

# Validated control using intervals and flatness; The car-trailer problem

Luc Jaulin



2024 June 10,11, AID-CIEDS

# Reachability

We have

- a mobile robot  $\dot{\mathbf{x}} = \mathbf{f}(\mathbf{x}, \mathbf{u})$
- an uncertain input  $\mathbf{u}(t) \in [\mathbf{u}]$
- an initial state state  $\mathbf{x}(0) \in [\mathbf{x}](0)$

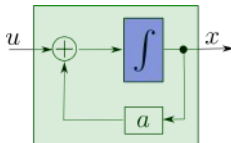
The *reachable set* is

$$\mathbb{X}(t) = \{ \mathbf{a} \mid \exists \mathbf{x}(0) \in [\mathbf{x}](0), \exists \mathbf{u}(\cdot) \in [\mathbf{u}], \mathbf{a} = \varphi_{t, \mathbf{u}(\cdot)}(\mathbf{x}(0)) \}$$

where  $\varphi_{t, \mathbf{u}(\cdot)}$  is the flow.

# 1. Linear systems

## Simple scalar linear system



$$\begin{aligned}\dot{x} &= ax + u \\ u(t) &\in [u] = [u^-, u^+] \\ x(0) &\in [x](0)\end{aligned}$$

This is a monotone dynamical system.

We have

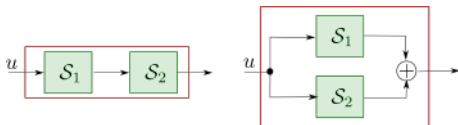
$$x(t) = e^{at} \cdot x_0 + \int_0^t e^{a \cdot (t-\tau)} u(\tau) d\tau$$

Thus

$$\begin{aligned} \mathbb{X}(t) &= e^{at} \cdot [x_0] + \int_0^t e^{a \cdot (t-\tau)} \cdot [u] \cdot d\tau \\ &= e^{at} \cdot [x_0^-, x_0^+] + \left[ \int_0^t e^{a \cdot (t-\tau)} u^- d\tau, \int_0^t e^{a \cdot (t-\tau)} u^+ d\tau \right] \\ &= e^{at} \cdot [x_0^-, x_0^+] + \frac{1}{a} (e^{a \cdot t} - 1) \cdot [u^-, u^+] \end{aligned}$$

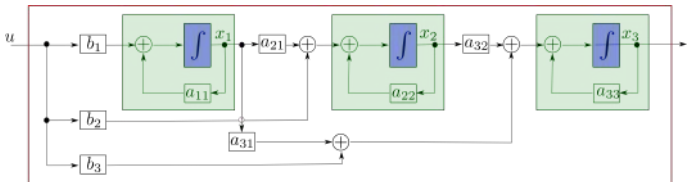
Denote by  $\mathcal{S}_{\text{reach}}$  the class of systems for which we know how to compute an enclosure of  $\mathbb{X}(t)$ .

$$\begin{cases} \mathcal{S}_1 \in \mathcal{S}_{\text{reach}} \\ \mathcal{S}_2 \in \mathcal{S}_{\text{reach}} \end{cases} \Rightarrow \begin{cases} \mathcal{S}_1 \parallel \mathcal{S}_2 \in \mathcal{S}_{\text{reach}} \\ \mathcal{S}_1 \cdot \mathcal{S}_2 \in \mathcal{S}_{\text{reach}} \end{cases}$$



## Linear triangular systems

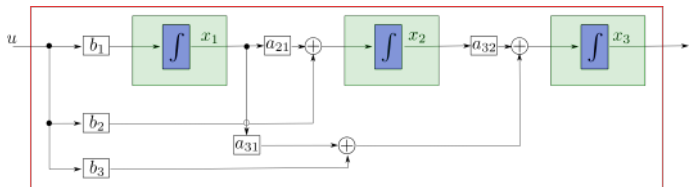
$$\begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \\ \dot{x}_3 \end{pmatrix} = \begin{pmatrix} a_{11} & 0 & 0 \\ a_{21} & a_{22} & 0 \\ a_{31} & a_{32} & a_{33} \end{pmatrix} \begin{pmatrix} x_1 \\ x_2 \\ x_3 \end{pmatrix} + \begin{pmatrix} b_1 \\ b_2 \\ b_3 \end{pmatrix} u$$





