

Using Theorem Provers to Guarantee Closed-Loop System Properties

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Motivation

- Leverage the power of theorem provers for the synthesis of safe controllers for hybrid systems
- Refine from a general model instead of abstracting a detailed system

General Approach

- Take a closed loop system model incorporating a class of controllers
- Use a theorem prover to infer a static state-dependent condition that is sufficient for safety
- Design a controller that respects the condition and is therefore safe by construction

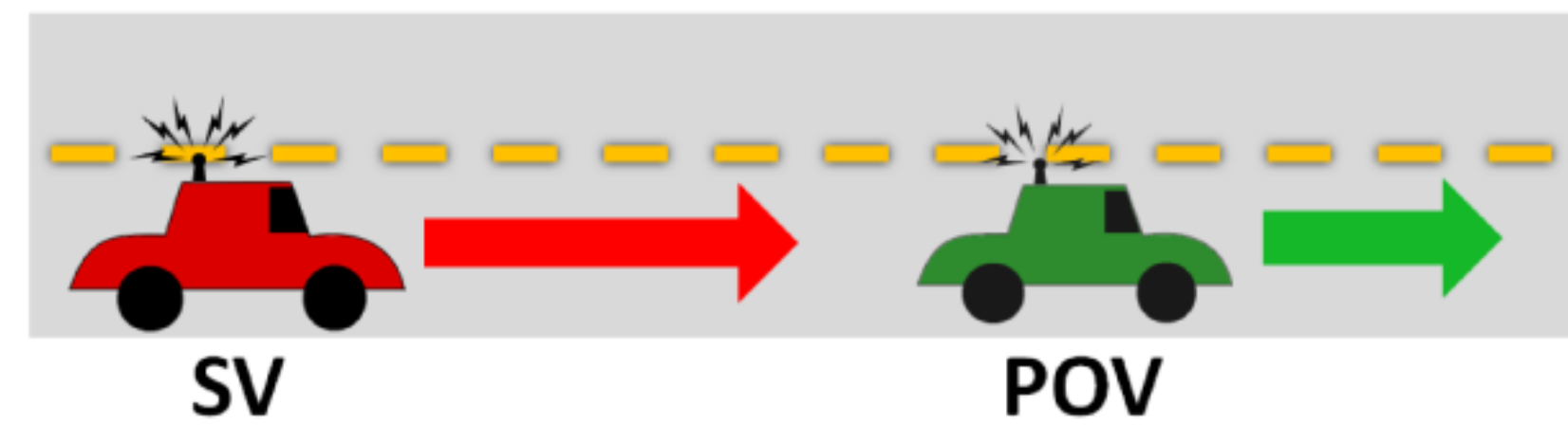
Differential Dynamic Logic

- Describes hybrid systems as hybrid programs
- One part describes the controller, differential equations describe the plant
- Implemented in the prover KeYmaera

Future Work

- Develop general methods for controller synthesis
- Investigate parameterizations in the verification model to evaluate controller design alternatives

Intelligent Cruise Control



Model 1 Intelligent Cruise Control (ICC) in $d\mathcal{L}$

$$ICC \equiv (ctrl; dyn)^* \quad (8)$$

$$ctrl \equiv POV_{ctrl} \parallel SV_{ctrl}; \quad (9)$$

$$POV_{ctrl} \equiv (a_{POV} := *; ?(-B \leq a_{POV} \leq A)) \quad (10)$$

$$SV_{ctrl} \equiv (a_{SV} := *; ?(-B \leq a_{SV} \leq -b)) \quad (11)$$

$$\cup (?Safe_\epsilon; a_{SV} := *; ?(-B \leq a_{SV} \leq A)) \quad (12)$$

$$\cup (? (v_{SV} = 0); a_{SV} := 0) \quad (13)$$

$$Safe_\epsilon \equiv p_{SV} + \frac{v_{SV}^2}{2b} + \left(\frac{A}{b} + 1\right) \left(\frac{A}{2}\epsilon^2 + \epsilon v_{SV}\right) < p_{POV} + \frac{v_{POV}^2}{2B} \quad (14)$$

$$dyn \equiv (t := 0; t' = 1, \quad (15)$$

$$p'_{SV} = v_{SV}, v'_{SV} = a_{SV}, p'_{POV} = v_{POV}, v'_{POV} = a_{POV} \quad (16)$$

