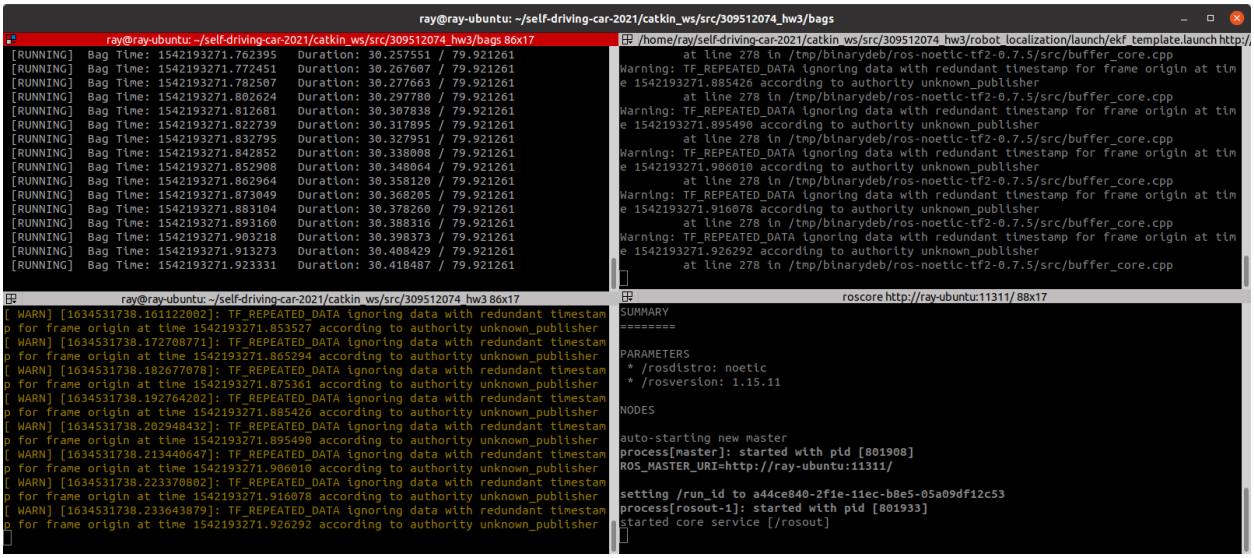
HW3

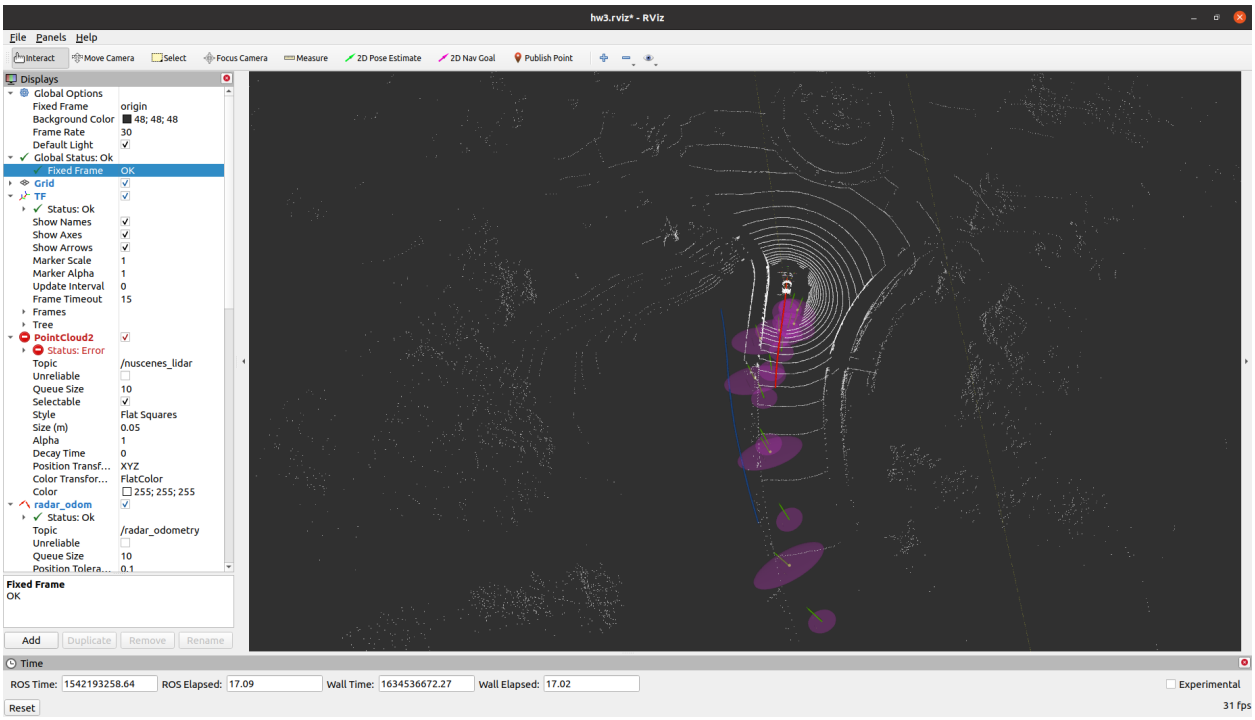
309512074 電控碩一 黃柏叡



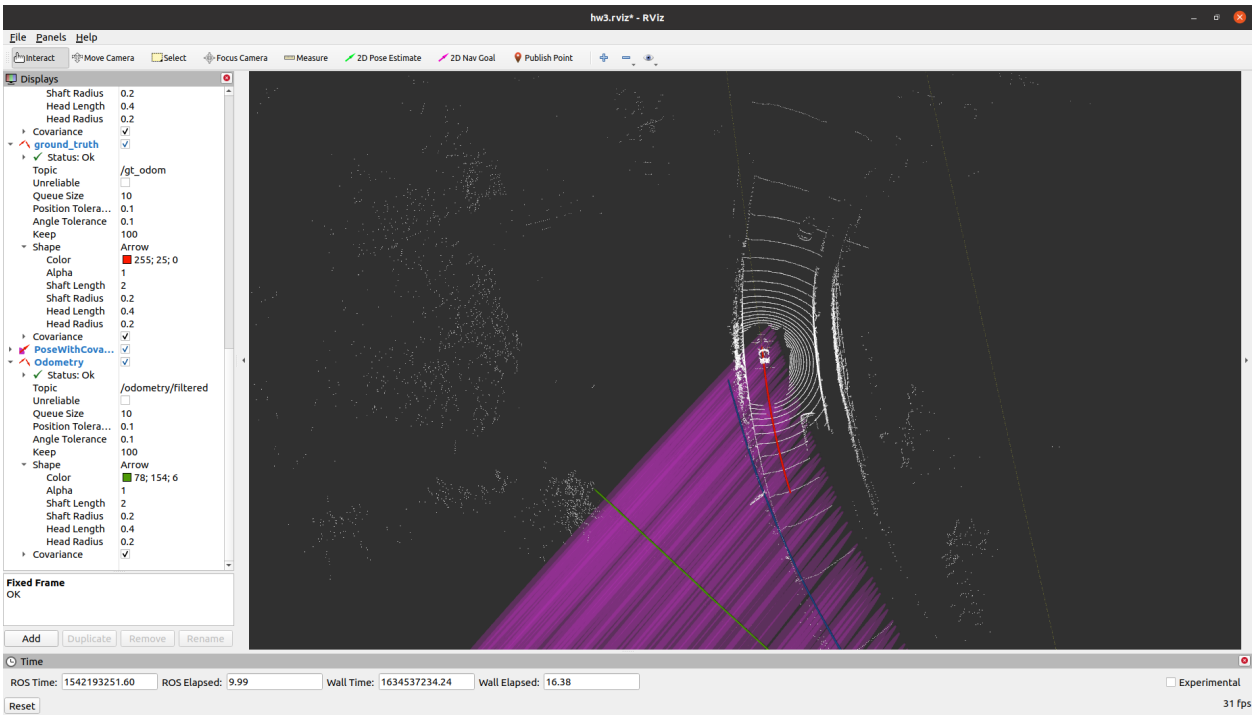
