

Multivariable Control

Laboratory Exercise 3

Control of Crane with Rotating Load

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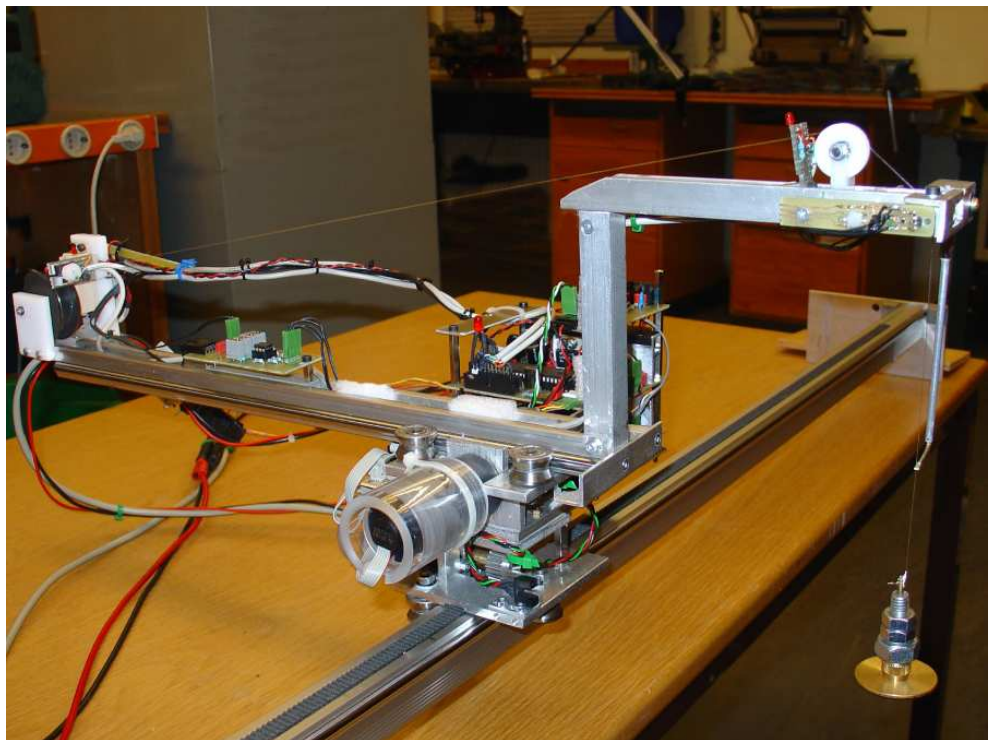


Figure 1 The crane used in the laboratory exercise. Built by Rolf Braun, Department of Automatic Control.

Preparations

- Read chapters 9.1–9.4 in Torkel Glad and Lennart Ljung, Control Theory — Multivariable and Nonlinear Methods.
- Do preparatory assignments in laboratory exercise manual.
- Read carefully through laboratory exercise manual.

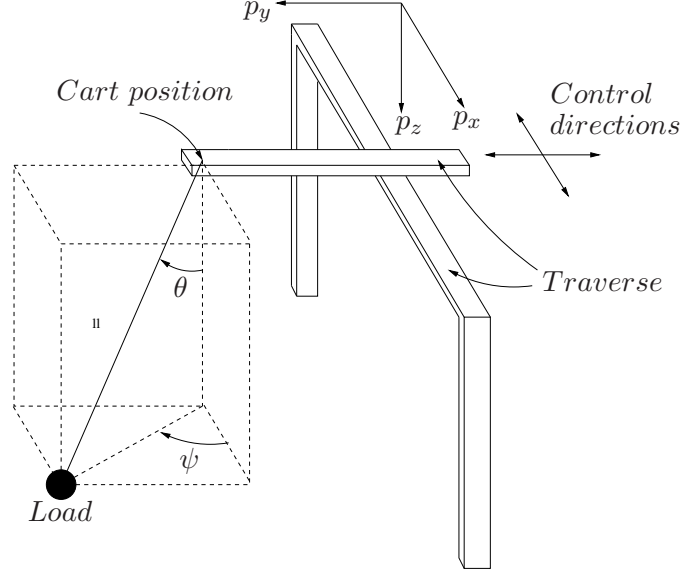


Figure 2 Crane layout and coordinates. The cart position, i.e., the pivot point of the crane load, can be moved in the (p_x, p_y) -plane. The control objective is to keep the load rotating in a circular orbit while having the cart at a certain position.

