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## About the importance of revolute joints realization in force-sensitive drive interfaces for mobile robots and wheelchairs

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### Abstract

This paper presents SensHB.Q, a cost-effective force-torque sensitive interface designed to control omnidirectional motorized systems such as mobile robots, industrial trolleys, and electric-powered wheelchairs. Force-torque-sensitive interfaces are considered more intuitive to use with respect to joysticks since they mimic the way we interact with objects. The main characteristic of SensHB.Q is the fact that measures three components of the applied wrench using only uniaxial load cells, avoiding the adoption of expensive multi-axis force-torque sensors. This work focuses on the executive design of this interface to understand the improvements that can be achieved by using flexure hinges instead of conventional revolute joints in terms of measurement accuracy.

**Keywords:** Drive Interface, Force-Sensitive System, Omnidirectional Robots, Electric Powered Wheelchairs.

### 1. Introduction

Over the past decades, many motorized systems for transporting goods and people have been developed from laboratory prototypes to commercial products. Some of the most important applications include industrial transportation, hospital equipment management, indoor and outdoor wheelchairs for people with motor impairments, and precision agriculture. These systems are designed to help people perform tasks that would otherwise be physically demanding or even impossible. Autonomous navigation is becoming increasingly reliable and widespread [1], [2]. However, manual driving still plays an important role in many applications. To enable manual driving of motorized systems, appropriate driving interfaces are essential.

Joysticks are the most widely used interfaces for controlling motorized mobile systems [3], [4], [5], [6]. However, there are some cases where it can be difficult to control a system with a joystick. Consider the following situation: a driver controls a motorized system with a joystick mounted on it; the driver is not above the mobile system; thus, the joystick base is not attached to the driver. In this situation, it is very difficult to maintain a precise tilt angle of the joystick lever, and as a result, it is difficult to precisely control the motion of the motorized system.

To solve this problem, force sensitive interfaces have been proposed in the literature. These interfaces measure the forces and torques applied by the driver to a sensitive area of the device. This information is used to control the motion of the motorized system. For example, Trujillo et al. [7] and Alwan et al. [8] investigated the usage of sensorized handles for controlling electric powered wheelchairs. Also, patent literature analysis reveals similar technologies applied to hospital beds [9]





measures the forces on the  $XY$  plane of reference frame  $\{h\}$  and the torque around the  $Z$  axis. These wrench components are used to generate the reference velocity twist for the motorized system.

The isostatic structure, composed of the six-bar linkage and the three uniaxial load cells, is in a specific configuration to limit the influence of assembly inaccuracies on the wrench components measurement. In fact, forces applied along  $Y$  axis of  $\{h\}$  are measured only by load cells 1 and 2 ( $LC1$  and  $LC2$ ), while forces applied along  $X$  axis are measured only by load cell 3 ( $LC3$ ).

If we consider the six-bar mechanism without the uniaxial load cells, the handlebar (link 3 in Fig. 1 (b)) has three degrees of freedom, i.e., it can freely move in the plane  $XY$  of  $\{h\}$ . Given the isostatic constraint of the uniaxial load cells and the configuration of the six-bar mechanism, the static equilibrium of the structure can be solved to evaluate the relationship between the applied wrench components and the load cells measurements. In particular, if  $F_{LCi}$  is the load cell  $i$  measurement (positive when the load cell is under traction), the applied wrench components can be written with respect to  $\{h\}$  as in Eq. (1).

$$\begin{bmatrix} M_z \\ F_x \\ F_y \end{bmatrix} = - \begin{bmatrix} -\frac{l_2}{2} & \frac{l_2}{2} & -l_1 \\ 0 & 0 & 1 \\ 1 & 1 & 0 \end{bmatrix} \begin{bmatrix} F_{LC1} \\ F_{LC2} \\ F_{LC3} \end{bmatrix} \quad (1)$$

Regarding safety, the device needs to filter out inputs coming from accidental impacts with the handlebar. For this reason, SenseHB.Q has eight capacitive sensors integrated into the ergonomic grips beneath the fingers of the driver. These sensors act as dead-man switches, thus only when the driver is holding the handlebar correctly, the handlebar is activated, and the force-torque inputs are converted into velocity references.

