

NGC Control Structure

VT Path-following

Actuation redundancy

I. Anatomy

Robot components are:

Sensors,



Computer(s),



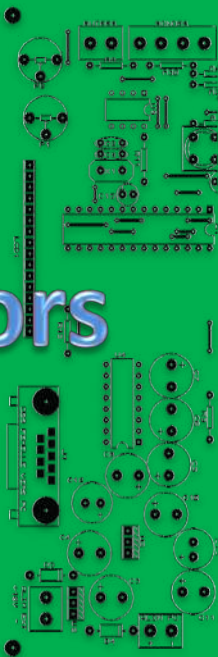
Actuators,

Environment.

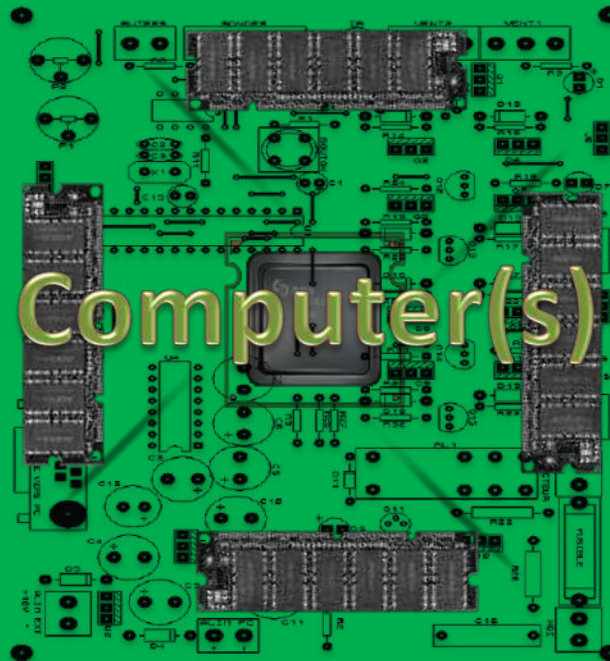
Electronics

Embedded System

Sensors



Computer(s)



Actuators



Hardware Architecture

Environment

Software Architecture

Sensors

Actuators

```
clear all; close all;
old on
local x_init_obst y_init_obst x_end_obst y_end_obst NombreC
local NbreIR_Robots_Caract

local ThetaRefPrec k Kk ThetaRefForwardPrec
local XYDpath

local side_to_scotch impact

LOSEST_IMP = patch([0,0],[0,'g','erasemode','normal','visibl
BOT = patch([0 0 0],[0 0 0],'b.','erasemode','xor','visibl
AW_OA = patch([0 0],[0 0],'g','erasemode','normal','edgecc

SAISIR NOUVEAUX CHEMIN ET OBSTACLES
[XYDpath]=Path();
plot(XYDpath(1,:),XYDpath(2,:), 'color','k');
[x_init_obst y_init_obst x_end_obst y_end_obst Polygon_X F
%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%

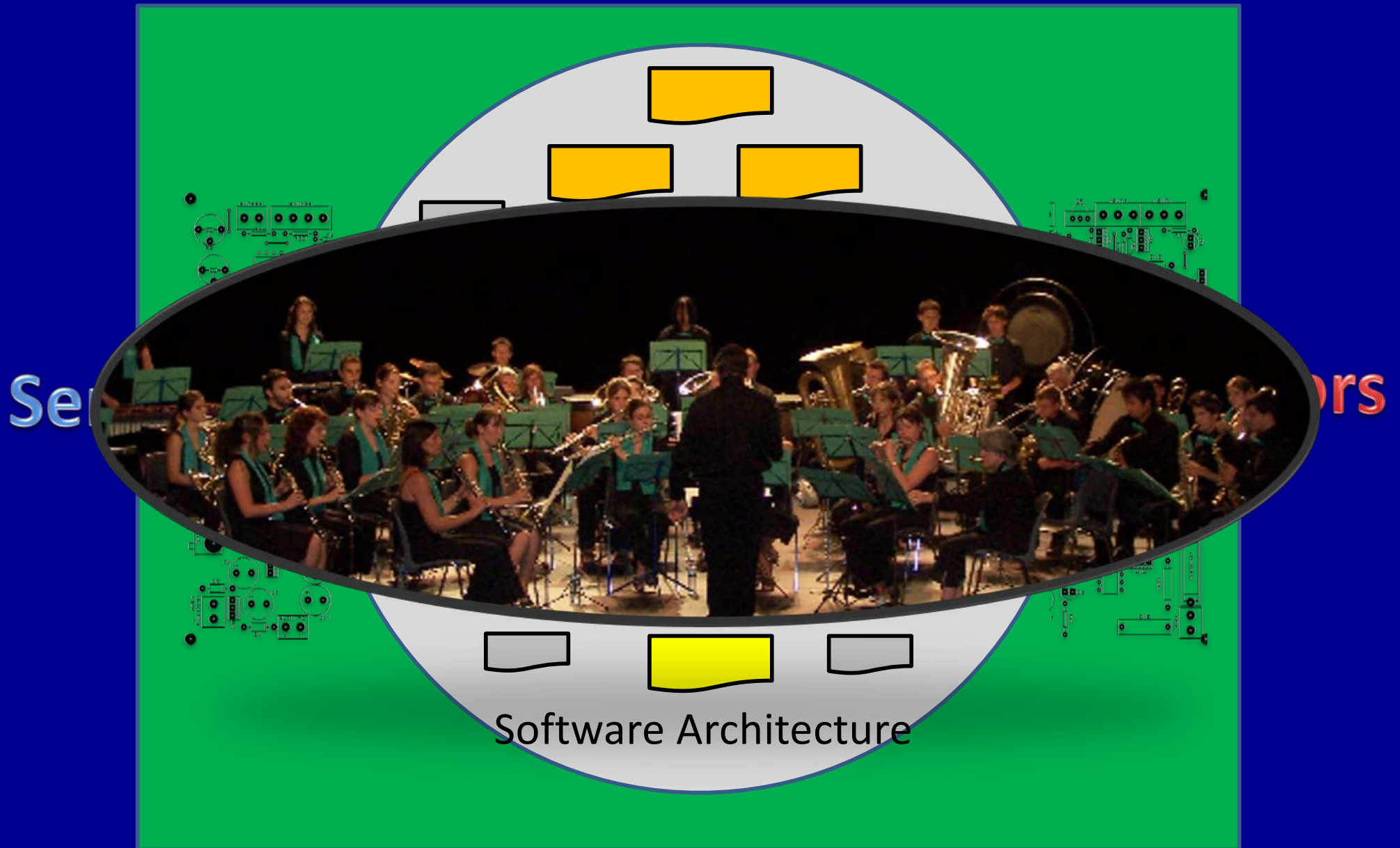
CHARGER CHEMIN ET OBSTACLE EXISTANTS
>ad path_file.mat;
>ad obstacles_file.mat;
%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%%
```

Drivers

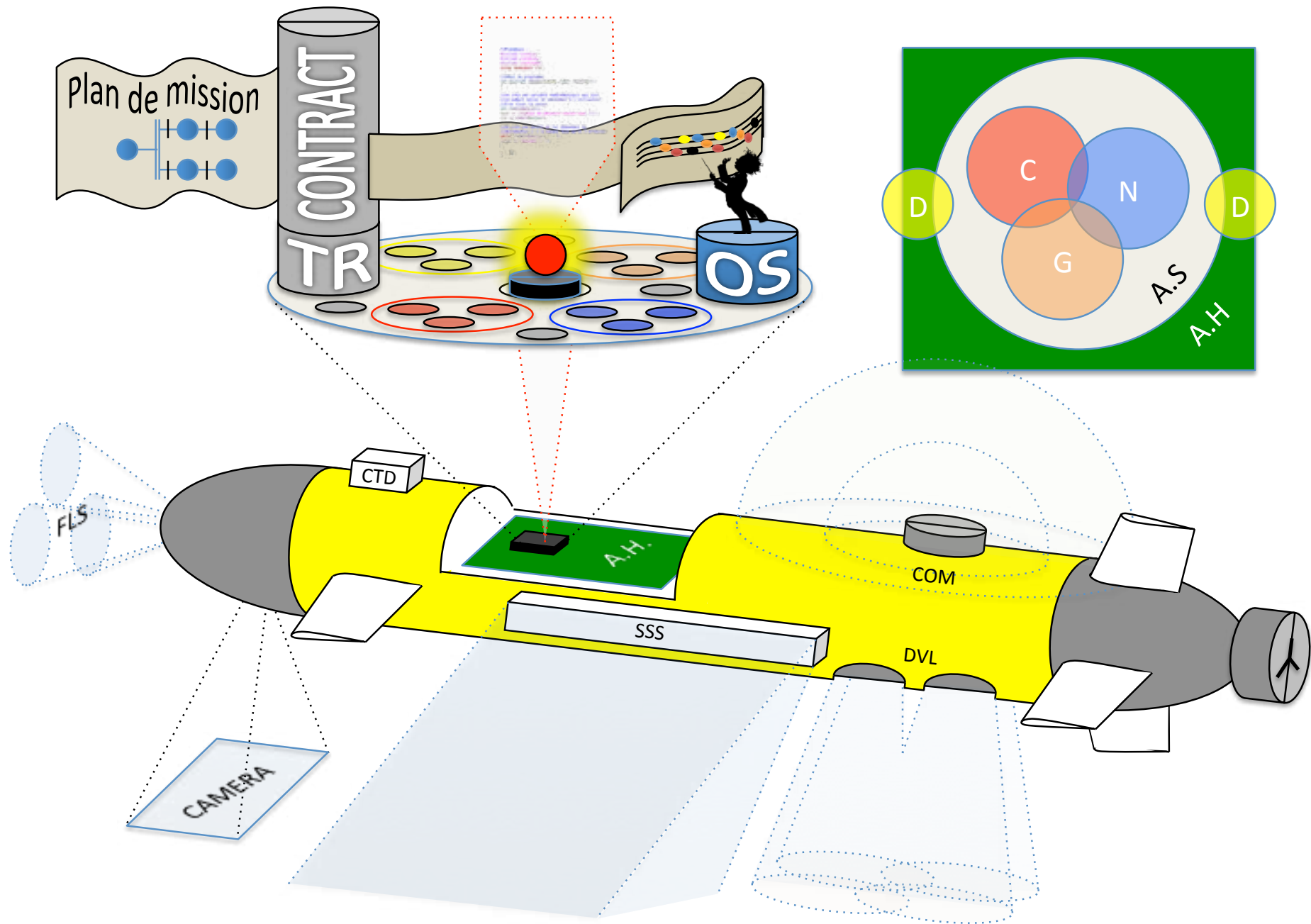
Software
Architecture

Architecture hard

Software Architecture

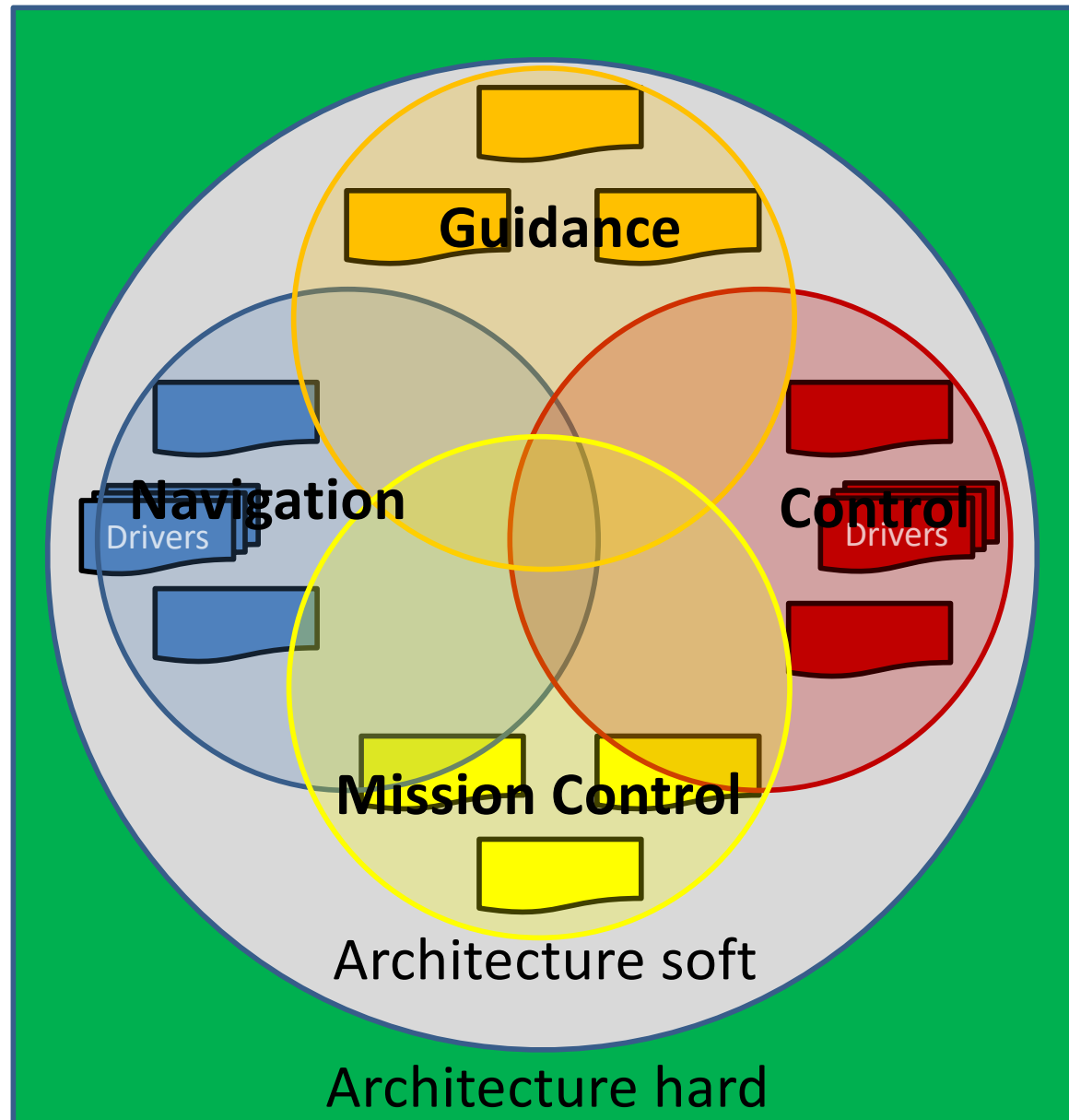


Software Architecture

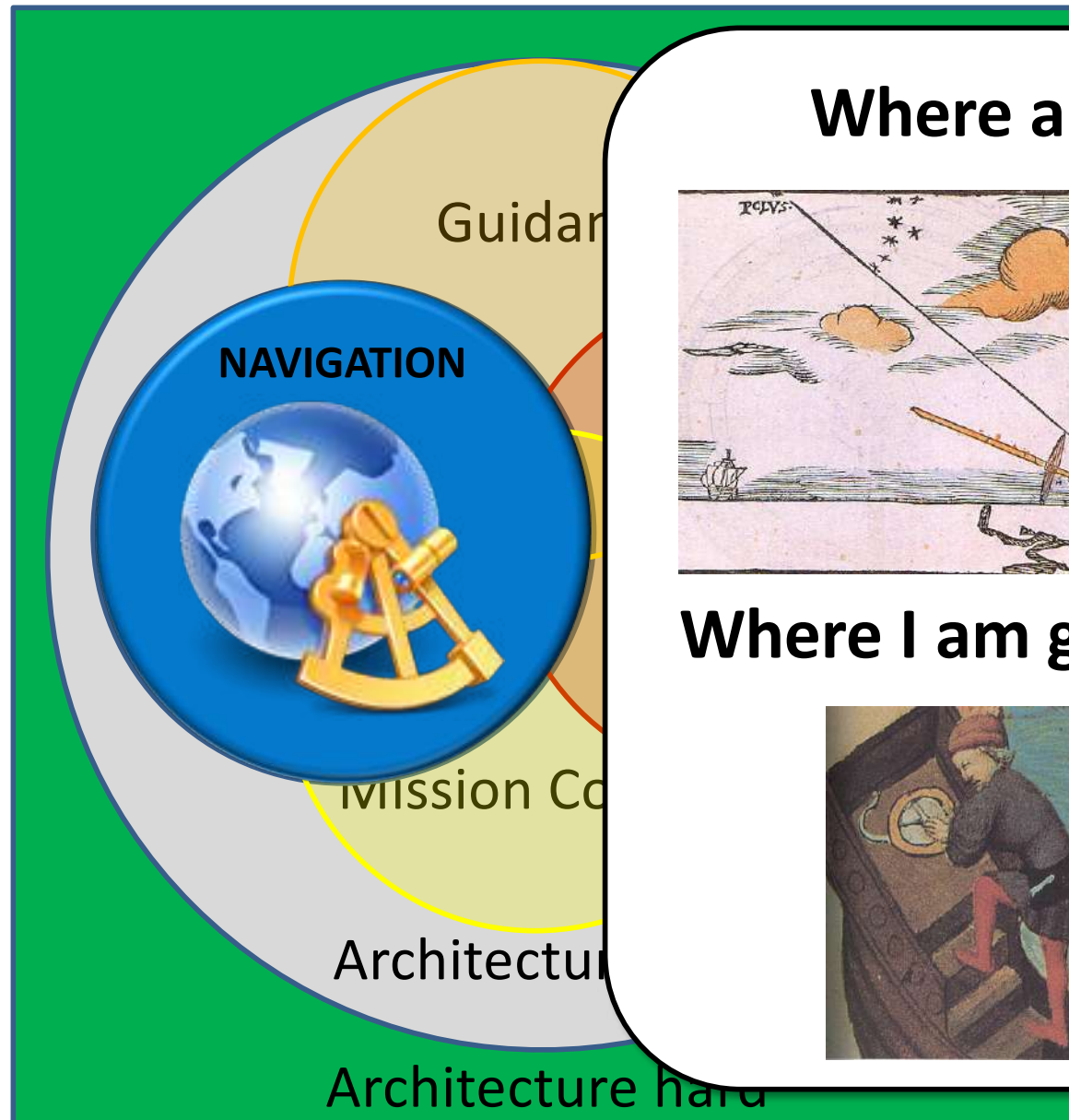


II. NGC Control Structure

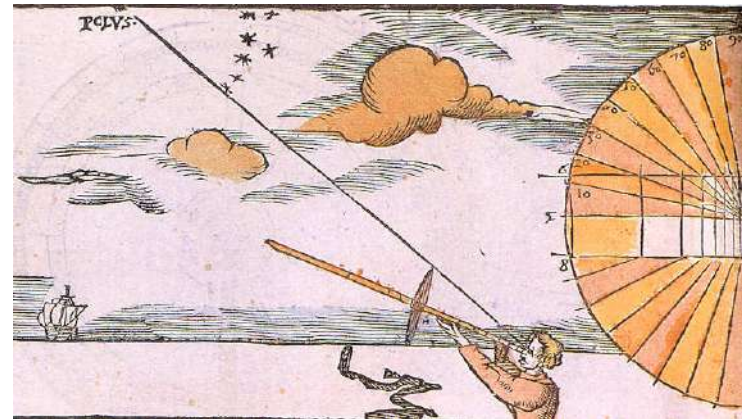
The Functions



Navigation



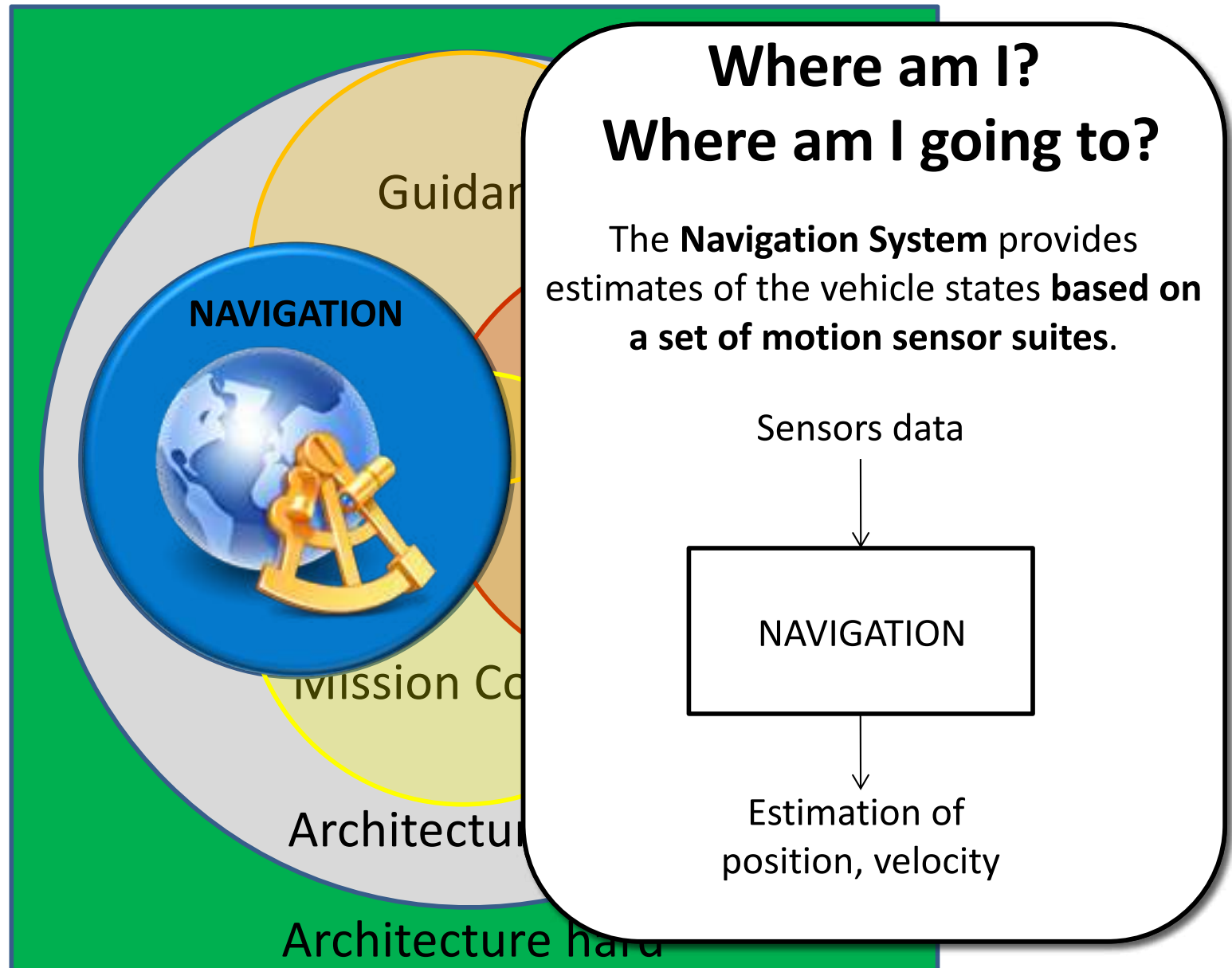
Where am I ?