## Linear strictly triangular systems

$$\begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \\ \dot{x}_3 \end{pmatrix} = \begin{pmatrix} 0 & 0 & 0 \\ a_{21} & 0 & 0 \\ a_{31} & a_{32} & 0 \end{pmatrix} \begin{pmatrix} x_1 \\ x_2 \\ x_3 \end{pmatrix} + \begin{pmatrix} b_1 \\ b_2 \\ b_3 \end{pmatrix} u$$



We have

$$x_1(t) = x_1(0) + b_1 \int_0^t u(\tau) d\tau$$

$$x_2(t) = x_2(0) + a_{21} \int_0^t x_1(\tau) d\tau + b_2 \int_0^t u(\tau) d\tau$$

$$x_3(t) = x_3(0) + a_{31} \int_0^t x_1(\tau) d\tau + a_{32} \int_0^t x_2(\tau) d\tau + b_2 \int_0^t u(\tau) d\tau$$

$$x_1(t) = x_1(0) + b_1 \int u$$

$$x_2(t) = x_2(0) + a_{21} \int x_1 + b_2 \int u$$

$$x_3(t) = x_3(0) + a_{31} \int x_1 + a_{32} \int x_2 + b_2 \int u$$

$$x_1(t) = x_1(0) + b_1 \int u$$

$$x_2(t) = x_2(0) + a_{21}x_1(0)t + a_{21}b_1 \int^2 u + b_2 \int u$$

$$x_3(t) = x_3(0) + a_{31}x_1(0)t + a_{31}b_1 \int^2 u + a_{32}x_2(0)t + a_{32}a_{21}x_1(0)t^2 \\ + a_{32}a_{21}b_1 \int^3 u + a_{32}b_2 \int u + b_2 \int u$$

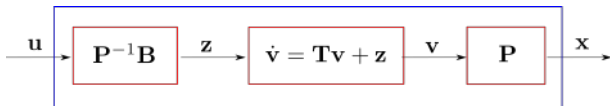
We have  $(x_1, x_2, x_3) \in \mathcal{R}_0 \langle u \rangle$ .

## Linear triangularizable systems

$$\dot{\mathbf{x}} = \mathbf{A}\mathbf{x} + \mathbf{B}\mathbf{u}$$

If  $\mathbf{A} = \mathbf{P}^{-1}\mathbf{T}\mathbf{P}$ . Set  $\mathbf{v} = \mathbf{P}^{-1}\mathbf{x}$ .

$$\begin{aligned} \dot{\mathbf{x}} &= \mathbf{A}\mathbf{x} + \mathbf{B}\mathbf{u} \\ \Leftrightarrow \mathbf{P}^{-1}\dot{\mathbf{x}} &= \mathbf{P}^{-1}\mathbf{A}\mathbf{x} + \mathbf{P}^{-1}\mathbf{B}\mathbf{u} \\ \Leftrightarrow \dot{\mathbf{v}} &= \underbrace{\mathbf{P}^{-1}\mathbf{A}\mathbf{P}}_{\mathbf{T}}\mathbf{v} + \underbrace{\mathbf{P}^{-1}\mathbf{B}\mathbf{u}}_{\mathbf{z}} \end{aligned}$$



## Linear non triangularisable system

$$\begin{cases} \dot{x}_1 &= x_2 + u \\ \dot{x}_2 &= -x_1 \end{cases}$$

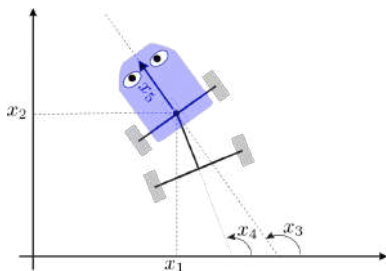
An integral formulation is

$$\begin{pmatrix} x_1 \\ x_2 \end{pmatrix} = \begin{pmatrix} \cos t & \sin t \\ -\sin t & \cos t \end{pmatrix} \begin{pmatrix} x_1(0) + \int (u \cos t) \\ x_2(0) + \int (u \sin t) \end{pmatrix}$$

We have  $(x_1, x_2) \in \mathcal{R}_0 \langle u \rangle$ .

