Truncated unscented particle filter for dealing with non-linear and inequality constraints

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Introduction

An elegant truncated unscented particle filtering scheme considering the provided nonlinear and inequality constraint information is proposed:

- > A *particle filtering* method is applied to cope with non-linear models and non-Gaussian state distribution.
- > A truncated unscented Kalman filter is applied as the importance function for sampling new particles.

The advantages of the proposed truncated unscented particle filter algorithm over the stateof-the-art ones are presented by multiple Monte-Carlo simulations.

General constrained tracking problem

Aim: Obtaining the minimum mean square error (MMSE) estimator: $E(x_k|y_{1:k})$



- State model: $x_k = f(x_{k-1}, v_k) \sim p(x_k | x_{k-1})$
- > Measurement model: $y_k = h(x_h, e_k) \sim p(y_k | x_k)$

The truncated unscented particle filter

Considering that:

- > The posterior distribution may not be accurately represented as a single Gaussian due to constraints
- \succ The nonlinear of the state/measurement models

By taking the truncated unscented Kalman filter as the importance function for new particles generation, a *truncated unscented particle filtering scheme* is proposed :

Initially, a set of particles and weights $\{x_{k-1}^i, w_{k-1}^i\}_{i=1,\dots,N}$ is applied to approximate $p_C(x_{k-1}|z_{k-1})$

> Sampling from the importance function:

Truncated unscented Kalman filter is used to estimate an importance function $N_C(x_k | \hat{x}_{i,k|k}, P_{i,k|k})$ for every particle *i*

> Sampling and rejection:

If the obtained sample x_k^i is within the constraint region, the sample is accepted; otherwise, it is rejected.

x_k : state variable

y_k : observation from different types of sensors

For the real state estimation problem, some other information is applied to refine the distribution of the state vector x_k

$$p_{C}(x_{k}|z_{k}) \propto \begin{cases} p(x_{k}|z_{k}) & \text{if } x_{k} \in C_{k} \\ 0 & \text{otherwise} \end{cases}$$

 C_k is the feasible area defined as:

 $C_k = \{x_k | x_k \in R^{n_x}, a_k \le C_k(x_k) \le b_k\}$

The truncated unscented Kalman filter

The truncated unscented Kalman filter is an extension of the traditional unscented Kalman *filter* by considering the *constraint information*

Initially we have conditional pdf $p_C(x_{k-1}|z_{k-1})$ with mean $\hat{x}_{k-1|k-1}$ and covariance matrix $P_{k-1|k-1}$:

 σ -points { $\chi_{i,k-1|k-1}$ } and corresponding weights { $w_{i,k-1|k-1}$ } are calculated:

$$\begin{split} \chi_{0,k-1|k-1} &= \hat{x}_{k-1|k-1} \quad w_{0,k-1|k-1} = \frac{\kappa}{n_{\chi}+\kappa} \\ \chi_{i,k-1|k-1} &= \hat{x}_{k-1|k-1} + (\sqrt{(n_{\chi}+\kappa)P_{k-1|k-1}})_i \\ w_{i,k-1|k-1} &= \frac{1}{2(n_{\chi}+\kappa)} \\ \chi_{n_{\chi}+i,k-1|k-1} &= \hat{x}_{k-1|k-1} - (\sqrt{(n_{\chi}+\kappa)P_{k-1|k-1}})_i \\ w_{n_{\chi}+i,k-1|k-1} &= w_{i,k-1|k-1} \end{split}$$



According to the σ -points and corresponding weights, the truncated unscented Kalman filter is described as:

Prediction:

$$\hat{x}_{k|k-1} \approx \sum_{i} w_{i,k-1|k-1} \chi_{i,k|k-1}$$

$$P_{k|k-1} \approx \sum_{i} w_{i,k-1|k-1} (\chi_{i,k-1|k-1} - \hat{x}_{k|k-1}) (\chi_{i,k-1|k-1} - \hat{x}_{k|k-1})^T + Q_{k-1}$$

Correction:

$$\hat{x}_{k|k} \approx \hat{x}_{k|k-1} + K_{k|k} (z_k - \hat{z}_{k|k-1})$$

> Weight calculation:

The weight corresponding to the accepted particle x_t^i is calculated as:

$$w_{k}^{i} \propto w_{k-1}^{i} \frac{p(z_{k}|x_{k}^{i})p(x_{k}^{i}|x_{k-1}^{i})}{C_{i}N_{C}(x_{k}^{i}|\hat{x}_{i,k|k}, P_{i,k|k})}$$

Finally, the weights are summed to one and the state x_t can be estimated as:

$$\hat{x}_k \approx \sum_i w_k^i \, x_k^i.$$

Simulations

A vehicle is simulated to move with the road constraint:

- > The boundaries of the road are defined by two arcs centered at the origin of a Cartesian coordinate system with radius of r1 = 96m and r2 = 100m
- > The vehicle dynamics is described by a *constant velocity model*
- > **Range** and **bearing angle** are measured



The simulated trajectory of a vehicle moving on a bend road section and the measured positions

Different methods are compared with respect to the mean square errors (MSEs):

he comparison between different methods (100
times Monte-Carlo simulations)
,





$P_{k|k} = P_{k|k-1} - K_{k|k} P_{z,k|k-1} K_{k|k}^{T}$

Importance sampling based probability truncation

Truncated distribution after the constraints being considered could be approximated as a Gaussian $N_C(x_k | \hat{x}_{k|k}, P_{k|k})$:

 $\hat{x}_{k|k}^{c} = \frac{1}{N} \sum_{i} w_{k}^{c,i} x_{k}^{c,i}$ $P_{k|k}^{c} = \frac{1}{N} \sum_{i} w_{k}^{c,i} (x_{k}^{c,i} - \hat{x}_{k|k}^{c}) (x_{k}^{c,i} - \hat{x}_{k|k}^{c})^{T}$

× $x_k^{c,i} \in C_k$ and $x_k^{c,i}$ is sampled from a function q(x) × $w_k^{c,i} \propto N(x_k^{c,i} | \hat{x}_{k|k}, P_{k|k}) / q(x_k^{c,i})$

Future works

Considering the `soft' constraints which concern of probability in different regions

> A more realistic scenario will be considered for the miss detection and false alarms, and the algorithm will be developed under a random finite set framework



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