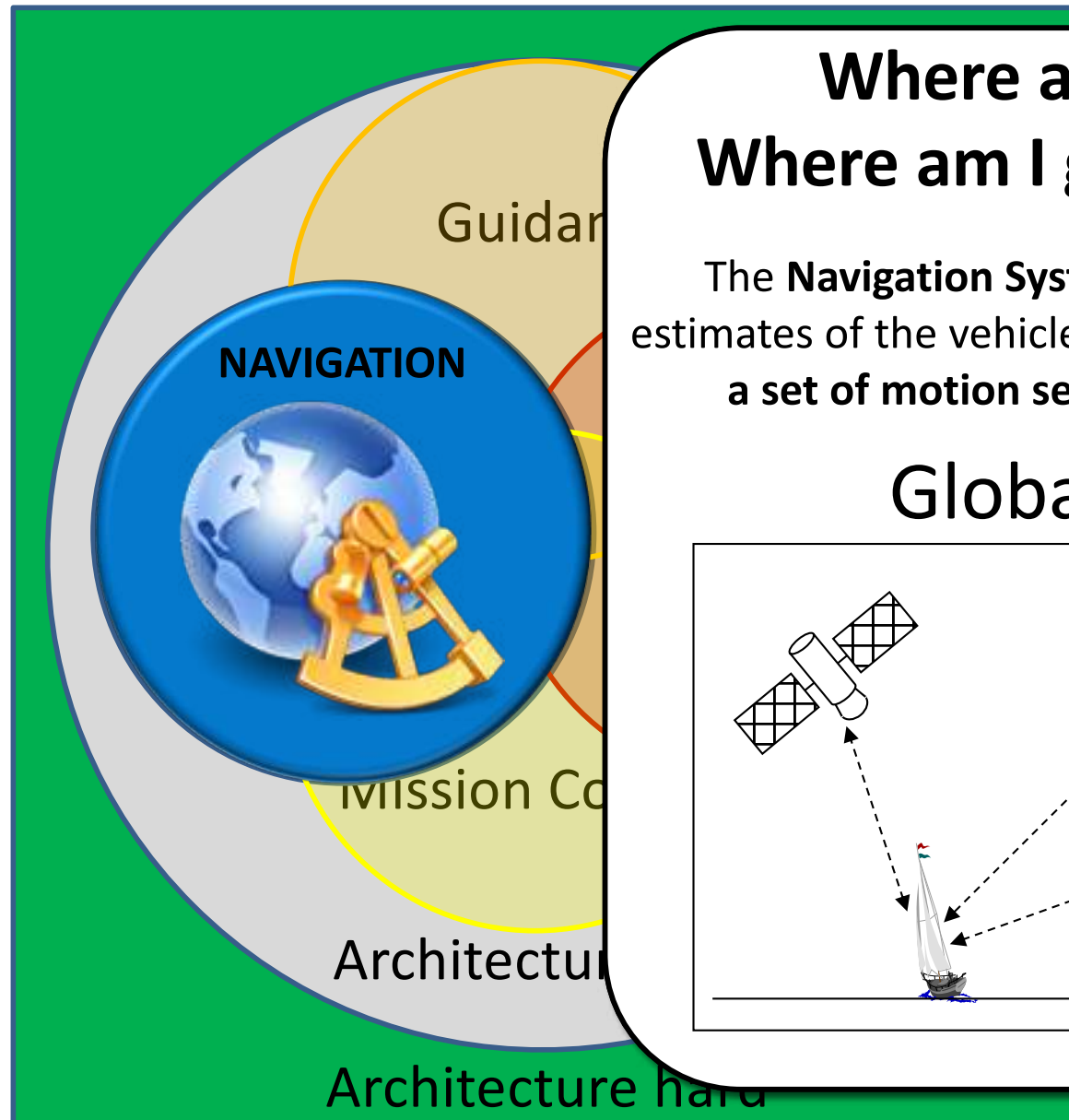
Where I am going to ?



Navigation



Navigation

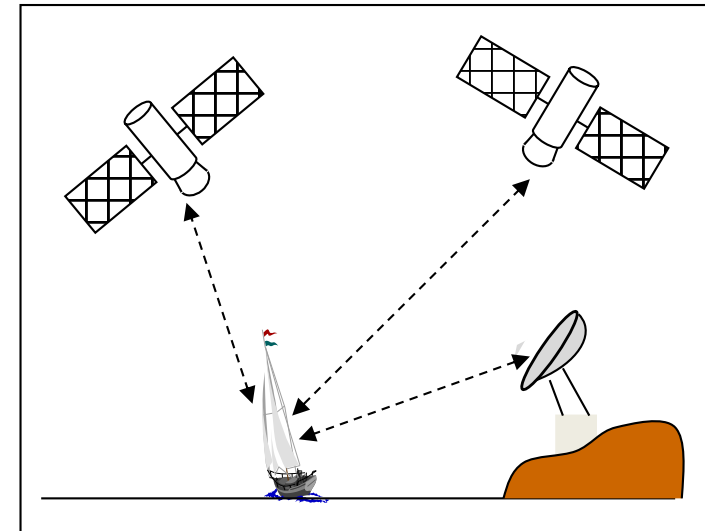


Where am I?

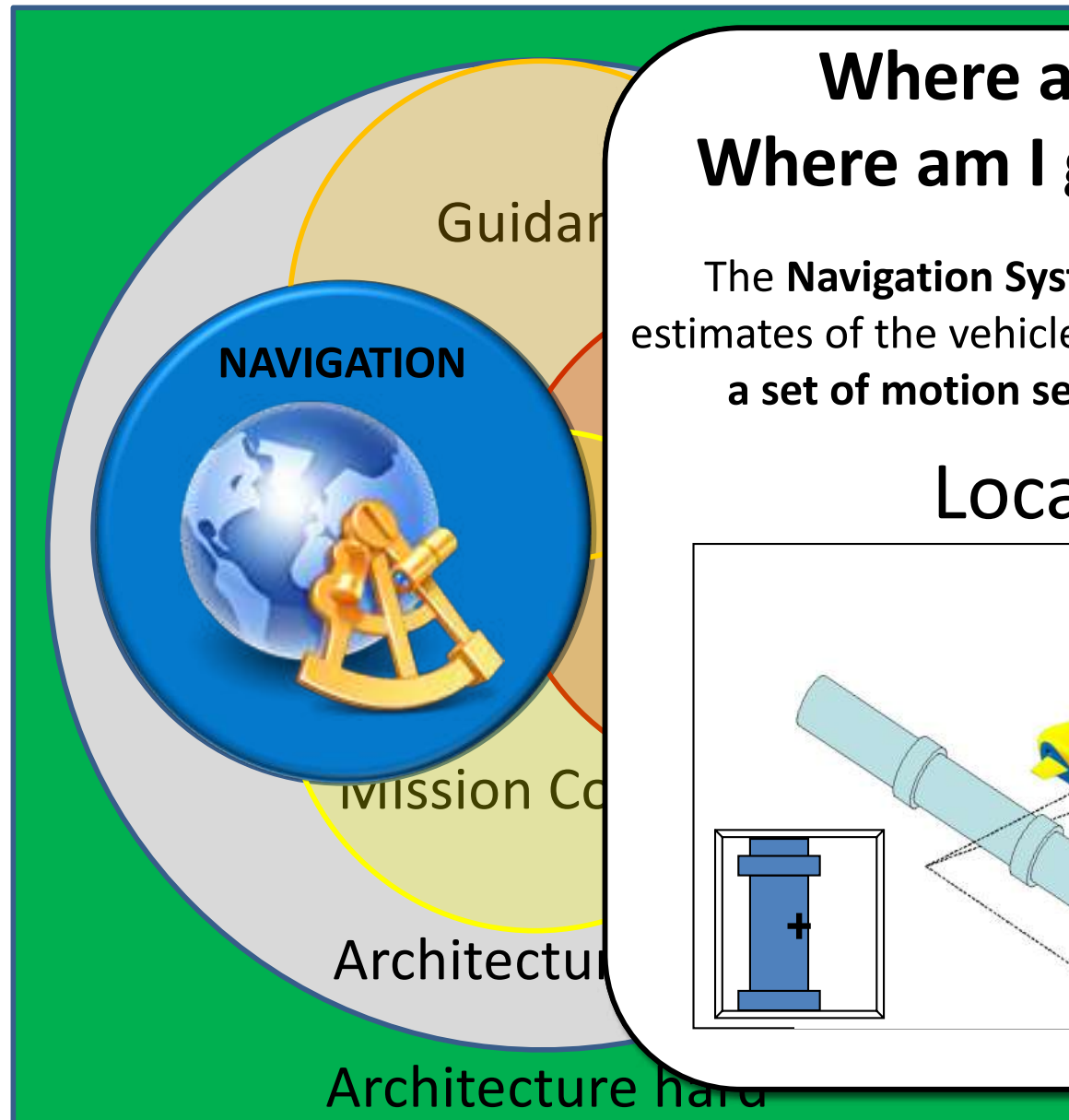
Where am I going to?

The **Navigation System** provides estimates of the vehicle states **based on** a set of motion sensor suites.

Global



Navigation

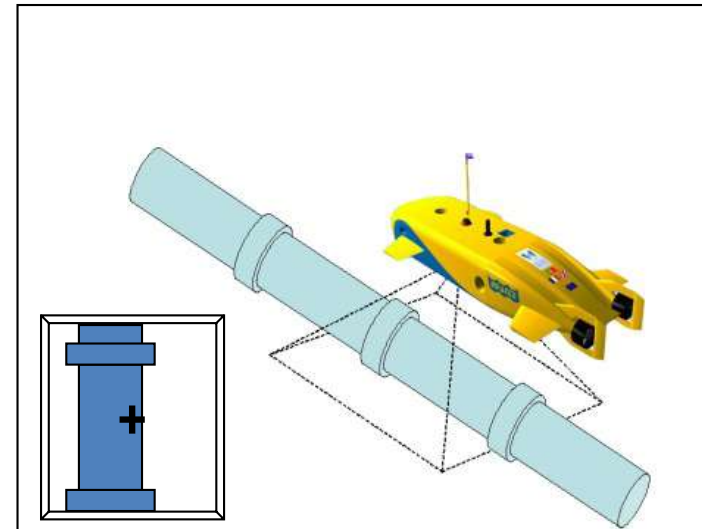


Where am I?

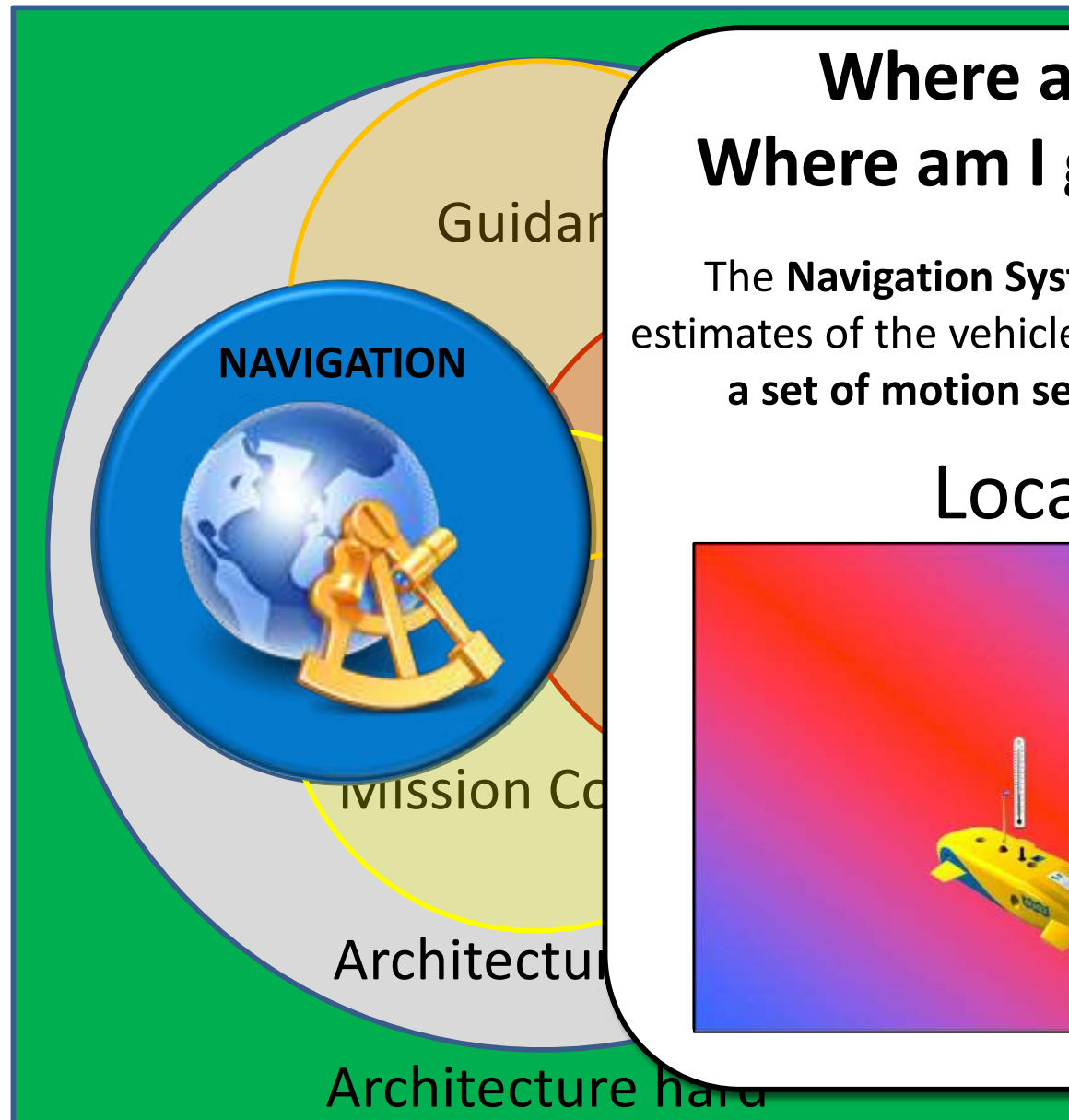
Where am I going to?

The **Navigation System** provides estimates of the vehicle states **based on** a set of motion sensor suites.

Local



Navigation



Where am I?

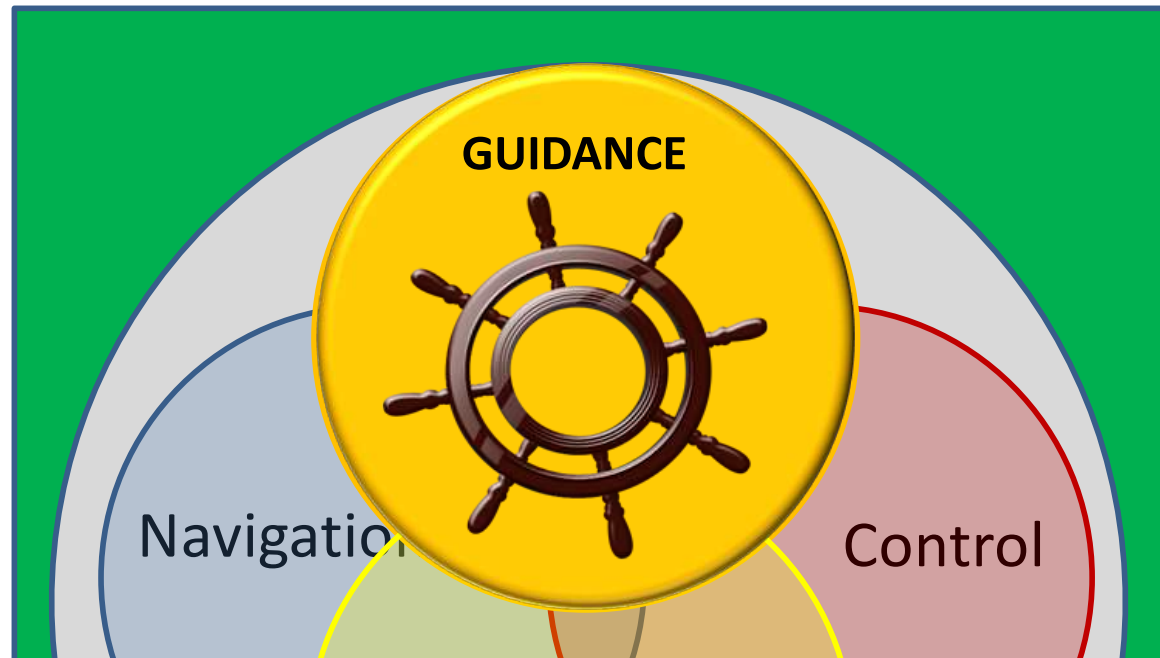
Where am I going to?

The **Navigation System** provides estimates of the vehicle states **based on a set of motion sensor suites**.

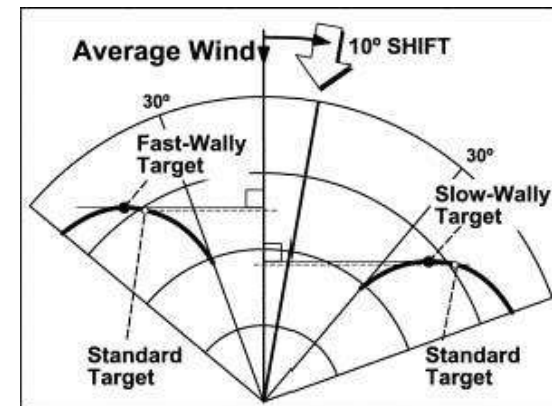
Local



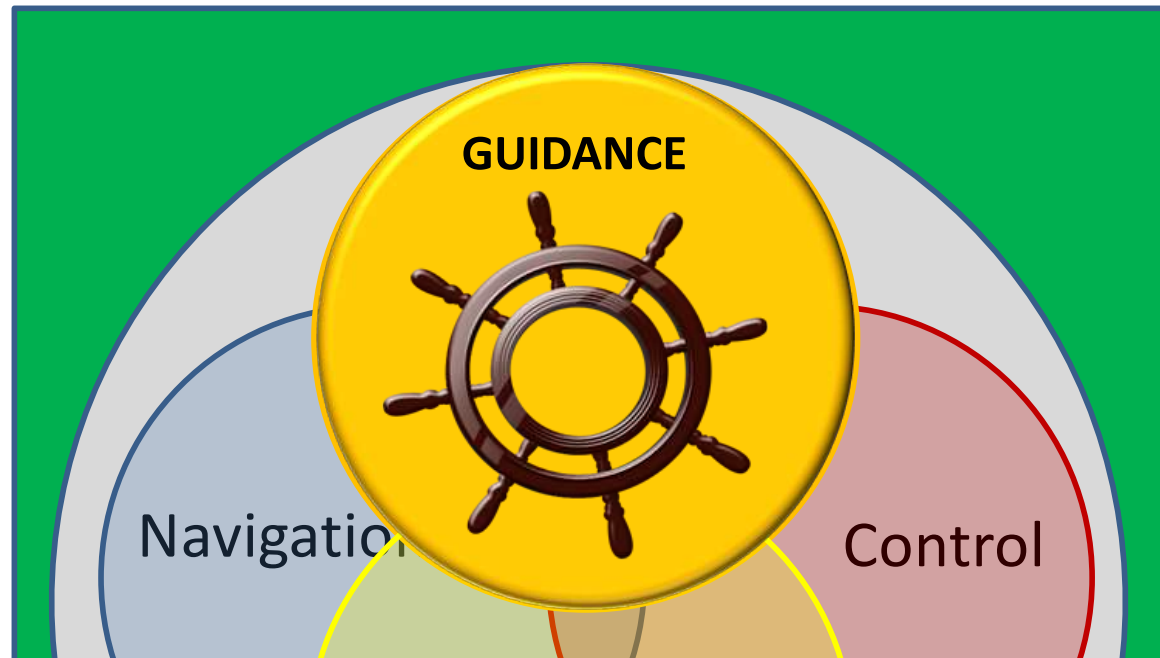
Guidance



How approaching the objective?