### 3. SenseHB.Q executive design

This section presents two versions of the executive design of SenseHB.Q, the first adopts conventional revolute joints, while the second one uses spring steel flexible bands to obtain flexure hinges. These two types of revolute joints design are shown in Fig. 2. Conventional revolute joints are made of three basic components: parts A and B to be joined and the revolute pin. Usually, the tolerances of the holes are such that the pin is fixed to one of the parts and it is free to rotate with respect to the other. Finally, axial constraints are used to secure the pin in the direction of the pin axis. On the contrary, flexure hinges exploit the flexibility of one or more of its components to

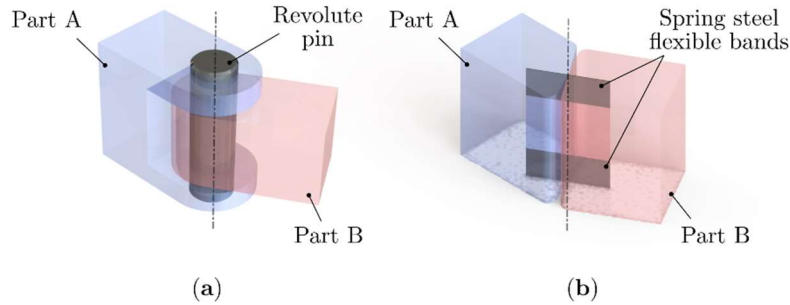


Fig. 2 (a) Conventional revolute joint design; (b) flexure hinges realized using spring steel flexible bands glued into the jointed parts.

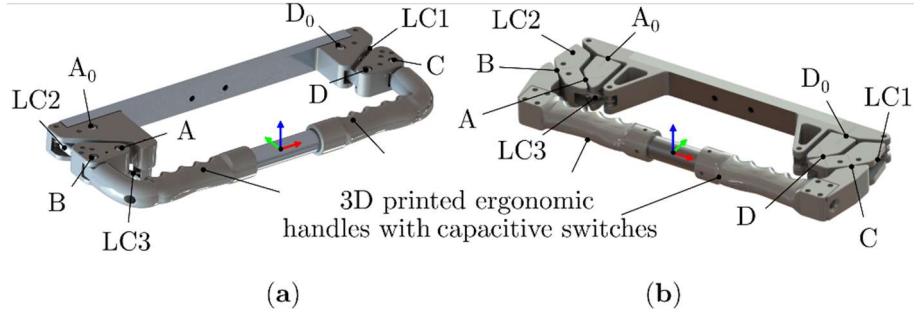


Fig. 3 Executive design of SensHB.Q in two version: (a) with conventional revolute joints; (b) with flexure hinges.

achieve the relative rotation between the two parts to be joined. Flexure hinges can be designed in many ways and made of different materials.

To keep the costs low, the force-sensitive handlebar is designed to be mostly 3D printed with the addition of some commercial components such as aluminum profiles, screw, and nuts. The conventional revolute joints are realized using plastic flange bearings and stainless-steel pins, while flexure hinges are obtained using spring steel flexible bands glued into the 3D printed parts. The executive design of the two version of the device is presented in Fig. 3. The adopted load cells, model FLAE-100N, and amplifier, model LC3A(0-2.5-5V)-24V, are produced and calibrated by Forsentek Co. The load range that can be measured is  $\pm 100$  N and the static gain is 0.050 V/N considering also the amplifier.

#### 4. Experimental tests

To evaluate the accuracy of the two versions of SensHB.Q, experimental tests are performed in the laboratories of Politecnico di Torino. Fig. 4 shows the experimental setup. During the tests, a user applies forces and torques to the handlebar and then the measurements of the two versions are compared to the measurements of a commercial six-axis force-torque sensor, SensOne by Bota Systems.