# For non linear systems?





$$\begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \\ \dot{x}_3 \\ \dot{x}_4 \\ \dot{x}_5 \end{pmatrix} = \begin{pmatrix} x_5 \cos x_3 \\ x_5 \sin x_3 \\ u_1 + x_5 \sin(x_3 - x_4) \\ x_5 \sin(x_3 - x_4) \\ u_2 \end{pmatrix}$$



Boatbot towing a magnetometer

We will present:

- Differential algebra: classic, suited to symbolic approaches
- Integral algebra: original ?, suited to numerical approaches

# 1. Differential algebra

# Complex numbers

Consider the set

$$\mathbb{R} \langle i \rangle = \left\{ -1, 1, 3, 3.1, \pi, \dots, i, i^2, 1 + 2i + 5i^2, \frac{1}{1+i^5}, \dots \right\}$$

Take the equation  $i^2 + 1 = 0$ . The quotient

$$\frac{\mathbb{R} \langle i \rangle}{i^2 + 1} = \mathbb{C}$$

In  $\mathbb{R} \langle i \rangle$ ,  $i$  is algebraically independent.

In  $\mathbb{C}$ ,  $i$  is algebraic (e.g.,  $i^4 = 1$ ).

$\mathbb{C}/\mathbb{R}$  is a field extension.

# Differential algebra



A differential ring is a ring  $(\mathcal{R}, +, \cdot)$  equipped with the derivative  $\frac{d}{dt}$

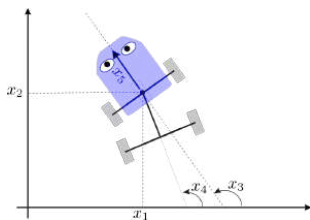
- (i)  $\mathbb{R} \subset \mathcal{R}$
- (ii)  $\forall a \in \mathcal{R}, \frac{d}{dt}a \in \mathcal{R}$

where  $\mathbb{R}$  is the set of real numbers.





Elimination methods are used in this context



$$\mathcal{S} : \begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \\ \dot{x}_3 \\ \dot{x}_4 \\ \dot{x}_5 \end{pmatrix} = \begin{pmatrix} x_5 \cos x_3 \\ x_5 \sin x_3 \\ u_1 + x_5 \sin(x_3 - x_4) \\ x_5 \sin(x_3 - x_4) \\ u_2 \end{pmatrix}; \begin{pmatrix} y_1 \\ y_2 \end{pmatrix} = \begin{pmatrix} x_1 \\ x_2 \end{pmatrix}$$

The variable  $x_i$  of the system is observable if  $x_i \in \mathbb{R} \langle y_1, y_2 \rangle$

We have

$$\begin{pmatrix} y_1 \\ y_2 \end{pmatrix} = \begin{pmatrix} x_1 \\ x_2 \end{pmatrix}$$

Thus  $x_1 \in \mathbb{R} \langle y_1, y_2 \rangle$  and  $x_2 \in \mathbb{R} \langle y_1, y_2 \rangle$ .

We have

$$\begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \end{pmatrix} = \begin{pmatrix} x_5 \cos x_3 \\ x_5 \sin x_3 \end{pmatrix}$$

Thus  $x_3 = \text{atan2}(\dot{x}_2, \dot{x}_1)$  and  $x_5 = \sqrt{\dot{x}_1^2 + \dot{x}_2^2}$ .

Thus  $x_3 \in \mathbb{R} \langle y_1, y_2 \rangle$  and  $x_5 \in \mathbb{R} \langle y_1, y_2 \rangle$ .