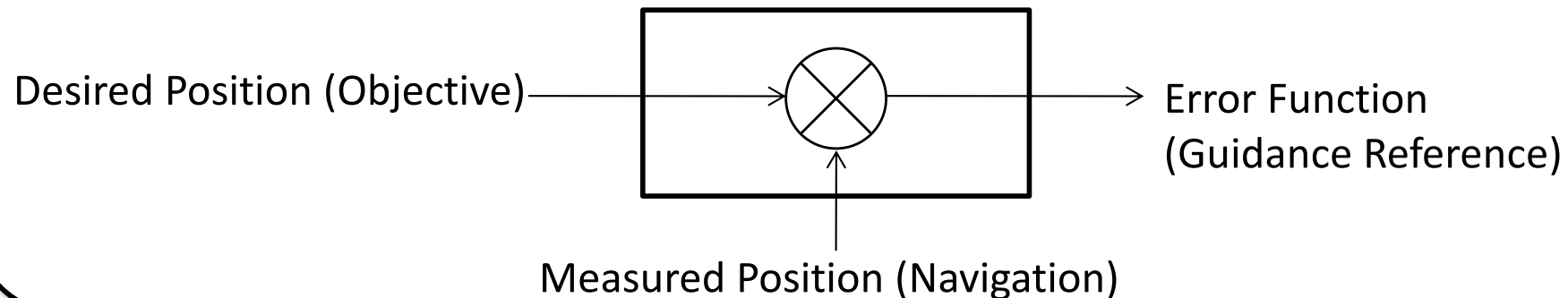


Guidance

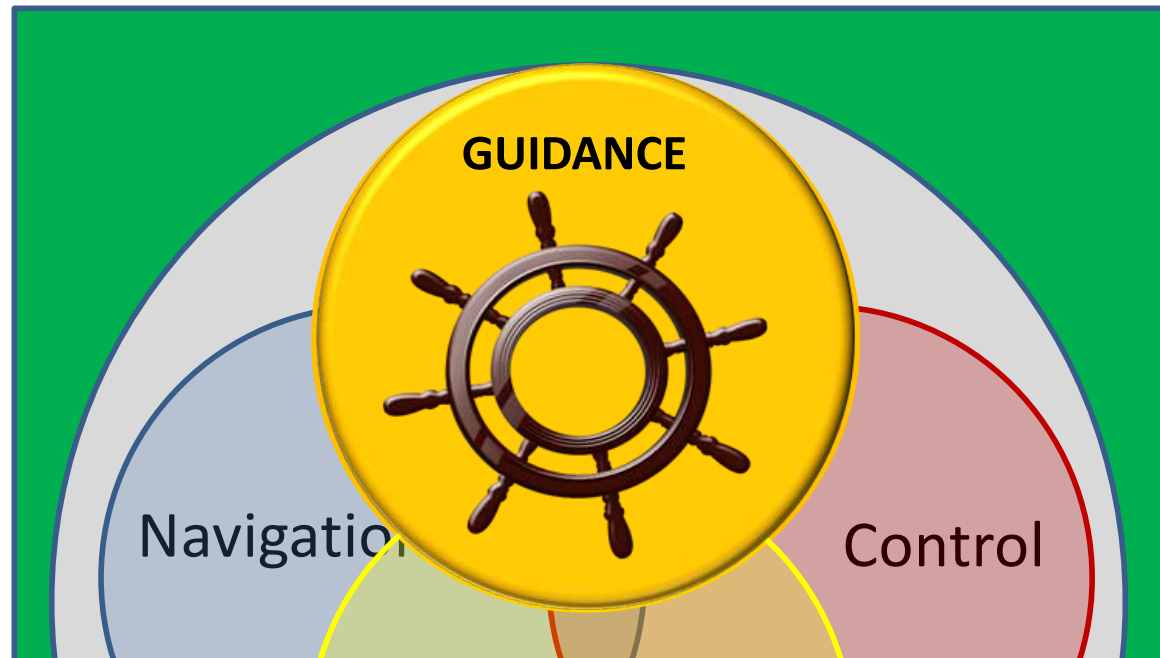


How approaching the objective?

The **Guidance system** processes Navigation/Inertial reference trajectory data and output **set-points for desired vehicle's velocity and attitude**

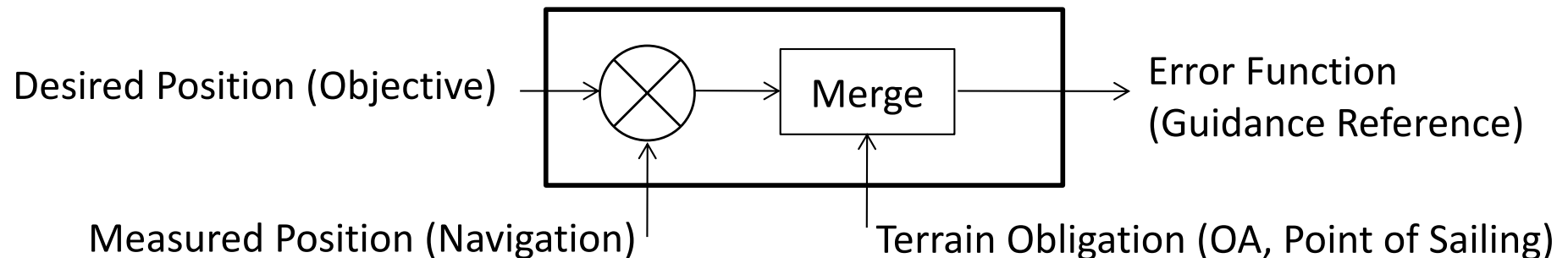


Guidance

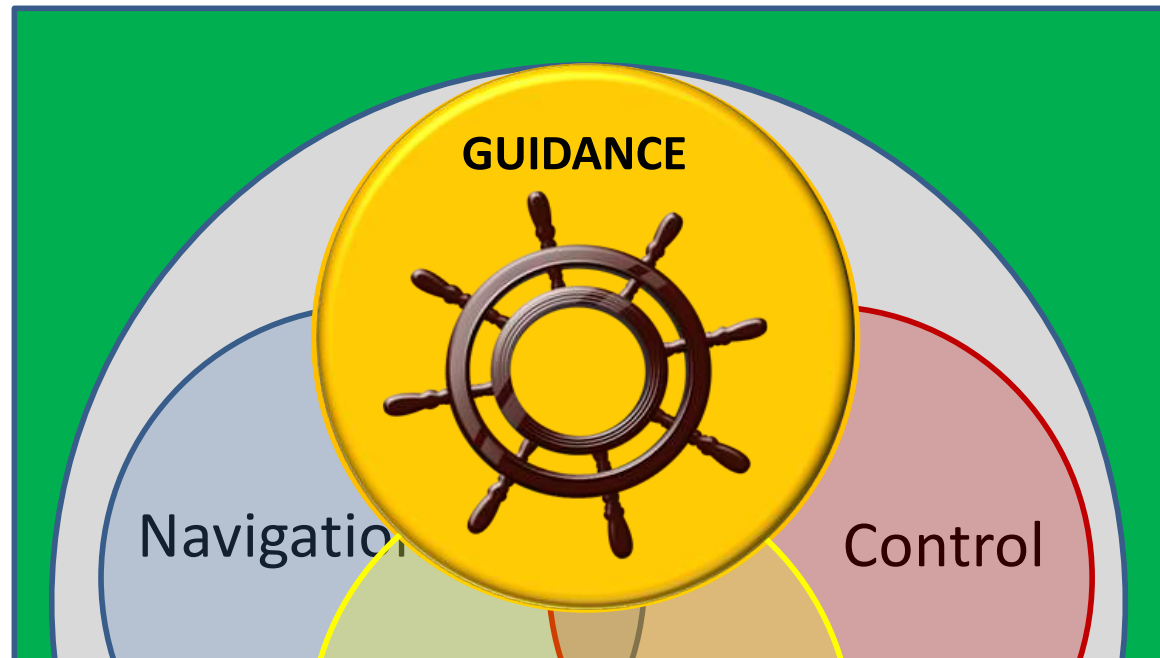


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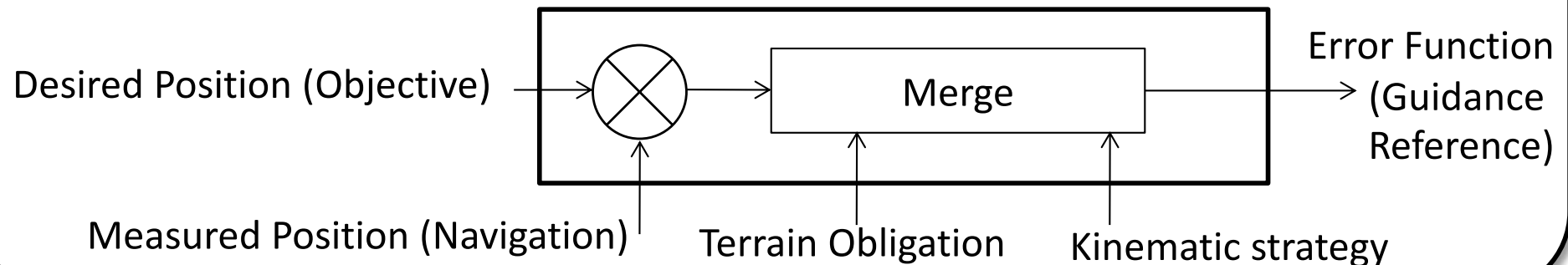


Guidance



How approaching the objective?

The **Guidance system** processes Navigation/Inertial reference trajectory data and output **set-points for desired vehicle's velocity and attitude**



Control

How should I move THAT way ?

The **Control system** generates actuator signals to drive the actual velocity and attitude of the vehicle to the values provided by the **Guidance system**.



Guidance

CONTROLE



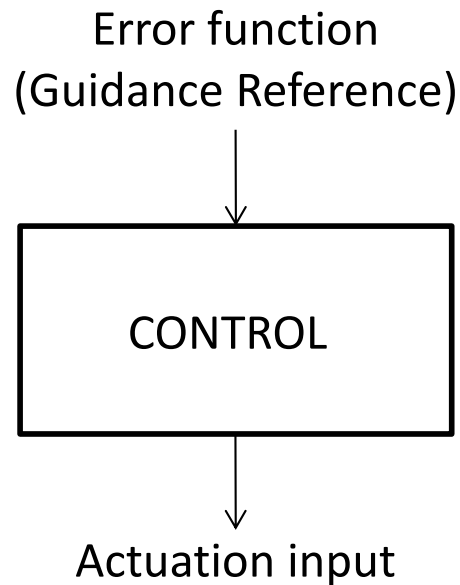
on Control

itecture soft

Control

How should I move THAT way ?

The **Control system** generates actuator signals to drive the actual velocity and attitude of the vehicle to the values **provided by the Guidance system**.



Guidance

CONTROL

on Control

ecture soft



Control

How should I move THAT way ?

The **Control system** generates actuator signals to drive the actual velocity and attitude of the vehicle to the values **provided by the Guidance system**.

Error function
(Guidance Reference)

Dynamic
Model)

CONTROL & ROBUST
SCHEME

Actuation input

Guidance

CONTROL

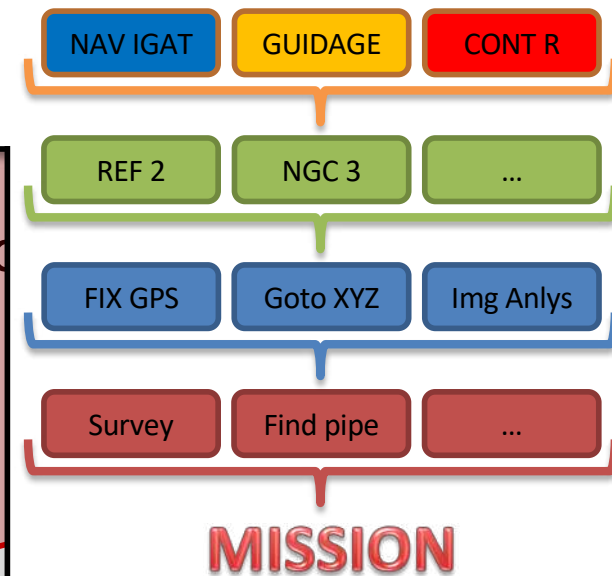
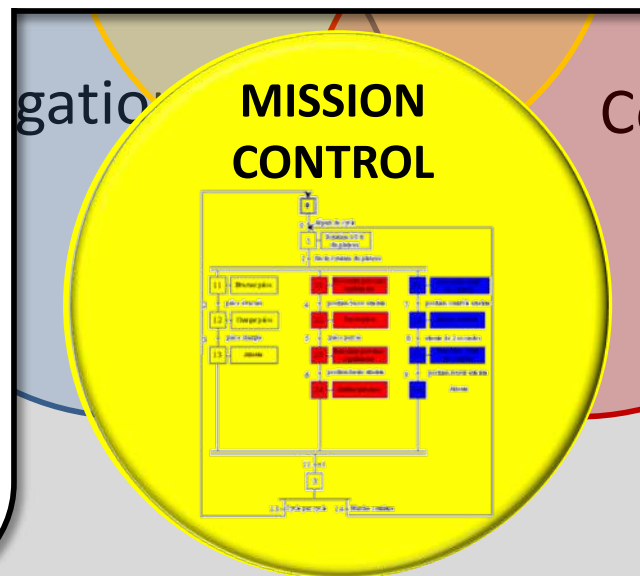
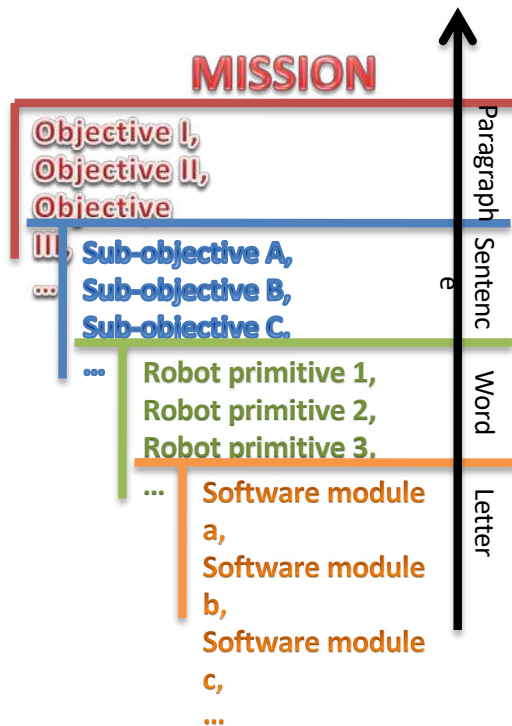


on Control

ecture soft

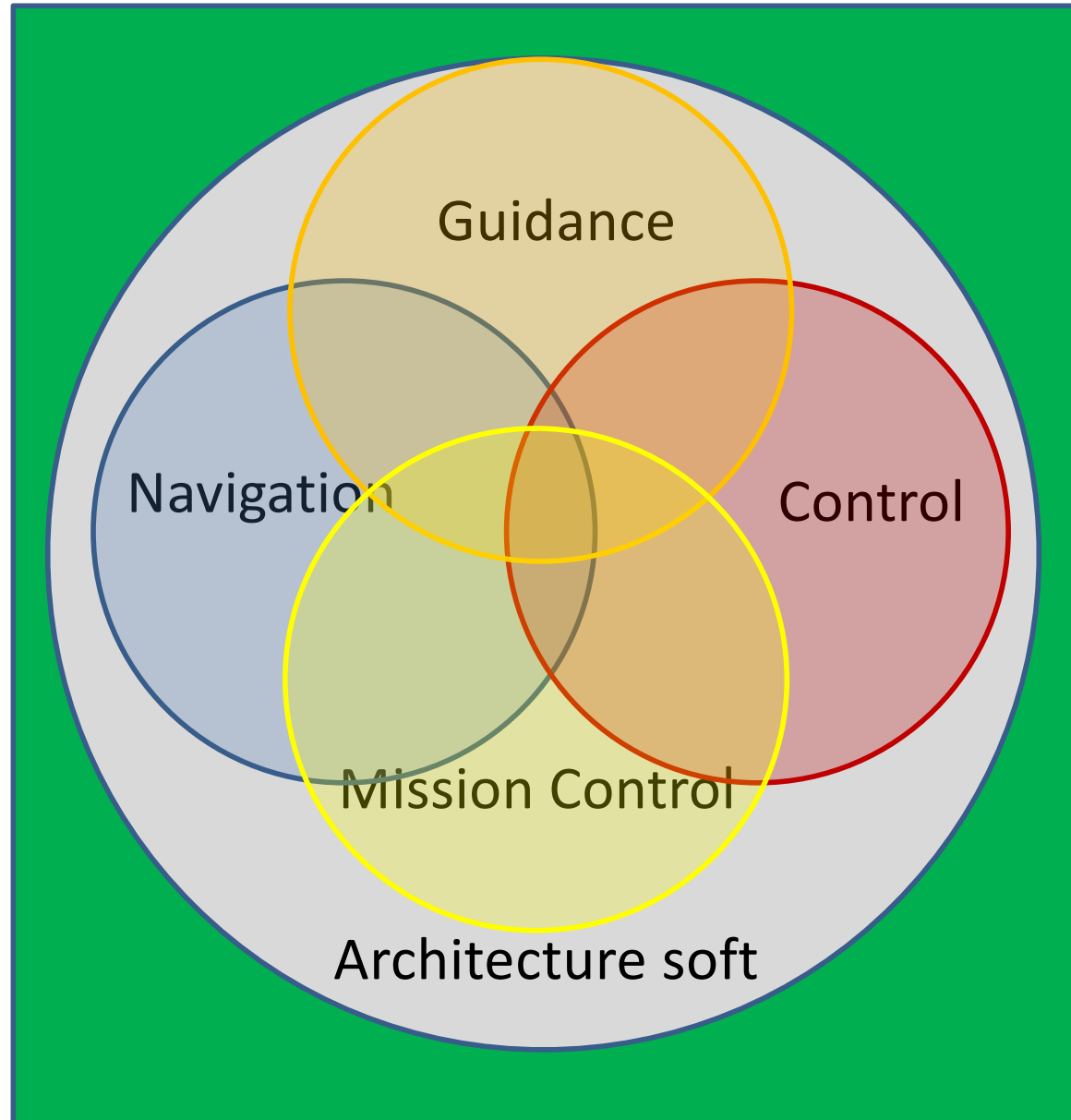
Mission Control

How Do I manage my objectives, my mission?

