

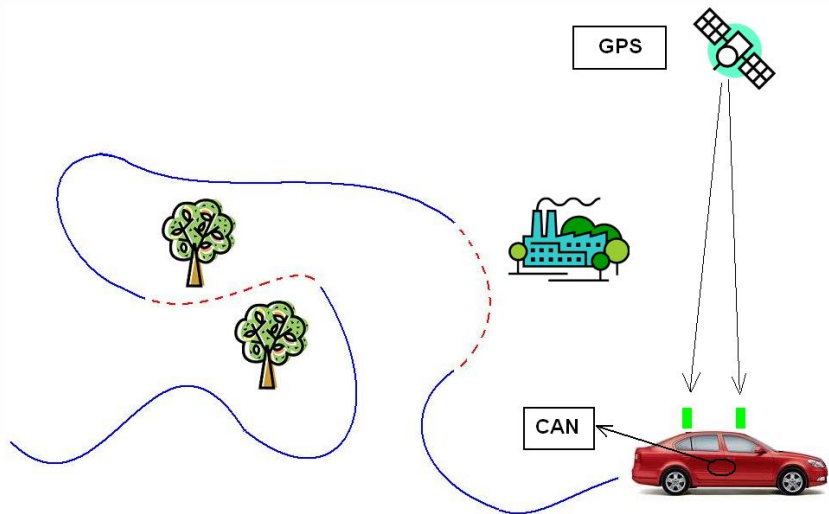
Nelineární odhad stavu při chybějících měřeních

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Motivation



State-space model

For $t \in t^* = 1, 2, \dots, T$, $k \in k^* \subset t^*$

$$\begin{aligned} \mathbf{x}_t &= g(\mathbf{x}_{t-1}) + \mathbf{w}_t; & f(\mathbf{w}_t) &= \mathcal{U}(\mathbf{0}, \mathbf{p}) \\ \mathbf{y}_k &= h(\mathbf{x}_k) + \mathbf{e}_k; & f(\mathbf{e}_t) &= \mathcal{U}(\mathbf{0}, \mathbf{r}) \end{aligned}$$

- m -dimensional state \mathbf{x}_t ;
- n -dimensional output \mathbf{y}_k ;
- real vector function, $g : \mathcal{R}^m \rightarrow \mathcal{R}^m$;
- real vector function, $h : \mathcal{R}^m \rightarrow \mathcal{R}^n$;
- state and output noises \mathbf{w}_t and \mathbf{e}_t ;

Joint pdf

For $t \in t^* = 1, 2, \dots, T$, $k \in k^* \subset t^*$

$$f(\mathbf{d}^{1:OUT:T}, \mathbf{x}^{0:T}, \Theta) \propto \left[\prod_{i=1}^m p_i \right]^{-T} \left[\prod_{j=1}^n r_j \right]^{-K} \chi(\mathcal{S})$$

$\mathcal{S} : \left\{ \begin{array}{l} \text{prior information} \\ \text{state-space model} \\ \text{restriction on states} \end{array} \right.$

Proposed model + estimation

The MAP estimate of $\mathbf{X} = \left[(\mathbf{x}^{0:t})' \quad \mathbf{p}' \quad \mathbf{r}' \right]'$

$$\hat{\mathbf{X}} = \arg \min_{\mathbf{X} \in \mathcal{S}} \left(\sum_{i=1}^m \ln(p_i) + \frac{K}{T} \sum_{j=1}^n \ln(r_j) \right)$$

The MAP estimate \rightarrow non-linear programming form

- missing data = missing inequality
- off-line estimate
- data at the beginning and at the end of data outage

GPS/INS data – usage in the model

quantity (unit)	notation	source	in model as
true position No. 1 (m)	(p_{x1}, p_{y1})	-	state
true position No. 2 (m)	(p_{x2}, p_{y2})	-	state
true azimuth (rad)	φ	-	state
true velocity (m/s)	v	-	state
true yaw rate [rad/s]	ω	-	state
measured position No. 1 (m)	$(\tilde{p}_{x1}, \tilde{p}_{y1})$	GPS	output
measured position No. 2 (m)	$(\tilde{p}_{x2}, \tilde{p}_{y2})$	GPS	output
measured azimuth (rad)	$\tilde{\varphi}$	GPS	output
measured velocity (m/s)	\tilde{v}	INS	output
measured yaw rate [rad/s]	$\tilde{\omega}$	INS	output

State model of moving vehicle

State equation:

$$\begin{aligned}p_{x1;t} &= p_{x1;t-1} + hv_{t-1}\sin\varphi_{t-1} && +w_{x1;t} \\p_{y1;t} &= p_{y1;t-1} + hv_{t-1}\cos\varphi_{t-1} && +w_{y1;t} \\p_{x2;t} &= p_{x2;t-1} + hv_{t-1}\sin\varphi_{t-1} && +w_{x2;t} \\p_{y2;t} &= p_{y2;t-1} + hv_{t-1}\cos\varphi_{t-1} && +w_{y2;t} \\\varphi_t &= \varphi_{t-1} - h\omega_{t-1} && +w_{\varphi;t} \\v_t &= v_{t-1} && +w_{v;t} \\\omega_t &= \omega_{t-1} && +w_{\omega;t},\end{aligned}$$

