique of coupling the energy due to the computations

performed and trajectory traveled, although being—likewise the others—limited to the trajectory [6]–[8], or to the class of mobile robots [9], [10].

The algorithm relies on the assumptions of the mission—a set of tasks the mobile robot is supposed to perform—being *periodic* and *uncertain*. The periodicity is directly observed by e.g., the mobile robot traveling in repetitive patterns executing a set of assigned tasks, and the uncertainty accounts for the environmental interference, with e.g., a fixed-wing drone drifting due to windy weather. The algorithm proposes a Fourier series to address the periodicity assumption—being the mission periodic, we expect the energy to evolve also periodically—and a state observer—a Kalman filter—to address the uncertainty assumption.

II. MODEL

The algorithm utilizes the model to estimate the robot's position in space and its energy evolution in time.

Given a position $\mathbf{p} \in \mathbb{R}^3$ in the 3D Euler space, with respect to some inertial navigation frame \mathcal{O}_W , a guidance action—which affects the position allowing the motion along the 3-axis—is built upon the direction to follow, derived using vector field [11].

A. Motion and Guidance Model

The position \mathbf{p} , derived from [11], is described using the following non-holonomic model

$$\begin{cases} \dot{\mathbf{p}}(t) &= s\Psi(\psi(t)) + w(t) \\ \dot{\psi}(t) &= u(t) \end{cases}, \quad (1)$$

where $\mathbf{p}(t) \in \mathbb{R}^2$ is a point in \mathcal{O}_W , $s \in \mathbb{R}$ describes the airspeed assumed constant, $\psi(t) \in (-\pi, \pi]$ the attitude yaw angle and $\Psi(\psi(t)) = [\cos \psi(t) \quad \sin \psi(t)]^T$, and $u \in \mathbb{R}$ the guidance action which denotes the angular velocity $\dot{\psi}$ of \mathcal{O}_V .

Let us define a generic continuously differentiable function $\varphi : \mathbb{R}^2 \rightarrow \mathbb{R}$. The desired trajectory \mathcal{P} can be defined

$$\mathcal{P} := \{\mathbf{p} : \|\varphi(\mathbf{p})\| < c + \varepsilon\}, \quad (2)$$

as the set of points that follows an explicit trajectory equation $\varphi(\mathbf{p}) = c$ within a given $\varepsilon \in \mathbb{R}_{\geq 0}$.

Given a set of discrete values c , \mathcal{O}_W can be covered by all the trajectories \mathcal{P} within specific boundaries $\underline{c} \leq c \leq \bar{c}$, where \underline{a}, \bar{a} returns the upper bound and lower bound limit of a from the mission specification, which is a lookup table.

The concept of a trajectory is used later to design a controller that selects c with the highest energy value under the energy budget constraints. Here we design a guidance action

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u that allows following such trajectory. The guidance is derived using the vector field approach also presented in [11]. The algorithm heads to \mathcal{P} by the means of minimizing the norm in Equation (2).

Let us define $\Phi := \varphi(\mathbf{p})$. The vector field is defined as the desired velocity vector

$$\dot{\mathbf{p}}_d(\mathbf{p}) := E\nabla\Phi - k_e\Phi\nabla\Phi, \quad E = \begin{bmatrix} 0 & 1 \\ -1 & 0 \end{bmatrix}, \quad (3)$$

where $\nabla\Phi \in \mathbb{R}^2$ is defined as the gradient of φ at the point \mathbf{p} (i.e., its vector field), E specifies the tracking direction, and $k_e \in \mathbb{R}_{\geq 0}$ the gain which adjusts the speed of convergence of the vector field to the desired trajectory.

The direction the velocity vector $\dot{\mathbf{p}}$ is pointing at is generally different from the course heading $\chi \in (-\pi, \pi]$ due to the atmospheric interference.

Let us further define $\hat{\mathbf{p}} := \mathbf{p}/\|\mathbf{p}\|$, the desired course heading rate $\dot{\chi}_d$ is computed by sensing the position \mathbf{p} , the ground velocity $\dot{\mathbf{p}}$, and is expressed

$$\dot{\chi}(\dot{\mathbf{p}}, \mathbf{p}) = -E \frac{\dot{\mathbf{p}}_d}{\|\dot{\mathbf{p}}_d\|^2}. \quad (4)$$

$$\left(E \hat{\mathbf{p}}_d \hat{\mathbf{p}}_d^T ((E - k_e\Phi)H(\Phi)\dot{\mathbf{p}} - k_e\nabla\Phi^T \dot{\mathbf{p}}\nabla\Phi) \right)^T,$$

where $H(\cdot)$ is defined as the Hessian operator; the physical meaning is that the curvature of the desired trajectory has to be known in order to be tracked.