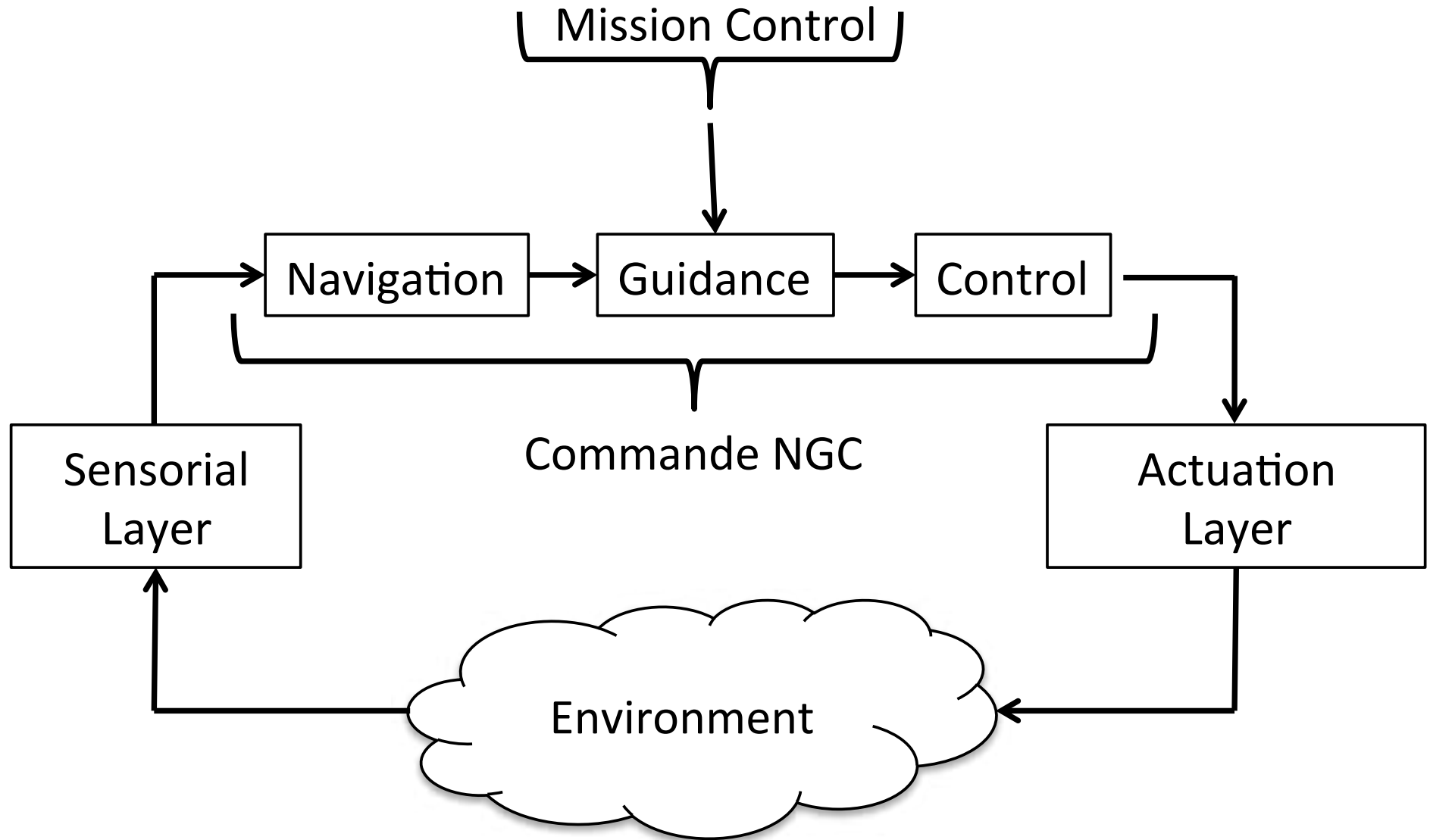


Architecture soft

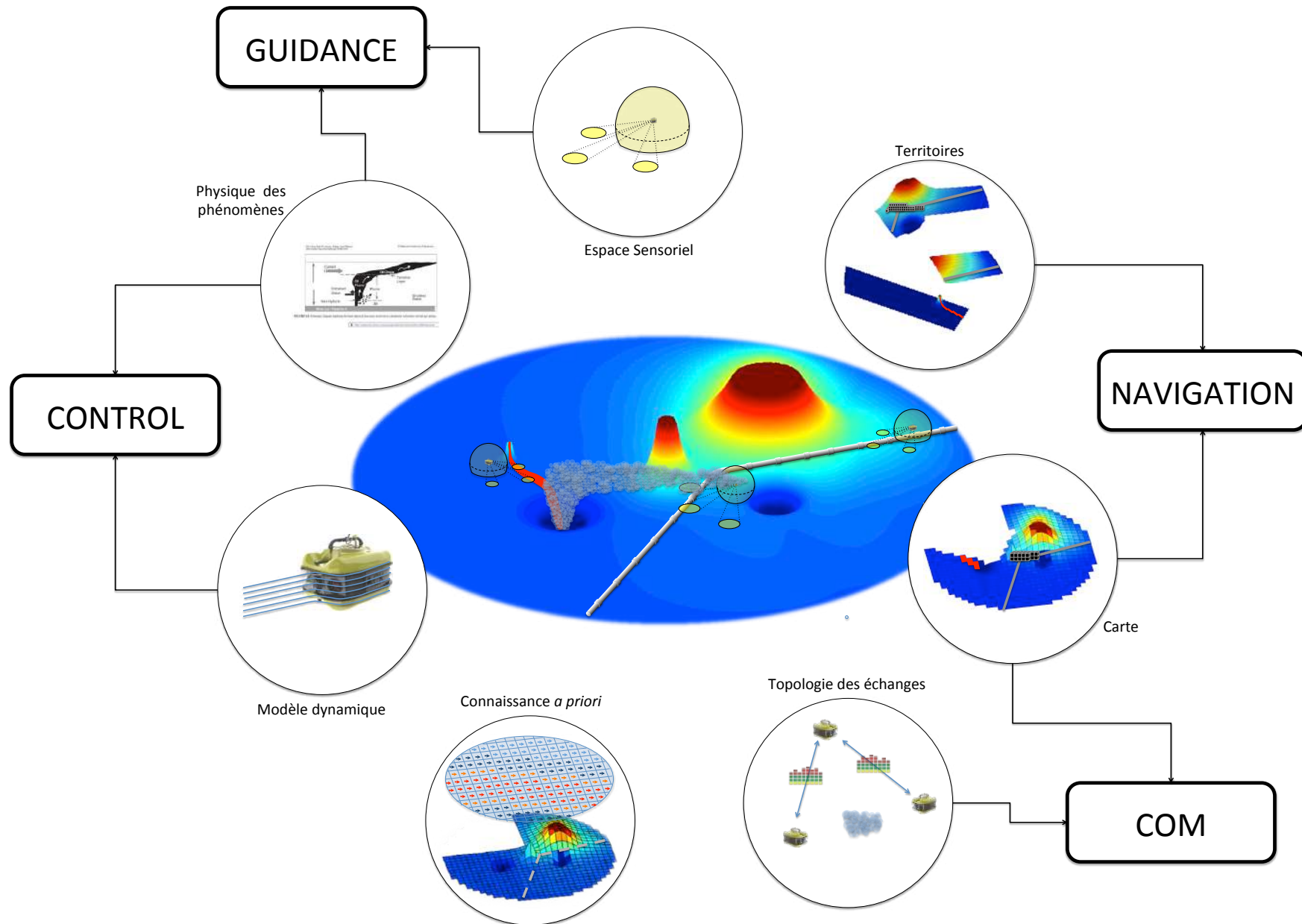
Functions



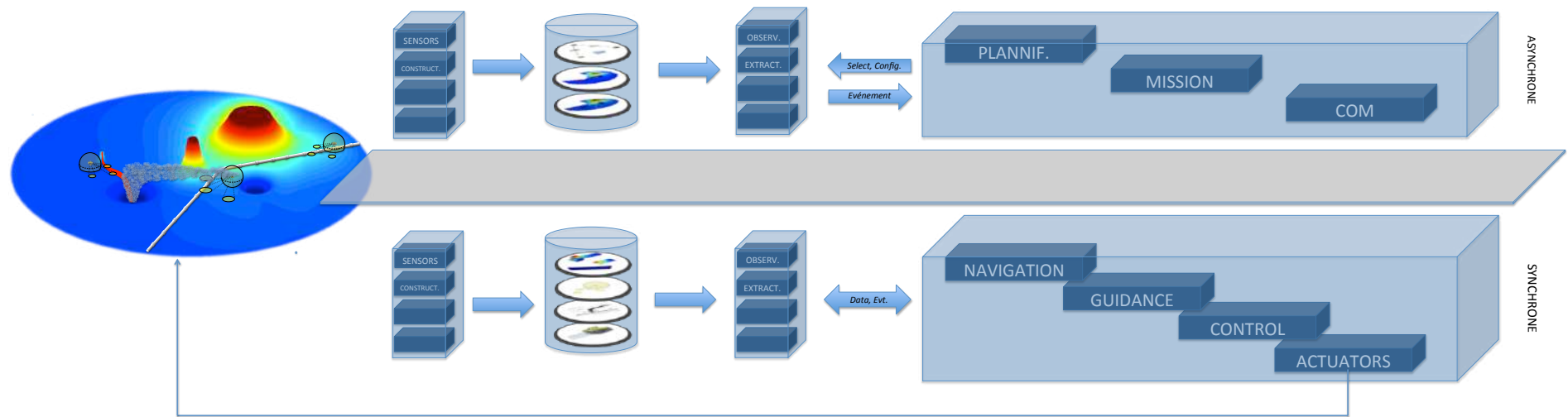
NGC control structure



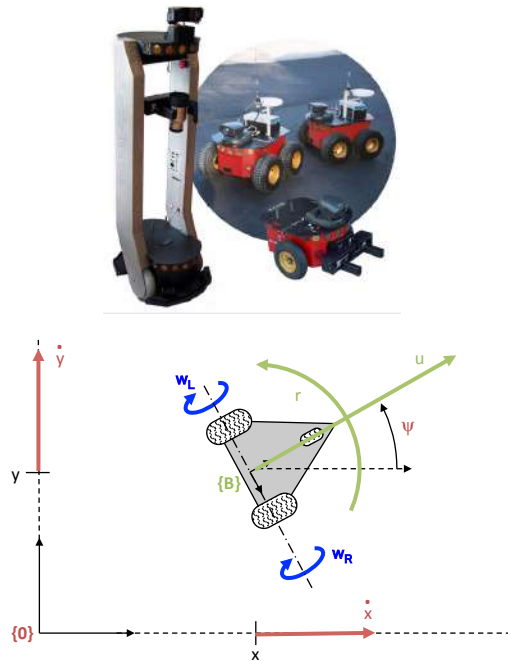
Sensorial Layer



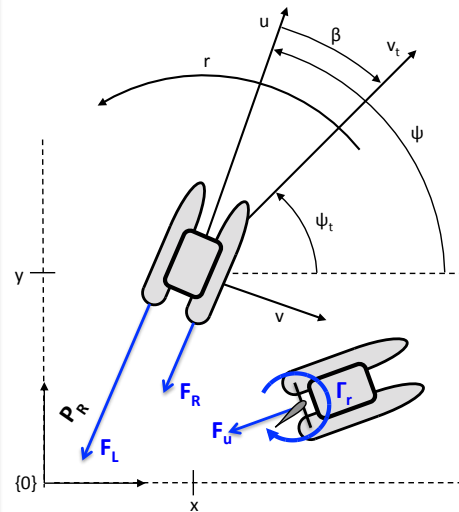
Sensorial Layer



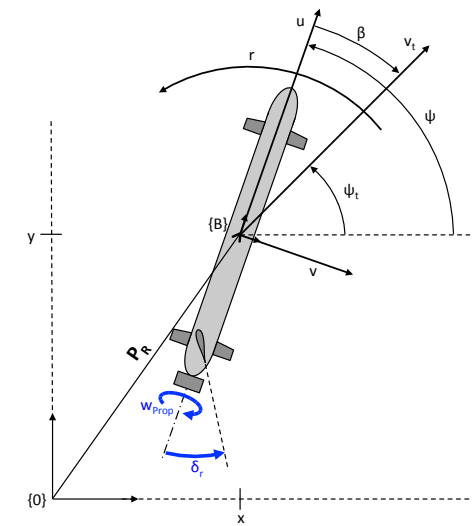
Actuation Layer



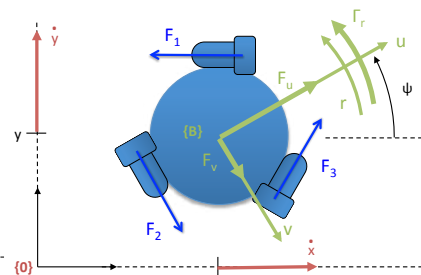
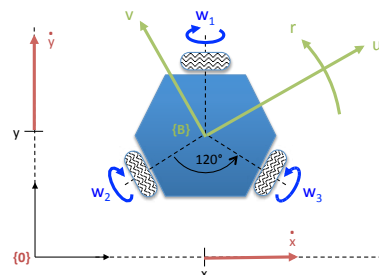
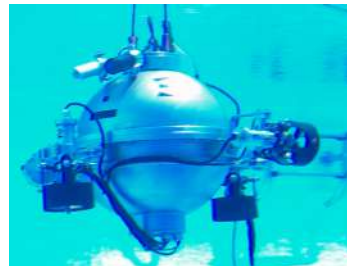
Non-holonomic



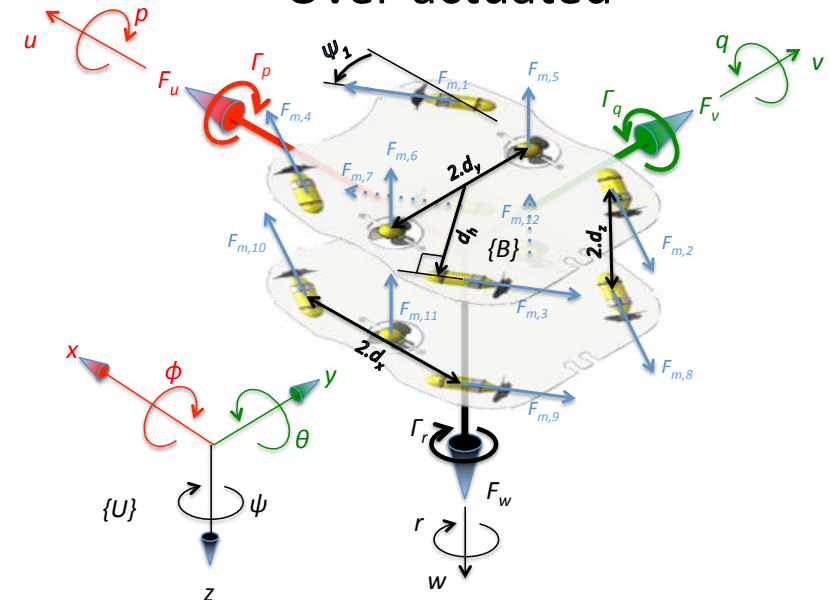
Under-actuated



Iso-actuated



Over-actuated



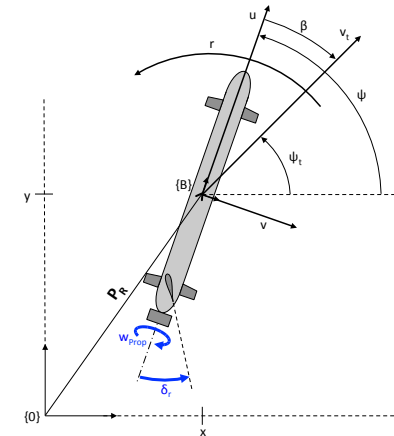
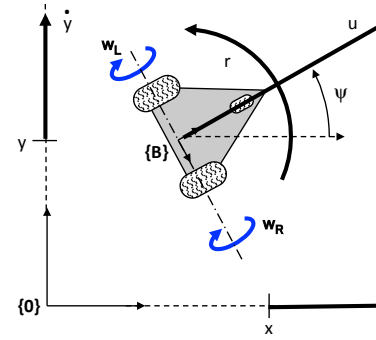
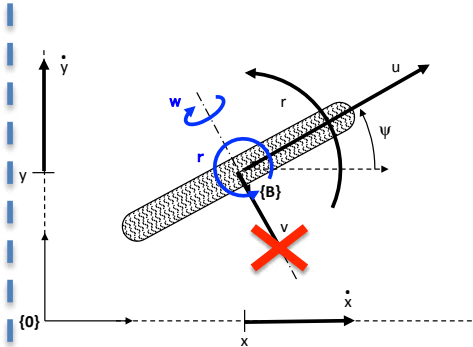
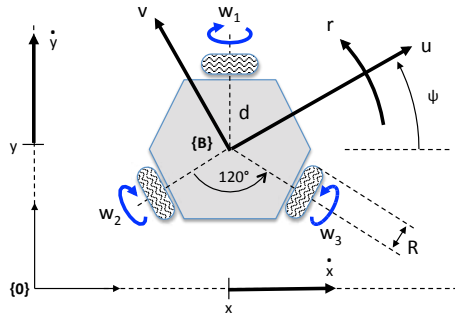
Control functions

- Mission Control:
 - Define and sequence objectives, sub-objectives...
- Sensorial layer:
 - Build current model of the environment
- Navigation:
 - Estimate system state
- Guidance:
 - Strategy of approach to the objective
- Control:
 - Compute actions to be applied on the environment
- Actuation layer :
 - Compute actuators inputs, manage redundancy (if exists)

III. Guidance and Control Design

1. Define Kinematic Strategy

The wheel, the Unicycle and the AUV



$$v = \dot{x} \cdot \cos \psi - \dot{y} \cdot \sin \psi = 0$$

$$\begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{\psi} \end{bmatrix} = \begin{bmatrix} \cos \psi & -\sin \psi & 0 \\ \sin \psi & \cos \psi & 0 \\ 0 & 0 & 1 \end{bmatrix} \cdot \begin{bmatrix} u \\ v \\ r \end{bmatrix}$$

Linear approach OK

$$\begin{bmatrix} w_1 \\ w_2 \\ w_3 \end{bmatrix} = \frac{-1}{R} \cdot \underbrace{\begin{bmatrix} -\sin \alpha_1 & \cos \alpha_1 & d \\ -\sin \alpha_2 & \cos \alpha_2 & d \\ -\sin \alpha_3 & \cos \alpha_3 & d \end{bmatrix}}_{\mathbf{M}_A^{-1}} \cdot \underbrace{\begin{bmatrix} u \\ v \\ r \end{bmatrix}}_v$$

$$\begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{\psi} \end{bmatrix} = \begin{bmatrix} \cos \psi & 0 \\ \sin \psi & 0 \\ 0 & 1 \end{bmatrix} \cdot \begin{bmatrix} u \\ r \end{bmatrix}$$

Linear approach is inapplicable

$$\begin{bmatrix} u \\ r \end{bmatrix} = \begin{bmatrix} R & 0 \\ 0 & 1 \end{bmatrix} \cdot \begin{bmatrix} w \\ r \end{bmatrix}$$

$$\begin{bmatrix} u \\ r \end{bmatrix} = \begin{bmatrix} \frac{R}{2} & \frac{R}{2} \\ \frac{R}{2 \cdot L} & \frac{-R}{2 \cdot L} \end{bmatrix} \cdot \begin{bmatrix} w_l \\ w_r \end{bmatrix}$$

$$\begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{\psi} \end{bmatrix} = \begin{bmatrix} \cos \psi & -\sin \psi & 0 \\ \sin \psi & \cos \psi & 0 \\ 0 & 0 & 1 \end{bmatrix} \cdot \begin{bmatrix} u \\ v \\ r \end{bmatrix}$$

$$\begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{\psi} \end{bmatrix} = \begin{bmatrix} \cos \psi_t & 0 \\ \sin \psi_t & 0 \\ 0 & 1 \end{bmatrix} \cdot \begin{bmatrix} v_t \\ r + \dot{\beta} \end{bmatrix}$$

$$F_u = m_u \cdot \dot{u} + d_u$$

$$0 = m_v \cdot \dot{v} + m_{ur} \cdot u \cdot r + d_v$$

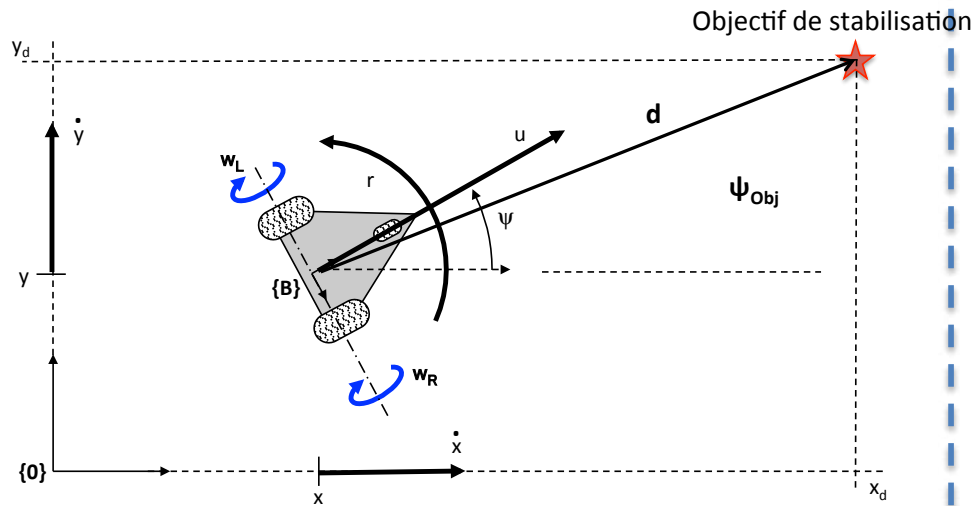
$$\Gamma = m_r \cdot \dot{r} + d_r$$

$$\mathbf{F}_B = \begin{bmatrix} F_u \\ \Gamma \end{bmatrix} = \mathbf{M}_A \cdot \mathbf{F}_m(w_{prop}, \delta)$$

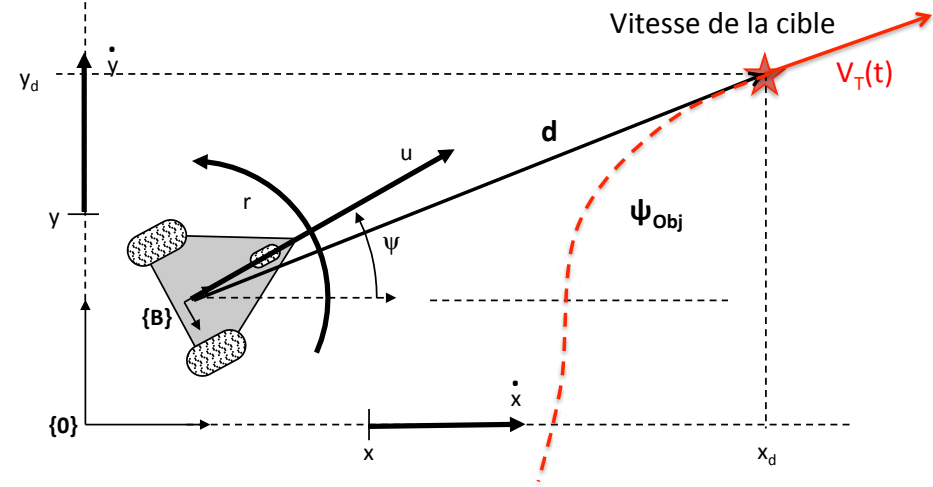
The transposition of Unicycle solution to AUV depends on the system shape. $\frac{m_{ur}}{m_v} < 1$

