

EN530.678 Nonlinear Control and Planning in Robotics

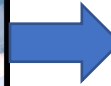
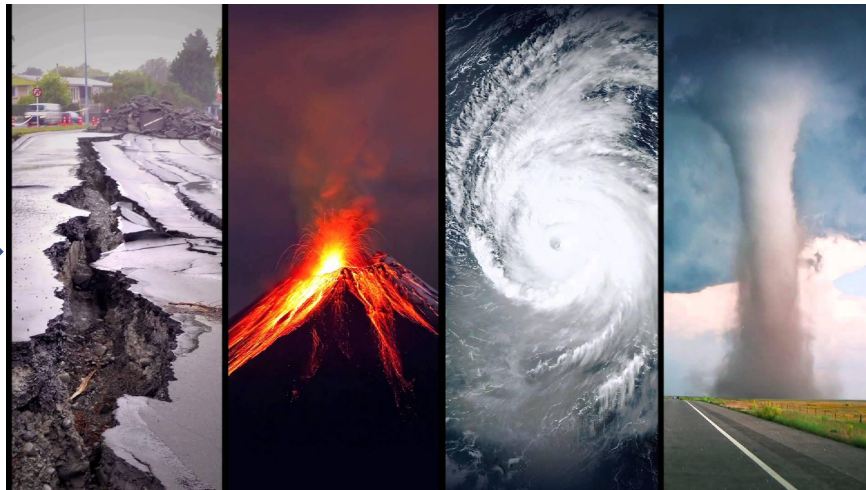
Project presentation

Planning and control of a quadrotor in obstacle-dense terrain

Soowon Kim
Hyungmu Lee

Objective

- Catastrophes : earthquake, flood, volcano etc..
- ⇒ Difficult to reach out to find and save people
- ⇒ Quadrotor is an alternative way to find and save them!!
- ⇒ How to get to the destination safely and effectively arriving and precisely landing?



Trajectory planning

- Dijkstra*
Shortest path using uniform grid
- Differential Flatness**
Flat output: $[x_d, y_d, z_d, \psi_d]$
- Polynomial trajectory optimization**
Minimum snap
- Piecewise polynomial joint optimization***
Unconstrained quadratic programming

*<https://github.com/stormmax/quadrotor>

**Bry, A., et al. IJRR (2015)

***Mellinger, D., et al. IEEE (2011)

Polynomial trajectory optimization

$$P(t) = p_n t^n + p_{n-1} t^{n-1} + \dots + p_1 t + p_0$$

$$J = \int_0^\tau P^{(4)}(t)^2 dt = \mathbf{p}^T \mathbf{Q} \mathbf{p} \quad \longrightarrow \quad \text{Minimum snap}$$

$$\left. \begin{array}{l} \mathbf{A}_0 \mathbf{p} = \mathbf{b}_0 \\ \mathbf{A}_\tau \mathbf{p} = \mathbf{b}_\tau \end{array} \right\} \longrightarrow \quad \text{Equality constraint}$$

$$\left. \begin{array}{l} \min_{\mathbf{p}} \mathbf{p}^T \mathbf{Q} \mathbf{p} \\ \mathbf{A} \mathbf{p} = \mathbf{b}, \mathbf{b} = \left[x_0 \ x\dot{}_0 \ x\ddot{}_0 \ x\ddot{\ddot{}}_0 \ x_0^{(4)} \mid x_\tau \ x\dot{}_\tau \ x\ddot{}_\tau \ x\ddot{\ddot{}}_\tau \ x_\tau^{(4)} \right]^T \end{array} \right\} \longrightarrow \quad \text{Quadratic programming (QP)}$$

Piecewise polynomial joint optimization

$$\begin{bmatrix} \mathbf{p}_1 \\ \vdots \\ \mathbf{p}_K \end{bmatrix}^T \begin{bmatrix} \mathbf{Q}_1 & & \\ & \ddots & \\ & & \mathbf{Q}_K \end{bmatrix} \begin{bmatrix} \mathbf{p}_1 \\ \vdots \\ \mathbf{p}_K \end{bmatrix}$$

$$\begin{bmatrix} \mathbf{A}_1 & & \\ & \ddots & \\ & & \mathbf{A}_K \end{bmatrix} \begin{bmatrix} \mathbf{p}_1 \\ \vdots \\ \mathbf{p}_K \end{bmatrix} = \begin{bmatrix} \mathbf{b}_1 \\ \vdots \\ \mathbf{b}_K \end{bmatrix}$$

Works well with small number of segments

$$J = \begin{bmatrix} \mathbf{b}_1 \\ \vdots \\ \mathbf{b}_K \end{bmatrix}^T \begin{bmatrix} \mathbf{A}_1 & & \\ & \ddots & \\ & & \mathbf{A}_K \end{bmatrix}^{-T} \begin{bmatrix} \mathbf{Q}_1 & & \\ & \ddots & \\ & & \mathbf{Q}_K \end{bmatrix} \begin{bmatrix} \mathbf{A}_1 & & \\ & \ddots & \\ & & \mathbf{A}_K \end{bmatrix}^{-1} \begin{bmatrix} \mathbf{b}_1 \\ \vdots \\ \mathbf{b}_K \end{bmatrix}$$

Converted into unconstrained QP

$$J = \begin{bmatrix} b_{fix} \\ b_{free} \end{bmatrix}^T CA^{-T}QA^{-1}C^T \begin{bmatrix} b_{fix} \\ b_{free} \end{bmatrix} = \begin{bmatrix} b_{fix} \\ b_{free} \end{bmatrix}^T \begin{bmatrix} R_{11} & R_{12} \\ R_{21} & R_{22} \end{bmatrix} \begin{bmatrix} b_{fix} \\ b_{free} \end{bmatrix}$$

Rearranged cost function

$$b_{free}^* = -R_{22}^{-1}R_{12}^T b_{fix}$$

Optimized free derivatives

Time allocation

$$J_{\tau} = \mathbf{p}^T \mathbf{Q} \mathbf{p} + c_{\tau} \sum_{i=1}^K \tau_i$$

- Cost is minimized using gradient descent method.