We can show that  $x_4 \notin \mathbb{R} \langle y_1, y_2 \rangle$

# 3. Integral algebra



An *integral ring* is a a ring  $(\mathcal{R}, +, \cdot)$  equipped with the integration  $\int$  such that

- (i)  $\mathbb{R} \subset \mathcal{R}$
- (ii)  $\forall a \in \mathcal{R}, \int a \in \mathcal{R}$

The meaning of  $\int$  is the primitive which cancel for  $t = 0$ , i.e.,

$$\int a = \int_0^t a(\tau) d\tau.$$

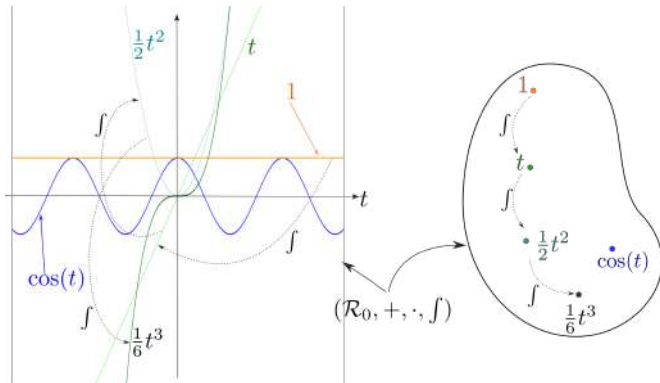


Consider  $\mathcal{R}_0$  the smallest real integral ring.

We have

$$\begin{array}{ll}
 a = 2 \in \mathcal{R}_0 & \text{it is a constant} \\
 b = 2t \in \mathcal{R}_0 & \text{since, } b = \int a
 \end{array}$$

We assume that  $(\mathcal{R}_0, +)$  is a topological group (*i.e.*, an infinite number of addition is allowed).

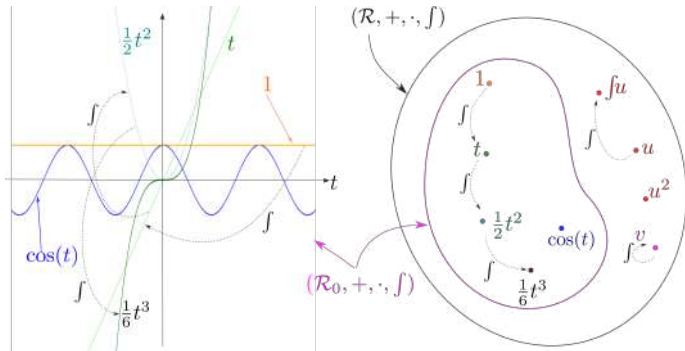


Consider an *integral ring extension* is  $\mathcal{L}|\mathcal{R}$ .

An element  $u$  of  $\mathcal{L}$  is said to be integral  $\mathcal{R}$ -algebraic independent if

$$u, \int u, \int^2 u, \int^3 u, \dots$$

are all independent.



# Integral dynamical system



Given an integral ring  $\mathcal{R}$ .

We denote by  $\mathcal{R} \langle u_1, u_2, \dots \rangle$  the integral ring generated by  $\mathcal{R}$  and by a finite set  $\{u_1, u_2, \dots\}$  that are integral  $\mathcal{R}$ -algebraic independent.

**Example.** Consider the integral ring  $\mathcal{L} = \mathcal{R}_0 \langle u \rangle$ . We have

$$\begin{aligned} \cos t &\in \mathcal{L} \\ u + \int \sin u + 3 &\in \mathcal{L} \\ u + \int (\sin f^3 u) + 3 &\in \mathcal{L} \end{aligned}$$

**Definition.** An *integral dynamical system* is defined as a finite subset  $\{x_1, \dots, x_n\}$  of  $\mathcal{R}_0 \langle u_1, \dots, u_m \rangle$ .  
 $x_1, x_2, \dots$  are called the state variables  
 $u_1, u_2, \dots$  are called the inputs.