1. Introduction

In this laboratory exercise we will design both LQ and LQG controllers for a crane with load. The control objective is to *make the load follow a circular orbit and at the same time keep the cart close to a reference position*. Different design properties will be evaluated using Matlab/Simulink and a satisfying design will be tried on a real crane.

2. Physical Modelling of the Crane

In the use of Linear Quadratic Gaussian (LQG) control, we design the state feed-back and Kalman filter using a model of the process. The more accurate model, the better control we get.

Modelling of the crane and load can be done using Lagrange mechanics. Introduce the following system coordinates, as in Figure 2,

- cart position $p_x(t)$, $p_y(t)$, $p_z(t)$
- load angles $\theta(t)$ and $\psi(t)$.

Assuming that the load movements do not affect the position of the cart¹, gives the following non-linear equations of motions

$$\begin{aligned}
 2l\dot{\theta}(t)\dot{\psi}(t)\cos\theta(t) + \ddot{p}_y(t)\cos\psi(t) - \ddot{p}_x(t)\sin\psi(t) + l\ddot{\psi}(t)\sin\theta(t) &= 0 \\
 l\ddot{\theta}(t) - \frac{1}{2}l\dot{\psi}^2(t)\sin 2\theta(t) + g\sin\theta(t) + \ddot{p}_y\sin\psi(t)\cos\theta(t) & \\
 + \ddot{p}_x(t)\cos\psi(t)\cos\theta(t) &= 0.
 \end{aligned}$$

¹When is this almost true? What approximations have we done?

The LQG control framework assumes a linear time invariant model of the system, therefore we need to linearize our equations. Assuming that we want the cart to be positioned at the origin of our coordinate system, the specified trajectory can be expressed using the system coordinates and its derivatives as

$$\begin{pmatrix} p_y(t) \\ \dot{p}_y(t) \\ p_x(t) \\ \dot{p}_x(t) \\ \theta(t) \\ \dot{\theta}(t) \\ \psi(t) \\ \dot{\psi}(t) \end{pmatrix} = \begin{pmatrix} 0 \\ 0 \\ 0 \\ 0 \\ \theta_o \\ 0 \\ \omega_o t \\ \omega_o \end{pmatrix}.$$

For a certain load length l and angle θ_o we must have a certain rotational velocity², i.e., ω_o . This constraint can be derived using simple physics to

$$\omega_o = \sqrt{\frac{g}{l \cos \theta_o}}, \quad (1)$$

where g is the gravitational constant. Thus, the linearization trajectory depends on this constraint, and *can not be chosen arbitrarily*.

Linearizing the equations of motions around the trajectory and letting the accelerations in p_x - and p_y -directions be control inputs, gives a time varying system. The states are the deviations from the nominal trajectory, i.e.,

$$\begin{pmatrix} \Delta \dot{p}_y \\ \Delta \ddot{p}_y \\ \Delta \dot{p}_x \\ \Delta \ddot{p}_x \\ \Delta \dot{\theta} \\ \Delta \ddot{\theta} \\ \Delta \ddot{\psi} \end{pmatrix} = \begin{pmatrix} 0 & 1 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 1 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & s_1 & 0 & s_2 \\ 0 & 0 & 0 & 0 & 0 & s_3 & 0 \end{pmatrix} \begin{pmatrix} \Delta p_y \\ \Delta \dot{p}_y \\ \Delta p_x \\ \Delta \dot{p}_x \\ \Delta \theta \\ \Delta \dot{\theta} \\ \Delta \dot{\psi} \end{pmatrix} + \begin{pmatrix} 0 & 0 \\ 0 & 1 \\ 0 & 0 \\ 1 & 0 \\ 0 & 0 \\ -b \cos \psi(t) & -b \sin \psi(t) \\ a \sin \psi(t) & -a \cos \psi(t) \end{pmatrix} \begin{pmatrix} \Delta u_x \\ \Delta u_y \end{pmatrix},$$