$$\nabla_{\tau} J \approx \left[\frac{J(\tau_1 + \epsilon) - J(\tau_1 - \epsilon)}{2\epsilon} \quad \dots \quad \frac{J(\tau_K + \epsilon) - J(\tau_K - \epsilon)}{2\epsilon} \right]$$

$$\boldsymbol{\tau}_{new} = \boldsymbol{\tau}_{old} - \alpha \nabla_{\tau} J$$

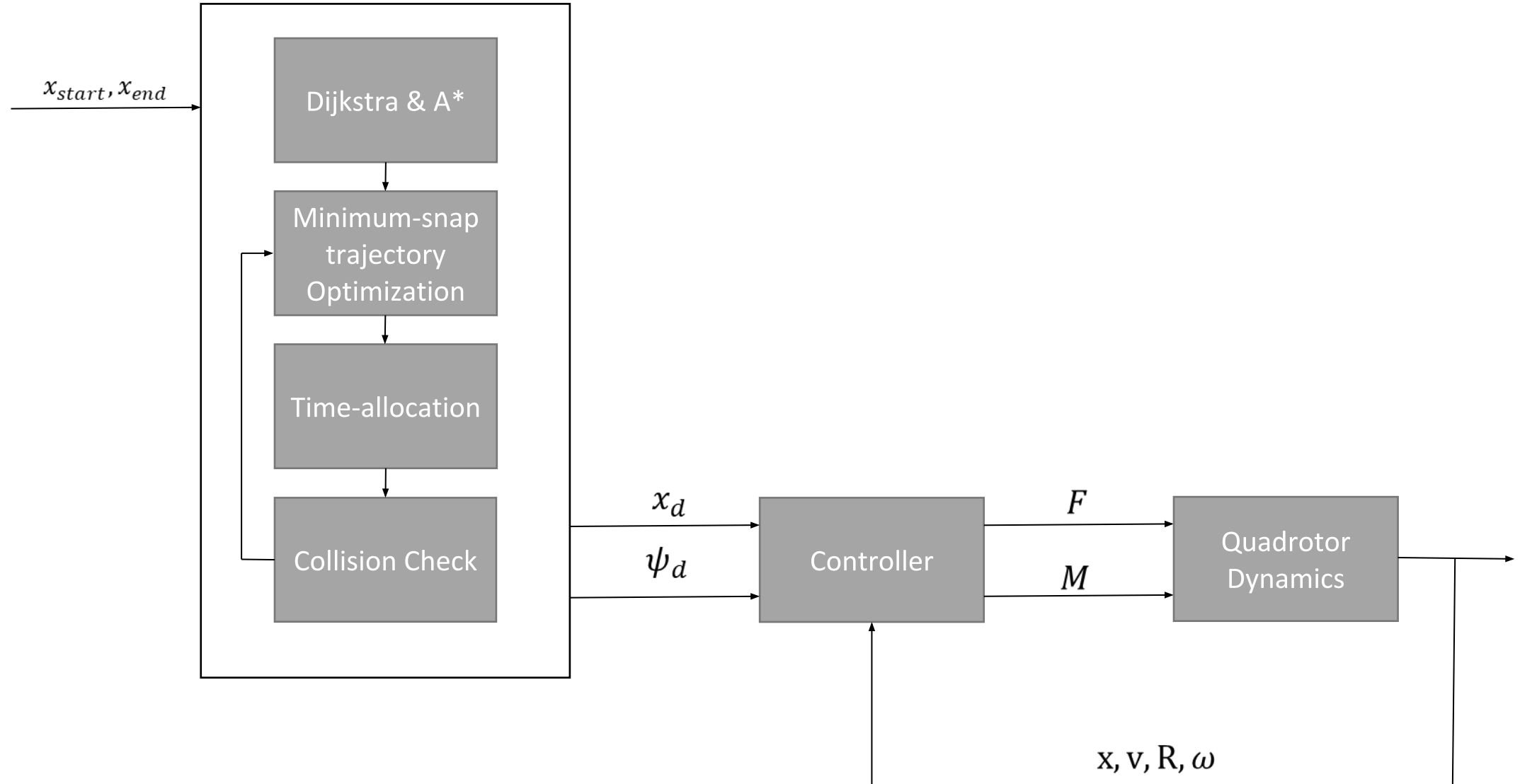
- The shape of optimized trajectory does not depend on the time penalty.

