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To cite this version:
Sara Ifqir, Vicenç Puig, Dalil Ichalal, Naïma Aït Oufroukh, Saïd Mammar. Zonotopic set-membership estimation for Switched Systems based on W i -Radius Minimization: Vehicle application. 21st IFAC World Congress (IFAC 2020), Jul 2020, Berlin, Germany. 10.1016/j.ifacol.2020.12.1293. hal-02877914

HAL Id: hal-02877914
https://hal.science/hal-02877914v1
Submitted on 22 Jun 2020

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Zonotopic set-membership estimation for Switched Systems based on $W_i$-Radius Minimization: Vehicle application

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Abstract: This work is devoted to the problem of guaranteed set-membership state estimation
based on zonotopes for discrete-time switched systems with bounded uncertainties and unknown
inputs. The additive uncertainties in this contribution are treated using the so called $W_i$-Radius.
The size of the zonotope which contains the real system state is decreased at each sample time.
The complete solution procedure is formulated as a LMI-constrained optimization problem.
The proposed design is applied to the robust state estimation of vehicle lateral dynamics state.
Simulation results based on real data demonstrate the performance of the proposed method.

Keywords: Interval observer, state estimation, vehicle lateral dynamics, Linear Matrix

1. INTRODUCTION

The set-membership techniques have been intensively studied during last decades and applied to state estimation
of uncertain dynamical systems [Ifqir et al. 2018, Schwegge 1968, Le et al. 2012, Combastel 2015]. In this method,
a set containing all admissible state trajectories that are consistent with the measured output and the norm-
bounded uncertainty is provided. No other assumptions on the distribution of the uncertainties are needed. Different
geometrical forms have been used to represent this set as ellipsoids [Schwegge 1968], zonotopes [Combastel 2015],
interval boxes [Ifqir et al. 2018] and polytopes [Chisci et al. 1998]. In this paper, a geometrical representation based
on zonotopes is used considering its good tradeoff between the estimation accuracy and computational complexity.
A zonotope is a linear transformation of an unitary box. They have been used in Alamo et al. [2005] for guaran-
teed state estimation of nonlinear discrete-time systems and in Wang et al. [2016, 2017] for differential-algebraic-
equation (DAE) and discrete-time descriptor systems. Unfortunately, and to the best of authors knowledge, such
study has not been reported earlier in the literature for switched dynamical systems.

Motivated by the above observation, this note presents a new approach for guaranteed state estimation for the
case of uncertain switched discrete-time systems subject to known and unknown inputs. A bounded description of
the state disturbances and measurement noise is considered. The main result is an algorithm to compute a set
that contains the unknown state trajectories which are consistent with the measured output and the given bounds
of disturbances and noise. The consistency test is implemented by finding a parameterized intersection zonotope
between the measurement state set and the predicted state set. An optimization methodology based on linear matrix
inequalities (LMIs) is proposed to minimize the radius of the obtained zonotope. The effectiveness of the proposed
methodology is illustrated through an application to vehicle sideslip angle estimation. The vehicle lateral dynamics
model used in this study is based on the known bicycle model [Rajamani 2011] associated with a vision system
measurement. Real data recorded on a vehicle test are used to validate the proposed algorithm. However, it should
be noticed that the use of the zonotopic set-membership technique is a novelty in the context of vehicle dynamics
estimation. The obtained results have been successfully demonstrated in this new area of application.

The remainder of the paper is organized as follows. First, some preliminary definitions and the problem formulation
are introduced in Section 2. The zonotopic guaranteed set-membership approach based on the $W_i$-Radius minimiza-
tion is presented in Section 3. Experimental results of applying the proposed set-membership approach to estimate
the vehicle sideslip angle are shown in Section 4. Finally, conclusions are drawn in Section 5.

2. PRELIMINARIES AND PROBLEM FORMULATION

Before presenting the main result of this paper, some preliminary definitions and properties are briefly introduced.

2.1 Notations and basic definitions

Throughout the paper, the set of all natural and real numbers will be denoted by $\mathbb{N}$ and $\mathbb{R}$, respectively. $\mathbb{R}^n$
will denote the n-dimensional real vector space. $A^T$ will refer to the transpose of a matrix $A$. $A > 0$ (resp. $A < 0$) denotes
a matrix with positive (resp. negative) components, $A > 0$ (resp. $A < 0$) denotes the positive (resp. negative) definite matrix. $\mathbb{Z}_n$ stands for the identity matrix of dimension $n \times n$ and $\oplus$ to the Minkowski sum. The symbol ($\ast$) will be used to denote the symmetric terms in symmetric block matrices.

