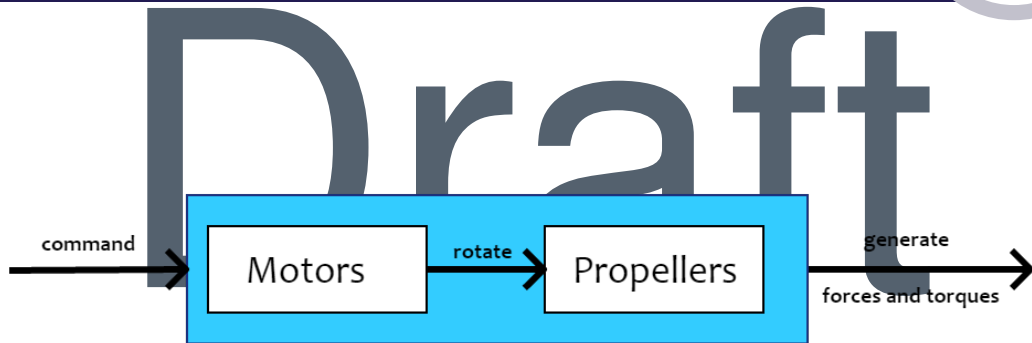
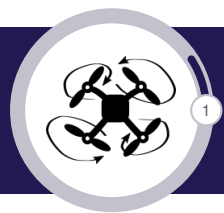


# System Identification Results

## Lecture 8





# Command

## Lecture 8 | System Identification Results

# Draft

- ▶ The code on the electronics (firmware/embedded code) sends a digital command to the motors, that is then transformed to an analog PWM (Pulse Width Modulation signal) that commands the coreless motor of the Crazyflie
- ▶ The digital command consists of four 16-bit integer numbers (from 0 to 65535), one for each motor.



# Mapping functions

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# Draft

- ▶ Given a command from 0 to 65535, how fast does a propeller rotate ?
- ▶ How much thrust does a rotating propeller produce ?
- ▶ How much torque does a rotating propeller produce ?
- ▶ What are the aerodynamic forces on the quadrotor in flight ?



# Assumptions

## Lecture 8 | System Identification Results

# Draft

- ▶ Given a command from 0 to 65535, we assume that the motors and propellers respond instantaneously, therefore we do not look at the transitory response
- ▶ The aerodynamic forces are due mainly to the drag
- ▶ We are going to use results from Julian Förster bachelor thesis at ETH Zurich, which is uploaded on the lecture's resources



# Parameters

## Lecture 8 | System Identification Results

# Draft

- Mass of the quadrotor:  $m = 0.028 \text{ kg}$
- Radius of the quadrotor (length from center of mass to the propeller center):  $r = 0.045 \text{ m}$
- Inertia

$$\mathbf{I}^b = \begin{bmatrix} 16.571710 & -0.830806 & -0.718277 \\ -0.830806 & 16.655602 & -1.800197 \\ -0.718277 & -1.800197 & 29.261652 \end{bmatrix} 10^{-6} \cdot \text{kg} \cdot \text{m}^2$$



# Rotor Static Mappings

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Draft

- Mapping from input command to the rotor/propeller angular velocity:

$$\omega_{r,i} = 0.0401521 \cdot \text{cmd}_i + 38.18359 \text{ [rad/s]} \quad (1)$$

- Mapping from input command to the motor/propeller thrust:

$$f_{\text{thrust},i} = 1.130295 \cdot 10^{-11} \cdot \text{cmd}_i^2 + 1.032633 \cdot 10^{-6} \cdot \text{cmd}_i + 5.484560 \cdot 10^{-4} \text{ [N]} \quad (2)$$

- Mapping from motor thrust to motor torque

$$\tau_i = 0.005964552 \cdot f_{\text{thrust},i} + 1.563383 \cdot 10^{-5} \text{ [N.m]} \quad (3)$$