- Larger penalty gives faster movement

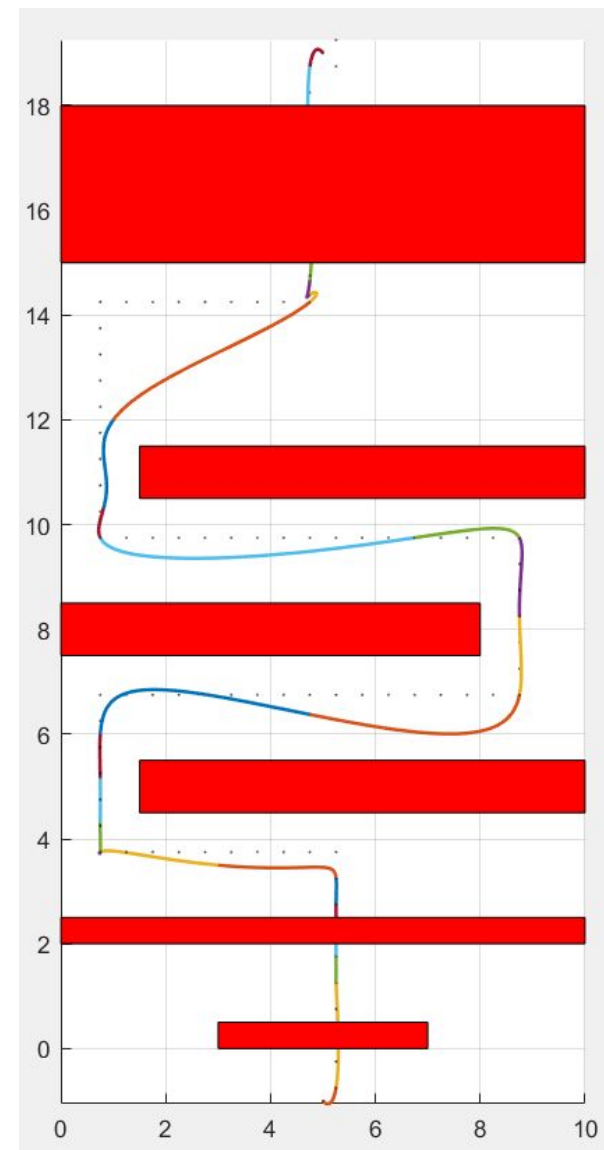
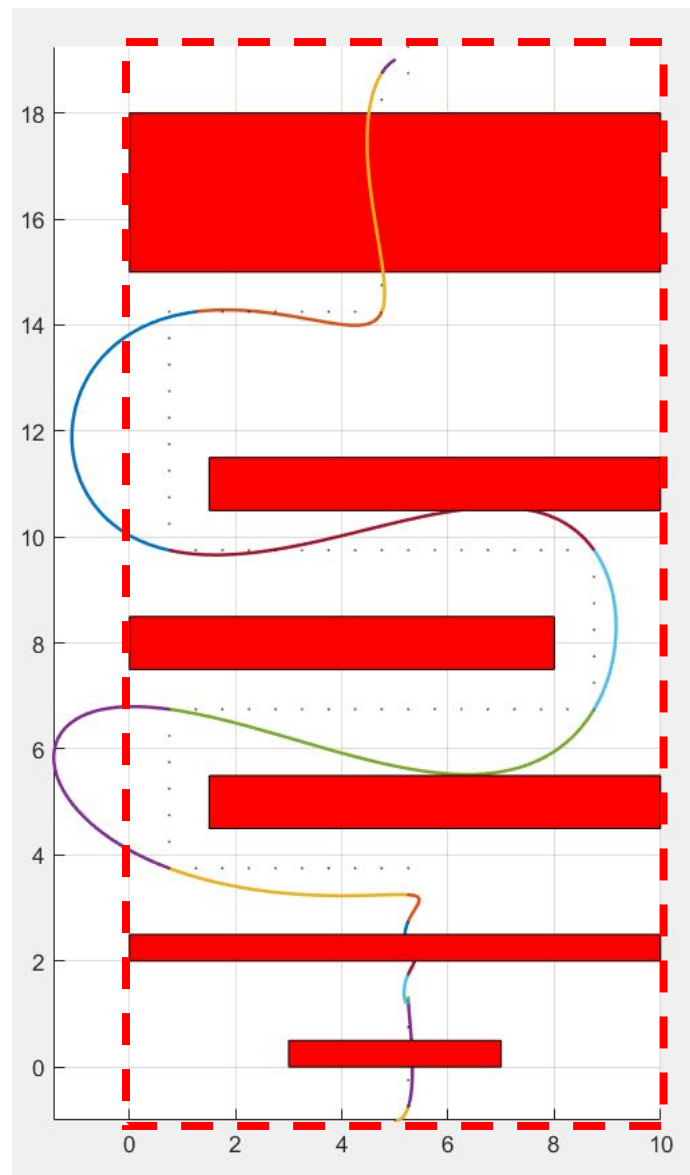
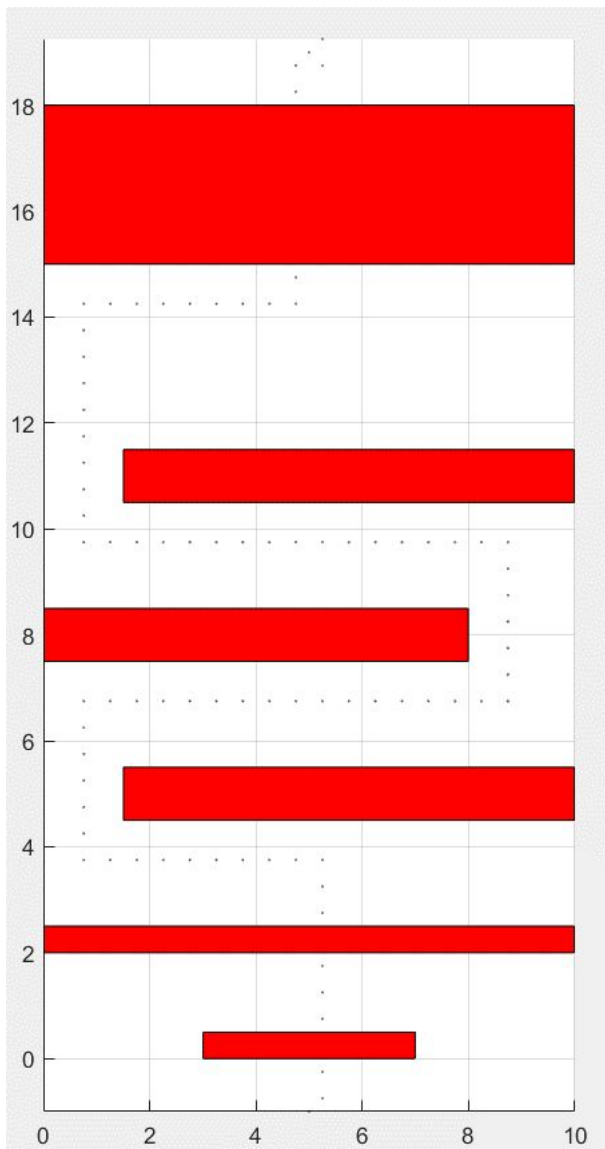
Collision free trajectory

If a certain segment intersects with an obstacle, a mid-way point is added, then recalculate the trajectory.