Given a center vector $p \in \mathbb{R}^n$ and a matrix $H \in \mathbb{R}^{n \times m}$, the Minkowski sum of the segments defined by the columns of a matrix $H$ is called zonotope of order $m$ and will be defined by $\mathcal{X} = (p, H) = p + H B^m = \{p + H z : z \in B^m\}$ where $B^m$ stands for an unitary box composed by $m$ unitary intervals.

Given a zonotope $\mathcal{X} = (p, H) \subset \mathbb{R}^n$ and a weighting matrix $W \in \mathbb{R}^{n \times n}$, the $W$-Radius of $\mathcal{X}$ is defined by $l^W = \max_{z \in \mathcal{X}} ||z - p||^2_{W^{-1}} = \max_{b \in B^n} ||Hb||^2_{W}$.

**Property 1.** [Le et al. 2013] The Minkowski sum of two zonotopes $\mathcal{X}_1 = p_1 + H_1 B^{m_1}$ and $\mathcal{X}_2 = p_2 + H_2 B^{m_2}$ is also a zonotope defined by $\mathcal{X} = \mathcal{X}_1 \oplus \mathcal{X}_2 = (p_1 + p_2) \oplus [H_1 H_2] B^{m_1 + m_2}$.

The interval hull of a zonotope $\mathcal{X}$ (i.e. the smallest interval box that contains $\mathcal{X}$) will be denoted by $\mathcal{X}^\ast$.

**Property 2.** [Combastel 2015] For a zonotope $\mathcal{X} \subset \mathbb{R}^n$ with $H \in \mathbb{R}^{n \times m}$, its interval hull, $\mathcal{X}^\ast = [a, b]$, is obtained as follows:

\[
\begin{align*}
   a_i &= p_i - \sum_{j=1}^{m} |H_{i,j}|, \quad i = 1, \ldots, n \\
   b_i &= p_i + \sum_{j=1}^{m} |H_{i,j}|, \quad i = 1, \ldots, n
\end{align*}
\]  

(1)

**Property 3.** [Combastel 2015] A reduction operator, denoted $\downarrow_{q,W}$, allows to reduce the number of generators of a zonotope $\mathcal{X}$ to a fixed number $q \geq n$, such that $\mathcal{X} = (p, H) \subset (p, \downarrow_{q,W} (H))$. The procedure for implementing the operator $\downarrow_{q,W}$ is summarized as follows:

1. Sort the column of segment matrix $H \in \mathbb{R}^{n \times m}$ in decreasing weighted vector norm $||.||_V$, $H = [h_1, h_2, \ldots, h_{m}]$, $||h||_V^2 \geq ||h_{k+1}||_V^2$.
2. Enclose the set $\mathcal{X}$ generated by the $m-q+n$ smaller columns into a box (i.e. interval hull):
   - If $m \leq q$, then $\downarrow_{q,W} (H) = \downarrow_{m,W} (H)$.
   - Else $\downarrow_{q,W} (H) = [H_{>}, \mathcal{X}] \subseteq \mathbb{R}^{n \times q}$ where $H_{>} = [h_{1}, \ldots, h_{q-1}], H_{<} = [h_{q-n}], \ldots, h_{m}]$.

where $r(H_{<})$ is a diagonal matrix with diagonal elements of $r(H_{<})_{i,i} = \sum_{j=1}^{m} |H_{i,j}|$, $i = 1, \ldots, n$.

### 2.2 Problem statement

Consider the discrete-time switched model described by the following equations:

\[
x_{k+1} = A_{\sigma(k)} x_k + B_{\sigma(k)} u_k + E_{\sigma(k)} d_k + \omega_{\sigma(k)} \\
y_k = C_{\sigma(k)} x_k + \nu_{\sigma(k)}
\]  

(2)

where $x_k \in \mathbb{R}^{n_x}$, $u_k \in \mathbb{R}^{n_u}$, $d_k \in \mathbb{R}^{n_d}$, $y_k \in \mathbb{R}^{n_y}$ denote the state vector, known and unknown inputs and measurement output, respectively. $A_{\sigma(k)} \in \mathbb{R}^{n_x \times n_x}$, $B_{\sigma(k)} \in \mathbb{R}^{n_x \times n_u}$, $E_{\sigma(k)} \in \mathbb{R}^{n_y \times n_x}$ and $C_{\sigma(k)} \in \mathbb{R}^{n_y \times n_x}$ are state, unknown input and observation matrices. $\sigma(k)$ is a piecewise-constant function, called the switching signal, assumed to be known and takes its values in the finite set $\mathcal{I} = \{1, \ldots, N\}$, where $N > 1$ is the number of subsystems. Before we proceed with the detailed set-estimator design, the following assumptions are considered since they are used throughout the paper.