EKF Result

RED arrows are ground truth odometry, GREEN arrows are EKF result, BLUE arrows are radar odometry, PURPLE ecllipse represents covariance.

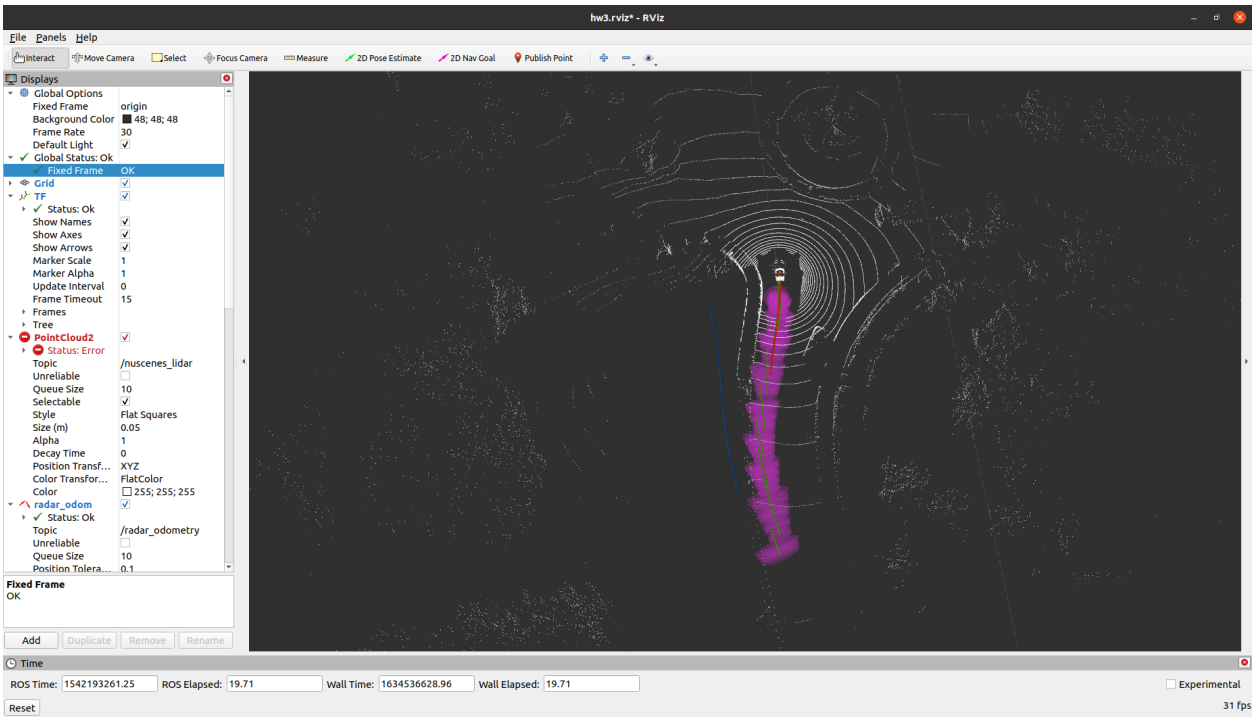
- Screenshot of the result using GPS in EKF



