

Analysis of *Terrain-Adaptive Wheel Speed*  
*Control on the Curiosity Mars Rover: Algorithm*  
*and Flight Results*

Robert Vandemark

Diane Ngo

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# Abstract

Throughout recent decades, the topic of space exploration is desirable towards scientists and researchers. Mars is the nearest planet that is possible to explore in great detail. There are many challenges pertaining to exploring unknown territory, through long distance, and difficulty of remotely operating robots. NASAs approach to exploring and researching Mars was through the Sample Return Rover, created in 1997 by the JPL Jet Propulsion Laboratory. The scope of this project focuses on the Mars Rover, its wheel-slip detection (traction control), and path-planning towards a desired object.

# Introduction

The Mars Rover is a Sample Return Rover designed by the JPL NASA Laboratory. It consists of a chassis with a central revolute joint on both the left and right sides of the robot. The central revolute joint is connected to two links (on each side), for the front and rear wheels. Each respective link is connected to another link downward that is connected to a wheel. The front links are revolute so that the robot can turn left and right.

Primitive designs of this robot had a large amount of damage to the rovers wheels. This wheel damage reduced the longevity of the Mars Rover mission by a great amount. NASA had to counteract this damage through researching the cause of the wheel damage. The rover did not properly avoid terrain obstacles nor did it deal with traction loss. The goal for this project is to recreate the traction control algorithm and simulate the results. The algorithm for the traction control is a velocity-based algorithm. One wheel on the rover will be rotating much faster than the others. The traction control system then applies a brake to that wheel to reduce its slip and then reducing wheel slip.

# Algorithms

## Introduction

The *Traction Control Algorithm* (TCA) implementation for the *Curiosity Mars Rover* (CMR) is one that heavily utilizes geometry and a rigid-body model assumption, while also placing an emphasis on relying on minimal assumptions/data about the environment and avoiding computationally complex calculations on input data from sensors, cameras, etc. There were various reasons as to why some of these assumptions/choices were made and why the agreed upon implementation was deemed the best choice for the given scenario. [1] Figure 3.1 shows a testbed version of the CMR.



Figure 3.1: The Scarecrow Testbed Rover, a Rover Kinematically Similar to the *Curiosity Mars Rover* [1]

## Design Limitations and Considerations

It is important to note that the need for this TCA was not discovered until after the flight system was actively engaging in its mission on the Martian surface, while ground control was observing telemetry of its use. Therefore, it was impossible to make any physical modifications to the CMR, only software could be remotely flashed to it.

However, there are still ramifications to having this additional routine run on the CMR. The limited computational resources available to do so must be considered carefully, so as to not interfere with existing processes being ran, and the implementation chosen has to have enough resources to perform the task it needs to as well. The team responsible for solving the problem at hand clarified some of these issues and how it restricted their choices for strategies to solve the problem. For example, the rover “does not include force or torque sensors on the mobility subsystem, nor can it measure slip with high enough frequency to be able to react to it.” [1]

Some of the characteristics and assumptions of the CMR and its TCA implementation are discussed in the following sections.

## Ackermann Steering Model

Modeling vehicles using the Ackermann steering model is a common practice, including for the CMR. Even though it adds slightly more complex geometric modeling, the mechanical steering system can be implemented relatively easily, and there are benefits to doing so.

Figure 3.2 illustrates a basic vehicle that is modeled using Ackermann steering, where the left image has the wheels positioned such that the vehicle will move straight, while the right image would cause the vehicle to turn counter-clockwise. Important to note is that when in a turning position, the front wheels are not turned to the same angle as one another, because of the nonzero distance between them. They are positioned such that the direction that both wheels are pointing are normal to a common center point called the *Instantaneous Center of Curvature* (ICC), so that when the vehicle turns, the left and right wheels follow two different circular arcs, but both of their centers are at the ICC.

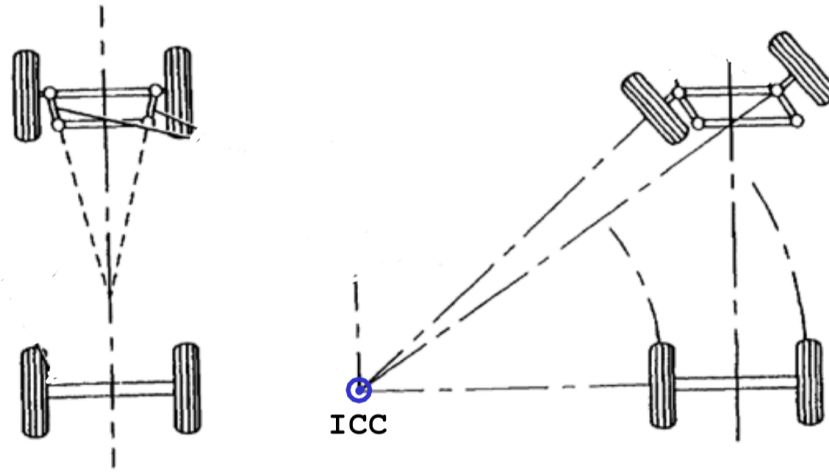


Figure 3.2: A Vehicle with Ackermann Steering Going Straight (Left) and in a Turning Position(Right)

The benefit to this is that, assuming all the wheels' velocities are coordinated and in an ideal world, at no point while traveling in these flat, circular arcs will a wheel slip. Less slippage means less unpredictable behavior, such as a wheel slipping over a rough surface. However, the assumption that the CMR would only be traversing terrain that could be modeled as flat is what led to the need for the TCA, as excessive slippage occurred due to the reality that the terrain was non-negligible. As one wheel would traverse over a rock and then back down, it traveled a longer distance.

The Ackermann steering model by itself does not account for this extra distance and this caused the wheel slippage, which damaged them at an alarming rate. This is how the TCA can be used to improve the model, so that when rough terrain is being traversed, the wheel(s) doing so can be sped up accordingly.

## Rigid-Body Model Assumption

The rigid-body model assumption says that a body of some sturdy material can be assumed to maintain its shape, and that a force/torque that it can expect to encounter will not deform it to a degree that needs to be accounted for. This is not true in reality, but in scenarios like these, the deformation can be negligible.

Making this assumption can be extremely beneficial when implementing an algorithm like TCA because it heavily simplifies the math needed to represent vectors in different coordinate frames.

## Coordinate Frame Notation

TO-DO, add:

- 1.) description of what a coordinate frame is and why they're used
- 2.) CMR frame notation
- 3.) mention differences in *Sample-Return Rover* (SRR) frames
- 4.) maybe more

Example rotation matrix between some generic frames A and B equation:

$${}^B_A R = \begin{bmatrix} \cos(\beta) & 0 & \sin(\beta) \\ 0 & 1 & 0 \\ -\sin(\beta) & 0 & \cos(\beta) \end{bmatrix} \quad (3.1)$$

## Calculations



# Bibliography

- [1] Arturo Rankin Amanda Steffy Gareth Meirion-Griffith Dan Levine Maximilian Schadeegg Mark Maimone Olivier Toupet Jeffrey Biesiadecki. “Terrain-Adaptive Wheel Speed Control on the Curiosity Mars Rover: Algorithm and Flight Results”. In: *Journal of Field Robotics* (2018), pp. 699–728. DOI: <http://dx.doi.org/10.1002/rob.21903>.
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