²You might want to try this on your own. Try to make a pendulum go in a circular orbit with a constant angle θ_o and at the same time increase the rotational velocity.

where $\psi(t) = \omega_o t$ and

$$\begin{aligned} s_1 &= \omega_o^2 \cos(2\theta_o) - \frac{g}{l} \cos \theta_o & a &= \frac{1}{l \sin \theta_o} \\ s_2 &= \omega_o \sin 2\theta_o & b &= \frac{\cos \theta_o}{l} \\ s_3 &= -2\omega_o \cot \theta_o. \end{aligned}$$

You can recognize e.g., the double integrators for the positions and velocities in p_x - and p_y -directions, and the integrator for $\theta(t)$ in the system matrix.

Since we need a linear *time invariant* system to design the controller, we introduce a coordinate system that rotates with the load. The model can be transformed into these coordinates using the state dependent input transformation matrix $P(\psi(t))$ and state transformation matrix $T(\psi(t))$,

$$P(\psi(t)) = \begin{pmatrix} \cos \psi(t) & -\sin \psi(t) \\ \sin \psi(t) & \cos \psi(t) \end{pmatrix},$$

$$T(\psi(t)) = \text{blockdiag} \left(\begin{pmatrix} 0 & -\sin \psi(t) & 0 & -\cos \psi(t) \\ \cos \psi(t) & 0 & -\sin \psi(t) & 0 \\ \sin \psi(t) & 0 & \cos \psi(t) & 0 \\ 0 & \cos \psi(t) & 0 & -\sin \psi(t) \end{pmatrix}, I_3 \right).$$

Applying these transformations gives a time invariant system

$$\dot{x}(t) = Ax(t) + Bu(t), \tag{2}$$

with

$$A = \begin{pmatrix} 0 & 0 & 0 & -\omega_o & 0 & 0 & 0 \\ 0 & 0 & -\omega_o & 1 & 0 & 0 & 0 \\ -1 & \omega_o & 0 & 0 & 0 & 0 & 0 \\ \omega_o & 0 & 0 & 0 & 0 & 0 & 0 \\ 0 & 0 & 0 & 0 & 0 & 1 & 0 \\ 0 & 0 & 0 & 0 & s_1 & 0 & s_2 \\ 0 & 0 & 0 & 0 & 0 & s_3 & 0 \end{pmatrix}, \quad B = \begin{pmatrix} -1 & 0 \\ 0 & 0 \\ 0 & 0 \\ 0 & 1 \\ 0 & 0 \\ -b & 0 \\ 0 & -a \end{pmatrix}.$$

This system will be used in the design of an LQ/LQG controller in the laboratory exercise.

Home assignment 1: State and input transformations

Show by, for example, using Matlab symbolic toolbox, that applying $T(\psi(t))$ and $P(\psi(t))$ on the time varying linearized system, we get the time invariant system in Eq. (2).

Hint: If we have the system

$$\dot{x}(t) = A(t)x(t) + B(t)u(t)$$

and apply $z(t) = T(t)x(t)$ and $u(t) = P(t)\tilde{u}(t)$ then we get

$$\dot{z}(t) = \left(\dot{T}(t) + T(t)A(t) \right) T^{-1}(t)z(t) + T(t)B(t)P(t)\tilde{u}(t).$$

Matlab example: Consider the system

$$\dot{x}(t) = \begin{pmatrix} \cos 2\omega t & -\sin 2\omega t \\ -\sin 2\omega t & -\cos 2\omega t \end{pmatrix} x(t) + \begin{pmatrix} 1 & 0 \\ 0 & 1 \end{pmatrix} u(t)$$

with the transformation matrices

$$T(t) = \begin{pmatrix} \cos \omega t & -\sin \omega t \\ \sin \omega t & \cos \omega t \end{pmatrix}, \quad P(t) = \begin{pmatrix} \cos \omega t & \sin \omega t \\ -\sin \omega t & \cos \omega t \end{pmatrix}.$$

