

# Coordinated Control Scheme for Multi-Agents Systems

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# Outline

- 1 **Goals and Background**
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  - The Basic Problem That We Studied
- 2 **Stability Analysis of Coordinated Control**
  - Using State Space Approach
  - Using Transfer Functions Approach
- 3 **Double-Graph Strategy**
  - Double-Graph Model and Control Strategy
  - Stability and Performance Analysis
  - Simulations and Experiments on MVWT

# Goals and References

## Goals

- Formulate the coordinated control of multi-agent systems.
- Stability and performance analysis of formation control.
- Double-graph control scheme.

## Reference

- “Information Flow and Cooperative Control of Vehicle Formations”, J. Alexander Fax and Richard M. Murray, IEEE T. Automatic Control, 49(9):1465-1476, 2004;
- “Double-Graph Control Strategy of Multi-Vehicle Formations”, Z. Jin and R. M. Murray, the 43rd IEEE Conference on Decision and Control, Dec. 14-17, 2004, Paradise Island, Bahamas.

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# Distributed Coordinated Control Strategy

## Assumptions

- Agents are decoupled and have identical dynamics (LTI) in physical level.
- Local controllers have same structures and can exchange states by onboard sensors or communication channels.

## Objectives

- Stability conditions with respect to local controller, interactive topology, and information flow.
- Performance evaluation (leader-follower case).

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## Where did such problems come from?

- Understanding the group behavior of wild animals.



- Formation Control (Automated highway systems and UAVs).



# Dynamics of Formation Motion

- A set of  $N$  agents whose (identical) linear dynamics are:

$$\dot{x}_i = Ax_i + Bu_i;$$

- Each agent's sensed information is defined as:

$$\begin{aligned}y_i &= C_1 x_i \\z_{ij} &= C_2(x_i - x_j - d_{ij}), j \in N_i;\end{aligned}$$

- Decentralized controller:

$$\begin{aligned}\dot{v}_i &= K_A v_i + K_{B1} y_i + K_{B2} z_i \\u_i &= K_C v_i + K_{D1} y_i + K_{D2} z_i\end{aligned}$$

where  $z_i = \sum z_{ij} / |N_i|$ .



# Stability Theorem

## Theorem

A local controller stabilizes the formation dynamics if and only if it simultaneously stabilizes the set of  $N$  systems:

$$\begin{aligned}\dot{x} &= Ax + Bu \\ y &= C_1 x \\ z &= \lambda_j C_2 x\end{aligned}$$

where  $\lambda_j$  are the eigenvalues of  $D^{-1}L$ .

## Proof

Using Kronecker matrix product and Schur decomposition.

# Dynamics of Formation Motion

- A set of  $N$  agents whose (identical) linear SISO transfer functions are  $P(s)$  and local controller are  $C(s)$ .
- For each agent, we have

$$\begin{aligned}H(s) &= \frac{P(s)C(s)}{1+P(s)C(s)} \\y_i(s) &= H(s) \cdot \sum_j y_{ij}(s) / |N_i|;\end{aligned}$$

- The whole system is a MIMO system:

$$\begin{bmatrix} y_1(s) \\ y_2(s) \\ \vdots \\ y_n(s) \end{bmatrix} = (I - H(s) \cdot \Theta)^{-1} \cdot \begin{bmatrix} u_1(s) \\ u_2(s) \\ \vdots \\ u_N(s) \end{bmatrix}$$

where  $\Theta = D^{-1}A$  is the average adjacency matrix.

# Stability Theorem

## Theorem

The distributed local controller stabilizes the formation dynamics iff the net encirclement of  $-\lambda_i^{-1}$  by the Nyquist plot of  $P(s)C(s)$  is zero for all nonzero  $\lambda_i$ .

## Proof

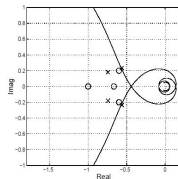
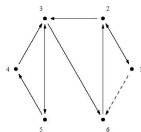
The determinant is:  $\det(I - H(s)\Theta) = \prod_{i=1}^N (1 - \lambda_{\Theta i} H(s))$ ;

The char. poly. is:  $\prod_i (1 + (1 - \lambda_{\Theta i})P(s)C(s))$ ;

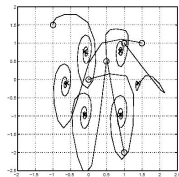
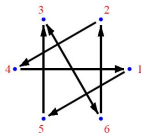
Critical point  $-1$  changes to multiple critical points  $-(1 - \lambda_{\Theta i})^{-1}$ .