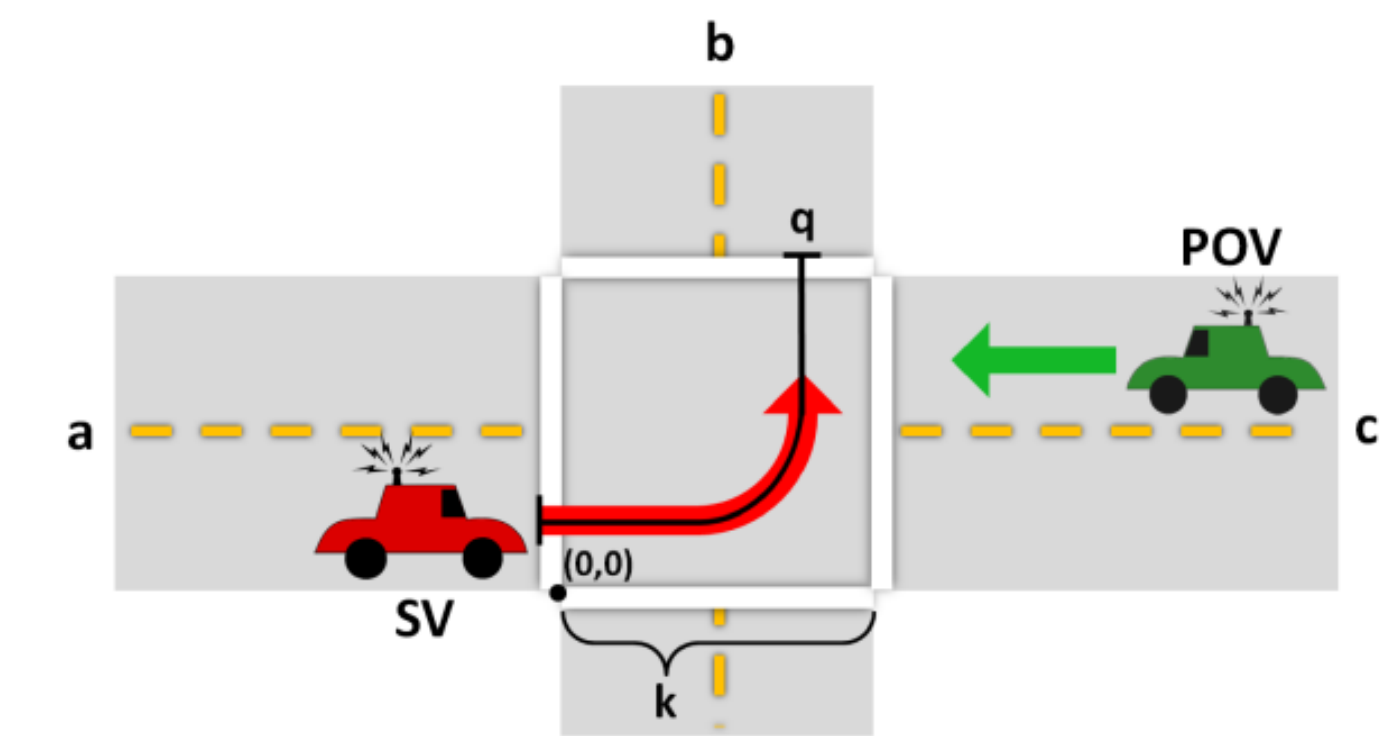
$$\& (v_{SV} \geq 0 \wedge v_{POV} \geq 0 \wedge t \leq \epsilon) \quad (17)$$

Resulting static constraint:

$$h(x_S(t), z_S(t)) = \begin{cases} a_{PID} & \text{if } -B \leq a_{PID} \leq A \\ A & \text{if } a_{PID} > A \\ -B & \text{if } a_{PID} < -B \end{cases}$$

Used KeYmaera to synthesize gains for a PID controller that respects this constraint

CICAS-SLTA



Model 2 Signalized Left Turn Assist (SLTA) in $d\mathcal{L}$

$$SLTA \equiv (ctrl; dyn)^* \quad (18)$$

$$ctrl \equiv POV_{ctrl} \parallel SV_{ctrl} \quad (19)$$

$$POV_{ctrl} \equiv (a_{POV} := *; ?(-A < a_{POV} < B);) \quad (20)$$

$$SV_{ctrl} \equiv ?(p_{SV} = 0 \wedge v_{SV} = 0); \quad (21)$$

$$((T_{POV} := \frac{k - p_{POV}}{-v_{max}}; T_{SV} := \sqrt{\frac{2q}{a}}; \quad (22)$$

$$?(T_{POV} > T_{SV}); \quad (23)$$

$$a_{SV} := *; ?(a < a_{SV} < A) \quad (24)$$

$$\cup a_{SV} := 0 \quad (25)$$

$$\cup ?(p_{SV} > 0); a_{SV} := *; ?(-A < a_{SV} < B); \quad (26)$$

$$?(v_{SV} \geq 0 \wedge v_{POV} \leq 0 \wedge v_{POV} < -v_{max}); \quad (27)$$

$$dyn \equiv (t := 0; t' = 1, \quad (28)$$

$$p'_{SV} = v_{SV}, v'_{SV} = a_{SV}, p'_{POV} = v_{POV}, v_{POV} = a_{POV} \quad (28)$$

$$\& v_{SV} \geq 0 \wedge v_{POV} \leq 0 \wedge v_{POV} < -v_{max} \wedge t \leq \epsilon) \quad (29)$$

Resulting static constraint:

$$h(x_S(t)) \begin{cases} 0 & \text{if } (k - p_{POV}) / -v_{max} \leq \sqrt{2q/a} \\ u \in (a, A) & \text{if } p_{SV} > 0 \\ u \in (a, A) \cup \{0\} & \text{otherwise} \end{cases}$$

Designed control policy:

$$h_C(x_S(t)) = \begin{cases} a & \text{if } T_{POV}(x_S(t)) > T_{SV}(x_S(t)) + t_{PE} \\ a & \text{if } p_{SV} > 0 \\ 0 & \text{otherwise} \end{cases}$$

$$T_{POV}(x_S(t)) = \frac{k - p_{POV}}{-v_{max}} + \frac{v_{max}}{2A}$$

$$T_{SV}(x_S(t)) = \sqrt{\frac{2q}{a}}$$