



HAL
open science

Simulation of the odometric model for the purpose of the numerical analysis

Edern Ollivier

► **To cite this version:**

Edern Ollivier. Simulation of the odometric model for the purpose of the numerical analysis. 2019.
hal-02162501v1

HAL Id: hal-02162501

<https://hal.science/hal-02162501v1>

Preprint submitted on 21 Jun 2019 (v1), last revised 13 Oct 2020 (v10)

HAL is a multi-disciplinary open access archive for the deposit and dissemination of scientific research documents, whether they are published or not. The documents may come from teaching and research institutions in France or abroad, or from public or private research centers.

L'archive ouverte pluridisciplinaire **HAL**, est destinée au dépôt et à la diffusion de documents scientifiques de niveau recherche, publiés ou non, émanant des établissements d'enseignement et de recherche français ou étrangers, des laboratoires publics ou privés.



Distributed under a Creative Commons Attribution 4.0 International License

Simulation of the odometric model for the purpose of the numerical analysis

Edern Ollivier, *Member, IEEE*

Abstract—The odometric model is simulated herein. We described the trajectory of such one odometric model, with the delta of the heading angle given as one parameter of the simulation. The iterations show that the trajectory is well in the continuity of the variations of the heading angle. Moreover the distance in X and in Y are shown for the vehicle to be driven in the trajectory of the odometric model.

Index Terms—Odometry; Vehicle location and navigation systems; Mobile positioning systems ; Trajectory; Discretisation of a model.

I. INTRODUCTION

According to the odometric model given first by the article « Odometric navigation with matching of landscape features » [1] and then improved by the article « Trajectory Planning and Tracking for Autonomous Vehicle Based on State Lattice and Model Predictive Control » [2], we assume also that now the odometric model is well done and that the simulation of the model can be correctly done.

II. ODOMETRIC MODEL

We will compute here the following equations :

$$Dx/Dt = v * \cos(\phi),$$

$$Dy/Dt = v * \sin(\phi),$$

$$D\phi/Dt = \tan(\delta)/l,$$

Where l is the length of the vehicle.

A. Variation of the heading angle

We have simulated the datas for the variations of the heading angle of one vehicle. With the speed of

We want here to thank all the pas members of the automation of the vehicles at Rocquencourt; actually the vehicles are called the Cybercars and are under the development at the Inria of Paris with the project team of RITS.

The affiliation was the IMARA which was one project led by Michel Parent at Rocquencourt.

Edern Yves Ollivier was with the Inria of Rocquencourt. He is now at home (e-mail: edern.ollivier@orange.fr).

the vehicle, the variations of the heading angle remains the most important parameter of such a simulation.

B. Distance of travelling

The distance of travelling of the vehicle is also one important parameter of such a simulation, indeed in the Cartesian frame we can access to the datas in X and in Y.

III. RESULTS FOR THE VARIATIONS OF THE HEADING ANGLE

First, we will deploy the odometric model by simulation under Scilab for plotting the trajectories of one vehicle. We do the increment of time and of the distance and of the heading angle automatically and that to be shaped by the parametrization of the odometric model.

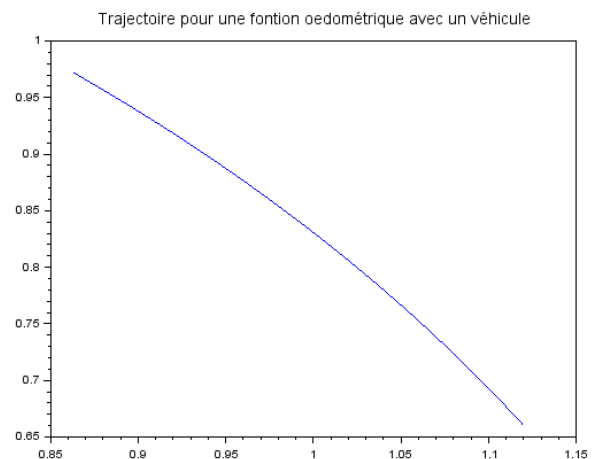


Figure 1 : Simulated datas of one portion of the odometric model in meters (X, Y) for one vehicle

Here we have the results that are improving the understanding of the model which is to be shaped

for the odometric model. Here again, we see that the linearisation of the model is correctly done and that the continuity of the curves are ensured.