**Assumption 1.** The initial state is assumed to be unknown but bounded by a zonotope $X_0 = (p_0, H_0)$, where $p_0 \in \mathbb{R}^{n_x}$ and $H_0 \in \mathbb{R}^{n_x \times n_u}$ are the center and segment matrix of this zonotope.

**Assumption 2.** The disturbance vector $\omega_{\sigma(k)} \in \mathbb{R}^{n_w}$ and measurement noise vector $\nu_{\sigma(k)} \in \mathbb{R}^{n_y}$ are assumed to be unknown but bounded by zonotopes $W_{\omega(k)} = (0, D_{\omega(k)})$ and $\nu_{\sigma(k)} = (0, F_{\nu(k)})$, respectively.

**Assumption 3.** For the switched system (2), let us assume that the following rank condition is satisfied $\forall \sigma(k), k \in \mathbb{N}$.

\[
\text{rank}(C_{\sigma(k)} E_{\sigma(k)}) = \text{rank}(E_{\sigma(k)}) = n_y
\]  

(3)

Thus, there exists a non-empty set of solutions of switched matrices $P_{\sigma(k)}$ and $M_{\sigma(k)}$ satisfying $\forall \sigma(k)$

\[
P_{\sigma(k)} + M_{\sigma(k)} C_{\sigma(k)} = I_{n_x}, \quad P_{\sigma(k)} E_{\sigma(k)} = 0
\]  

(4)

Some preliminary definitions are introduced before stating the main results.

**Definition 1.** (Uncertain state set). Given the switched system (2) with $x_0 \in \mathcal{X}_0$, $\omega_{\sigma(k)} \in \mathcal{W}_{\sigma(k)}$, $\forall \sigma(k)$ and for all $k \in \mathbb{N}$, the uncertain state set $\mathcal{X}_k$ is defined by

\[
\mathcal{X}_k = \{ x \in \mathbb{R}^{n_x} | x \in A_{\sigma(k)} \mathcal{X}_{k-1} \oplus B_{\sigma(k)} u_{k-1} \oplus C_{\sigma(k)} \sigma(k), k \in \mathbb{N}
\]  

(5)

**Definition 2.** (Measurement state set). Given the switched system (2), a measurement output vector $y_k$ and $\nu_k \in \mathcal{V}_{\sigma(k)}$, $\forall \sigma(k)$ and for all $k \in \mathbb{N}$, the measurement state set $\mathcal{P}(k)$ is defined by

\[
\mathcal{P}(k) = \{ x \in \mathbb{R}^{n_x} | \mathcal{X}_k \subseteq \mathcal{X} = \{ \hat{p}, \hat{H} \} \}
\]  

(6)

**Definition 3.** (Exact uncertain set). Given the switched system (2), a measurement output vector $y_k$, $\omega_{\sigma(k)} \in \mathcal{W}_{\sigma(k)}$, $\forall \sigma(k)$ and for all $k \in \mathbb{N}$, the exact uncertain state set $\mathcal{X}(k)$ is defined by

\[
\mathcal{X}(k) = \mathcal{X}_k \cap \mathcal{P}(k)
\]  

(7)

The goal is to approximate the exact uncertain set $\mathcal{X}(k)$ by an outer approximation of the intersection between the uncertain trajectory and the region of the state space that is consistent with the measured output $y_k$ and the initial state set $X_0$.

Let us assume that $x_k \in \mathcal{X}(k) \subseteq \hat{X} = [\hat{p}, \hat{H}]$ at time $k \in \mathbb{N}$ that also satisfies $x_0 \in \mathcal{X}_0$ at time $k = 0$. Suppose also that a measured output $y_k$ is obtained at time instant $k$. Under these assumptions, an outer bound of the exact uncertain state set $\mathcal{X}(k)$ can be estimated using the following algorithm.