The transformations are done i Matlab as follows,

```
>syms w t real; %define w t as symbolic variables, real.
>A = [cos(2*w*t) -sin(2*w*t); -sin(2*w*t) -cos(2*w*t)];
>B = eye(2);
>T = [cos(w*t) -sin(w*t); sin(w*t) cos(w*t)];
>P = [cos(w*t) sin(w*t); -sin(w*t) cos(w*t)];
>Ahat = simple((diff(T,t)+T*A)*inv(T))
>Bhat = simple(T*B*P)
which gives
>Ahat = [1 -w; w -1]
>Bhat = [1 0; 0 1]
```

2.1 Interpretation of States and Control Signal

Now that we have a linear time-invariant system, it is a good idea to interpret the states. Let us first concentrate on the four states, $x_1(t), \dots, x_4(t)$. Using the structure of $T(\psi(t))$ we can write

$$\begin{pmatrix} x_2(t) \\ x_3(t) \end{pmatrix} = \begin{pmatrix} \cos \psi(t) & -\sin \psi(t) \\ \sin \psi(t) & \cos \psi(t) \end{pmatrix} \begin{pmatrix} \Delta p_y(t) \\ \Delta p_x(t) \end{pmatrix}$$

$$\begin{pmatrix} x_1(t) \\ x_4(t) \end{pmatrix} = \begin{pmatrix} -\sin \psi(t) & -\cos \psi(t) \\ \cos \psi(t) & -\sin \psi(t) \end{pmatrix} \begin{pmatrix} \Delta \dot{p}_y(t) \\ \Delta \dot{p}_x(t) \end{pmatrix}.$$

These expressions are linear transformations using rotational matrices. Thus, $x_2(t)$ and $x_3(t)$ are interpreted as deviations from the nominal trajectory in the normal and tangential direction, respectively, and $x_1(t)$ and $x_4(t)$ are velocities in opposite normal and tangential direction, respectively, see Figure 3 for a graphical illustration.

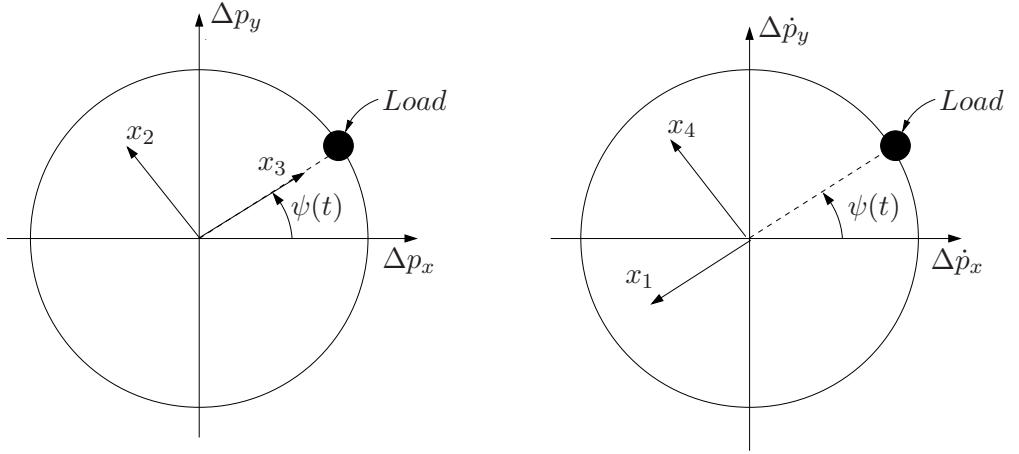


Figure 3 Graphical interpretation of coordinate transformations for positions and velocities in p_x - and p_y -directions.

Since $T(\psi(t))$ has the identity matrix in the bottom right corner the last three states remain the same

$$\begin{aligned} x_5(t) &= \Delta\theta(t) \\ x_6(t) &= \Delta\dot{\theta}(t) \\ x_7(t) &= \Delta\dot{\psi}(t). \end{aligned}$$

2.2 Summary of states

From the discussion above, the states of the linear time invariant system that we are to control are

$$\begin{pmatrix} x_1(t) \\ x_2(t) \\ x_3(t) \\ x_4(t) \\ x_5(t) \\ x_6(t) \\ x_7(t) \end{pmatrix} = \begin{pmatrix} \text{velocity deviation} \\ \text{position deviation} \\ \text{position deviation} \\ \text{velocity deviation} \\ \theta\text{-deviation} \\ \dot{\theta}\text{-deviation} \\ \dot{\psi}\text{-deviation} \end{pmatrix}$$

These states will be available both in the simulation model and in the hardware implementation.