We should simulate more deeply in the next weeks for the data to be presented in the conference named ICARCV or ICARA. Maybe that IROS is not so much appropriated for such an evaluation of the data of the odometric model.

```
phi(1,1) = 3.14/6;
```

```
// initialisation de l'orientation du véhicule
```

```
for i=1:20
```

```
  for j=1:1
```

```
    delta(i,j) = 0.05*i;    // rad
```

```
    v(i,j) = 1.3;          // m/s
```

```
    phi(i,j) = phi(1,j) + tan(delta(i,j))/5; // rad
```

```
    x(i,j) = v(i,j) * cos(phi(i,j)); // m
```

```
    y(i,j) = v(i,j) * sin(phi(i,j)); // m
```

```
  end
```

```
end
```

```
// en réponse au plagiat de l'équipe chinoise
```

```
plot(x, y)
```

```
// graphe de la trajectoire dite odométrique
```

```
title("Trajectoire pour une fonction odométrique  
avec un véhicule", "fontsize", 3)
```

```
// Ajout d'une définition du graphe
```

IV. RESULTS FOR THE DISTANCE

Secondly, we want to make a guidance with the equations of the automation of the intelligent vehicle, with the linearisation of the odometric model and fed with the commands of the automation.



Figure 2 : Simulation completed with the delta of 0.02 rad

Here we have seen that the simulation is well completed for one vehicle.

```
0001 clear all
```

```
0002 // attention aux multiples dérivées qui  
s'introduisent dans le DL de rang 2 ou 3
```

```
0003
```

```
0004 dt = 1;
```

```
0005 phi(1,1) = 3.14/4;
```

```
0006 delta(1,1) = 0.02;
```

```
0007 x(1,1) = 0;
```

```
0008 y(1,1) = 0;
```

```
0009 v(1,1) = 0;
```

```
0010 // initialisation de l'orientation du véhicule
```

```
0011
```

```
0012 for i=1:2000
```

```
  0013 for j=1:1
```

```
    0014 if i > 1
```

```
      0015 delta(i,j) = delta(i-1,j) + dt*0.02; // rad
```

```
    0016 end
```

```
    0017 v(i,j) = 1.3; // m/s
```

```
    0018 if i > 1
```

```
      0019 phi(i,j) = phi(i-1,j) + dt * tan(delta(i,j))/5; // rad
```

```

0020 x(i,j) = x(i-1,j) + v(i,j) *dt
*cos(phi(i,j));/*1/(5*cos(delta(i,j))^2); // m
0021 y(i,j) = y(i-1,j) + v(i,j) *dt
*sin(phi(i,j));/*1/(5*cos(delta(i,j))^2); // m
0022 end
0023 end
0024 end
0025 // en réponse au plagiat de l'équipe chinoise
0026
0027 plot(x, y)
0028 // graphe de la trajectoire dite odométrique
0029
0030 title("Trajectoire pour une fontion
odométrique avec un véhicule", "fontsize", 3)
0031 // Ajout d'une définition du graphe

```



Edern Ollivier was born in Paris XI, Paris, France in 1977. He received M.S. degrees in automation from the ENSMM, Besançon, in 2001 and the M.S. degrees in computer engineering from the FH of Karlsruhe, Karlsruhe, Germany, in 2001.

From 2001 to 2004, he was an Expert Engineer with the Inria of Rocquencourt. His research interests include the development of the Cybercars, SLAM and EKF.

V. CONCLUSION

As one conclusion, I could say that the odometric model is well known now and that everything is shaped for the commands of a model of automation to be included with the odometric model.

APPENDIX

Appendixes, if needed, appear before the acknowledgment.

ACKNOWLEDGMENT

The computer where the simulation has been provided has got the Scilab suite for the simulation to be executed.

I would like to thank Mister Serge Steer who was an important participant of the development of such a software at the Inria of Rocquencourt.

REFERENCES

- [1] Michel Parent, Edern Ollivier. Odometric navigation with matching of landscape features. ICARV & 2002: The Seventh International Conference on Control, Automation, & Robotics & Vision, IEEE, Dec 2002, Singapore, Singapore. pp.757_762, (10.1109/ICARCV.2002.1238517). {hal_01915083} ;
- [2] Trajectory Planning and Tracking for Autonomous Vehicle Based on State Lattice and Model Predictive Control, IEEE Intelligent Transportation Systems Magazine (Volume: 11, Issue: 2, Summer 2019) ;