**Step i (Prediction step):** Given the switched system (2), compute the zonotope $\mathcal{X}_{k+1}$ that bounds the set of predicted states for the uncertain trajectory of the system;

**Step ii (Measurement step):** Compute the measurement state set $\mathcal{P}_{k+1}$ by using the measurement vector $y_{k+1}$;

**Step iii (Correction step):** To find the state estimation set, compute an outer approximation $\hat{X}_{k+1}$ of the intersection between $\mathcal{X}_{k+1}$ and $\mathcal{P}_{k+1}$.
In what follows, a set-membership state estimation approach based on zonotopes for switched discrete-time system (2) is proposed. This approach is based on parametrized intersection zonotope for implementing the measurement consistency test.

The aim is to find a parameterized zonotope \( \hat{X}_{k+1} \) that contains the intersection of the two sets \( \overline{X}_{k+1} \) and \( P_{k+1} \) used in the previous algorithm. The zonotope \( \hat{X}_{k+1} \) is parameterized with respect to a switched correction matrix \( \Lambda_{\sigma(k)} \in \mathbb{R}^{n_x \times n_y} \).

**Theorem 1.** Given the switched system (2), a measurement output vector \( y_{k+1}, x_0 \in \hat{X}_0, \omega_{\sigma(k)} \in W_{\sigma(k)}, v_k \in V_{\sigma(k)} \), \( \forall \sigma(k), x_k \in \langle \hat{y}_k, \hat{H}_k \rangle \subseteq \langle \hat{y}_k, \overline{H}_k \rangle \) with \( \overline{H}_k = \overline{H}_k \) \( (H_k), \ P_{\sigma(k)} \in \mathbb{R}^{n_x \times n_y} \), and \( M_{\sigma(k)} \in \mathbb{R}^{n_y \times n_x} \) satisfying (4). Then, for any switched correction matrix \( \Lambda_{\sigma(k)} \in \mathbb{R}^{n_x \times n_y} \), \( x_{k+1} \in \{ \overline{X}_{k+1} \cap P_{k+1} \} \subseteq \hat{X}_{k+1} = \{ \hat{y}_k, \hat{H}_k \} \), where

\[
\dot{\hat{H}}_{\sigma(k)} = \begin{bmatrix}
\Theta_{\sigma(k)} P_{\sigma(k)} \Lambda_{\sigma(k)} \\
\Theta_{\sigma(k)} M_{\sigma(k)} \\
\end{bmatrix}
\]

\[
\sigma_{\hat{X}_{k+1}} = \max_{\tau_i, W_i} \| x_{k+1} - \hat{p}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall i \in \{ 1, \ldots, N \} \tag{22}
\]

Thus, by using the above definition of \( R_{\sigma(k)} \) and by letting \( T_{\sigma(k)} = T_{\sigma(k)} - \Lambda_{\sigma(k)} C_{\sigma(k)} \), (8a) and (8b) are obtained and the proof is complete. □

**Remark 1.** Recall that, the zonotope reduction operator \( \hat{y}_k \) \( \cdot \) defined in Property 3 is used in order to reduce the computational complexity during the state propagation. The size of the intersection zonotope \( \hat{X}_{k+1} \) can be measured by the \( W_i \)-radius as follows

\[
\| y_{k+1} \|_{W_i} = \max_{\tau_i, W_i} \| \hat{H}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall \sigma(k), \forall i \in \{ 1, \ldots, N \}
\]

\[
= \max_{\tau_i, W_i} \| \hat{H}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall \sigma(k), \forall i \in \{ 1, \ldots, N \}
\]

\[
= \max_{\tau_i, W_i} \| \hat{H}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall \sigma(k), \forall i \in \{ 1, \ldots, N \}
\]

where \( W_{\sigma(k)} = W_i, \forall i \in \{ 1, \ldots, N \} \) is the weighting matrix of appropriate dimensions for the \( i \)-th subsystem. Note that the size of the correction zonotope \( \Lambda_{\sigma(k)} \) is required to minimize the effects of uncertainties and guarantee that the size of the intersection zonotope is not increasing. Then, if there exists a scalars \( \alpha_{\sigma(k)} \) and \( \gamma_{\sigma(k)} \) associated with each subsystem \( \sigma = \hat{i} \) such that

\[
\| y_{k+1} \|_{W_i} \leq (1 - \alpha_{\sigma(k)}) \| y_{k+1} \|_{W_i} + \gamma_{\sigma(k)} \| y_{k+1} \|_{W_i}
\]