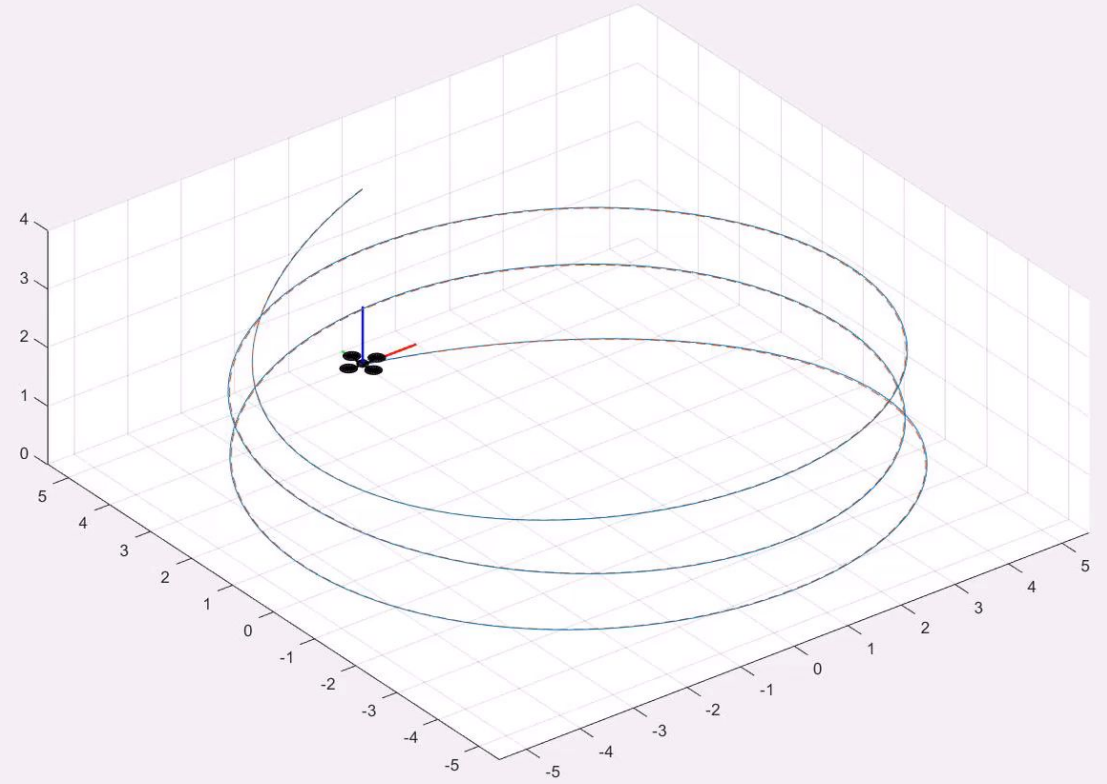
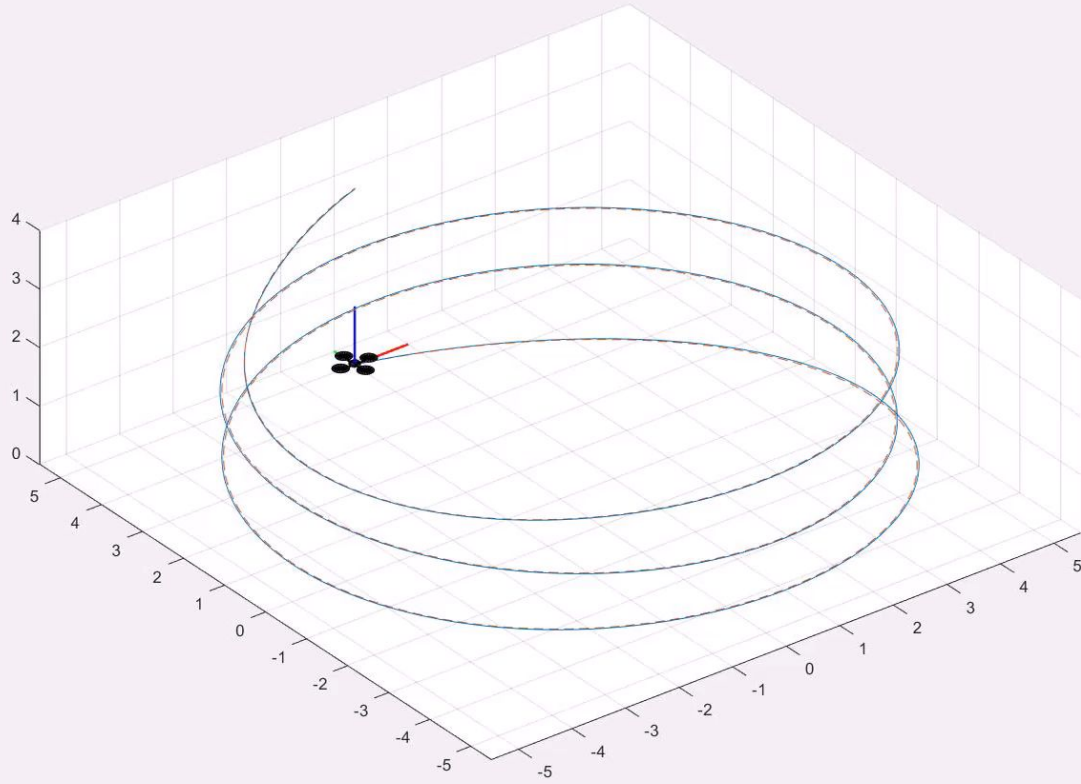
Algorithm structure



Implementation (Dijkstra -> trajectory -> collision free)



Implementation – time allocation



Dynamics

$$m\ddot{r} = -mgz_w + Fz_b$$

$$J\dot{\omega}^b + \omega^b \times J\omega^b = M$$

Control law*:

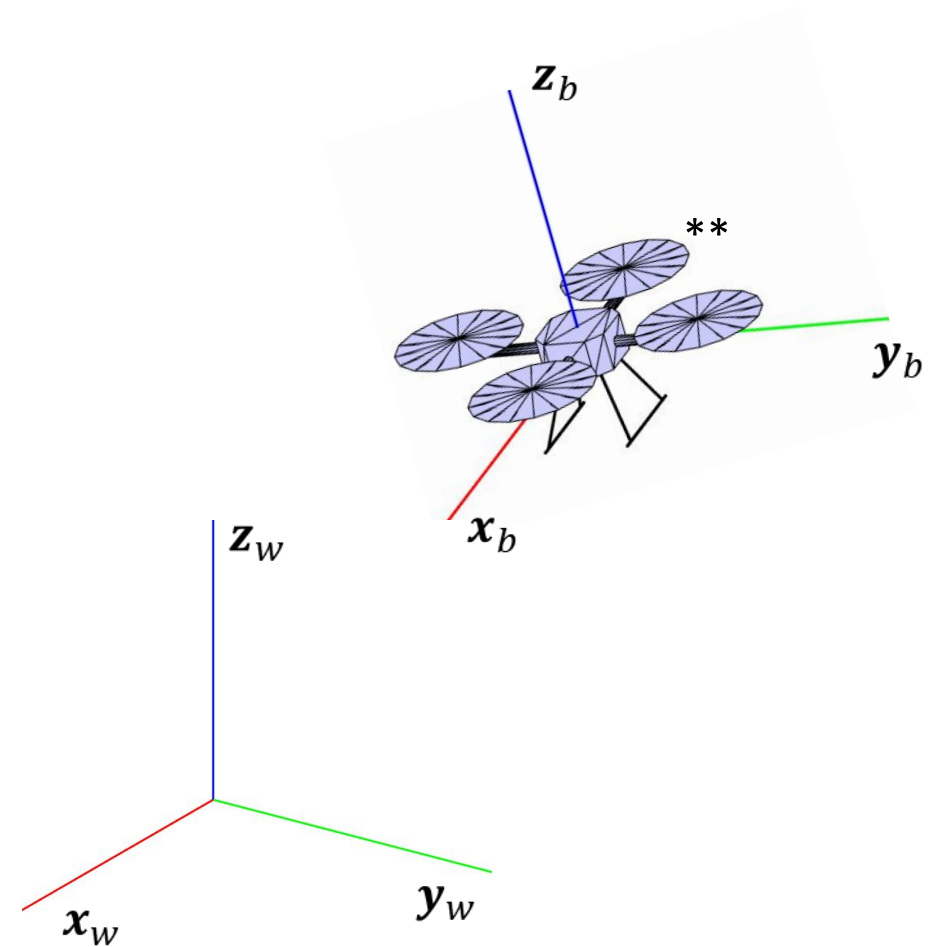
$$F = (-k_x e_x - k_v e_v + mgz_w + m\ddot{x}_d) \cdot z_b$$

$$M = -k_R e_R - k_\omega e_\omega + \omega \times J\omega - J(\hat{\omega}R^T R_d \omega_d - R^T R_d \dot{\omega}_d)$$