2. Choose movement control type

Stabilisation



Trajectory Tracking

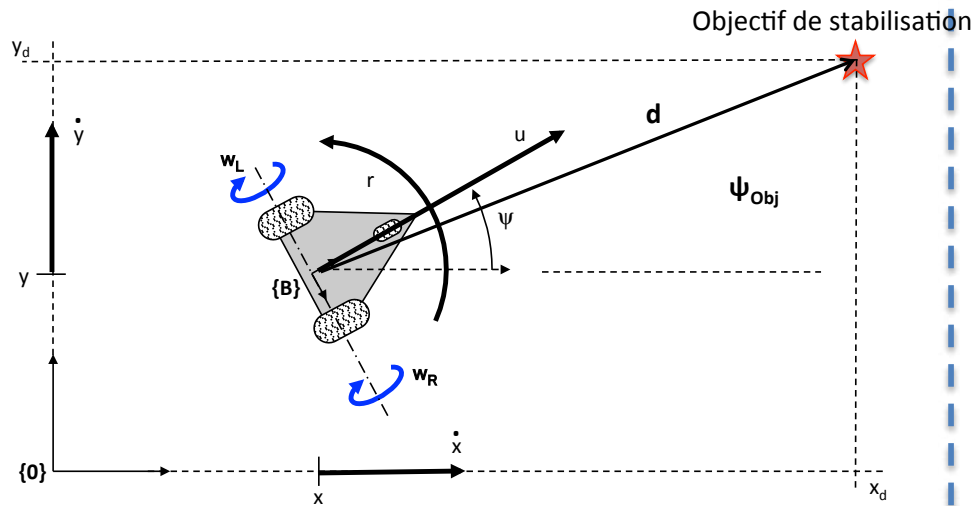


There is NO continuous control law that could stabilise a nonholonomic system [BROCKETT 83]

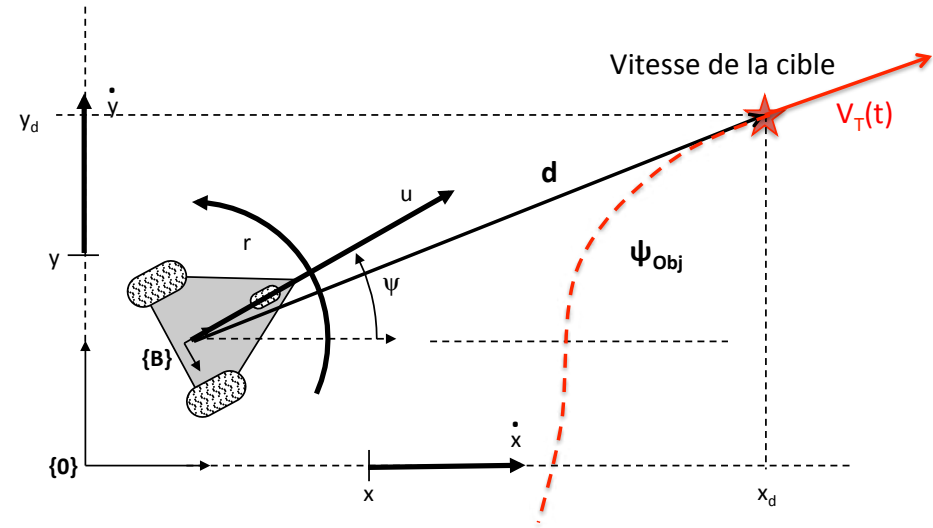
- Singular objective
- A small error induces a large manoeuvre
- The linearized model is not controllable
- Trajectory : Space & **Time** reference

2. Choose movement control type

Stabilisation

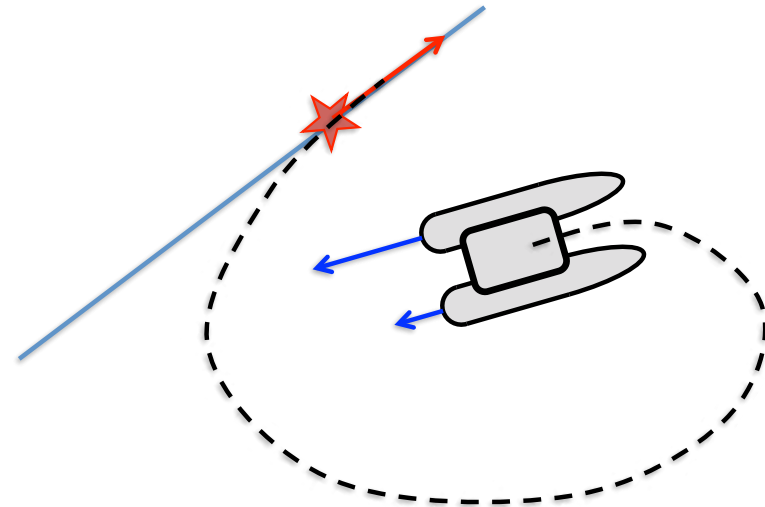


Trajectory Tracking



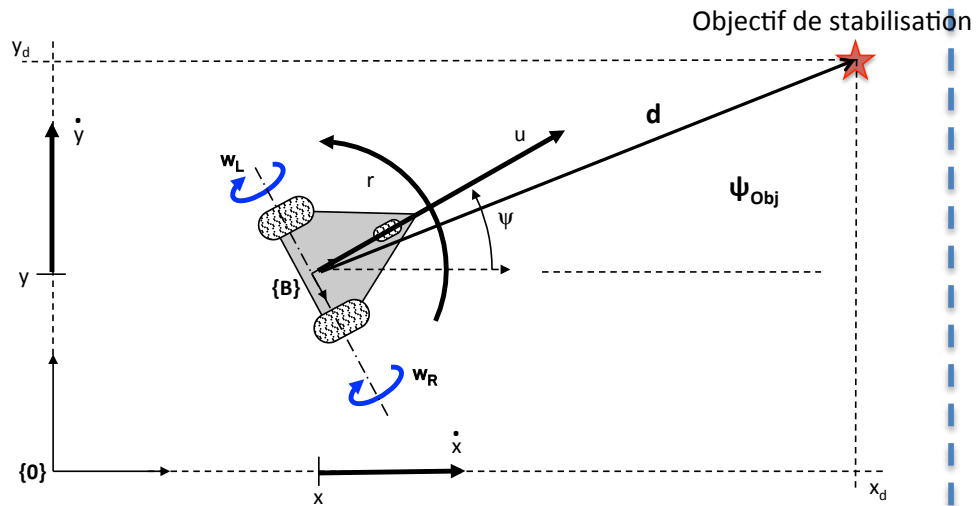
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- The vehicle may turn back in its attempt to be at a desired reference at a prescribed time

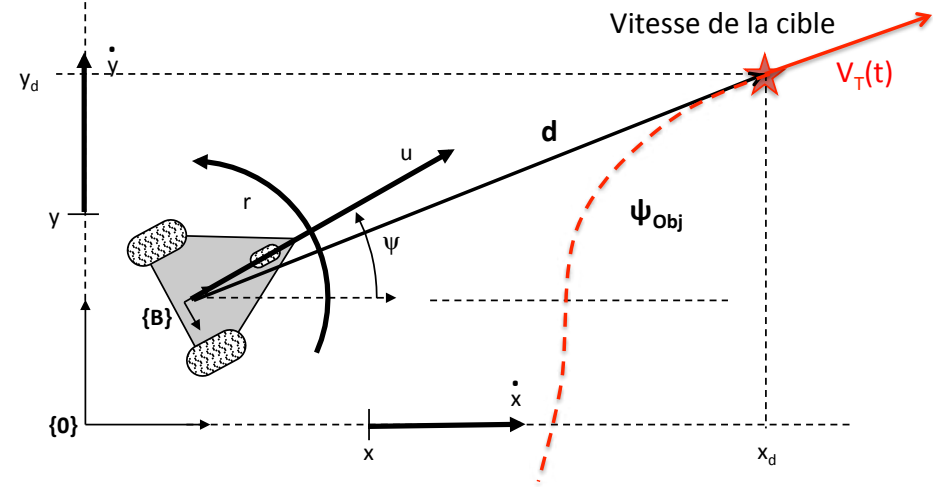


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Stabilisation

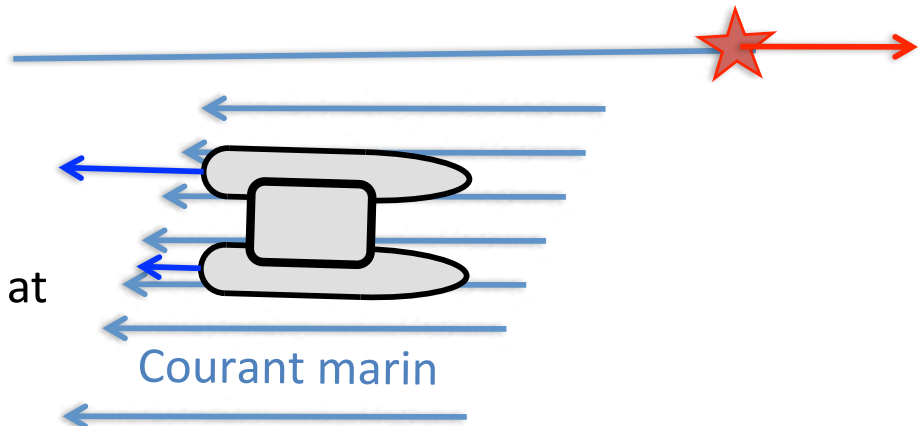


Trajectory Tracking



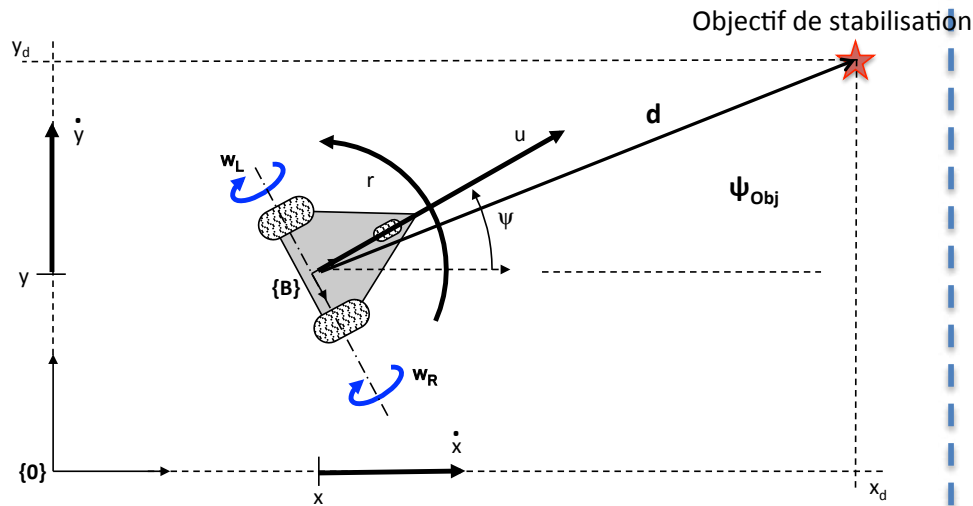
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- Actuators may easily be pushed to saturation

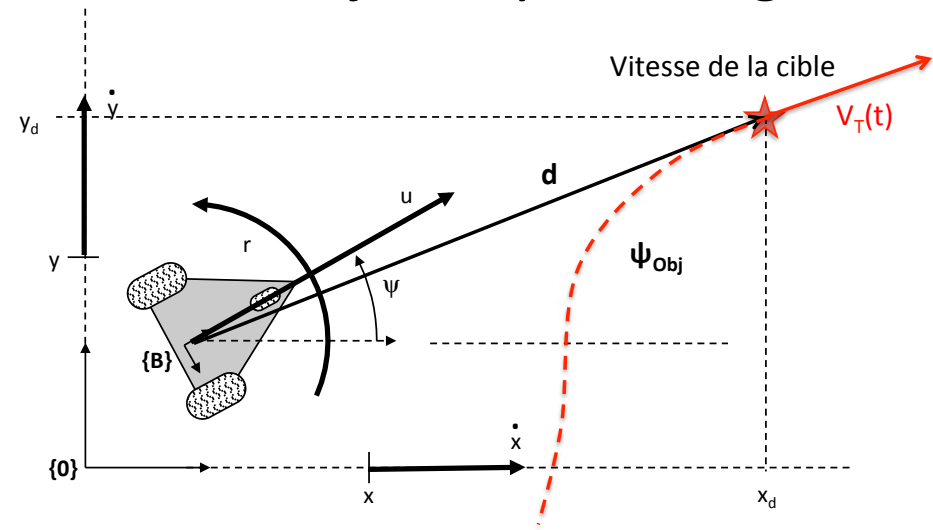


2. Choose movement control type

Stabilisation

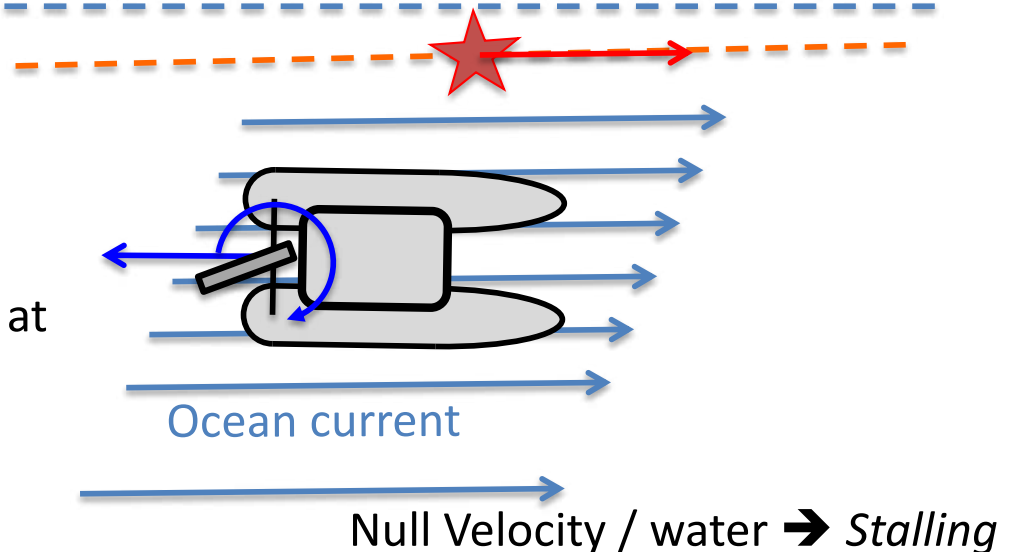


Trajectory Tracking



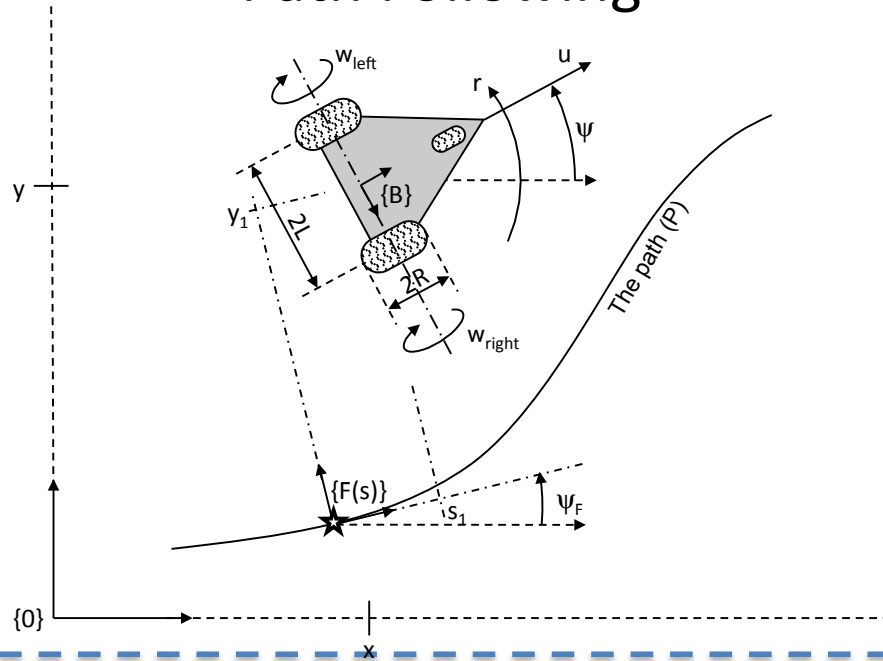
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- The vehicle may turn back in its attempt to be at a desired reference at a prescribed time
- Actuators may easily be pushed to saturation
- Danger of **Stalling**



2. Choose movement control type

Path Following



- Decoupled control u and r
- Remove temporal constraint
- Autonomous system
- 'smooth' convergence to the path
- Keep control on actuator saturation
- Global and Uniform Asymptotic Convergence
- Can be extended to RDV tracking
- Can be extended to formation keeping

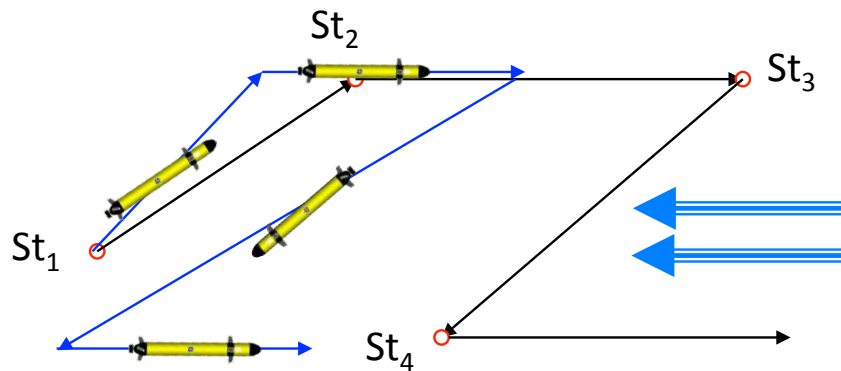
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- Path Following : Space & **Time** reference
- ~~The vehicle may turn back in its attempt to be at a desired reference at a prescribed time~~
- ~~Actuators may easily be pushed to saturation~~
- ~~Danger of **Stalling**~~

3. Choose Guidance Strategy

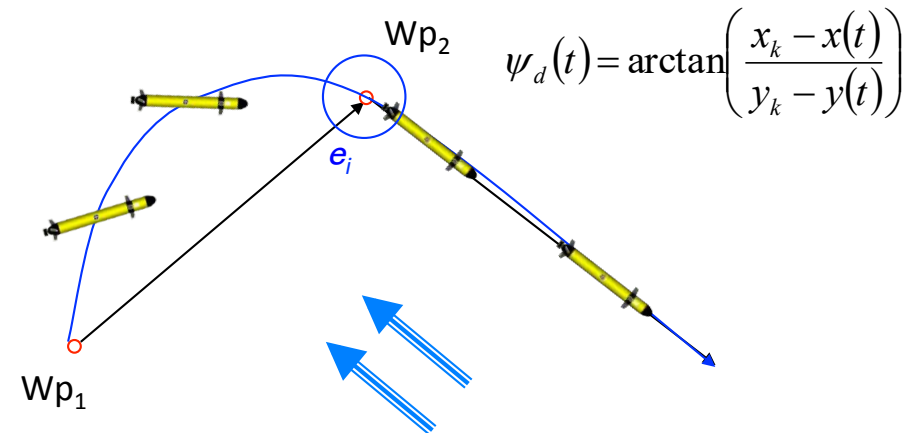
St_i	u_i	$\Psi_{d,i}$	t_i
St_1	1m/s	40°	30s
St_2	1m/s	90°	30s
St_3	1m/s	220°	30s
St_4	1m/s	40°	30s

Set-points
(heading – Duration)