- Screenshot of the result using radar odometry in EKF

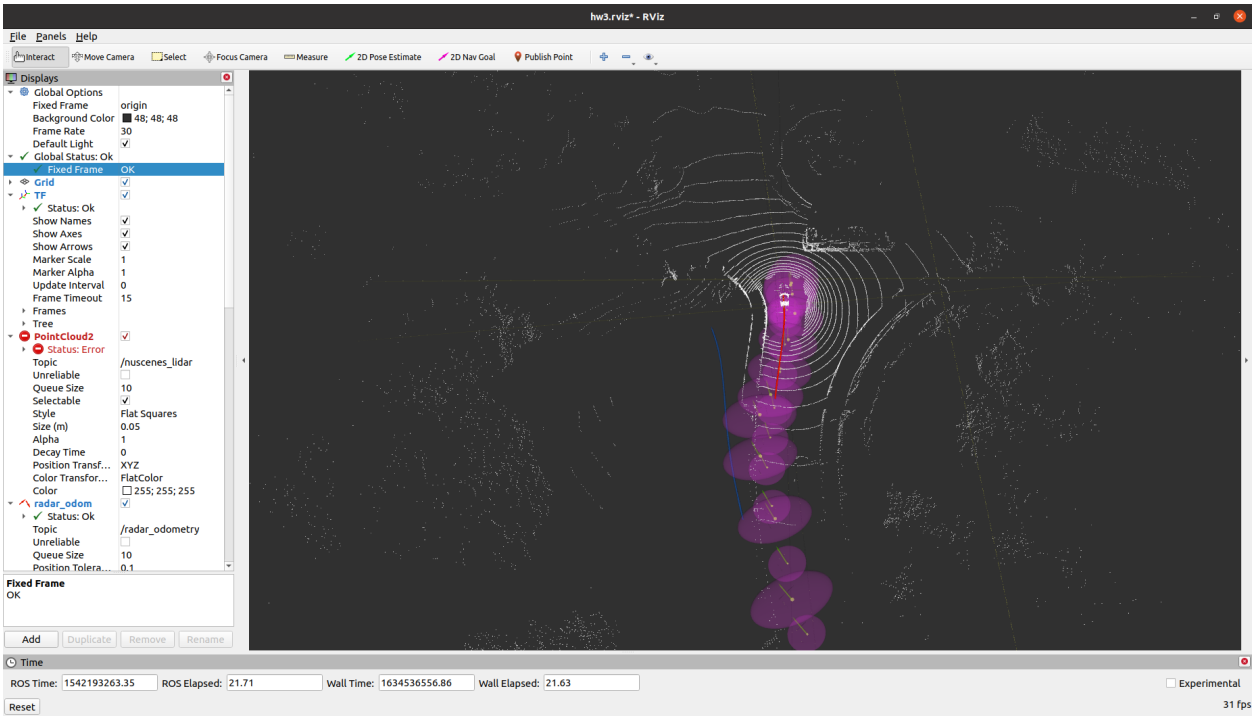


- Screenshot of the result fusing GPS and radar odometry in EKF