Under the assumption of the airspeed $s > \|w(t)\|$ for $t > 0$ (i.e., the constant airspeed is greater than the norm of the wind), the guidance action can be expressed

$$u(\dot{\mathbf{p}}, \mathbf{p}, \psi) = \frac{\|\mathbf{p}\|}{s \cos \beta} \left(\dot{\chi}_d(\dot{\mathbf{p}}, \mathbf{p}) + k_d \hat{\mathbf{p}}^T E \dot{\mathbf{p}}_d \right), \quad (5)$$

where $k_d \in \mathbb{R}_{\geq 0}$ is the gain which adjusts the speed of the convergence of $\dot{\mathbf{p}}_d$, $\beta = \cos^{-1}(\hat{\mathbf{p}}^T \Psi(\psi))$ is the sideslip angle, and $\dot{\chi}_d$ is given in Equation (4).

B. Energy Model

To evaluate the energy spent performing given actuation and computations we consider a Fourier series $f : \mathbb{R}_{\geq 0} \rightarrow \mathbb{R}_{\geq 0}$ of an arbitrary order r

$$f(t) = \sum_{n=0}^r a_n \cos \frac{nt}{\xi} + b_n \sin \frac{nt}{\xi}, \quad (6)$$

where $\xi \in \mathbb{R}$ is the characteristic time, and $a_n, b_n \in \mathbb{R}$ for $n \in \{0, \dots, r\}$ the Fourier series coefficients. The Fourier analysis allows accounting for the periodicity of the mission, with a trajectory \mathcal{P} being reiterated over time.

The non-linear model in Equation (6) can be expressed using an equivalent time-varying state-space model in the following form

$$\begin{cases} \dot{\mathbf{q}}(t) &= A\mathbf{q}(t) + B\mathbf{u}(t) + w(t) \\ y(t) &= C\mathbf{q}(t) + v(t) \end{cases}, \quad (7)$$

where $y(t) \in \mathbb{R}_{\geq 0}$ is the energy evolution of the system being controlled, $w(t)$ the same process noise of the system

in Equation (1), and $v(t) \in \mathbb{R}_{\geq 0}$ the measurement noise. The control \mathbf{u} along with the input matrix B are defined subsequently. The state \mathbf{q} represents the evolution of the Fourier series coefficients in time, which can be expressed along with the state transition matrix, and the output matrix

$$\mathbf{q}(t) = \begin{bmatrix} a_0 & | & a_1 & b_1 & \dots & a_r & b_r \end{bmatrix}^T,$$

$$A = \begin{bmatrix} 1 & | & \mathbf{0} & \dots & \mathbf{0} \\ \mathbf{0} & | & A_1 & \dots & \mathbf{0} \\ \vdots & | & \vdots & \ddots & \vdots \\ \mathbf{0} & | & \mathbf{0} & \dots & A_r \end{bmatrix}, \quad A_n = \begin{bmatrix} 0 & \frac{n}{\xi} \\ -\frac{n^2}{\xi^2} & 0 \end{bmatrix}, \quad (8)$$

$$C = \begin{bmatrix} 1 & | & 1 & 0 & \dots & 1 & 0 \end{bmatrix},$$

where $\mathbf{q}(t) \in \mathbb{R}^j$ given $j := 2r + 1$, $A \in \mathbb{R}^{j \times j}$ is the state transmission matrix, and $C \in \mathbb{R}^j$ is the output matrix. Furthermore, the first row and column of the matrix A contain zeros row vectors and column vectors respectively.