Model parameters**:

$$J = [0.0115, 0.0115, 0.0218] \text{ kgm}^2$$

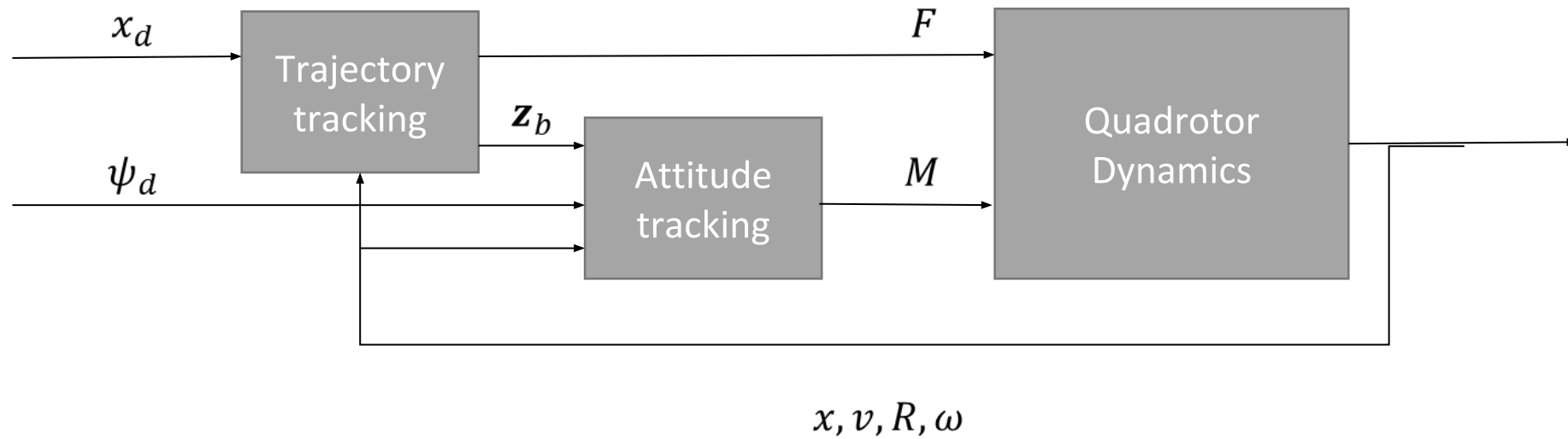
$$m = 1.477 \text{ kg}, d = 0.263 \text{ m}, c_{\tau f} = 8 \times 10^{-4} \text{ m}$$



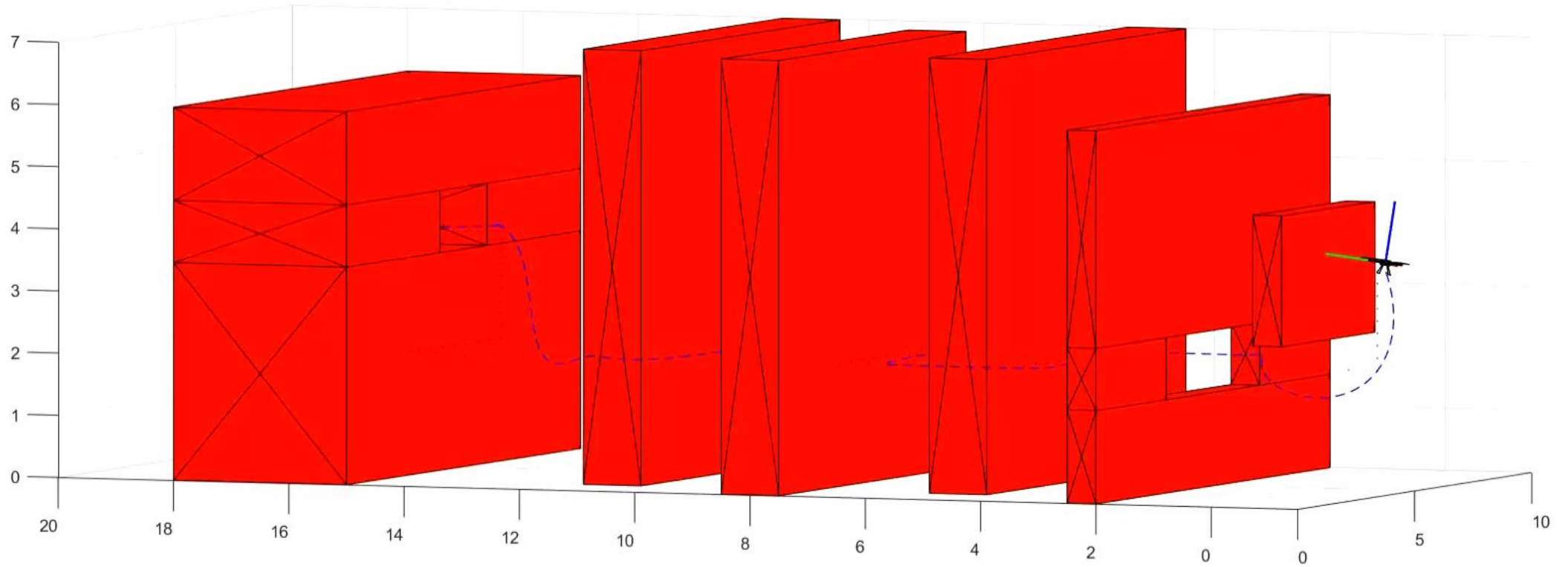
*Lee, T., et al. IEEE (2010)