\[
\| y_{k+1} \|_{W_i} \leq (1 - \alpha_{\sigma(k)}) \| y_{k+1} \|_{W_i} + \gamma_{\sigma(k)} \| y_{k+1} \|_{W_i}
\]

the size of \( \hat{X}_{k+1} \) is decreasing. If (17) holds, then for time instant \( k \to \infty \), this expression is equivalent for all \( i \in \{ 1, \ldots, N \} \) to

\[
\| y_{k+1} \|_{W_i} \leq (1 - \alpha_{\sigma(k)}) \| y_{k+1} \|_{W_i} + \gamma_{\sigma(k)} \| y_{k+1} \|_{W_i}
\]

\[
\| y_{k+1} \|_{W_i} \leq (1 - \alpha_{\sigma(k)}) \| y_{k+1} \|_{W_i} + \gamma_{\sigma(k)} \| y_{k+1} \|_{W_i}
\]

\[
\| y_{k+1} \|_{W_i} \leq (1 - \alpha_{\sigma(k)}) \| y_{k+1} \|_{W_i} + \gamma_{\sigma(k)} \| y_{k+1} \|_{W_i}
\]

\[
= \max_{\tau_i, W_i} \| \hat{H}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall \sigma(k), \forall i \in \{ 1, \ldots, N \}
\]

\[
= \max_{\tau_i, W_i} \| \hat{H}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall \sigma(k), \forall i \in \{ 1, \ldots, N \}
\]

\[
= \max_{\tau_i, W_i} \| \hat{H}_{k+1}(\Lambda_{\sigma(k)}) \|^2 \quad \forall \sigma(k), \forall i \in \{ 1, \ldots, N \}
\]

Let us consider the \( i \)-th ellipsoid \( E_i \) \( \equiv \{ x \mid x^T W_i x < \frac{2\alpha_i}{\gamma_{\sigma(k)}} \} \) which can be normalized as follows:

\[
E_i \equiv \{ x \mid x^T \frac{2W_i}{\gamma_{\sigma(k)}} x < 1, \forall i \in \{ 1, \ldots, N \} \}
\]

This ellipsoid is related to the \( W_i \)-radius of the guaranteed zonotopic state estimation at infinity. To minimize the \( W_i \)-radius (i.e. \( W_i \)), the smallest diameter of the ellipsoid is sought by solving an Eigenvalue Problem (EVP) [Boyd et al. 1994]. Therefore, there exists a positive switched scalar \( \tau_i \) such that

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

Then, the design of the correction matrix \( \Lambda_i \) associated with each subsystem \( i \) can be done by solving a LMI (Linear Matrix Inequality) optimization problem with the following constraints:

**Theorem 2.** Given the intersection zonotope \( \hat{X}_{k+1} = \langle \hat{y}_{k+1}, \hat{H}_{k+1} \rangle \) in (8), (17) holds if there exists a matrix \( Y_i \in \mathbb{R}^{n_x \times n_y} \), a positive definite matrix \( W_i \in \mathbb{R}^{n_x \times n_x} \), for given scalars \( \alpha_i \in (0, 1), \gamma > 0 \), \( \epsilon_i > 0 \) such that the following LMI problem holds

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]

\[
\tau_i > 0, \forall i \in \{ 1, \ldots, N \}
\]
Let $max \in B_\gamma$, we have

$$\begin{align*}
\Delta^W_k &= \max_{z \in B_\gamma} \left\{ \left| H_{k+1}(\sigma_k)z \right|^2 \right\}_{2,W_k(k)} \quad (25)
\end{align*}$$

Let $z = \left[ z^T, s_l^T, s_r^T, s_3^T \right]^T \in \mathbb{B}^{q_{nx}+2q_y}$ with $\pi \in \mathbb{B}^q$, $s_1 \in \mathbb{B}^{q_{nx}}$, $s_2 \in \mathbb{B}^{q_y}$ and $s_3 \in \mathbb{B}^{q_\pi}$. Since $\max_{z \in B_\gamma} \left\{ \left| H_k(\sigma_k)z \right|^2 \right\}_{2,W_k(k)} \geq \left| H_k(\sigma_k)\pi \right|^2_{2,W_k(k)} \quad \forall \pi \in \mathbb{B}^q$, we obtain from (25)

$$\begin{align*}
\Delta^W_k &= \max_{\pi \in B_\gamma} \left\{ \left| H_{k+1}(\sigma_k)\pi \right|^2 \right\}_{2,W_k(k)} \\
&= \max_{\pi \in B_\gamma} \left\{ \pi^T \left[ H_k(\sigma_k) \right]^T H_k(\sigma_k) \pi \right\}_{2,W_k(k)} \quad (26)
\end{align*}$$