Consider a system of the form

$$\begin{cases} \dot{\mathbf{x}} = \mathbf{f}(\mathbf{x}, \mathbf{u}) \\ \mathbf{x}(0) = \mathbf{x}_0 \end{cases}$$

Equivalently,

$$\mathbf{x}(t) = \mathbf{x}_0 + \int_{\tau=0}^t \mathbf{f}(\mathbf{x}(\tau), \mathbf{u}(\tau)) d\tau.$$

This system is an *integral dynamical system* if for all  $i \in \{1, \dots, n\}$ ,  $x_i \in \mathcal{R}_0 \langle u_1, \dots, u_m \rangle$ .

# Interval extension of an integral dynamical system

Consider an integral dynamical system

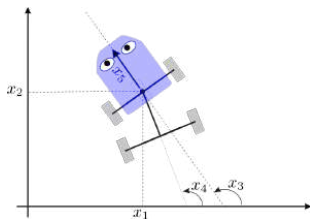
$$\{x_1, \dots, x_n\} \in \mathcal{R}_0 \langle u_1, \dots, u_m \rangle.$$

- For each  $x_i$ , we can build an expression which involves  $x_1(0), \dots, x_n(0), u_1, \dots, u_m$  as variables and  $+, -, \cdot, /, \int$  as operators.
- An interval evaluation for the  $x_i$ 's can be performed using the classical rules of interval arithmetic.

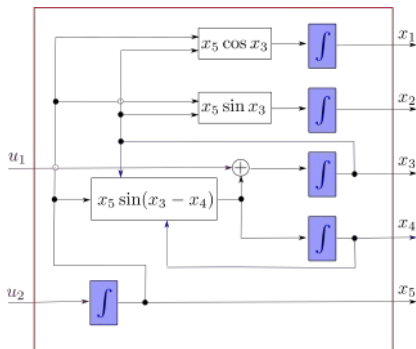
# 4. Applications

# The Car-Trailer





$$\begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \\ \dot{x}_3 \\ \dot{x}_4 \\ \dot{x}_5 \end{pmatrix} = \begin{pmatrix} x_5 \cos x_3 \\ x_5 \sin x_3 \\ u_1 + x_5 \sin(x_3 - x_4) \\ x_5 \sin(x_3 - x_4) \\ u_2 \end{pmatrix}$$



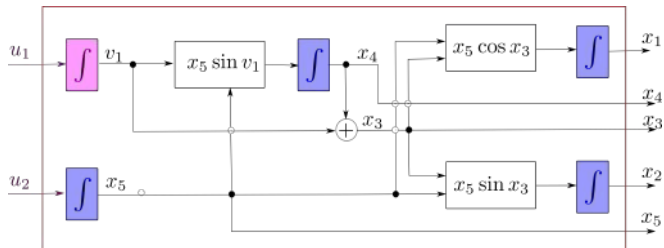
Can we conclude that  $x_1, x_2, x_3, x_4$  belong or not to  $\mathcal{R}_0 \langle u_1, u_2 \rangle$ ?

**Proposition.** An integral formulation of the car-trailer is

$$\left\{ \begin{array}{l} x_1 = x_1(0) + \int (x_5 \cos x_3) \\ x_2 = x_2(0) + \int (x_5 \sin x_3) \\ x_3 = x_4 + v_1 \\ x_4 = x_4(0) + \int (x_5 \sin v_1) \\ v_1 = v_1(0) + \int u_1 \\ x_5 = x_5(0) + \int u_2 \end{array} \right.$$

with

$$v_1(0) = x_3(0) - x_4(0).$$



Integral representation of the car-trailer

**Proof.** Since

$$\begin{pmatrix} \dot{x}_1 \\ \dot{x}_2 \\ \dot{x}_3 \\ \dot{x}_4 \\ \dot{x}_5 \end{pmatrix} = \begin{pmatrix} x_5 \cos x_3 \\ x_5 \sin x_3 \\ u_1 + x_5 \sin(x_3 - x_4) \\ x_5 \sin(x_3 - x_4) \\ u_2 \end{pmatrix}$$