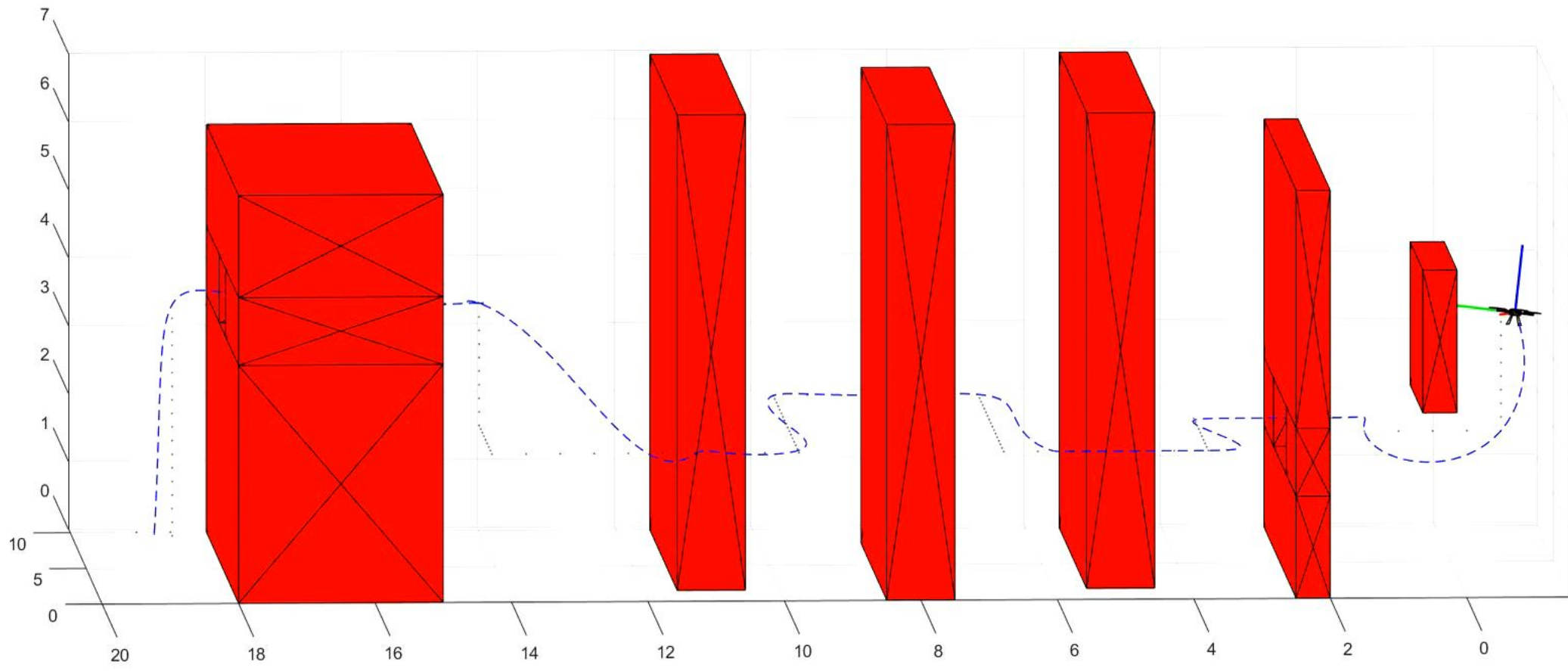
**https://github.com/tu-darmstadt-ros-pkg/hector_quadrotor.git

Controller structure

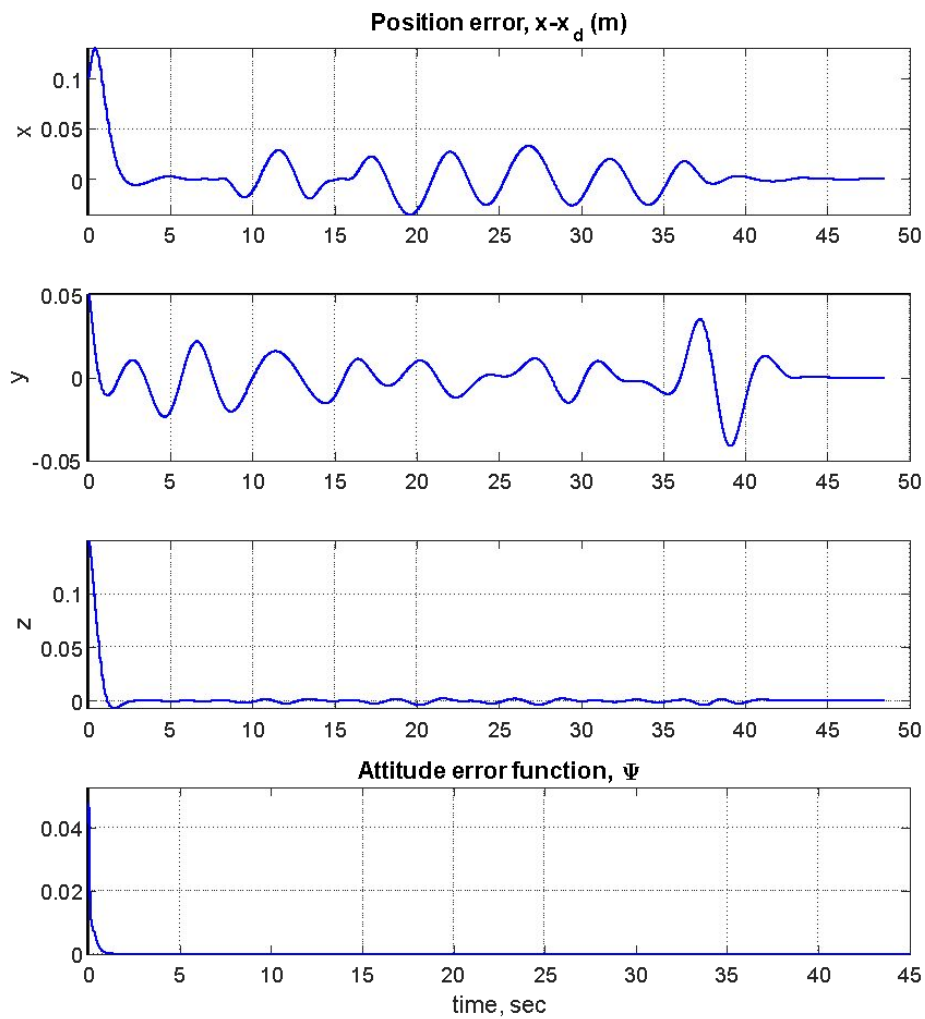


Implementation (No disturbances)