By adding and subtracting the terms $\max_{\pi \in B_\gamma} \alpha_k \left| \Pi_k \pi \right|^2_{2,W_k(k)}$ and $-\gamma_k \epsilon_k \sigma_k$ where $\epsilon_k$ is given by (18), (26) is rewritten as

$$\begin{align*}
\Delta^W_k &= \max_{\pi \in B_\gamma} \left\{ \pi^T \left[ H_k(\sigma_k) \right]^T H_k(\sigma_k) \pi \right\}_{2,W_k(k)} \\
&= \max_{\pi \in B_\gamma} \left\{ \pi^T \left[ H_k(\sigma_k) \right]^T H_k(\sigma_k) \pi \right\}_{2,W_k(k)} \\
&= \max_{\pi \in B_\gamma} \left\{ \pi^T \left[ H_k(\sigma_k) \right]^T H_k(\sigma_k) \pi \right\}_{2,W_k(k)} \\
&= \max_{\pi \in B_\gamma} \left\{ \pi^T \left[ H_k(\sigma_k) \right]^T H_k(\sigma_k) \pi \right\}_{2,W_k(k)} \quad (27)
\end{align*}$$

Substituting (8b) into (27), we get

$$\begin{align*}
\begin{bmatrix}
\left| H_k(\sigma_k)z \right|^2 \\
\left| H_k(\sigma_k)\pi \right|^2_{2,W_k(k)} - \gamma_k \epsilon_k \sigma_k
\end{bmatrix} &= \max_{\pi \in B_\gamma} \left\{ \pi^T \left[ H_k(\sigma_k) \right]^T H_k(\sigma_k) \pi \right\}_{2,W_k(k)} + \gamma_k \epsilon_k \sigma_k \quad (28)
\end{align*}$$

where $\Theta_k(\sigma_k) = \left[ T(\sigma_k) P(\sigma_k) A(\sigma_k) \right]$. If the following inequality holds $\forall i \in I$

$$\alpha_k W_i, \forall \epsilon_i, \forall \epsilon_i$$

4. APPLICATION TO VEHICLE LATERAL DYNAMICS ESTIMATION

4.1 Vehicle model description

The model used in this study describes vehicle lateral dynamics in a cornering lane, which is obtained from the known bicycle model and the relative vehicle angular and lateral displacements in the road trajectory (Fig. 1) [Rajamani 2011].

The two degrees of freedom model describing the vehicle yaw and lateral motions can be represented by the following equations:

$$mv \dot{y} = F_y + F_y, \quad m \dot{v} = \psi \dot{v}$$

where the description of vehicle dynamics parameters is given in Appendix A.

Using the so-called Pacejka magic formula [Pacejka and Bakker 1992], and under assumption of small sideslip angle variations, lateral forces $F_y$ and $F_y$ are considered to be linear and expressed as follows:

$$F_y = c_f (\delta - \beta - \frac{1}{\psi}) \psi, \quad F_y = c_v (\beta + \frac{1}{\psi})$$

In the proposed model, it is assumed that the available measurements are yaw rate $\dot{r}$, longitudinal velocity $v_x$, and front steering angle $\delta$. Gathering equations (31) and (32) and choosing $\beta$ and $r$, as state variables, leads to the following state equations:

$$\begin{align*}
\frac{\dot{\beta}}{\psi} &= \frac{c_f + c_v}{m v_x} \frac{c_f \psi - c_v \psi}{I_z} - \frac{1}{\psi} \frac{c_f}{I_z} \\
\frac{\dot{r}}{v_x} &= \frac{c_f + c_v}{m v_x} \frac{c_f \psi - c_v \psi}{I_z} - \frac{1}{\psi} \frac{c_f}{I_z}
\end{align*}$$