Motivated by the fact that the system of interest is sampled discrete-time, and for the sake of simplicity, we consider the discretized version of Equation (1) and (7)

$$\begin{cases} \mathbf{p}_{k+1} &= s\Psi(\psi_k) + w_k \\ \psi_{k+1} &= u_k \end{cases}, \quad (9a)$$

$$\begin{cases} \mathbf{q}_{k+1} &= A\mathbf{q}_k + B\mathbf{u}_k + w_k \\ y_k &= C\mathbf{q}_k + v_k \end{cases}. \quad (9b)$$

As the system was observed to behave stochastically, with the process and measurement noise evolving in a normal distribution, a Kalman filter [12], [13] is employed to predict the state $\hat{\mathbf{q}}$. Such a state, along with the predicted output \hat{y} , differs from the model state \mathbf{q} and measured output y in Equation (9b) due to the presence of uncertainty.

The prediction is done using

$$\hat{\mathbf{q}}_{k+1}^- = A\hat{\mathbf{q}}_k + B\mathbf{u}_k, \quad (10a)$$

$$P_{k+1}^- = AP_k A^T + Q, \quad (10b)$$

where $\hat{\mathbf{q}}_k^-, \hat{\mathbf{q}}_k \in \mathbb{R}^j$ depicts the estimate of the state before and after measurement (or simply estimate), and $P_k, P_k^- \in \mathbb{R}^{j \times j}$ the error covariance matrix (i.e., the variance of the estimate).

The estimation of the state and the update of the predicted output is done using

$$K_k = (CP_{k+1}^- C^T + R)^{-1} (P_{k+1}^- C^T), \quad (11a)$$

$$\hat{\mathbf{q}}_{k+1} = \hat{\mathbf{q}}_{k+1}^- + K_k(y_k^s + y_k^c - C\hat{\mathbf{q}}_{k+1}^-), \quad (11b)$$

$$P_{k+1} = (I - K_k C)P_{k+1}^-, \quad (11c)$$

$$\hat{y}_k = C\hat{\mathbf{q}}_{k+1}, \quad (11d)$$

where $K_k \in \mathbb{R}^j$ is the gain of the Kalman filter, and I the identity matrix. y_k^s, y_k^c are the energy readings: y_k^s the flight controller sensor, i.e., the energy needed for the actuation, and y_k^c the energy of a given software configuration described in Equation (13) later in this section. The noise covariance matrices $Q \in \mathbb{R}^{j \times j}, R \in \mathbb{R}$ indicates the process noise and sensor noise covariance respectively, and $\hat{y}_k \in \mathbb{R}_{\geq 0}$ is the estimated energy.

Equations (10–11) converge to the predicted energy evolution as follows. An initial guess of the values \hat{q}_0, P_0 is derived empirically from collected data. It is worth considering that an appropriate guess of these parameters allows the system to converge to the desired energy evolution in a shorter amount of time. The tuning parameters Q, R are also derived from the collected data, and may differ due to i.e., different sensors used to measure the instantaneous energy consumption, or different atmospheric conditions accounting for the process noise.

At time $k = 0$, the initial estimate before measurement of the state and of the error covariance matrix is updated in Equation (10a) and (10b) respectively. The value of \hat{q}_1^- is then used in Equation (11b) to estimate the current state along with the data from the sensor y_0 (we use the energy sensor of the flight controller), where the sensor noise covariance matrix R accounts for the amount of uncertainty in the measurement. The estimated output \hat{y}_0 is then obtained from Equation (11d). The algorithm is iterative. At time $k = 1$ the values \hat{q}_1, P_1 computed at previous step are used to estimate the values \hat{q}_2, P_2 , and y_1 .

In the light of Equations (9–11), the main goal stated earlier in this section can be updated. We aim to find an optimal control action \mathbf{u}^0 for the current state $\hat{\mathbf{q}}$ from the optimal control law $\mathbf{u}^0 =: \kappa(\hat{\mathbf{q}})$ [14]. This is achieved by solving online a finite horizon optimal control problem by the hand of a model predictive control (MPC) algorithm derived in the next section. Before, we need to define a generic control action \mathbf{u} .

C. Computational Model

A computational energy model is built using `powprofiler`¹, an open-source modeling tool that measures empirically software configurations and builds an energy model accordingly [15]. Specifically, the tool builds a multivariate linear interpolation which is accessed online at the hand of a lookup table in the optimal control algorithm. The system is modeled as follows. An existing ROS system composes several computationally expensive ROS nodes, allowing to vary the number of computations changing some node-specific quality of service (QoS) values via ROS parameters. The tool builds the energy model using mission specification which, besides other mission parameters, specifies per each ROS node a QoS range.