For each version of the interface, ten tests are recorded. The tests relative to the version with conventional revolute joints are numbered from 1.1 to 1.10, while the tests relative to the other version are numbered from 2.1 to 2.10. Fig. 5 shows the results of test 1.9 (Fig. 5 (a)) and test 2.9 (Fig. 5 (b)). The wrench components are expressed with respect to reference frame  $\{LC_{6A}\}$ . The blue lines represent the commercial sensor measurements, while the orange lines represent the measurements of SensHB.Q. Comparing the measurements of Fig. 5 (a) and Fig. 5 (b), it looks like the version with conventional revolute joints has a larger deviation from the commercial sensor with respect to the version with flexure hinges due to the friction inside the revolute joints.

To better quantify this difference, Table 1 and Table 2 reports the *RMS* error (root-mean square error) for each test between the measurements of SensHB.Q and SensOne by Bota Systems. The average *RMS* error for the forces along the *X* axis are 5.66 N for the version with conventional revolute joints, and 2.34 N for the version with flexure hinges. Regarding the forces along the *Y* axis, the average *RMS* errors are respectively 2.00 N and 0.85 N, while regarding the torque around the *Z* axis the average *RMS* errors are respectively 0.43 Nm and 0.14 Nm. Thus, the percentage improvements with flexure hinges over conventional revolute joints are 58.6% for  $F_x$ , 57.5% for  $F_y$  and 67.44% for  $M_z$ . This represents a significant improvement in measurement accuracy.

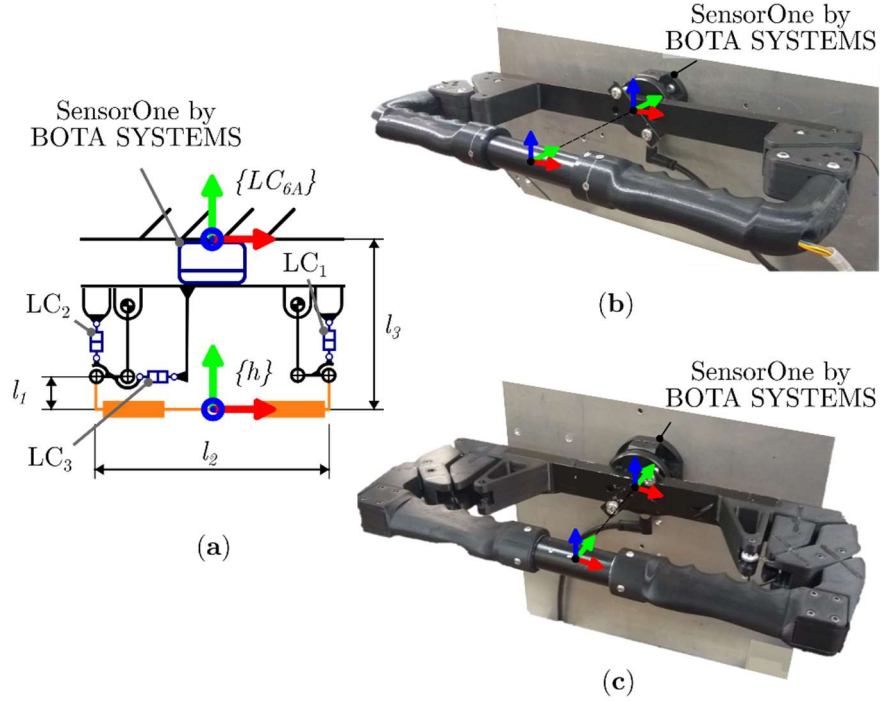


Fig. 4 (a) Functional scheme; (b) version with conventional revolute joints, (c) version with flexure hinges.

Table 1 Root-mean-square errors of the wrench components  $F_x$ ,  $F_y$  and  $M_z$  wrt  $\{LC_{6A}\}$  between the force/torque measurements of the sensorized handlebar with conventional revolute joints and the six-axis force sensor SensONE.