State model of moving vehicle

Output equation:

$$\mathcal{I}_t \tilde{p}_{x1;t} = \mathcal{I}_t(p_{x1;t} + e_{x1;t})$$

$$\mathcal{I}_t \tilde{p}_{y1;t} = \mathcal{I}_t(p_{y1;t} + e_{y1;t})$$

$$\mathcal{I}_t \tilde{p}_{x2;t} = \mathcal{I}_t(p_{x2;t} + e_{x2;t})$$

$$\mathcal{I}_t \tilde{p}_{y2;t} = \mathcal{I}_t(p_{y2;t} + e_{y2;t})$$

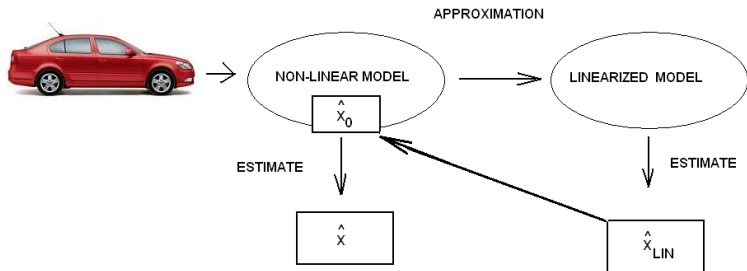
$$\mathcal{I}_t \tilde{\varphi}_t = \mathcal{I}_t(\xi(p_{x1;t}, p_{y1;t}, p_{x2;t}, p_{y2;t}) + e_{\varphi;t})$$

$$\tilde{v}_t = v_t + e_{v;t}$$

$$\tilde{\omega}_t = \omega + e_{\omega;t}$$

$\mathcal{I}_t \in \{0, 1\}$ - measurement indicator

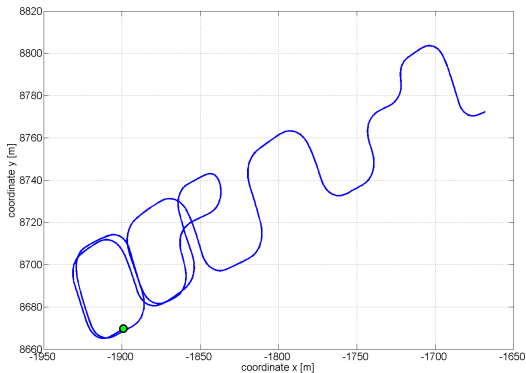
Problem of initial setting



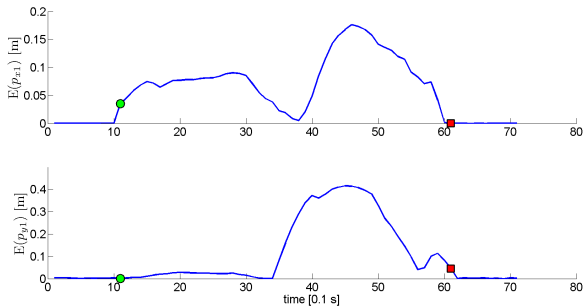
Linearised model

- states $v, \omega \rightarrow$ inputs
- $\hat{\varphi} = \begin{cases} \tilde{\varphi}_t & \dots \text{ if GPS data are available} \\ \hat{\varphi}_{t-1} - h\omega_{t-1} & \dots \text{ otherwise} \end{cases}$

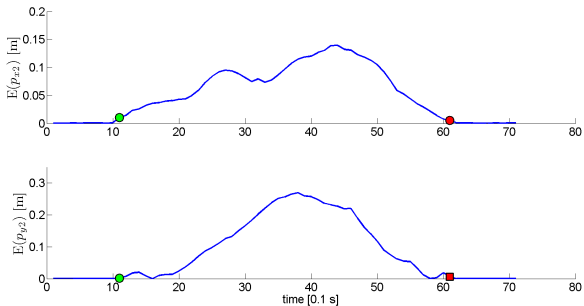
Experiments



- real data from training place
- simulated outages in complete GPS data
- result evaluation - absolute error of estimates

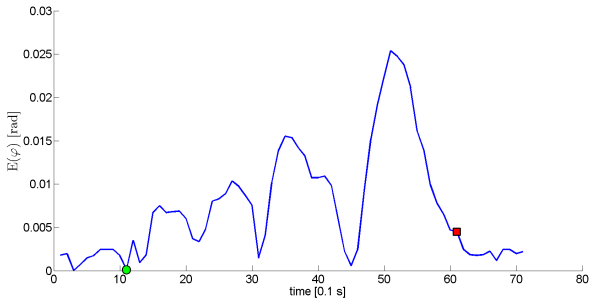


Obrázek: Course of absolute error for estimates $p_{x1;t}$, $p_{y1;t}$



Obrázek: Course of absolute error for estimates $p_{x2;t}$, $p_{y2;t}$

Experiments



Obrázek: Course of absolute error for estimates φ_t

- linear \rightarrow nonlinear model
- choice of more appropriate quantities
- definition of states, inputs, outputs
- Gaussian \rightarrow uniform noise