Home assignment 2: Interpretation of control signals

Express in words and a simple picture, analogous to Figure 3, an interpretation of the control signal transformation

$$\begin{pmatrix} \Delta u_x \\ \Delta u_y \end{pmatrix} = P(\psi(t)) \begin{pmatrix} u_1(t) \\ u_2(t) \end{pmatrix}.$$

Hint: Consider e.g. $(u_1(t) \ u_2(t))^T = (1 \ 0)^T$. What kind of accelerations $(\Delta u_x(t) \ \Delta u_y(t))^T$ will this correspond to?

3. Process Characteristics

In essentially all control problems, one must get familiar with the process dynamics before attempting to control it. In this section, we will build a model of the process, and investigate its characteristics by simulation.

Assignment 1: Constructing and getting to know the system

1. Download laboratory files `lab3_files.zip` from the course homepage, <http://www.control.lth.se/course/FRTN10/labs.html>.
2. Start Matlab by typing `matlab` in a terminal.
3. Run `start_lab`.
4. In the opened Simulink model `LQGlab.mdl` we have access to the time invariant state $x(t)$. Make sure that you understand the different variables in the `init_crane`-file. In this file, you will set initial values for the crane, set linearization trajectory, and design LQ and LQG controllers.
5. Try different initial values on the crane by setting them in the `init_crane`-file. Let the length of the load be 0.3 m, which is the same as on the real crane, and use $\theta_o(t) = 0.3$ rad to specify a desired trajectory. What happens to the $x(t)$ -coordinates? Use the scopes to view the states. *Note: We can never have the pendulum hanging straight down since this gives a singular model, thus we must always have θ_{o_init} and $\psi_{dot_init} > 0$*
 - What happens if we initialize the crane to follow the specified trajectory of $\theta_o(t) = 0.3$?
 - Compare the load angle $\theta(t)$ to $x_5(t)$. What is the relation? Can $\theta(t)$ and $x_5(t)$ be negative?
 - Verify the physical constraint in Eq. (1).
6. The linear time invariant system in Eq. (2) can be loaded to workspace by using the command `[A, B] = getAandB(l_0_init, theta_0, psi_dot_0)`, see the `init_crane`-file. Compute the poles of the system. What is the process characteristics? Can you relate any of the poles to physical parameters?

4. Linear Quadratic (LQ) Control

Now that we are familiar with the process, it is time to control it. We want it to follow the specified trajectory regardless of what the initial conditions are. That is, all states $x(t)$ should be asymptotically stable. The control strategy will of course be LQ-control!

We will assume that all states of the system are measured and equal to the outputs, that is, we have the model

$$\begin{aligned}\dot{x}(t) &= Ax(t) + Bu(t) \\ y(t) &= x(t),\end{aligned}$$

where we assume that the full state $x(t)$ can be measured. The system matrices were defined in Eq. (2). The cost function we are minimizing is the familiar

$$J = \int_0^{\infty} (x^T(t)Q_1x(t) + u^T(t)Q_2u(t)) dt. \quad (3)$$

Home assignment 3: Control signal weighting

If we have (u_1^{max}, u_2^{max}) as maximum allowed values of the control signals, formulate a weighting matrix Q_2 such that the control signal part of the LQ cost function is

$$\|u(t)\|_{Q_2} = \int_0^{\infty} \left(\left(\frac{u_1(t)}{u_1^{max}} \right)^2 + \left(\frac{u_2(t)}{u_2^{max}} \right)^2 \right) dt.$$

Assignment 2: LQ control of crane in simulation

Throughout this assignment we want the crane to follow a trajectory with $\theta_o = 0.3$ rad and $\omega_o = \sqrt{\frac{g}{l \cos \theta_o}}$. The length of the load should 0.3 m, i.e., the same as for the real crane.

1. Design a state feed-back controller using LQ-technique by use of the Matlab function `lqr`, see `init_crane`-file. Use equal weight on outputs and control signals, i.e., $Q_1 = I$ and $Q_2 = I$.

Hint: Use `help lqr` in Matlab to figure out how the function works. Consider also the command `diag`.