# Drag model

## Lecture 8 | System Identification Results

$$f_a^b = K_{\text{aero}} \left( \sum_{i=1}^4 r_{,i} \right) \quad (4)$$

where  $K_{\text{aero}} = \begin{bmatrix} -10.2506 & -0.3177 & -0.4332 \\ -0.3177 & -10.2506 & -0.4332 \\ -7.7050 & -7.7050 & -7.5530 \end{bmatrix} 10^{-7}$



# Forces and Torque Model

## Lecture 8 | System Identification Results

- Force in body frame

$$\mathbf{f}^b = [0, 0, \sum_{i=1}^4 f_{\text{thrust},i}(\text{cmd}_i)]^T \quad \mathbf{f}^b \quad (5)$$

- Torque in body frame, for the plus configuration

$$\boldsymbol{\tau}^b = (f_{\text{thrust},2} - f_{\text{thrust},4}) \cdot (f_{\text{thrust},1} - f_{\text{thrust},3}) \cdot \mathbf{r}, \quad [\tau_1 - \tau_3 + \tau_2 + \tau_4]^T \quad (6)$$

- Torque in body frame, for the cross-configuration

$$\boldsymbol{\tau}^b = [(f_{\text{thrust},2} + f_{\text{thrust},3} - f_{\text{thrust},1} - f_{\text{thrust},4}) \frac{\sqrt{2}}{2} \cdot \mathbf{r}, \quad (7)$$

$$(f_{\text{thrust},3} + f_{\text{thrust},4} - f_{\text{thrust},2} - f_{\text{thrust},1}) \frac{\sqrt{2}}{2} \cdot \mathbf{r}, -\tau_1 - \tau_3 + \tau_2 + \tau_4]^T \quad (8)$$





# Simplified Model

## Lecture 8 | System Identification Results

# Draft

A simplified model where we consider the command to thrust and torque models to be quadratic in the motor angular velocity

$$F_{r,i}, C_T = 1.903 \cdot 10^{-8} \quad (9)$$

$$\tau_i = C_Q \omega_{r,i}^2, C_Q = C_T \cdot 0.005964552 = 1.246 \cdot 10^{-10} \quad (10)$$



# Forces and Torque Simplified Model

## Lecture 8 | System Identification Results

Plus configuration:

$$\begin{bmatrix} \ddot{p} \\ \ddot{\phi} \\ \ddot{\theta} \\ \ddot{\psi} \end{bmatrix} = \begin{bmatrix} C_T & 0 & 0 & 0 \\ 0 & r \cdot C_T & 0 & 0 \\ -r \cdot C_T & 0 & l \cdot C_T & 0 \\ -C_Q & C_Q & -C_Q & C_Q \end{bmatrix} \begin{bmatrix} \omega_{r,1}^2 \\ \omega_{r,2}^2 \\ \omega_{r,3}^2 \\ \omega_{r,4}^2 \end{bmatrix} \quad (11)$$

$\underbrace{\hspace{15em}}_{\Gamma}$



# Forces and Torque Simplified Model

## Lecture 8 | System Identification Results

Cross configuration

$$\begin{bmatrix} f_z^b \\ \tau_x \\ \tau_y \\ \tau_z \end{bmatrix} = \underbrace{\begin{bmatrix} c_T & -r\frac{\sqrt{2}}{2}c_T & r\frac{\sqrt{2}}{2}c_T & -r\frac{\sqrt{2}}{2}c_T \\ -r\frac{\sqrt{2}}{2}c_T & c_T & -r\frac{\sqrt{2}}{2}c_T & r\frac{\sqrt{2}}{2}c_T \\ -r\frac{\sqrt{2}}{2}c_T & -r\frac{\sqrt{2}}{2}c_T & r\frac{\sqrt{2}}{2}c_T & r\frac{\sqrt{2}}{2}c_T \\ -c_Q & c_Q & -c_Q & c_Q \end{bmatrix}}_{\Gamma} \begin{bmatrix} \omega_{r,1}^2 \\ \omega_{r,2}^2 \\ \omega_{r,3}^2 \\ \omega_{r,4}^2 \end{bmatrix} \quad (12)$$