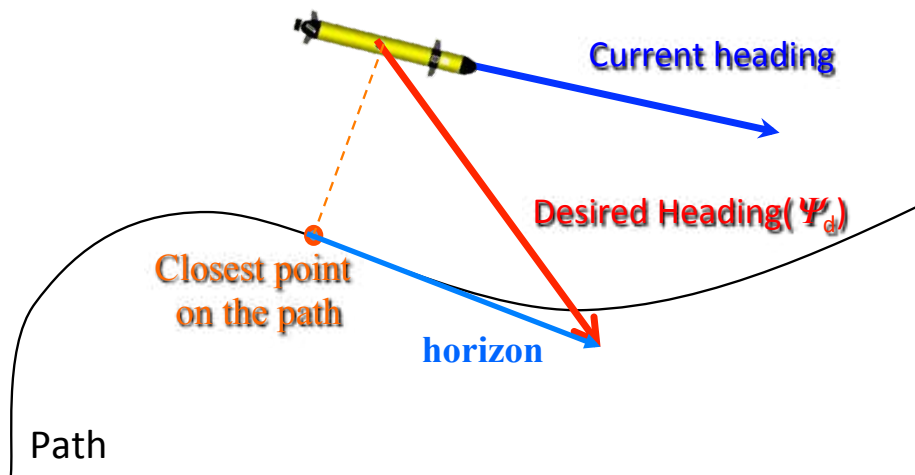


Wp_i	u_i	x_i	y_i	e_i
Wp_1	1m/s	10m	20m	.1m
Wp_2	1m/s	0m	40m	.2m

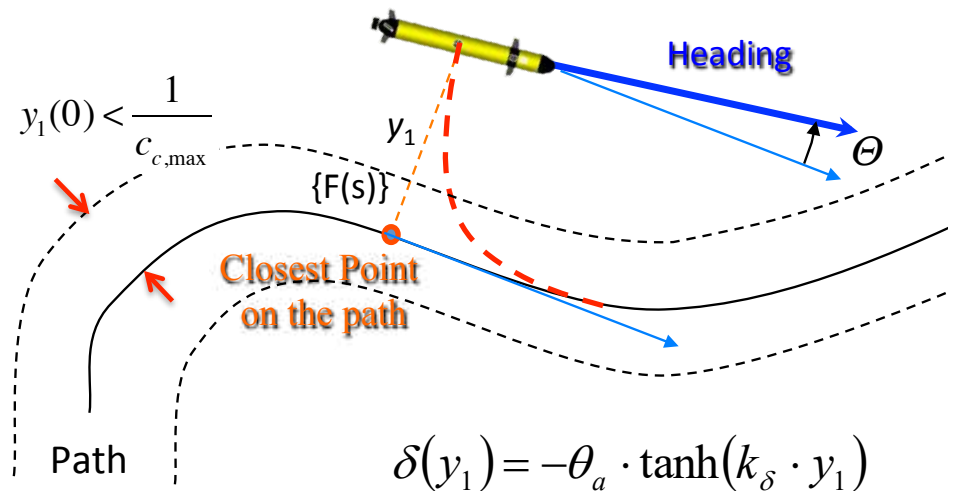
Waypoints
(geo-referenced)



Line of sight

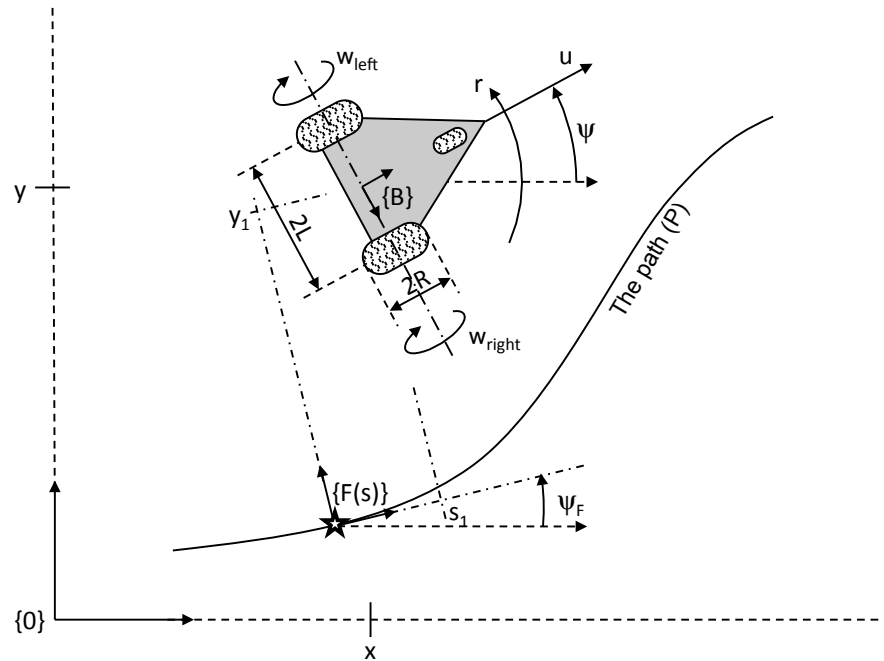


Path Following



3. Choose Guidance Strategy

Virtual Target Path Following



3.a Express kinematic model in the Frenet frame

$$\dot{s}_1 = -\dot{s} \cdot (1 - c_c \cdot y_1) + u \cdot \cos \theta$$

$$\dot{y}_1 = -c_c \cdot \dot{s} \cdot s_1 + u \cdot \sin \theta$$

$$\dot{\theta} = r - c_c \cdot \dot{s}$$

3.b Choose an approach angle

$$\delta(y_1) = -\text{sign}(u) \cdot \arctan(K_\delta \cdot y_1)$$

3.c Consider the Lyapunov Candidate

$$V = \frac{1}{2} \cdot (s_1^2 + y_1^2) + \frac{1}{2 \cdot \gamma} \cdot (\theta - \delta)^2 > 0$$

$$\dot{V}_1 = s_1 \dot{s}_1 + y_1 \dot{y}_1 + \frac{1}{\gamma} (\theta - \delta)(\dot{\theta} - \dot{\delta})$$

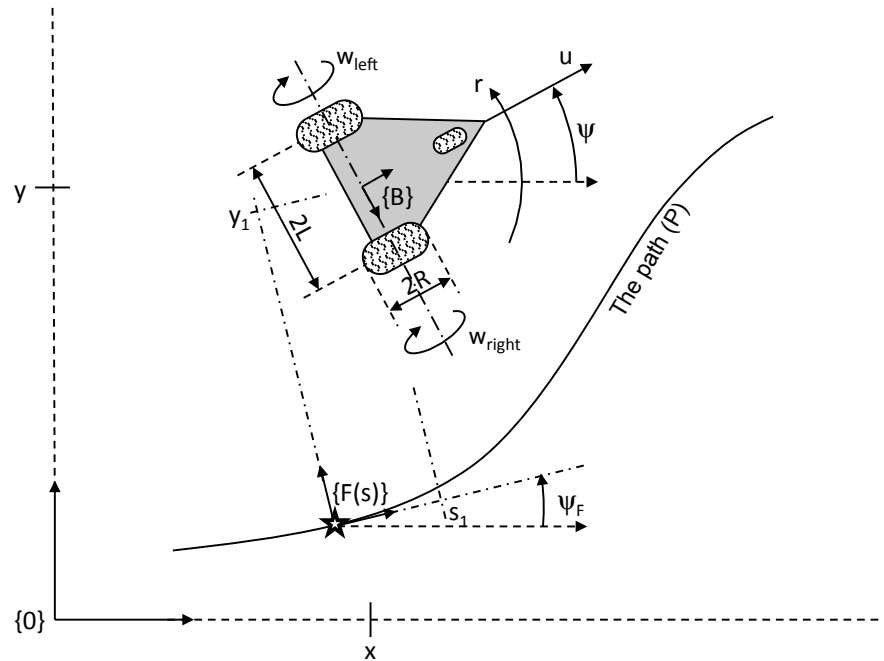
3.c.1 Derivate V

$$= s_1(v \cos \theta - \dot{s}(1 - c_c y_1) - \dot{s} c_c y_1) + y_1 v \sin \theta + \frac{1}{\gamma} (\theta - \delta)(\dot{\theta} - \dot{\delta})$$

$$= s_1(v \cos \theta - \dot{s}) + y_1 v \sin \delta + \frac{1}{\gamma} (\theta - \delta) \left(\dot{\theta} - \dot{\delta} + \gamma y_1 v \frac{\sin \theta - \sin \delta}{\theta - \delta} \right)$$

3. Choose Guidance Strategy

Virtual Target Path Following



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$$\delta(y_1) = -\text{sign}(u) \cdot \arctan(K_\delta \cdot y_1)$$

3.c Consider the Lyapunov Candidate

$$V = \frac{1}{2} \cdot (s_1^2 + y_1^2) + \frac{1}{2 \cdot \gamma} \cdot (\theta - \delta)^2 > 0$$

$$\begin{cases} \dot{s} = u \cdot \cos \theta + k_1 \cdot s_1 \\ \text{3.c.2 Choose } r = \dot{\delta} - \gamma \cdot y_1 \cdot u \cdot \frac{\sin \theta - \sin \delta}{\theta - \delta} - k_2 \cdot (\theta - \delta) + c_c \cdot \dot{s} \\ u = u_d > 0 \end{cases}$$

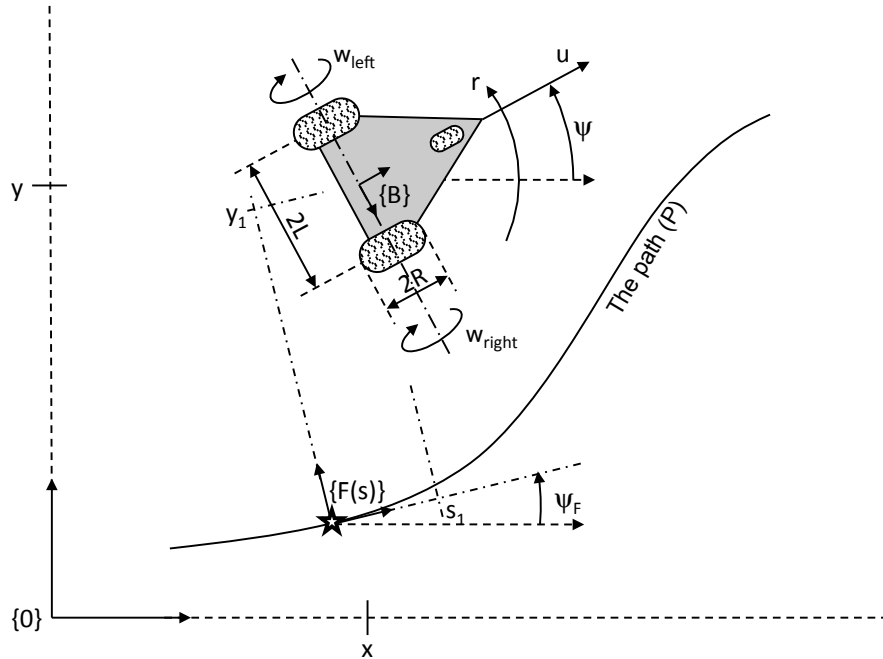
$$\dot{V}_1 = s_1 \dot{s}_1 + y_1 \dot{y}_1 + \frac{1}{\gamma} (\theta - \delta) (\dot{\theta} - \dot{\delta})$$

$$= s_1 (v \cos \theta - \dot{s} (1 - c_c y_1) - \dot{s} c_c y_1) + y_1 v \sin \theta + \frac{1}{\gamma} (\theta - \delta) (\dot{\theta} - \dot{\delta})$$

$$= s_1 (v \cos \theta - \dot{s}) + y_1 v \sin \delta + \frac{1}{\gamma} (\theta - \delta) \left(\dot{\theta} - \dot{\delta} + \gamma y_1 v \frac{\sin \theta - \sin \delta}{\theta - \delta} \right)$$

3. Choose Guidance Strategy

Virtual Target Path Following



3.a Express kinematic model in the Frenet frame

$$\dot{s}_1 = -\dot{s} \cdot (1 - c_c \cdot y_1) + u \cdot \cos \theta$$

$$\dot{y}_1 = -c_c \cdot \dot{s} \cdot s_1 + u \cdot \sin \theta$$

$$\dot{\theta} = r - c_c \cdot \dot{s}$$

3.b Choose an approach angle

$$\delta(y_1) = -\text{sign}(u) \cdot \arctan(K_\delta \cdot y_1)$$

3.c Consider the Lyapunov Candidate

$$V = \frac{1}{2} \cdot (s_1^2 + y_1^2) + \frac{1}{2 \cdot \gamma} \cdot (\theta - \delta)^2 > 0$$

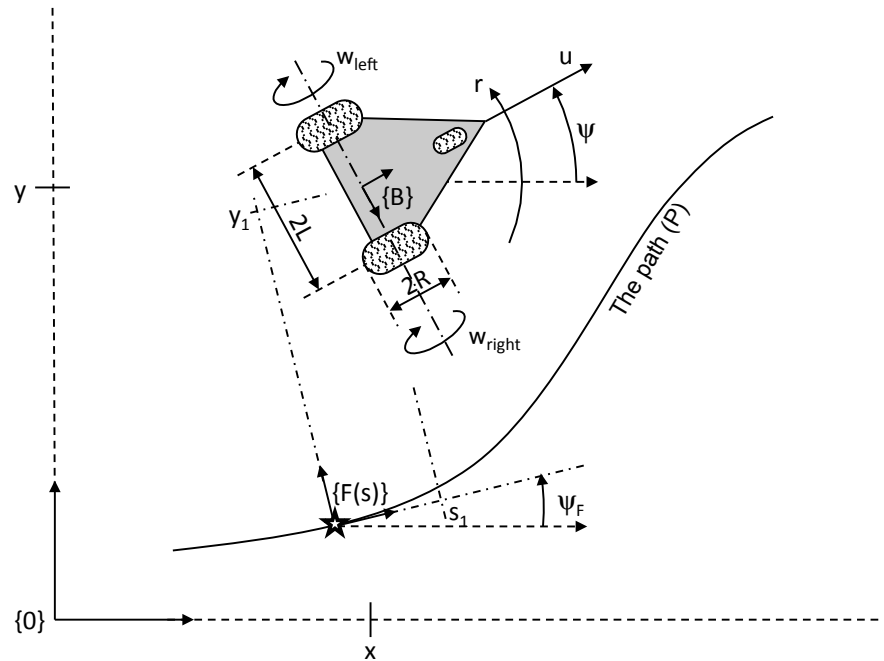
3.d Then, the following control:

$$\left\{ \begin{array}{l} \dot{s} = u \cdot \cos \theta + k_1 \cdot s_1 \\ r = \dot{\delta} - \gamma \cdot y_1 \cdot u \cdot \frac{\sin \theta - \sin \delta}{\theta - \delta} - k_2 \cdot (\theta - \delta) + c_c \cdot \dot{s} \\ u = u_d > 0 \end{array} \right.$$

$$\Rightarrow \left\{ \begin{array}{l} \dot{V} \leq 0 \\ V(\infty) = \infty \end{array} \right\} \text{ and } \ddot{V} \text{ bounded} \xrightarrow{\text{Barbalat's Lemma}} \lim_{t \rightarrow \infty} (y_1, s_1, \theta) = 0$$

3. Choose Guidance Strategy

Virtual Target Path Following



3.a Express kinematic model in the Frenet frame

$$\dot{s}_1 = -\dot{s} \cdot (1 - c_c \cdot y_1) + u \cdot \cos \theta$$

$$\dot{y}_1 = -c_c \cdot \dot{s} \cdot s_1 + u \cdot \sin \theta$$

$$\dot{\theta} = r - c_c \cdot \dot{s}$$

3.b Choose an approach angle

$$\delta(y_1) = -\text{sign}(u) \cdot \arctan(K_\delta \cdot y_1)$$

3.c Consider the Lyapunov Candidate

$$V_1 = \frac{1}{2} \cdot (s_1^2 + y_1^2), \text{ then } V_2 = (\theta - \delta)^2 \Big|_{V_1=0} > 0$$

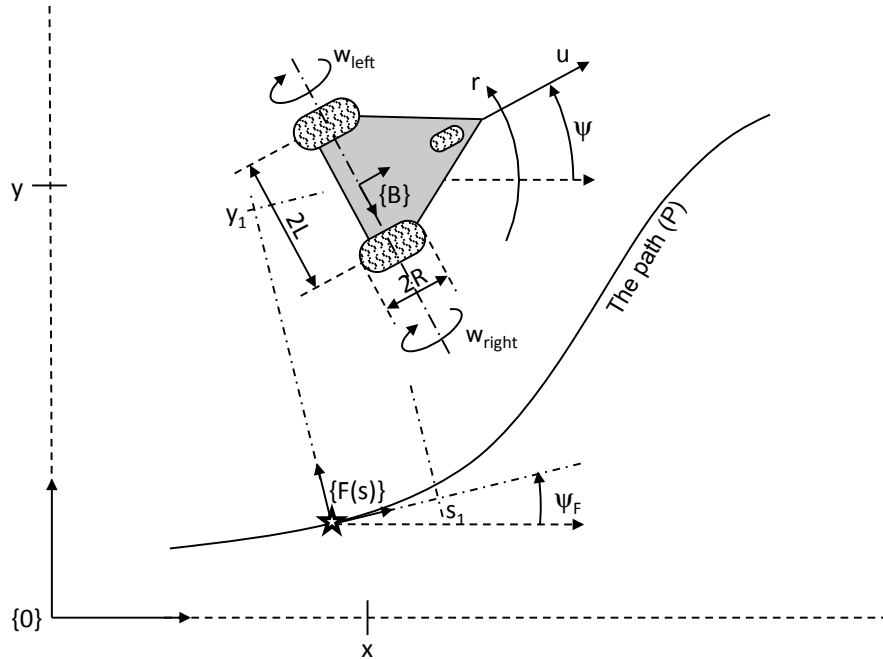
3.d Then, the following control:

$$\begin{cases} \dot{s} = u \cdot \cos \theta + k_1 \cdot s_1 \\ r = \dot{\delta} - \gamma \cdot y_1 \cdot u \cdot \frac{\sin \theta - \sin \delta}{\theta - \delta} - k_2 \cdot (\theta - \delta) + c_c \cdot \dot{s} \\ u = u_d > 0 \end{cases}$$

$$\Rightarrow \left\{ \begin{array}{l} V_1 \leq 0 \\ V_2 \Big|_{V_1=0} < 0 \end{array} \right\} \text{ and (if S is autonomous)} \xrightarrow{\text{Barbalat's Lemma \& LaSalle Inv. Princ.}} \lim_{t \rightarrow \infty} (y_1, s_1, \theta) = 0$$

3. Choose Guidance Strategy

Virtual Target Path Following



3.a Express kinematic model in the Frenet frame

$$\dot{s}_1 = -\dot{s} \cdot (1 - c_c \cdot y_1) + u \cdot \cos \theta$$

$$\dot{y}_1 = -c_c \cdot \dot{s} \cdot s_1 + u \cdot \sin \theta$$

$$\dot{\theta} = r - c_c \cdot \dot{s}$$

3.b Choose an approach angle

$$\delta(y_1) = -\text{sign}(u) \cdot \arctan(K_\delta \cdot y_1)$$

3.c Consider the Lyapunov Candidate

$$V_1 = \frac{1}{2} \cdot (s_1^2 + y_1^2), \text{ then } V_2 = (\theta - \delta)^2 \Big|_{V_1=0} > 0$$

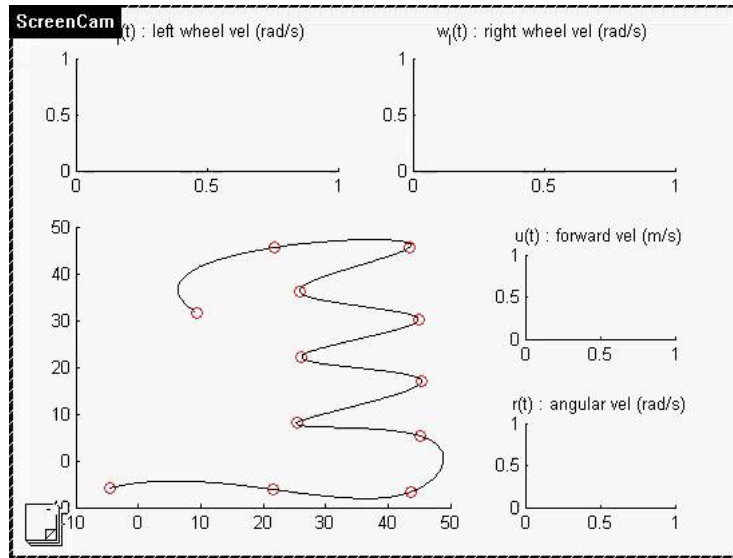
3.d Then, the following control:

$$\begin{cases} \dot{s} = u \cdot \cos \theta + k_1 \cdot s_1 \\ r = \dot{\delta} - k_2 \cdot (\theta - \delta) + c_c \cdot \dot{s} \\ u = u_d > 0 \end{cases}$$

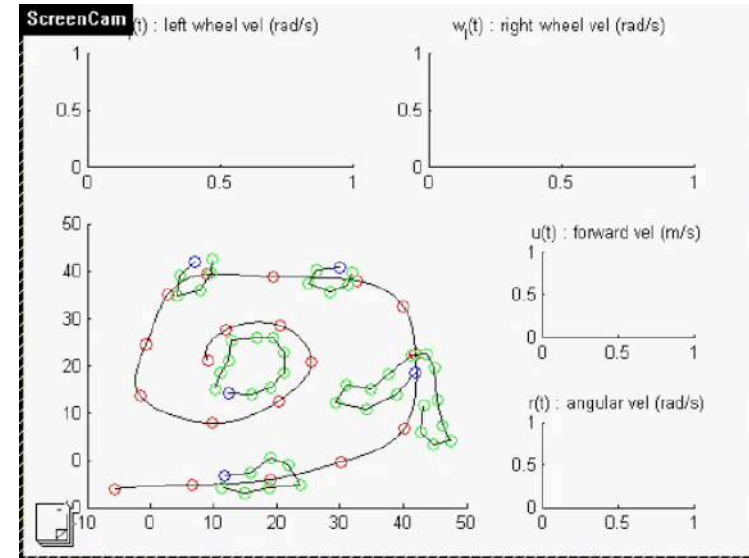
$$\Rightarrow \left\{ \begin{array}{l} V_1 \leq 0 \\ V_2 \Big|_{V_1=0} < 0 \end{array} \right\} \text{ and (if S is autonomous)} \xrightarrow{\text{Barbalat's Lemma \& LaSalle Inv. Princ.}} \lim_{t \rightarrow \infty} (y_1, s_1, \theta) = 0$$