We consider also a vision system measuring the vehicle angular and lateral displacements at a look-ahead distance $l_a$. The equations describing the evolution of the measurements obtained using a vision camera are given by

$$\psi_L = r - v_x \rho, \quad \psi_L = v_y + v_x \psi_L + l_a (r - v_x \rho)$$

The system (34) can be rewritten in the following state representation form:

$$\begin{align*}
\begin{bmatrix}
\dot{\psi}_L \\
\dot{y}_L
\end{bmatrix} &= \begin{bmatrix}
0 & 0 \\
0 & 1 + l_a \frac{v_y}{v_x}
\end{bmatrix} \begin{bmatrix}
\psi_L \\
\psi_L
\end{bmatrix} + \begin{bmatrix}
0 \\
-\frac{v_x}{v_x}
\end{bmatrix} \rho
\end{align*}$$

The vision system’s parameters are described in Appendix A.
Combining the vehicle lateral dynamics (33) and the vision system model (34) leads to a single dynamical system subject to the road curvature as an unknown input and describing as follows:

\[
\dot{x}(t) = Ax(t) + Bu(t) + Ed(t), \quad y(t) = Cx(t) \tag{36}
\]

with the state vector \(x = [\beta \ r \ \psi_L \ y_L]^T\), the control input \(u(t) = \delta_f\), the unknown input \(d(t) = \rho\) and the matrices \(A, B, C\) defined as follows:

\[
A = \begin{bmatrix}
\frac{c_f + c_r}{mv_x} & \frac{c_r \ell_r - c_l \ell_f}{mv_x} & -1 & 0 & 0 \\
\frac{c_r \ell_r - c_l \ell_f}{mv_x} & \frac{c_r^2 \ell_r^2 + c_l^2 \ell_f^2}{mv_x} & 0 & 0 & 0 \\
I_s & 0 & I_v & 0 & 0 \\
0 & 1 & I_v & 0 & 0 \\
-1 & 0 & 0 & 0 & 0
\end{bmatrix}, \quad B = \begin{bmatrix}
\frac{c_f}{mv_x} & \frac{c_l}{mv_x} & 0 & 0 & 0 \\
0 & \frac{c_f}{mv_x} & 0 & 0 & 0 \\
0 & 0 & \frac{1}{I_v} & 0 & 0 \\
0 & 0 & 0 & 0 & 0
\end{bmatrix}, \quad C = \begin{bmatrix}
0 & 1 & 0 & 0 & 0 \\
0 & 0 & 1 & 0 & 0 \\
0 & 0 & 0 & 1 & 0 \\
0 & 0 & 0 & 0 & 1
\end{bmatrix}
\]

Note that the model (36) describing the vehicle lateral dynamics is subject to longitudinal velocity variations. Thus, a switched representation of the vehicle model is considered where \(v_x\) is assumed to be piecewise constant. Then, the model (36) is transformed into a switched discrete-time model:

\[
x_{k+1} = A_x(k)x_k + B_x(k)v_x + E_x(k)\omega_x, \quad y_k = Cx_k \tag{37}
\]

where \(A_x(k)\) is the switching signal depending on the measured longitudinal velocity. In order to achieve a more realistic vehicle behaviour, a state disturbance signal \(\omega_x(k)\) and a measurement noise \(v_x(k)\) are added to the state and output equations in (37) leading to an uncertain discrete-time switched system of the form (2).

### 4.3 Experimental data and validation

In this subsection, experimental data are used to evaluate the proposed set-membership state estimator. The measurements are acquired using a prototype vehicle. The test track (located in the city of Versailles-Satory, France) is 3.5km length with various curve profiles allowing vehicle dynamics excitation. Several sensors are implemented on the vehicle: An inertial unit to measure the yaw rate \(\dot{r}\), an absolute optical encoder to measure the steering angle \(\delta_f\) and an odometer to provide the vehicle longitudinal speed \(v_x\) and a vision system to measure the vehicle angular and lateral displacements \(\psi_L\) and \(y_L\) as well as the road curvature \(\rho\). For the simulation scenario, three subsystems are defined for \(v_x^1 = 3.1m/s\), \(v_x^2 = 8.5m/s\) and \(v_x^3 = 13.75m/s\) and the following switching law is considered:

\[
\sigma(t) = \begin{cases}
1 & \text{if } v_x \in [V_x^0, V_x^1] \\
2 & \text{if } v_x \in [V_x^1, V_x^2] \\
3 & \text{if } v_x \in [V_x^2, V_x^3]
\end{cases} \tag{38}
\]