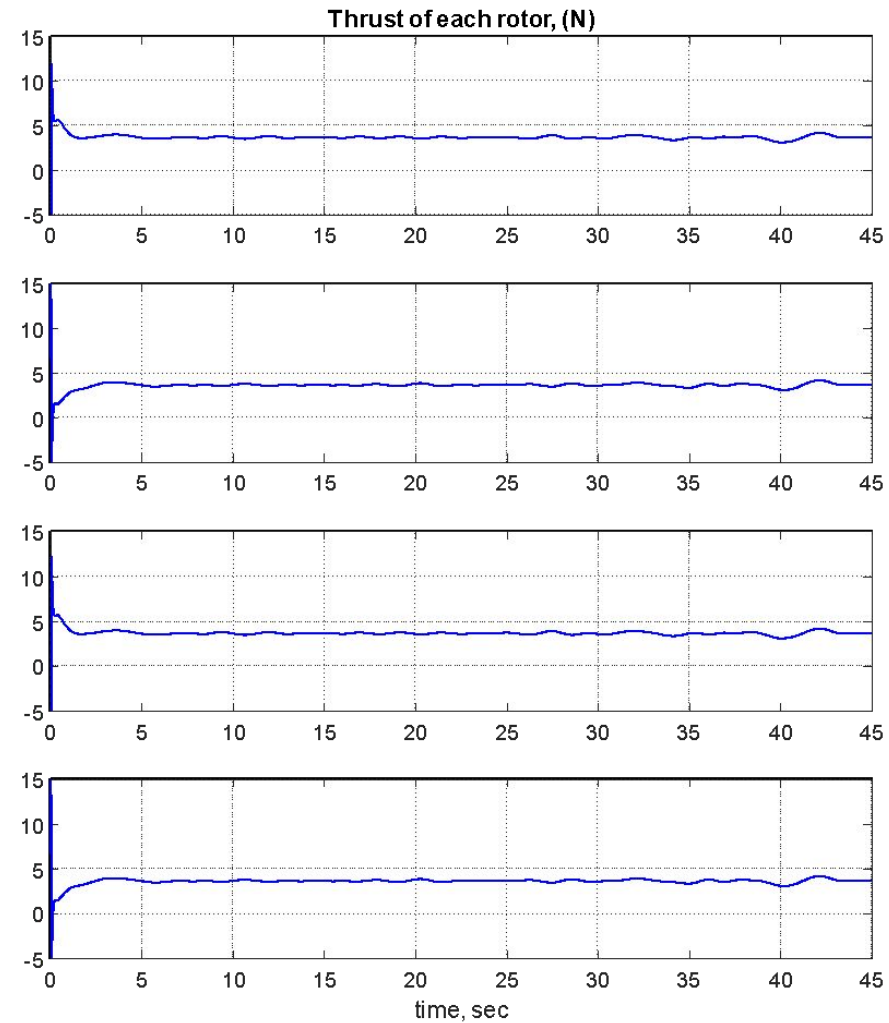




Results (No disturbances)