Extensions

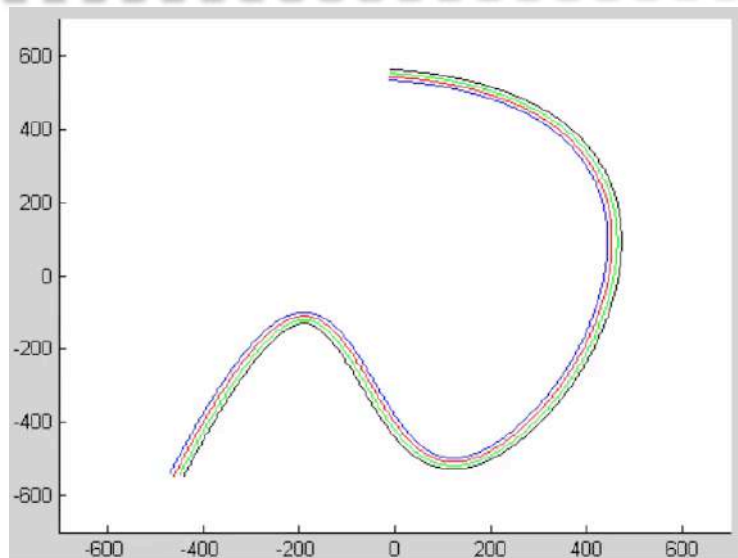
Virtual Target Path Following



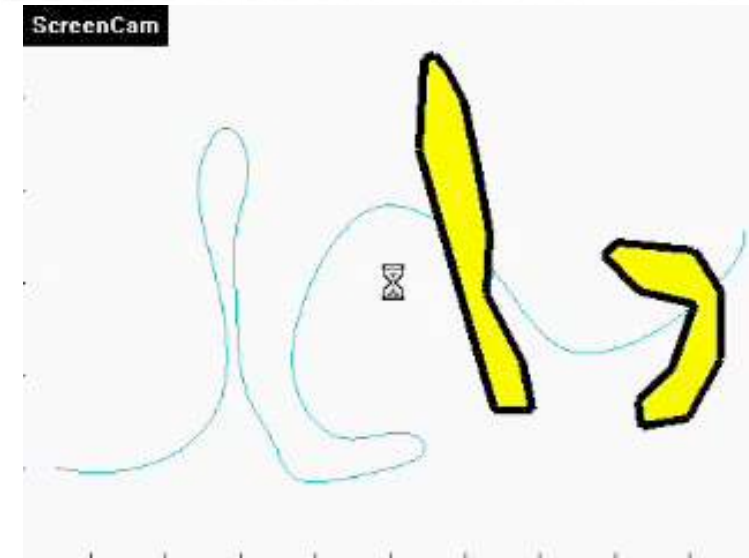
PF with AS



PF with AS and OA



Multi-PF with CA



Multi-PF with OA and MST

A diagram illustrating the kinematics of a vehicle in a 2D Cartesian coordinate system with axes x and y . The origin is labeled $\{0\}$. A vehicle is represented by a grey elongated shape with a front wheel and a rear wheel. A point on the vehicle is labeled $\{B\}$. The vehicle's orientation is defined by the angle δ_r between its longitudinal axis and the x -axis. The rear wheel's velocity vector is $\mathbf{v}$. The front wheel's velocity vector is $\mathbf{v}_t$. The vehicle's position vector from the origin is $\mathbf{p}_R$. The distance from the origin to the point $\{B\}$ is r . The angle between the x -axis and the line segment r is β . The angle between the vehicle's longitudinal axis and the line segment r is ψ_t . A blue curved arrow indicates a rotation w_{prop} around the vehicle's longitudinal axis. The equation $\beta = \arctan(v / u)$ is shown at the bottom right.

$$\begin{bmatrix} \dot{x} \\ \dot{y} \\ \dot{\psi} \end{bmatrix} = \begin{bmatrix} \cos \psi_t & 0 \\ \sin \psi_t & 0 \\ 0 & 1 \end{bmatrix} \cdot \begin{bmatrix} v_t \\ r + \dot{\beta} \end{bmatrix} \quad \begin{aligned} F_u &= m_u \cdot \dot{u} + d_u \\ 0 &= m_v \cdot \dot{v} + m_{ur} \cdot u \cdot r + d_v \\ \Gamma &= m_r \cdot \dot{r} + d_r \end{aligned}$$
$$U_{KIN} \begin{cases} \dot{s} = u \cdot \cos \theta + k_1 \cdot s_1 \\ r_{KIN} = \dot{\delta} - \dot{\beta} - k_2 \cdot (\theta - \delta) + c_c(s) \cdot \dot{s} \\ u_{KIN} = u_d > 0 \end{cases}$$
$$V = \frac{1}{2} \cdot (s_1^2 + y_1^2) + \frac{1}{2 \cdot \gamma} \cdot (\theta - \delta)^2 + \frac{1}{2} \cdot (r - r_{KIN})^2 + \frac{1}{2} \cdot (u - u_{KIN})^2 > 0$$
$$U_{DYN} \left\{ \begin{array}{l} \dot{s} = u \cdot \cos \theta + k_1 \cdot s_1 \\ \Gamma = m_r \cdot \frac{(f_{\dot{r}_{DYN}} - k_3 \cdot (r - r_{KIN}) - k_4 \cdot (\theta - \delta))}{1 - \frac{m_{ur}}{m_v} \cdot \cos^2 \beta} + d_r \\ F_u = m_u \cdot (\dot{u}_d - k_5 \cdot (u - u_d)) + d_u \end{array} \right. \Rightarrow \left\{ \begin{array}{l} \dot{V} \leq 0 \\ \ddot{V} \text{ bounded} \end{array} \right. \xrightarrow[\text{LaSalle Inv Princ.}]{\text{Barbalat's Lemma}} \lim_{t \rightarrow \infty} (y_1, s_1, \theta, u - u_d) = 0$$

4. Develop Adaptive / Switching scheme

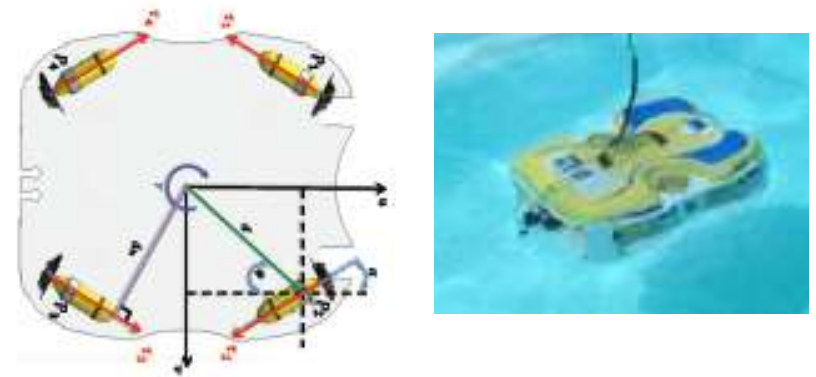
6. Actuation layer robustness

6.a Consider the redundant system

$$\mathbf{F}_B = \mathbf{A} \cdot \mathbf{F}_m$$

(Concentrator)

$$\mathbf{A} = \begin{bmatrix} -.866 & -.866 & .866 & .866 \\ -.5 & .5 & .5 & -.5 \\ .226 & -.226 & .226 & -.226 \end{bmatrix}$$



6.b Consider the yaw control (simple PD)

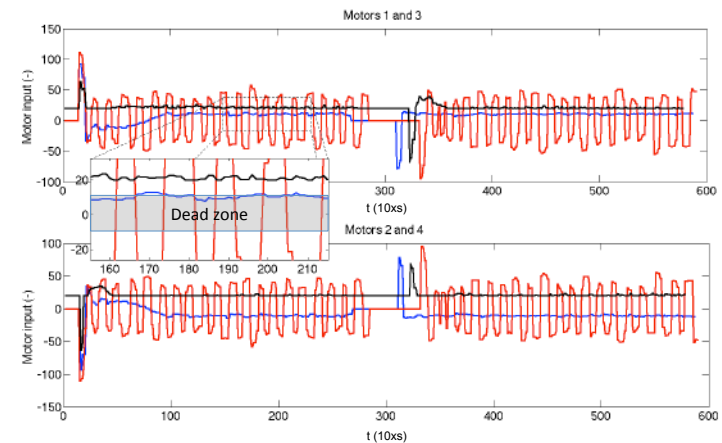
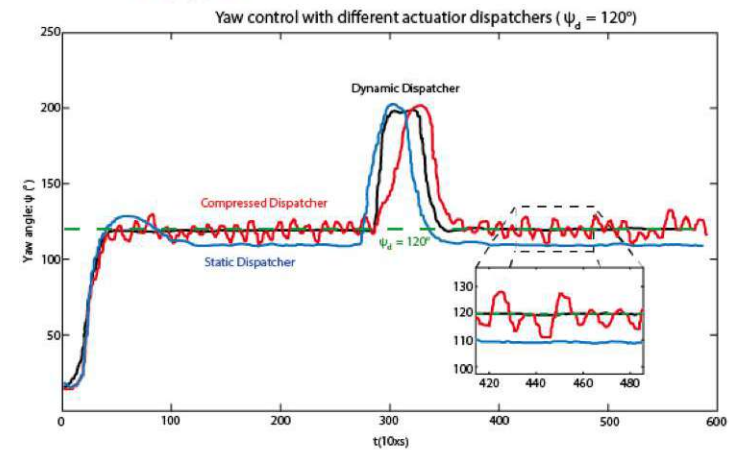
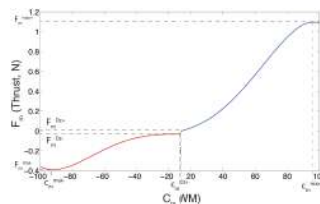
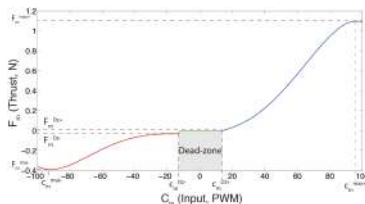
$$\mathbf{F}_B^d = \begin{bmatrix} F_u \\ F_v \\ \Gamma_r \end{bmatrix} = \begin{bmatrix} 0 \\ 0 \\ k_1 \cdot (\psi_d - \psi) - k_2 \cdot r \end{bmatrix}$$

6.c Compute Actuator Forces (classic Moore-Pensose Pseudo-inverse)

$$\mathbf{F}_m = \mathbf{A}^+ \cdot \mathbf{F}_B^d$$

(Classic Dispatcher)

6.d Classic reflex : Compress dead-zone



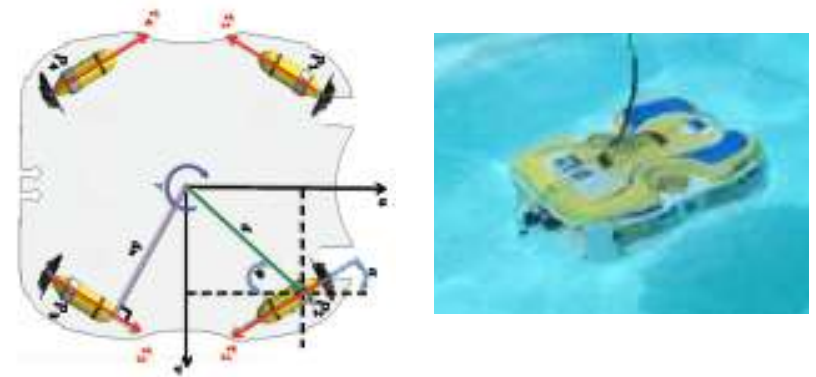
6. Actuation layer robustness

6.a Consider the redundant system

$$\mathbf{F}_B = \mathbf{A} \cdot \mathbf{F}_m$$

(Concentrator)

$$\mathbf{A} = \begin{bmatrix} -.866 & -.866 & .866 & .866 \\ -.5 & .5 & .5 & -.5 \\ .226 & -.226 & .226 & -.226 \end{bmatrix}$$



6.b Consider the yaw control (simple PD)

$$\mathbf{F}_B^d = \begin{bmatrix} F_u \\ F_v \\ \Gamma_r \end{bmatrix} = \begin{bmatrix} 0 \\ 0 \\ k_1 \cdot (\psi_d - \psi) - k_2 \cdot r \end{bmatrix}$$

6.c Use redundancy

$$\mathbf{F}_m = \begin{bmatrix} \mathbf{A}^+ & \mathbf{M}_m \end{bmatrix} \cdot \begin{bmatrix} \mathbf{F}_B^d \\ r_m \end{bmatrix}$$

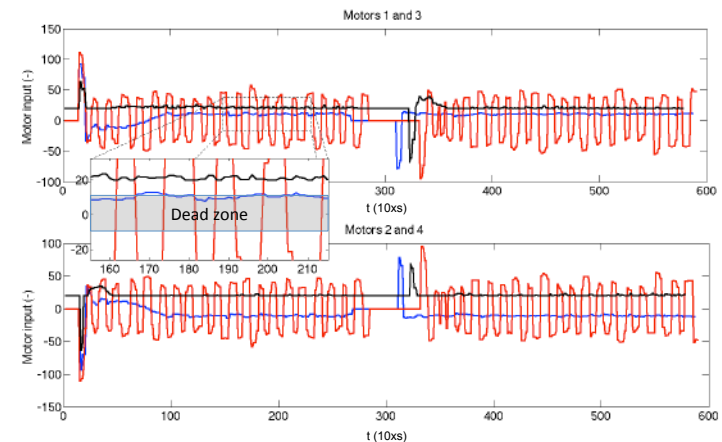
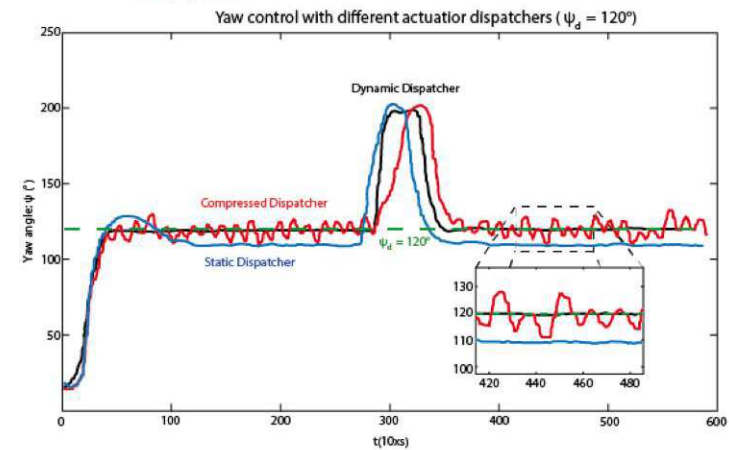
(Dispatcher)

$$\mathbf{M}_m \in \ker(\mathbf{A}) \Rightarrow \mathbf{A} \cdot \mathbf{M}_m = \mathbf{0}$$

$$\mathbf{F}_B = \mathbf{A} \cdot \mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{A} \cdot \mathbf{M}_m \cdot r_m$$

$$\mathbf{F}_B = \mathbf{A} \cdot \mathbf{A}^+ \cdot \mathbf{F}_B^d = \mathbf{F}_B^d, \quad \forall r_m$$

(for some nice properties of A)



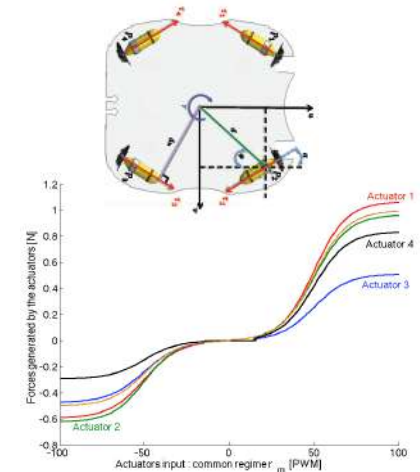
6. Actuation layer robustness

6.a Consider the motors' characteristic uncertainty and disparity

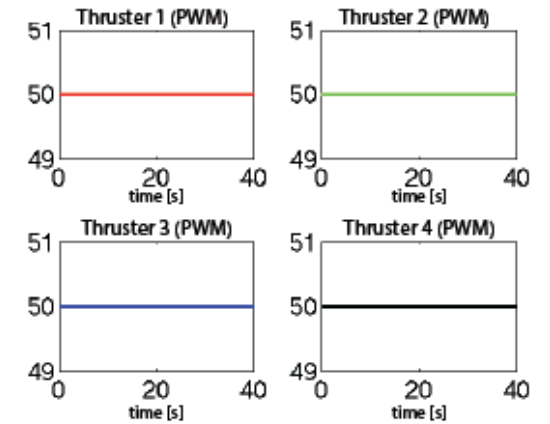
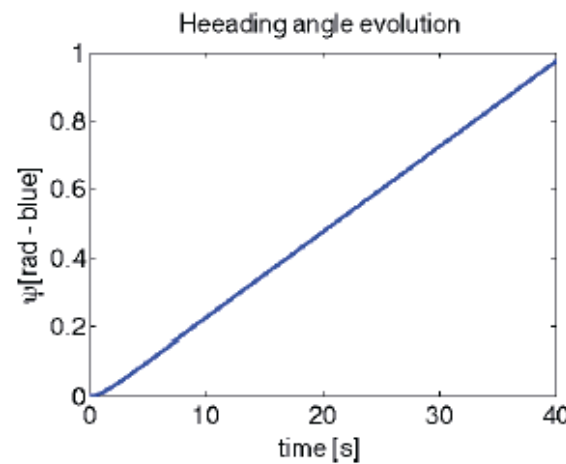
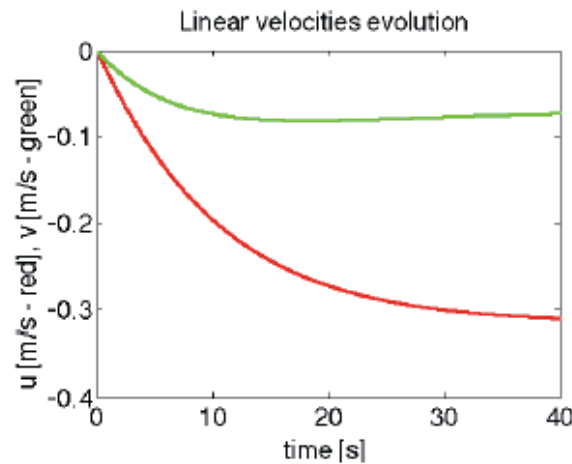
$$\mathbf{F}_m = \Omega(\mathbf{c}_m) \quad \mathbf{c}_m = \hat{\Omega}^{-1}(\mathbf{F}_m)$$

$$\mathbf{F}_B = \mathbf{A} \cdot \Omega\left(\hat{\Omega}^{-1}\left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right)\right) \equiv \mathbf{A} \cdot \Omega \cdot \hat{\Omega}^{-1} \cdot \left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right) \neq \mathbf{F}_B^d$$

→ DOF Coupling effect

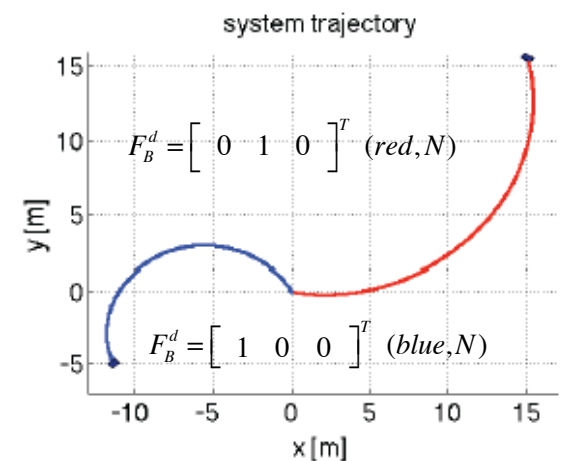
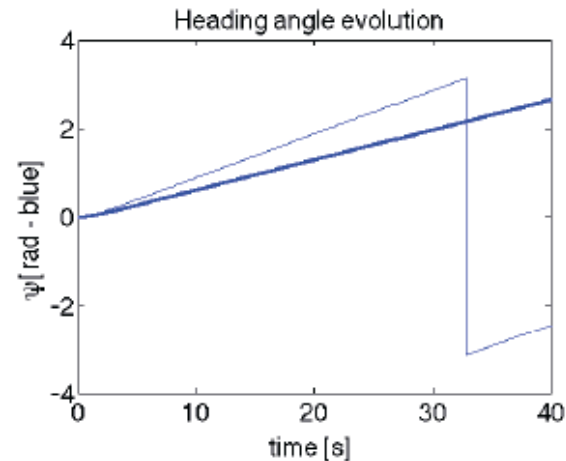
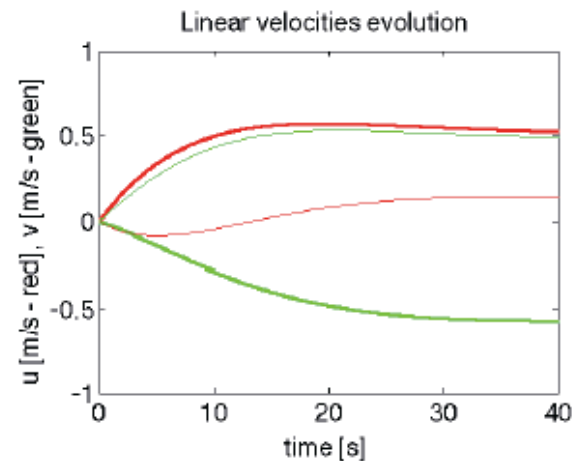


$$\mathbf{c}_m = \begin{bmatrix} 50 & 50 & 50 & 50 \end{bmatrix}^T \text{ (PWM)}$$



$$\mathbf{F}_B^d = \begin{bmatrix} 1 & 0 & 0 \end{bmatrix}^T$$

$$\mathbf{F}_B^d = \begin{bmatrix} 0 & 1 & 0 \end{bmatrix}^T$$



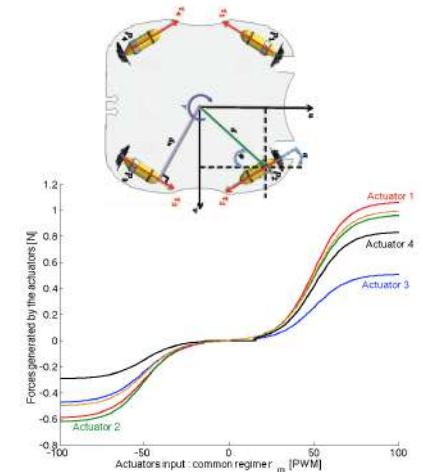
6. Actuation layer robustness

6.a Consider the motors' characteristic uncertainty and disparity

$$\mathbf{F}_m = \Omega(\mathbf{c}_m) \quad \mathbf{c}_m = \hat{\Omega}^{-1}(\mathbf{F}_m)$$

$$\mathbf{F}_B = \mathbf{A} \cdot \Omega\left(\hat{\Omega}^{-1}\left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right)\right) \equiv \mathbf{A} \cdot \Omega \cdot \hat{\Omega}^{-1} \cdot \left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right) \neq \mathbf{F}_B^d$$