Suppose the system is composed of σ computationally expensive ROS nodes. Let us define the computational control action

$$\mathcal{C}_k := \{u : u \in \text{QoS}_n(k) \forall n \in \{0, \dots, \sigma\}\}, \quad (12)$$

where $\text{QoS}_n(t) : \mathbb{Z}_{\geq 0} \rightarrow \mathbb{Z}_{\geq 0}$ returns the n -th QoS value at time t , and $\mathcal{C}_k \in \mathbb{Z}_{\geq 0}^\sigma$ the set of σ QoS values the system is composed of at time k . Let us further define $g : \mathbb{Z}_{\geq 0} \times \mathbb{Z}_{\geq 0} \rightarrow \mathbb{R}_{\geq 0}$ as the instantaneous energy value obtained interrogating `powprofiler`. The computational energy component can be

defined

$$y_k^c := g(\text{QoS}_0(k), \dots, \text{QoS}_\sigma(k)) = g(\mathcal{C}_k). \quad (13)$$

The QoS parameters \mathcal{C}_k can be subject to different constraints at different states. Physically, this means that the drone can perform the ROS nodes within different QoS ranges while flying different phases of a mission

$$\underline{\text{QoS}}_n(k) \leq \text{QoS}_n(k) \leq \overline{\text{QoS}}_n(k), \forall n \in \{0, \dots, \sigma\}, \quad (14)$$

where the values $\underline{\text{QoS}}_n(k), \overline{\text{QoS}}_n(k)$ are retrieved from the mission specification.

The control action is constructed in two steps. Equation (12) defines the control due to the computations. The control due to the actuation, which describes the energy of the mechanical elements of the drone \mathcal{M} , is derived in the following subsection.

D. Control Action

Given a generic trajectory equation φ , the trajectory can be modeled by ρ parameters $\mathcal{M} \in \mathbb{R}^\rho$, e.g., the constants of a linear function, the radius of a circle, and semi-major and minor axis of an ellipse. The set of these parameters can be expressed

$$\mathcal{M}_k := \{\mathbf{u}_k : \varphi_k(\mathbf{p}_k^0, \mathbf{u}_k) = c_k\}, \quad (15)$$

where c is defined in Equation (2), and \mathbf{p}^0 is any optimal point which let the trajectory explicit function φ_k converge to the value c (i.e., points over the trajectory).

The explicit trajectory equation φ_k can be different at different states k , meaning the vector field and guidance action, from Equation (3) and (5) respectively, will account for the sudden change of trajectory during the mission. Alike Equation (15), the parameters $\mathbf{u}_k = \{u_{k,1}, \dots, u_{k,\rho_k}\}$ at time k are constrained

$$\underline{u}_{k,n} \leq u_{k,n} \leq \overline{u}_{k,n} \forall n \in \{0, \dots, \rho_k\}, \quad (16)$$

where the values $\underline{u}_{k,n}, \overline{u}_{k,n}$ are also retrieved from the mission specification.

It is worth considering that the number of parameters at state k is a parameter of the state. This is for the sake of generality, as the mission specification might contain different explicit equations for different states. For instance, the drone might follow an ellipse function throughout the mission and heading a linear function while landing.

The mechanical and computational control actions, \mathcal{C} and \mathcal{M} defined in Equation (12) and (15), are incorporated in the system in Equation (9b) using the input matrix

$$\mathbf{u}_k = \begin{bmatrix} g(\mathcal{C}_k) & \mathcal{M}_k \end{bmatrix}^T, \quad B = \begin{bmatrix} 1 & 0 & \dots & 0 \\ 0 & 0 & \dots & 0 \\ \vdots & \vdots & \ddots & \vdots \\ 0 & 0 & \dots & 0 \end{bmatrix}, \quad (17)$$

where $\mathbf{u}_k \in \mathbb{R}^l$ is the control given $l := 1 + \rho$, and $B \in \mathbb{R}^{j \times l}$ is the input matrix from Equation (7) and (9b).

¹<https://bitbucket.org/adamseew/powprofiler>

Moreover, the first column in the first row of the input matrix is 1, while all the other items are 0. This adds the computational model component to the energy evolution in the system in Equation (9b). The energy due to the change of explicit trajectory equation parameters is not directly added to the system, which however will update the reading from the sensors in Equation (11b) and thus adjust the energy evolution accordingly.

III. EVALUATION

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IV. CONCLUSION AND FUTURE WORK

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