# Performance

- Limited stability region



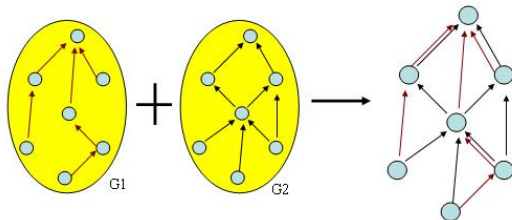
- Slow convergence speed



- Unscalable overshoots (string stability)

## Double-Graph Model of a leader-follower system

- It's important for each follower that adjust their motions according to the leader as well as its neighbors.
- A connected digraph  $\mathcal{G}_1$  is used to describe the information flow of group agreement (comm. network).
- Another connected digraph  $\mathcal{G}_2$  is used to describe the neighbor states flow (onboard sensor).



## Local Controller Structure

Transfer function of local controller

$$Y_i(s) = H_1(s) \cdot U(s) + H_2(s) \cdot \sum_j Y_{ij}(s)$$

where  $Y_{ij}$  is the outputs of vehicle  $i$ 's neighbors in  $\mathcal{G}_2$ .

Simplify the analysis

$$\begin{aligned} H_1(s) &= \alpha \cdot H(s) \\ H_2(s) &= \frac{(1-\alpha)}{\Phi_i} \cdot H(s) \end{aligned}$$

where  $\Phi_i$  is the out-degree of vehicle  $i$  in  $\mathcal{G}_2$  and  $0 \leq \alpha \leq 1$ .

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# Stability Analysis

## Transfer function matrix

$$\begin{bmatrix} y_1(s) \\ y_2(s) \\ \vdots \\ y_n(s) \end{bmatrix} = (I - (1 - \alpha) \cdot H(s) \cdot \Theta_2)^{-1} \cdot \begin{bmatrix} 1 \\ \alpha \\ \vdots \\ \alpha \end{bmatrix} \cdot H(s)U(s).$$

where  $U(s)$  is the input of the leader.

## Normalized adjacency matrix

$A_2$  is the adjacency matrix of the graph  $\mathcal{G}_2$  and  $D_2$  is a diagonal matrix with the out-degree of each node along the diagonal.

Normalized adjacency matrix  $\Theta_2$  is defined by  $\Theta_2 = D_2^{-1} \cdot A_2$ .



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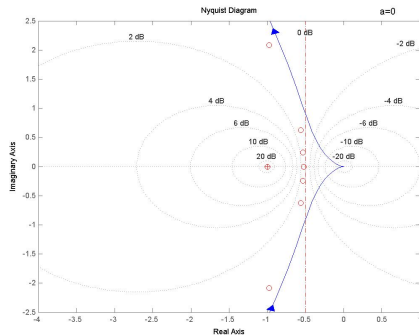
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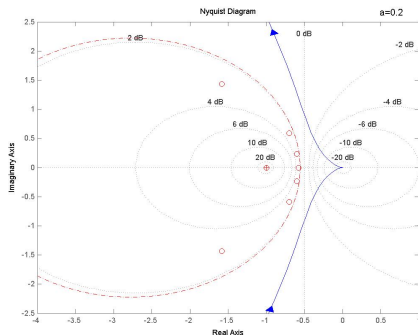
Nyquist plot,  $\alpha = 0$



Critical point changed from  $-1$  to several points. Determined by topology of  $\mathcal{G}_2$  and  $\alpha$ .

# Stability Analysis

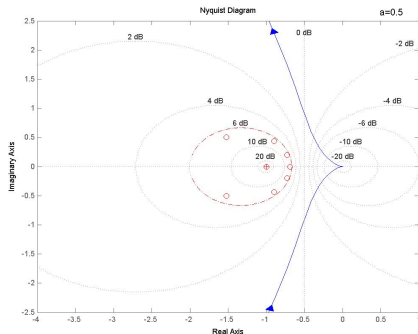
Nyquist plot,  $\alpha = 0.2$



Critical point changed from  $-1$  to several points. Determined by topology of  $\mathcal{G}_2$  and  $\alpha$ .

# Stability Analysis

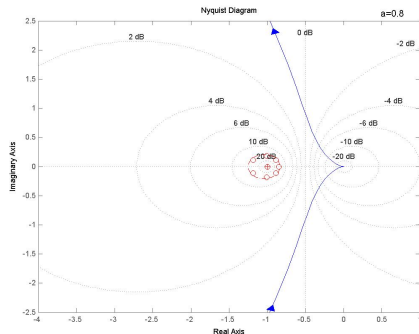
Nyquist plot,  $\alpha = 0.5$



Critical point changed from  $-1$  to several points. Determined by topology of  $\mathcal{G}_2$  and  $\alpha$ .

# Stability Analysis

Nyquist plot,  $\alpha = 0.8$



Critical point changed from  $-1$  to several points. Determined by topology of  $\mathcal{G}_2$  and  $\alpha$ .