We set  $v_1 = x_3 - x_4$ . We have:

$$\begin{aligned} x_5 &\in \mathcal{R}_0 \langle u_2 \rangle \\ v_1 &\in \mathcal{R}_0 \langle u_1 \rangle \\ x_4 &\in \mathcal{R}_0 \langle v_1, x_5 \rangle &\Rightarrow (x_1, x_2, x_3, x_4, x_5) \in \mathcal{R}_0 \langle u_1, u_2 \rangle \\ x_3 &\in \mathcal{R}_0 \langle v_1, x_4 \rangle \\ (x_1, x_2) &\in \mathcal{R}_0 \langle x_3, v_5 \rangle \end{aligned}$$

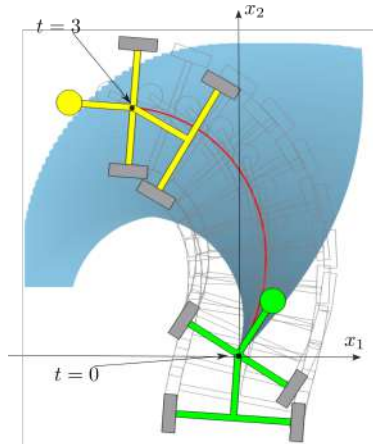
Take

$$\mathbf{u}(t) = \begin{pmatrix} u_1(t) \\ u_2(t) \end{pmatrix} \in \begin{pmatrix} [u_1](t) \\ [u_2](t) \end{pmatrix} = \begin{pmatrix} e^{-t} \\ e^{-t} \end{pmatrix} + 10^{-2} \begin{pmatrix} [-1, 1] \\ [-1, 1] \end{pmatrix}$$

$$\mathbf{x}(0) \in [\mathbf{x}](0) = \begin{pmatrix} 0 \\ 0 \\ 1 \\ 1.5 \\ 1 \end{pmatrix} + \begin{pmatrix} [-0.001, 0.001] \\ [-0.001, 0.001] \\ [-0.2, 0.2] \\ [-0.01, 0.01] \\ [-0.001, 0.001] \end{pmatrix}.$$

The interval trajectory is obtained by:

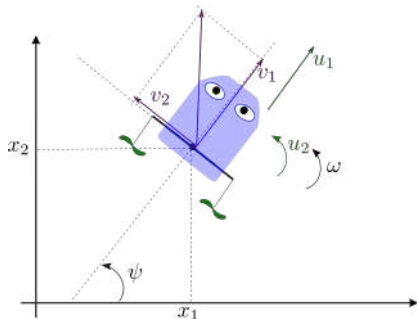
$$\begin{aligned}
 \text{In:} & \quad [x_1](0), [x_2](0), [x_3](0), [x_4](0), [x_5](0), [u_1](t), [u_2](t) \\
 [v_1](0) & = [x_3](0) - [x_4](0). \\
 [v_1](t) & = [v_1](0) + \int_0^t [u_1](\tau) d\tau \\
 [x_5](t) & = [x_5](0) + \int_0^t [u_2](\tau) d\tau \\
 [x_4](t) & = [x_4](0) + \int_0^t [x_5](\tau) \cdot \cos([v_1](\tau)) \cdot d\tau \\
 [x_3](t) & = [x_4](t) + [v_1](t) \\
 [x_1](t) & = [x_1](0) + \int_0^t [x_5](\tau) \cdot \cos([x_3](\tau)) \cdot d\tau \\
 [x_2](t) & = [x_2](0) + \int_0^t [x_5](\tau) \cdot \sin([x_3](\tau)) \cdot d\tau
 \end{aligned}$$



Integral simulation of the car-trailer

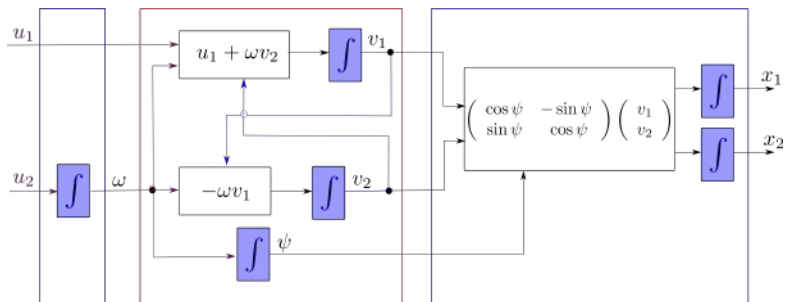


# The hovercraft



The hovercraft has two propellers and can glide in all directions without any friction