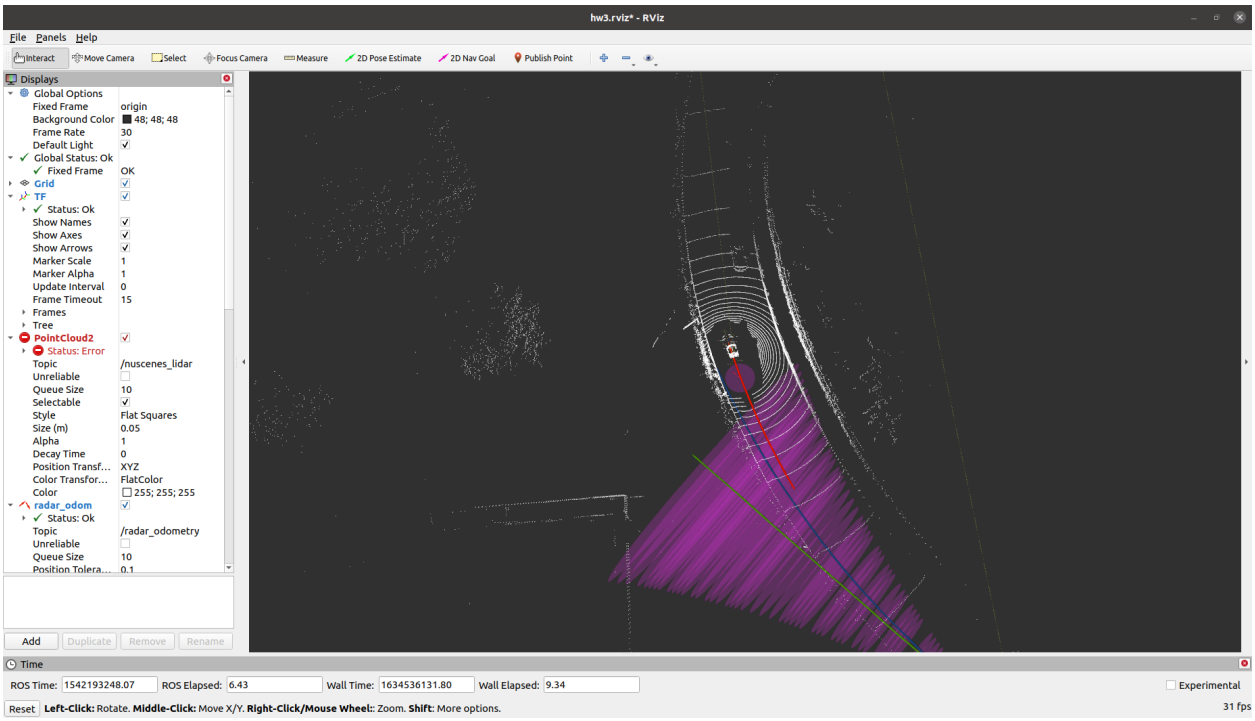


UKF Result

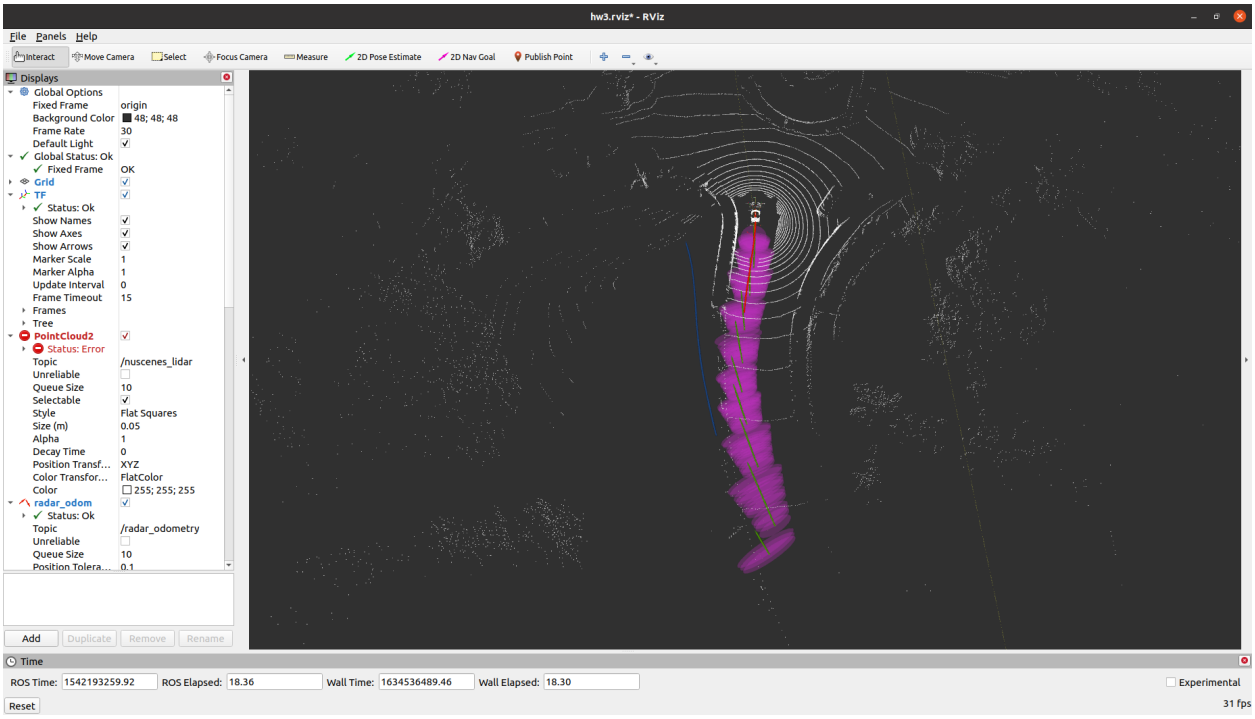
- Screenshot of the result using GPS in UKF