# Performance Analysis

## Theorem

*For a leader-follower system with double-graph strategy, if  $\|H(s)\|_\infty < 1/(1 - \alpha)$ , then for any disturbance introduced at the leader, we have*

$$\|e_i(s)\|_2 < \|e_1(s)\|_2$$

*where  $e_i(s)$  is the perturbation signal of the follower  $i \in [2, n]$ ,  $e_1(s)$  is the perturbation signal of the leader.*

## Comments

The theorem solves the general “string stability” problem for any graph topology (or formation topology).

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# Performance Analysis

## Definition

Treat the formation as an MIMO system and

$$\begin{cases} \|\underline{E}\|_\infty = \max_{i=1}^n (\|e_i(s)\|_2) \\ \|\underline{V}\|_\infty = \max_{i=1}^n (\|v_i(s)\|_2). \end{cases}$$

## Theorem

*For a leader-follower formation with double-graph strategy, if  $\|(1 - \alpha) \cdot H(s)\|_\infty = M < 1$ , then*

$$\frac{\|\underline{E}\|_\infty}{\|\underline{V}\|_\infty} \leq \left( \frac{1 - M^n}{1 - M} + \frac{\rho(\Theta_2)M^n}{1 - \rho(\Theta_2)M} \right) \cdot \|N(s)\|_\infty$$

*where  $\rho(\Theta_2)$  is the spectral radius of  $\Theta_2$  and  $N(s) = \frac{e_1(s)}{v_1(s)}$ .*



# Performance Analysis

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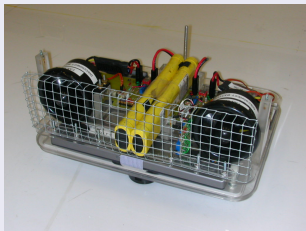
## Trade Off in This Strategy

- So far,  $\alpha = 1$  is the best choice for the stability issue and disturbance gains.
- Graph  $\mathcal{G}_2$  provides the separation and cohesion feedbacks to keep the formation in certain shape.  $\alpha = 0$  is good for this issue.
- There exists a trade off between the stability, disturbance resistance, and formation maintenance. The weight coefficient  $\alpha$  is the indicator.

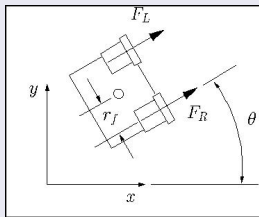
## Quick review of Caltech MVWT

The Caltech Multi-Vehicle Wireless Testbed (MVWT) is an experimental platform for validating theoretical advances in multi-vehicle coordination and cooperation control.

### Vehicle Kelly



### Dynamics

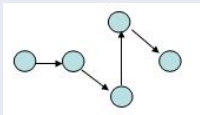


$$\begin{aligned} m\ddot{x} &= -\mu\dot{x} + (F_L + F_R) \cos \theta \\ m\ddot{y} &= -\mu\dot{y} + (F_L + F_R) \sin \theta \\ m\ddot{\theta} &= -\psi\dot{\theta} + (F_L - F_R)r_f \end{aligned}$$

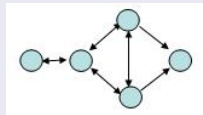
# Simulations for different $\mathcal{G}_2$

Without double-graph strategy, or  $\alpha = 0$

## Topology 1



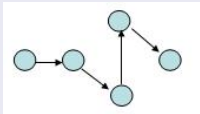
## Topology 2



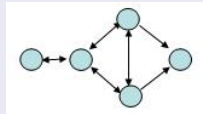
# Simulations for different $\mathcal{G}_2$

With double-graph strategy, and  $\alpha = 0.5$

## Topology 1



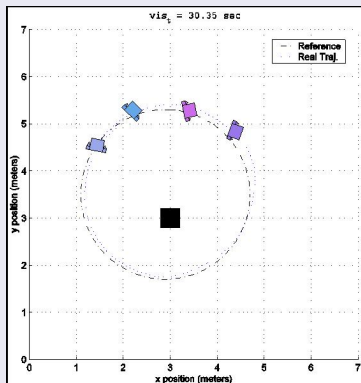
## Topology 2



# Four vehicle platoon experiment on MVWT

With double-graph strategy, and  $\alpha = 0.6$

## Experiment diagram



## Experiment movie

# Summary

- The stability of multi-agent systems is much complicated than consensus problem because of the agent dynamics. Local controller design is related to the interactive topology.
- The Double-graph strategy can greatly improve the stability and performance of large scale vehicle group. The cost we need to pay is an additional wireless communication network.
- Possible project ideas
  - Switch between different topologies and strategies (hybrid system).
  - Consensus problem in communication graph.