with \(v_x^k = \frac{V_x^k - V_x^{k-1}}{T}\) for \(k = 1, 2, 3\). The steering angle, longitudinal velocity, road curvature and the considered switching law are shown in Figure 2. The disturbance and noise vectors satisfy \(|\omega_x| \leq [0.004 0.001 0.001 0.001]^T\) and \(|v_x| \leq [0.002 0.001 0.002]^T\). The switched matrices \(M_{\sigma(k)}\) and \(P_{\sigma(k)}\) are obtained by solving constraints (4) using the generalized inverse. The optimal correction switched matrix \(A_{\sigma(k)}\) is designed by solving the optimization problem in Theorem 2, with \(\gamma_1 = 0.3333\) and \(\alpha_i = 0.8\), \(\forall i \in I = \{1, 2, 3\}\), \(e_i\) is obtained using Equation (18) for \(s_1 = [1 \ 1 \ 1]^T\) and \(s_2 = [1 \ 1 \ 1]^T\). Detailed expressions of numerical solutions are omitted because of space limitations.

The results of interval estimation are depicted in Fig. 3 which shows that the proposed method allows to obtain a very accurate interval estimation of vehicle state variables.

### 5. CONCLUSION

In this paper, a set-membership state estimation method based on zonotopes was proposed for uncertain switched discrete-time systems. The proposed approach is suitable for not only linear uncertain switched system but also for switched LPV system that can be reformulated as systems with additive uncertainties. All admissible state trajectories found by the set-membership approach are consistent with both measurements and system model relations. The size of intersection zonotope is minimized at each sample instant by solving a convex LMI-optimization problem. Application to vehicle state estimation demonstrates the efficiency of the proposed approach.

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Fig. 2. Steering angle $\delta_f$, Longitudinal velocity $v_x$, Road curvature $\rho$ and Switching signal $\sigma(k)$. Chisci, L., Garulli, A., Vicino, A., and Zappa, G. (1998). Block recursive parallelotopic bounding in set membership identification. *Automatica*, 34(1), 15–22. Combastel, C. (2015). Zonotopes and kalman observers: Gain optimality under distinct uncertainty paradigms and robust convergence. *Automatica*, 55, 265–273. Ifqir, S., Ichalal, D., Oufroukh, N.A., and Mammar, S. (2018). Robust interval observer for switched systems with unknown inputs: application to vehicle dynamics estimation. *European Journal of Control*, 44, 3–14. Le, V.T.H., Alamo, T., Camacho, E.F., Stoica, C., and Dumur, D. (2012). Zonotopic set-membership estimation for interval dynamic systems. In *American Control Conference (ACC)*, 2012, 6787–6792. IEEE. Le, V.T.H., Stoica, C., Alamo, T., Camacho, E.F., and Dumur, D. (2013). *Zonotopes: From guaranteed state-estimation to control*. John Wiley & Sons. Pacejka, H.B. and Bakker, E. (1992). The magic formula tyre model. *Vehicle system dynamics*, 21(S1), 1–18. Rajamani, R. (2011). *Vehicle dynamics and control*. Springer Science & Business Media. Schwepe, F. (1968). Recursive state estimation: Unknown but bounded errors and system inputs. *IEEE Transactions on Automatic Control*, 13(1), 22–28. Wang, Y., Puig, V., Cembrano, G., and Alamo, T. (2016). Guaranteed state estimation and fault detection based on zonotopes for differential-algebraic-equation systems. In *2016 3rd Conference on Control and Fault-Tolerant Systems (SysTol)*, 478–484. IEEE. Wang, Y., Wang, Z., Puig, V., and Cembrano, G. (2017). Zonotopic fault estimation filter design for discrete-time descriptor systems. *IFAC-PapersOnLine*, 50(1), 5055–5060.

Appendix A. VEHICLE DYNAMICS AND VISION SYSTEM PARAMETERS

| Lateral Dynamics | Vision System |
|------------------|---------------|
| $F_{yf}, F_{yr}$ | $y_L$ Offset displacement at a look ahead distance (m) |
| $v_{yf}, v_x$ | $\psi_L$ Angular displacement at a look ahead distance (rad) |
| $r$ | $l_x$ Look ahead distance (m) |
| $\delta_f$ | $\rho$ Road curvature (m$^{-1}$) |
| $c_f, c_r$ | $\beta$ Sideslip angle (rad) |
| $l_f, l_r$ | Measured vehicle specifications for the simulation and experimental validation can be found in Ifqir et al. [2018]. |