- Screenshot of the result using radar odometry in UKF



- Screenshot of the result fusing GPS and radar odometry in UKF



Discussion

- How do robot_localization package know the covariance matrix of GPS and radar odometry?

By subscriber, the rosbag will publish geometry_msgs/PoseWithCovarianceStamped(/gps) and nav_msgs/Odometry(/radar_odometry) rostopic, therefore the robot_localization package can know the covariance matrix of GPS and radar odometry.

- What is the covariance matrix of GPS and what does it mean?

The covariance matrix is a powerful tool for expressing what remains uncertain about a group of variables that have already been measured many times. This tool can be applied to help make smart decisions about systems which are messy and complex because they have many different kinds of uncertainty piled on top of each other.

covariance matrix of GPS:

```
ray@ray-ubuntu:~/self-driving-car-2021/catkin_wss/srs/s/ssss/src/309512074_hw3$ rostopic echo /gps
header:
  seq: 3
  stamp:
    secs: 1542193245
    nsecs: 277893000
  frame_id: "origin"
pose:
  pose:
    position:
      x: 29.204148991379437
      y: -3.977296738892754
      z: 0.0
    orientation:
      x: 0.0
      y: 0.0
      z: 0.0
      w: 0.0
  covariance: [3.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 3.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0,
0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0, 0.0]
---
```

- In the yaml file, do you set differential parameter of odometry and GPS to true? or false? Why?

differential: When differential mode is enabled, all absolute pose data is converted to velocity data by differentiating the absolute pose measurements. These velocities are then integrated as usual.

In our case, we have two sources with absolute pose information: radar odometry and GPS. If the variances of the input sources are not configured correctly, the measurements may get out of sync and cause oscillations in the filter.

I set differential parameter of odom0(odometry) to true since it odometry message include velocity information(twist), and the differential parameter to pose0(gps) to false since it is not continuous, if not, the covariance of pose will be divergence.

Bonus

- Compare EKF result with UKF result. Describe your findings and explain why.

EKF: In real world, we have non linear equations, because we may be predicting in one direction while our sensor is taking reading in some other direction, so it involves angles and sine cosine functions which are non linear. So EKF takes helps of Taylor Series (and Jacobian Matrix further) to linearly approximate a non linear function around the mean of the Gaussian and then predict the values.

UKF: sigma points, we take some points on source Gaussian and map them on target Gaussian after passing points through some non linear function and then we calculate the new mean and variance of transformed Gaussian, and those sigma points are the representative of whole distribution.

The main difference between EKF and UKF is EKF only take one point(mean) and approximate, but in UKF we take a bunch of points(sigma points) and approximate, the more number of points it take, more precise the approximation will be.

In my case, the outcome of EKF and UKF is similar, but I found out the results of covariance in UKF is more continuous compare to the result of EKF.