- Is the closed loop stable? What guarantees do we have?
 - Plot the amplitude of the closed loop, `bodemag(ss(A-B*L, B, eye(7), 0))`. Do we have any resonance peaks in the closed loop?
2. Implement the state feed-back using the Simulink model in Assignment 1, use the gain-block in the Math-library. Set the gain block to “matrix times vector”-mode. Try different initial values of the crane. Use scopes in Matlab to display different signals.
 3. Try changing the weights on the control signals, try e.g. $Q_2 = 0.001I$ and $Q_2 = 1000I$.
 - What are the implications on the outputs?
 - What happens to the closed loop poles?
 - Any practical aspects to consider? *Hint: Check control signal.*
 4. Tuning an LQ-controller involves weighting the outputs and control signals *relative* to each other. Try weighting the outputs with $Q_1 = 10I$ and the control signals with $Q_2 = 0.1I$ and compare it with $Q_1 = 1000I$ and $Q_2 = 10I$, respectively. What is the difference? Why?
 5. Turn on the measurement noise by setting the parameter `noise_variance` to e.g., 10^{-5} in the `crane_init`-file. What happens when you change the weights on the control signals? Check the control signals.

6. As you can see on the real crane, we can not move the cart a great distance, and the motors have limited acceleration capacity. With the initial conditions that the load is in a circular orbit with angle $\theta = 0.2$ rad and $\omega = \sqrt{\frac{g}{l \cos \theta}}$ rad/s, design a controller that fulfills the following specifications when the desired trajectory has $\theta_o = 0.3$ rad and $\omega_o = \sqrt{\frac{g}{l \cos \theta_o}}$ rad/s.
 - (a) The cart should not accelerate faster than 0.3 m/s^2 due to physical limitations. Remember that the control signals are accelerations.
 - (b) The cart should not move more than 2 cm in either direction, i.e., $p_x(t)$ and $p_y(t)$ should stay within ± 0.02 .
 - (c) We should reach the desired trajectory in approximately 6 s.

To think about at the design

- (a) Remember what the different states $x(t)$ are.
- (b) Home assignment 3.
- (c) We are not so interested in the load having correct rotational velocity. It will come naturally from physical constraint if we follow rest of the trajectory. Thus, we should use a very small weight on x_7 .

Assignment 3: LQ control of real crane.

After the LQ-design gives acceptable control of the simulated crane, it will be tried on the real process. Running the crane requires using a computer to measure signals, compute control signals, and actuate the motors. This will be done in a sampled fashion. Hence our controller must be a sampled version at this stage, i.e., the discrete time equivalent of the continuous time version taught in the course. Discretizing a system is a straightforward procedure, and is a part of the course Real Time Systems³ (FRTN01) given at the department. As the design is tried on the real crane, we change to the discrete time version. This will not affect the result of the control, nor the interpretation of signals.

1. Change the design to discrete time by using `lqrd` instead. Use sampling period 0.010 s. See `crane_init`.
2. Change to the discrete time controller in the Simulink model.
3. Switch to the crane hardware-block from the library `crane_lib` and run your controller on the real crane by help from the laboratory assistant. Do not forget to run `init_hardware.m`.

Do not push the on-button of the crane if the Simulink model is running. The control signal might be large which can damage the crane. Always reset the crane by switching the power supply on and off before a simulation is begun.