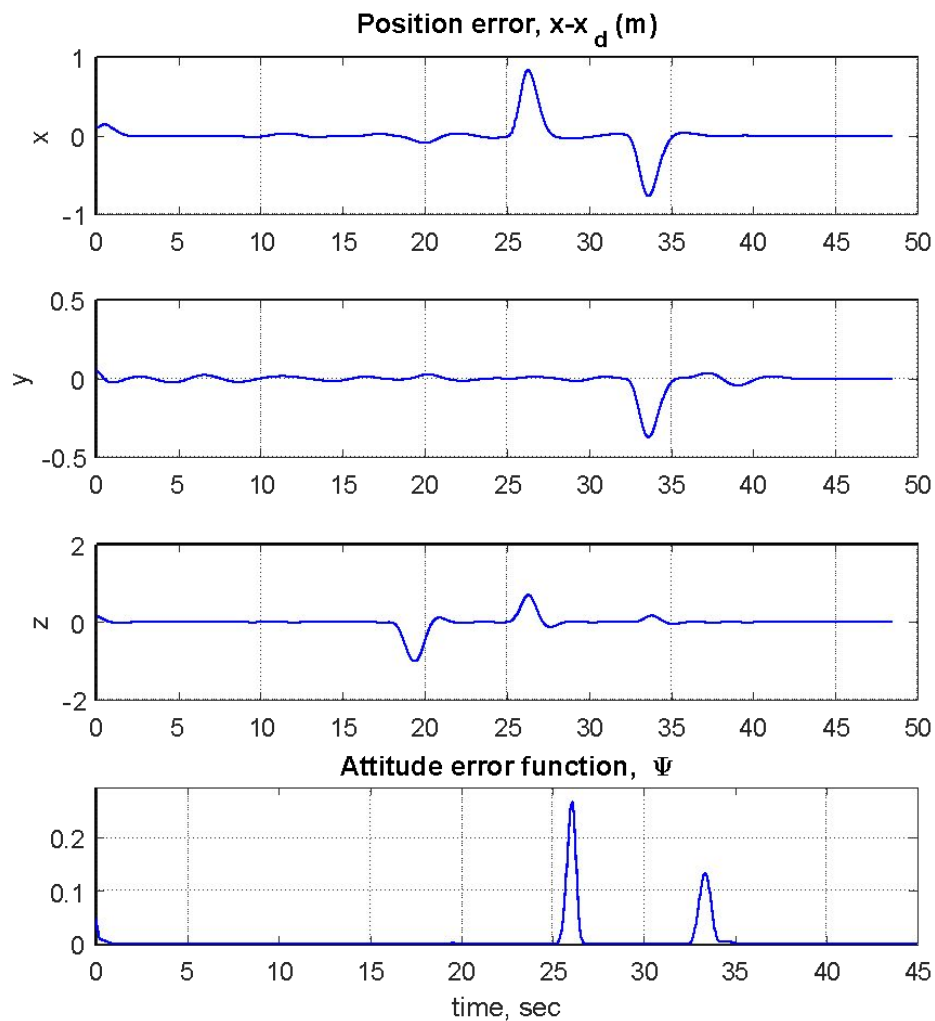


Position error $x - x_d$,
attitude error function Ψ

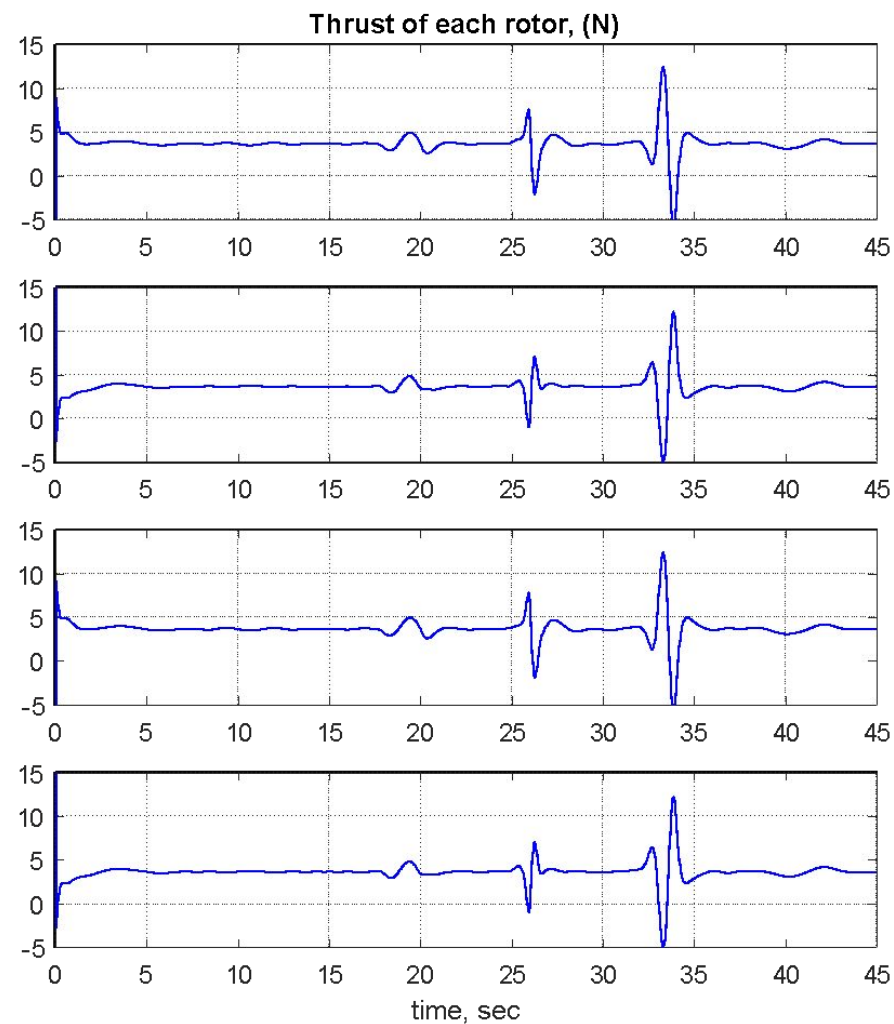


Thrust of each rotor (N)

Results (With disturbances)



Position error $x - x_d$,
attitude error function Ψ



Thrust of each rotor (N)

Reference

- Bry, A., Richter, C., Bachrach, A., & Roy, N. (2015). Aggressive flight of fixed-wing and quadrotor aircraft in dense indoor environments. *The International Journal of Robotics Research*, 34(7), 969-1002.
- Mellinger, D., & Kumar, V. (2011). Minimum snap trajectory generation and control for quadrotors. *2011 IEEE International Conference on Robotics and Automation*.
- Lee, T., Leok, M., & McClamroch, N. H. (2010). Geometric tracking control of a quadrotor UAV on SE(3). *49th IEEE Conference on Decision and Control (CDC)*.
- Sreenath, K., Lee, T., & Kumar, V. (2013). Geometric control and differential flatness of a quadrotor UAV with a cable-suspended load. *52nd IEEE Conference on Decision and Control*.
- Murray, R. M. (2017). *Mathematical introduction to robotic manipulation*. Taylor & Francis.
- S. (n.d.). Stormmax/quadrotor. Retrieved from <https://github.com/stormmax/quadrotor>
- T. (2017, March 05). Tu-darmstadt-ros-pkg/hector_quadrotor. Retrieved from https://github.com/tu-darmstadt-ros-pkg/hector_quadrotor

Appendix

$$\Psi(R, R_d) = \frac{1}{2} \text{tr}[I - R_d^T R]$$

$$\|m\ddot{x}_d - mgz_w\| < B, \Psi(R(0), R_d(0)) \leq \Psi_1 < 1$$

$$\alpha = \sqrt{\psi_1(2 - \psi_1)}, e_{v_{max}} = \max\{\|e_v(0)\|, \frac{B}{k_v(1 - \alpha)}\}$$

$$W_1 = \begin{bmatrix} \frac{c_1 k_x}{m} & \frac{-c_1 k_v}{2m}(1 + \alpha) \\ \frac{-c_1 k_v}{2m}(1 + \alpha) & k_v(1 - \alpha) - c_1 \end{bmatrix}$$

$$W_{12} = \begin{bmatrix} k_x e_{v_{max}} + \frac{c_1}{m} B & 0 \\ B & 0 \end{bmatrix}$$

$$W_2 = \begin{bmatrix} \frac{c_2 k_R}{\lambda_{max}(J)} & -\frac{c_2 k_\omega}{2\lambda_{min}(J)} \\ -\frac{c_2 k_\omega}{2\lambda_{min}(J)} & k_\omega - c_2 \end{bmatrix}$$

For given constants k_x, k_v if we can choose positive constants c_1, c_2, k_R, k_ω such that

$$c_1 < \min \left\{ k_v(1 - \alpha), \frac{4mk_x k_v(1 - \alpha)}{k_v^2(1 + \alpha)^2 + 4mk_x}, \sqrt{k_x m} \right\}$$

$$c_2 < \min \left\{ k_\omega, \frac{4k_\omega k_R \lambda_{min}(J)^2}{k_\omega^2 \lambda_{max}(J) + 4k_R \lambda_{min}(J)^2}, \sqrt{k_R \lambda_{min}(J)}, \sqrt{\frac{2}{2 - \alpha} k_R \lambda_{max}(J)} \right\}$$

$$\lambda_{min}(W_2) > \frac{4\|W_{12}\|^2}{\lambda_{min}(W_1)}$$

Then the system is exponentially stable.

Mapping from input (F,M) to rotor thrust

$$\mathbf{u} = \begin{bmatrix} F \\ M_1 \\ M_2 \\ M_3 \end{bmatrix} = \begin{bmatrix} 1 & 1 & 1 & 1 \\ 0 & d & 0 & -d \\ -d & 0 & d & 0 \\ c_{\tau f} & -c_{\tau f} & c_{\tau f} & -c_{\tau f} \end{bmatrix} \begin{bmatrix} f_1 \\ f_2 \\ f_3 \\ f_4 \end{bmatrix}$$