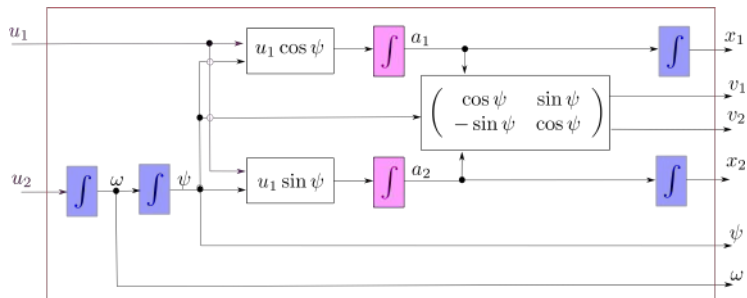


**Proposition.** An integral formulation of the hovercraft is

$$\left\{ \begin{array}{l} \begin{pmatrix} x_1 \\ x_2 \end{pmatrix} = \begin{pmatrix} x_1(0) \\ x_2(0) \end{pmatrix} + \begin{pmatrix} \int (\cos \psi \cdot v_1 - \sin \psi \cdot v_2) \\ \int (\sin \psi \cdot v_1 + \cos \psi \cdot v_2) \end{pmatrix} \\ \begin{pmatrix} v_1 \\ v_2 \end{pmatrix} = \begin{pmatrix} \cos \psi & \sin \psi \\ -\sin \psi & \cos \psi \end{pmatrix} \left( \begin{pmatrix} a_1(0) \\ a_2(0) \end{pmatrix} + \begin{pmatrix} \int (u_1 \cos \psi) \\ \int (u_1 \sin \psi) \end{pmatrix} \right) \\ \psi = \psi(0) + \int \omega \\ \omega = \omega(0) + \int u_2 \end{array} \right.$$

where

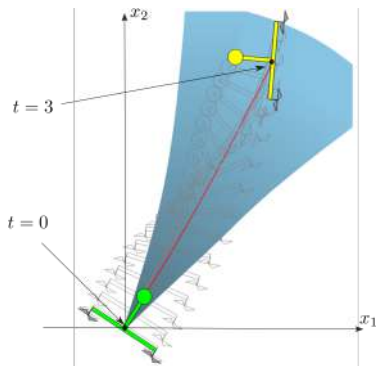
$$\begin{pmatrix} a_1(0) \\ a_2(0) \end{pmatrix} = \begin{pmatrix} \cos \psi(0) & -\sin \psi(0) \\ \sin \psi(0) & \cos \psi(0) \end{pmatrix} \begin{pmatrix} v_1(0) \\ v_2(0) \end{pmatrix}.$$







$$\begin{aligned}
 \text{In:} & \quad [\mathbf{x}](0), [\mathbf{v}](0), [\boldsymbol{\psi}](0), [\boldsymbol{\omega}](0), [\mathbf{u}](t) \\
 [\mathbf{a}](0) &= \begin{pmatrix} \cos([\boldsymbol{\psi}](0)) & -\sin([\boldsymbol{\psi}](0)) \\ \sin([\boldsymbol{\psi}](0)) & \cos([\boldsymbol{\psi}](0)) \end{pmatrix} \cdot [\mathbf{v}](0) \\
 [\mathbf{a}](t) &= [\mathbf{a}](0) + \begin{pmatrix} \int_0^t [u_1](\tau) \cdot \cos([\boldsymbol{\psi}](\tau)) \cdot d\tau \\ \int_0^t [u_1](\tau) \cdot \sin([\boldsymbol{\psi}](\tau)) \cdot d\tau \end{pmatrix} \\
 [\boldsymbol{\omega}](t) &= [\boldsymbol{\omega}](0) + \int_0^t [u_2](\tau) d\tau \\
 [\boldsymbol{\psi}](t) &= [\boldsymbol{\psi}](0) + \int_0^t [\boldsymbol{\omega}](\tau) d\tau \\
 [\mathbf{v}](t) &= \begin{pmatrix} \cos([\boldsymbol{\psi}](t)) & \sin([\boldsymbol{\psi}](t)) \\ -\sin([\boldsymbol{\psi}](t)) & \cos([\boldsymbol{\psi}](t)) \end{pmatrix} \cdot [\mathbf{a}](t) \\
 [\mathbf{x}](t) &= [\mathbf{x}](0) + \begin{pmatrix} \cos([\boldsymbol{\psi}](t)) & -\sin([\boldsymbol{\psi}](t)) \\ \sin([\boldsymbol{\psi}](t)) & \cos([\boldsymbol{\psi}](t)) \end{pmatrix} \cdot [\mathbf{v}](t)
 \end{aligned}$$