³<http://www.control.lth.se/course/FRTN01>

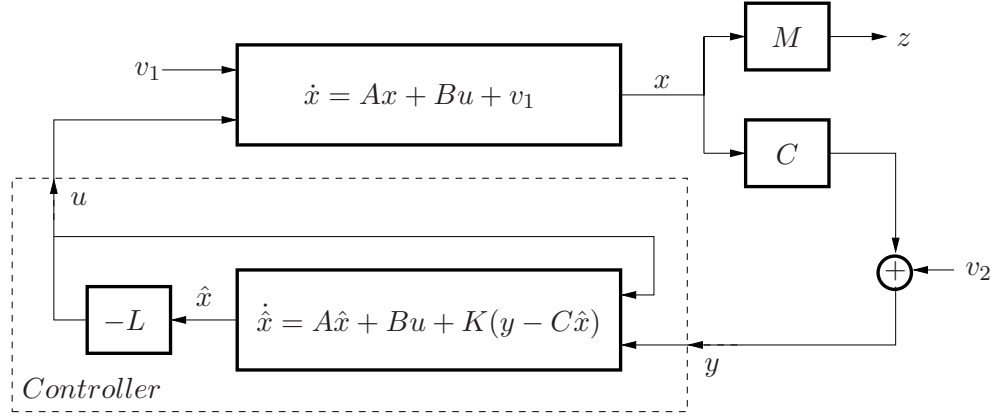


Figure 4 Control structure when using an LQG controller on a process. y are the measurements, z controlled variables, x states of the process, \hat{x} estimated states, u control signal, v_1 process noise and v_2 measurement noise.

5. Linear Quadratic Gaussian (LQG) Control

In many control problems, you do not have access to all the states of the system. This can be due to e.g., hard to position sensors, not physically possible to measure the state or the state has no physical interpretation as in the case of using an experimentally estimated model. In any of these cases, the Kalman filter might be the solution and the control structure will be as shown in Figure 4. In this part of the laboratory exercise we assume that the measured states might not be the same as the ones we want to control. Thus, the process is described as

$$\begin{aligned}\dot{x}(t) &= Ax(t) + Bu(t) + v_1(t) \\ y(t) &= Cx(t) + v_2(t),\end{aligned}$$

where $y(t)$ are the measurements. We also have process noise $v_1(t)$ acting on the states and measurement noise $v_2(t)$ acting on the measurements. The cost function we are trying to minimize is the same as in the LQ case, see Eq. (3), but now we must extend the controller to include a Kalman filter, i.e., the controller is

$$\begin{aligned}\dot{\hat{x}} &= A\hat{x} + Bu + K(y - C\hat{x}) \\ u &= -L\hat{x}.\end{aligned}$$

Home assignment 4: Kalman filter error dynamics

Answer the following questions.

1. Explain in words what a Kalman filter does. What are its inputs and outputs?
2. Assume that we have the system

$$\begin{aligned}\dot{x}(t) &= Ax(t) + Bu(t) + v_1(t) \\ y(t) &= Cx + v_2(t).\end{aligned}$$

What is the state estimation error dynamics for the corresponding Kalman filter?

Home assignment 5: Kalman filter noise dependence

Try to figure out, without calculations, the answers to the following questions,

1. What happens to the Kalman filter when we **increase** the measurement noise? Does the Kalman filter put more trust in the model or in the measurements?
2. If the Kalman filter is changed so that it trusts the measurements less, how is then the cut-off frequency (bandwidth) of the controller changed?

Home assignment 6: System structure and noise interpretation

In the LQG-design, we are assuming that only three states of the system are measured, $x_2(t)$, $x_3(t)$, and $x_5(t)$. Because of limitations on the physical process, we must be able to have weights on all states in the state feed-back design.

1. Write the system in the form

$$\begin{aligned}\dot{x}(t) &= Ax(t) + Bu(t) + v_1(t) \\ y(t) &= Cx(t) + v_2(t),\end{aligned}$$

assuming that each state and measured output has unique noise signals acting on them.

2. Interpret the noise signals $v_i(t)$, $i = 1, 2$. What do they model?
3. Assuming all noise signals are white and uncorrelated, what are the structures of the intensity matrices R_1 and R_2 ?

Assignment 4: LQG control of crane in simulation.

Throughout this assignment we want the crane to follow a trajectory with $\theta_o = 0.3$ rad and $\omega_o = \sqrt{\frac{g}{l \cos \theta_o}}$. The length of the load should be 0.3 m, i.e., the same as for the real crane. It is now assumed that only $x_2(t)$, $x_3(t)$ and $x_5(t)$ are measured. It might be helpful to use Figure 4 as support for discussion.

1. Design a Kalman filter using the function `kalman` on the system in Home assignment 6, see `init_crane`. Begin with setting all noise signals white with intensity 1, i.e., $R_1 = I$ and $R_2 = I$. An implementation of the

Kalman filter and state feed-back can be found in `crane_lib`. Remember that the control signal input to the Kalman filter should be the same as the control signal input to the process.