→ DOF Coupling effect



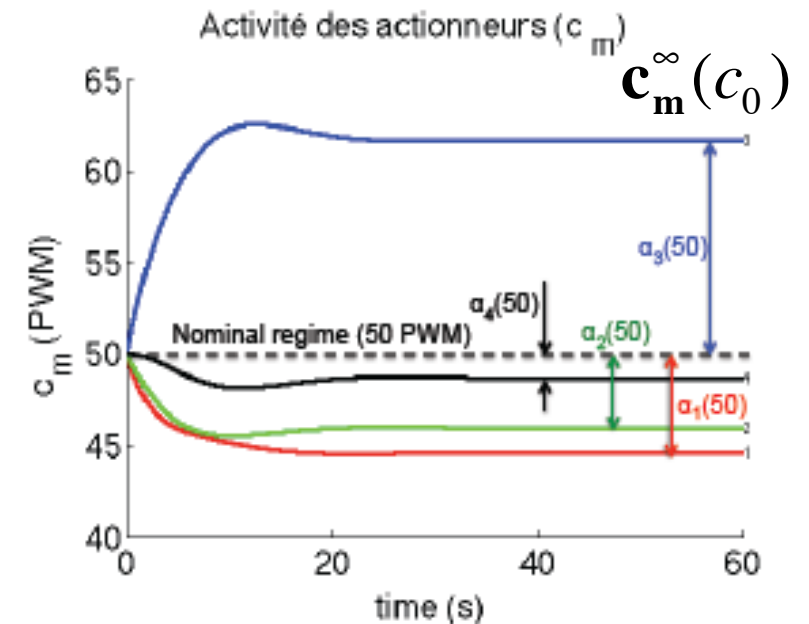
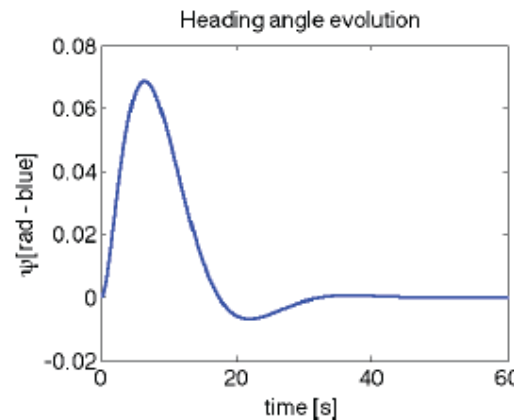
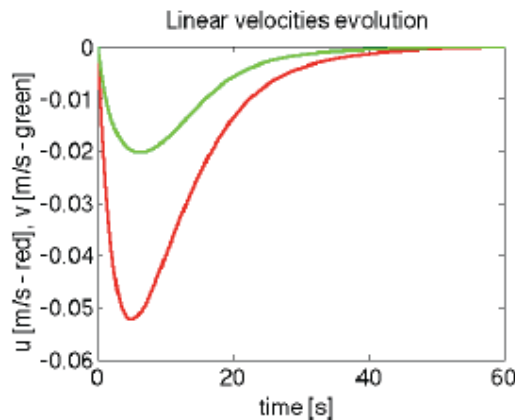
6.b Consider the following closed loop control

$$\mathbf{F}_B^d = \begin{bmatrix} -u - \int_0^t u \cdot dt \\ -v - \int_0^t v \cdot dt \\ -\psi - r - 0.1 \cdot \int_0^t \psi \cdot dt \end{bmatrix}, \left\{ \begin{array}{l} \mathbf{c}_m = \hat{\Omega}^{-1} \cdot \mathbf{A}^+ \cdot (\mathbf{F}_B^d + \mathbf{M}_m \cdot r_m) \\ r_m = \Omega \cdot c_0 \end{array} \right.$$

$$\mathbf{F}_B = \mathbf{A} \cdot \Omega \cdot \mathbf{c}_m^\infty(c_0) = \mathbf{0}$$

$$\Rightarrow \mathbf{c}_m^\infty(c_0) \in \ker(\mathbf{A} \cdot \Omega)$$

$$\Rightarrow \alpha_i(c_0) = \frac{c_{m,i}^\infty}{c_0}$$



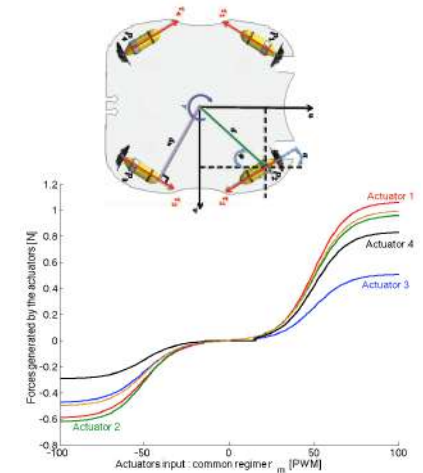
6. Actuation layer robustness

6.a Consider the motors' characteristic uncertainty and disparity

$$\mathbf{F}_m = \Omega(\mathbf{c}_m) \quad \mathbf{c}_m = \hat{\Omega}^{-1}(\mathbf{F}_m)$$

$$\mathbf{F}_B = \mathbf{A} \cdot \Omega\left(\hat{\Omega}^{-1}\left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right)\right) \equiv \mathbf{A} \cdot \Omega \cdot \hat{\Omega}^{-1} \cdot \left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right) \neq \mathbf{F}_B^d$$

→ DOF Coupling effect



6.b Consider the following closed loop control

$$\mathbf{F}_B^d = \begin{bmatrix} -u - \int_0^t u \cdot dt \\ -v - \int_0^t v \cdot dt \\ -\psi - r - 0.1 \cdot \int_0^t \psi \cdot dt \end{bmatrix}, \begin{cases} \mathbf{c}_m = \hat{\Omega}^{-1} \cdot \mathbf{A}^+ \cdot (\mathbf{F}_B^d + \mathbf{M}_m \cdot r_m) \\ r_m = \Omega \cdot c_0 \end{cases}$$

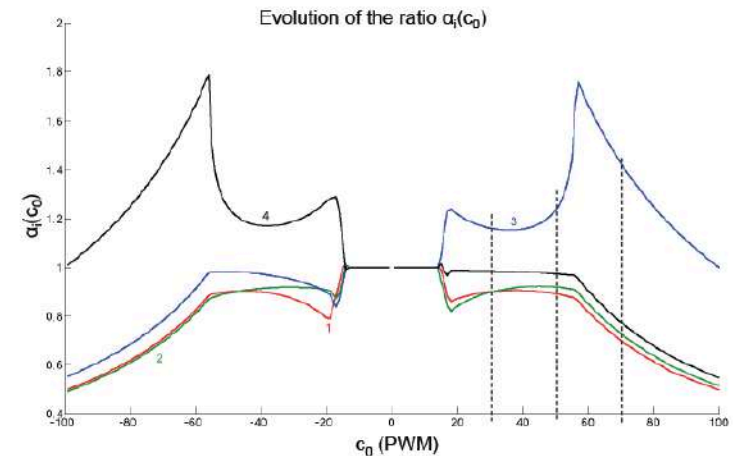
$$\mathbf{F}_B = \mathbf{A} \cdot \Omega \cdot \mathbf{c}_m^\infty(c_0) = \mathbf{0}$$

$$\Rightarrow \mathbf{c}_m^\infty(c_0) \in \ker(\mathbf{A} \cdot \Omega)$$

$$\Rightarrow \alpha_i(c_0) = \frac{c_{m,i}}{c_0}$$

$$\Rightarrow \mathbf{Q}(\mathbf{c}_m) = \text{diag}(\alpha_1, \alpha_2, \alpha_3, \alpha_4)$$

6.c Iterate for $c_{m,\min} < c_m < c_{m,\max}$



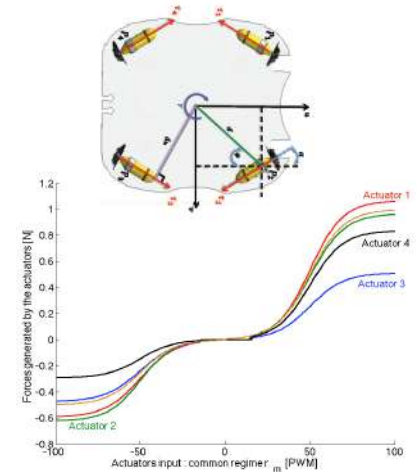
6. Actuation layer robustness

6.a Consider the motors' characteristic uncertainty and disparity

$$\mathbf{F}_m = \Omega(\mathbf{c}_m) \quad \mathbf{c}_m = \hat{\Omega}^{-1}(\mathbf{F}_m)$$

$$\mathbf{F}_B = \mathbf{A} \cdot \Omega\left(\hat{\Omega}^{-1}\left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right)\right) \equiv \mathbf{A} \cdot \Omega \cdot \hat{\Omega}^{-1} \cdot \left(\mathbf{A}^+ \cdot \mathbf{F}_B^d + \mathbf{M}_m \cdot r_m\right) \neq \mathbf{F}_B^d$$

→ DOF Coupling effect



6.b Consider the following closed loop control

$$\mathbf{F}_B^d = \begin{bmatrix} -u - \int_0^t u \cdot dt \\ -v - \int_0^t v \cdot dt \\ -\psi - r - 0.1 \cdot \int_0^t \psi \cdot dt \end{bmatrix}, \begin{cases} \mathbf{c}_m = \hat{\Omega}^{-1} \cdot \mathbf{A}^+ \cdot (\mathbf{F}_B^d + \mathbf{M}_m \cdot r_m) \\ r_m = \Omega \cdot c_0 \end{cases}$$

$$\mathbf{F}_B = \mathbf{A} \cdot \Omega \cdot \mathbf{c}_m^\infty(c_0) = \mathbf{0}$$

$$\Rightarrow \mathbf{c}_m^\infty(c_0) \in \ker(\mathbf{A} \cdot \Omega)$$

$$\Rightarrow \alpha_i(c_0) = \frac{c_{m,i}^\infty}{c_0}$$

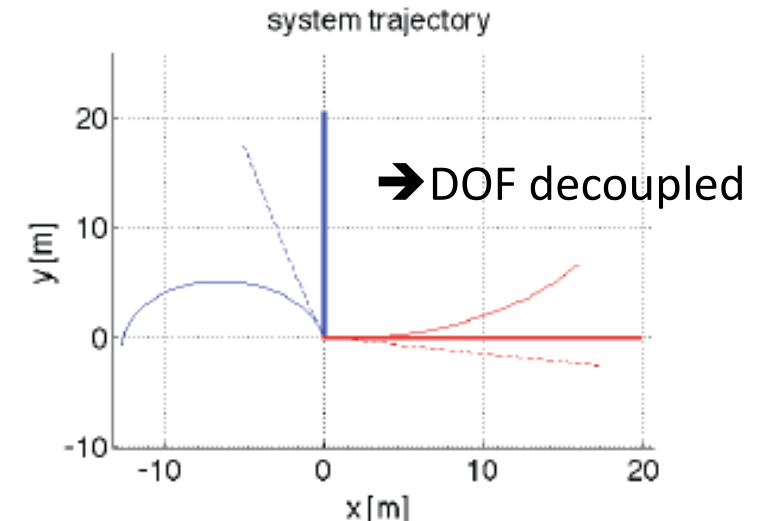
$$\Rightarrow \mathbf{Q}(\mathbf{c}_m) = \text{diag}(\alpha_1, \alpha_2, \alpha_3, \alpha_4)$$

6.c Iterate for $c_{m,\min} < c_m < c_{m,\max}$

6.d Implement the following open loop control

$$\mathbf{c}_m = \mathbf{Q}\left(\hat{\Omega}^{-1} \cdot \mathbf{A}^+ \cdot (\mathbf{F}_B^d + \mathbf{M}_m \cdot r_m)\right)$$

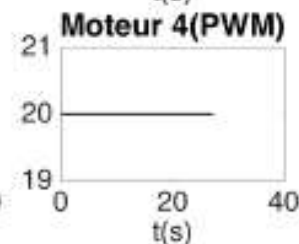
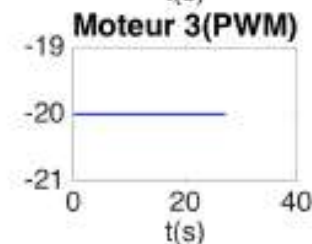
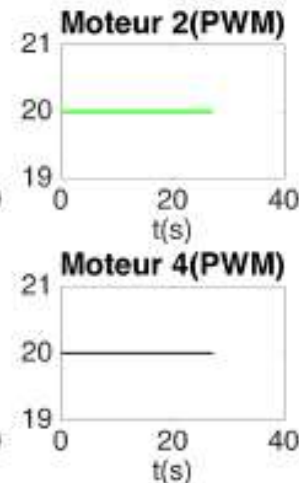
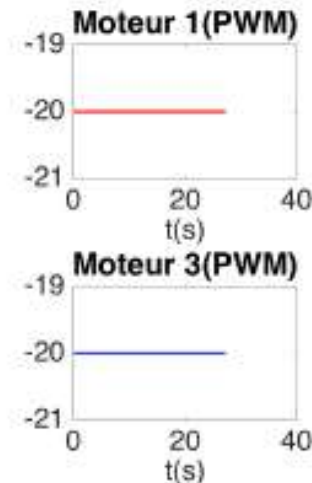
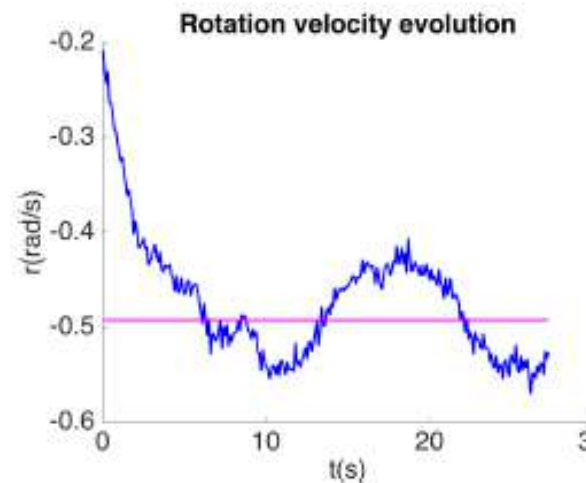
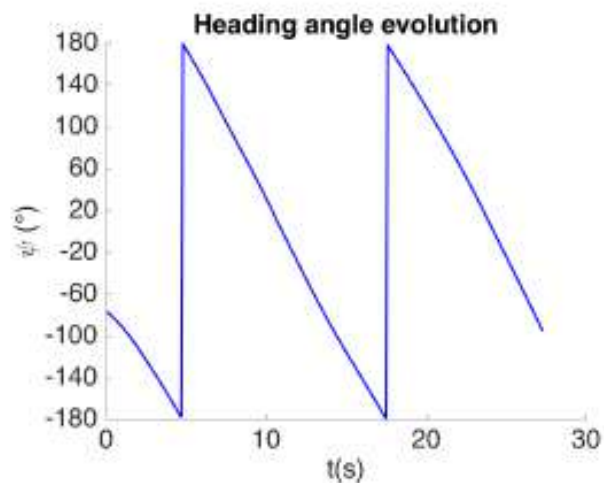
$$\mathbf{F}_B \equiv \mathbf{A} \cdot \Omega \cdot \mathbf{Q} \cdot \hat{\Omega}^{-1} \cdot \begin{bmatrix} \mathbf{A}^+ & \mathbf{M}_m \end{bmatrix} \cdot \begin{bmatrix} \mathbf{F}_B^d \\ r_m \end{bmatrix} = k_Q \cdot \mathbf{F}_B^d$$



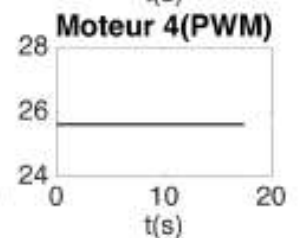
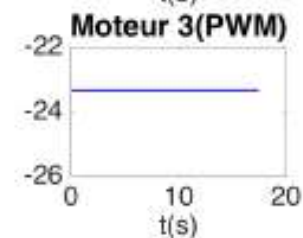
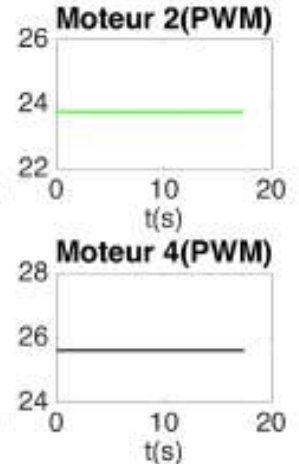
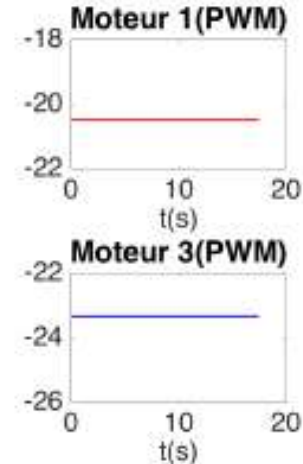
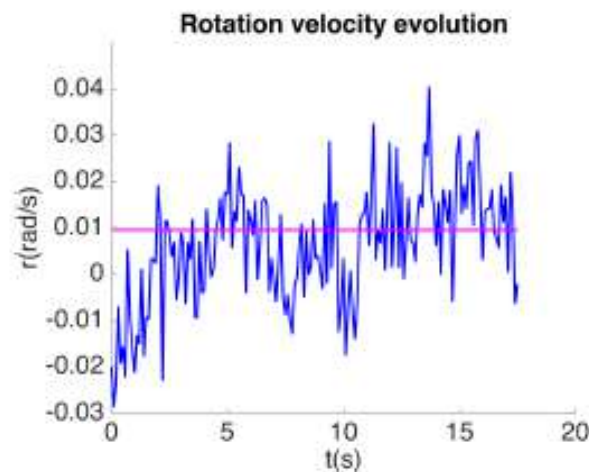
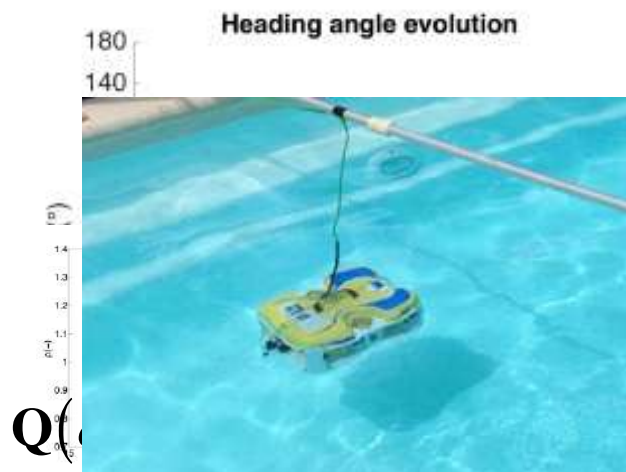
6. Actuation layer robustness



$$\mathbf{c}_m = \hat{\Omega}^{-1} \cdot \mathbf{A}^+ \cdot (\mathbf{0} + \mathbf{M}_m \cdot \mathbf{r}_m)$$



$$\mathbf{c}_m = \mathbf{Q} \left(\hat{\Omega}^{-1} \cdot \mathbf{A}^+ \cdot (\mathbf{0} + \mathbf{M}_m \cdot \mathbf{r}_m) \right)$$



Garanties of performance