# References

- 1 Validating trajectory of the tank-trailer [15]
- 2 Tank-Trailer Model of Rouchon-Fliess [12]
- 3 Hovercraft [3]
- 4 Flat systems [2][4]
- 5 Flatness and intervals for state estimation [10][5]
- 6 Monotone systems [14]
- 7 Interval analysis [7][6]
- 8 Tubes: interval tube arithmetic [1][11][13][9]
- 9 Interval for control [8]

-  F. L. Bars, J. Sliwka, O. Reynet, and L. Jaulin.  
State estimation with fleeting data.  
*Automatica*, 48(2):381–387, 2012.
-  S. Diop and M. Fliess.  
Nonlinear observability, identifiability and persistent trajectories.  
In *Proc. 36th IEEE Conf. Decision Control*, pages 714–719,  
Brighton, 1991.
-  I. Fantoni and R. Lozano.  
*Non-linear control for underactuated mechanical systems*.  
Springer-Verlag, 2001.
-  M. Fliess, J. Lévine, P. Martin, and P. Rouchon.  
Flatness and defect of non-linear systems: introductory theory  
and applications.  
*International Journal of Control*, (61):1327–1361, 1995.



L. Jaulin.

Combining interval analysis with flatness theory for state estimation of sailboat robots.

*Mathematics in Computer Science*, 6(4):247–259, 2012.



L. Jaulin, M. Kieffer, O. Didrit, and E. Walter.

*Applied Interval Analysis, with Examples in Parameter and State Estimation, Robust Control and Robotics.*

Springer-Verlag, London, 2001.



R. Moore.

*Methods and Applications of Interval Analysis.*

Society for Industrial and Applied Mathematics, jan 1979.



A. Rauh and E. Auer.

*Modeling, Design, and Simulation of Systems with Uncertainties.*

Springer, 2011.

-  S. Rohou.  
*Codac (Catalog Of Domains And Contractors)*, available at <http://codac.io/>.  
Robex, Lab-STICC, ENSTA-Bretagne, 2021.
-  S. Rohou and L. Jaulin.  
Brunovsky decomposition for dynamic interval localization.  
*IEEE Transactions on Automatic Control*, pages 1–8, 2023.
-  S. Rohou, L. Jaulin, L. Mihaylova, F. L. Bars, and S. Veres.  
*Reliable Robot Localization*.  
Wiley, dec 2019.
-  P. Rouchon, M. Fliess, J. Lévine, and P. Martin.  
Flatness and motion planning: the car with n-trailers.  
*European Control Conference*, 01 1992.
-  J. A. D. Sandretto and A. Chapoutot.

Dynibex: a differential constraint library for studying dynamical systems.

In *Conference on Hybrid Systems: Computation and Control*, Vienne, Austria, 2016.



H. Smith.

Monotone dynamical systems: An introduction to the theory of competitive and cooperative systems.

*Mathematical Surveys and Monographs. American Mathematical Society*, 41, 1995.



J. Tillet, L. Jaulin, and F. L. Bars.

Non-linear control under state constraints with validated trajectories for a mobile robot towing a trailer.

In *IEEE/RSJ International Conference on Intelligent Robots and Systems, IROS 2020, Las Vegas, NV, USA, October 24, 2020 - January 24, 2021*, pages 7729–7736. IEEE, 2020.