Implement the Kalman filter in the Simulink model. Simulate the system with different initial values *without using any feed-back*, e.g. let the load go in a circular orbit not equal to the desired trajectory with control signals equal to 0. Does the Kalman filter converge to correct state-values?

Hint: Use the subsystem “Plot system” found in the library `crane_lib`. This subsystem takes the true state vector x and estimated state vector \hat{x} and outputs the pairs $(x_i(t), \hat{x}_i(t))$, $i = 1, \dots, 7$ in scopes.

2. Now try to change the measurement noise intensity R_2 , try e.g., $R_2 = 0.01I$ and $R_2 = 100I$.

- Does the convergence property change? Explain!
- What happens to the error dynamics? Any similarities to the process characteristics? Explain! Look at the Kalman filter gain. Any conclusion about desired gain?

3. Try adding noise to the measurements by setting `noise_variance` to 10^{-5} in `init_crane`. Investigate the property of changing R_2 as above. Try different initial values of the crane.

- Does the Kalman filter converge to correct values?
- Any conclusion about desired gain? Compare to above. Trade-off?

4. Plot the Bode diagram (only amplitude) of the transfer functions from measurements to their filtered equivalents from the Kalman filter. How do they depend on the measurement noise? Can you relate the shape to the process characteristics?

Hint: The plots can be generated from the `Kest`-object created when running `kalman` as follows

```
bodemag(Kest(1:3,3:5));grid
```

5. In reality, the model and process do not behave exactly the same due to e.g. parameter estimation errors in the model. Change the length of the load by setting `l_error` to e.g. 0.03. This will set the crane load length to $l + 0.03$, that is, our model will have an error of 10% in the length parameter.

- How do you model this uncertainty in l ? What linearized states depends most on l ?
- What happens to the estimations? Do they converge to correct values? What is the Kalman filter trying to do?

6. Connect the control signal from the controller to the process and the Kalman filter, that is, now we have feedback. Set the error in load length to 0. Simulate the *closed loop* system.

- Does the controller stabilize the system?
- What is the order of the controller designed above? What are its states?

- What is the controller transfer function $F_{uy}(s)$, $(y(t) \rightarrow u(t))$ expressed in Kalman filter gain K and state feed-back gain L ?
7. Plot the magnitude in a Bode diagram from measurements to control signal. How does the bandwidth of the controller depend on measurement noise? Try again e.g., $R_2 = 0.01I$ and $R_2 = 100I$. Compare to the above results.

Hint: Use `bodemag(lqgreg(Kest, L));grid`

Assignment 5: LQG control of real crane.

1. Figure out good settings of the weight matrices Q_1 and Q_2 and intensity matrices R_1 and R_2 by experience from the LQ-experiment and the LQG-control of the simulated crane.
2. Check with Simulink model that we have reasonable control when we start the simulation with the load in a circular orbit with $\theta = 0.2$ rad and $\omega_o = \sqrt{\frac{g}{l \cos \theta}}$. You do not have to fulfill the specifications from the LQ control problem.
3. Change the design to discrete time by using `lqrd` and `kalmd` instead, see `init_crane`. Change the Simulink model so that discrete time Kalman filter and state feed-back are used, these are found in `crane_lib`.
4. Switch to the crane hardware-block from the library `crane_lib`. Run your controller on the real crane by help from the laboratory assistant. Do not forget to run `init_hardware.m`.

Do not push the on-button of the crane if the Simulink model is running. The control signal might be large which can damage the crane. Always reset the crane by switching the power supply on and off before a simulation is begun.

A. Files for Simulation/Experiment

crane_lib.mdl Contains the simulation model, hardware model, input signal transformation and state transformation block.

LQGlabs.mdl Contains a simulation model of the linearized time invariant system, created by interconnecting the non-linear model, linearization, and the two transformation blocks. In this model, the LQ/LQG controllers are implemented.

init_crane.m Initialization and design file for the crane and controllers. All parameters will be set in this file.

init_hardware.m Sets up hardware parameters for experiments on real crane. Initializes velocity controllers.

getAandB.m Gives the system and input matrix of the linearized time invariant system for a certain crane initialization.

start_lab.m Starts Simulink, opens `LQGlabs.mdl` and `crane_init.m`.