Test n°	$RMS_{F_x}$ (N)	$RMS_{F_y}$ (N)	$RMS_{M_z}$ (Nm)	Test n°	$RMS_{F_x}$ (N)	$RMS_{F_y}$ (N)	$RMS_{M_z}$ (Nm)
1.1	5.98	2.09	0.39	1.6	4.99	1.46	0.36
1.2	5.75	2.00	0.38	1.7	6.28	2.49	0.52
1.3	5.88	2.10	0.40	1.8	5.90	1.62	0.51
1.4	4.28	1.96	0.36	1.9	6.78	2.00	0.63
1.5	4.68	1.47	0.31	1.10	6.09	2.77	0.45

Table 2 Root-mean-square errors of the wrench components  $F_x$ ,  $F_y$  and  $M_z$  wrt  $\{LC_{6A}\}$  between the force/torque measurements of the sensorized handlebar with flexure hinges and the six-axis force sensor SensONE.

Test n°	$RMS_{F_x}$ (N)	$RMS_{F_y}$ (N)	$RMS_{M_z}$ (Nm)	Test n°	$RMS_{F_x}$ (N)	$RMS_{F_y}$ (N)	$RMS_{M_z}$ (Nm)
2.1	2.24	0.75	0.13	2.5	2.33	0.73	0.14
2.2	2.46	0.83	0.14	2.6	2.06	0.80	0.13
2.3	2.21	0.82	0.15	2.8	2.66	1.08	0.17
2.4	2.93	1.10	0.16	2.9	1.87	0.69	0.12
2.5	2.72	1.02	0.16	2.10	1.91	0.68	0.12

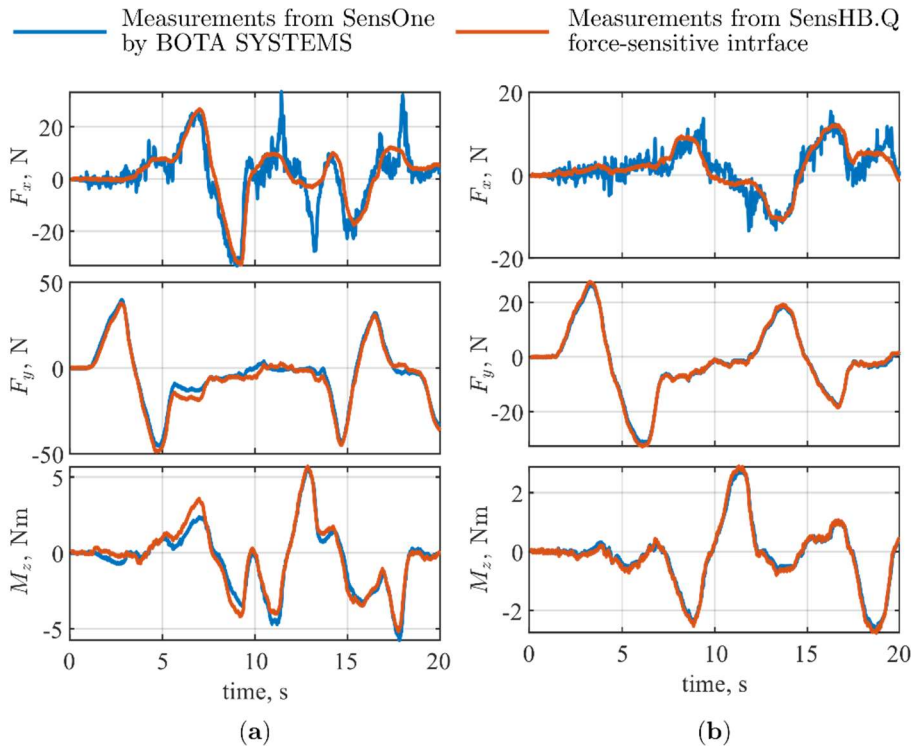


Fig. 5 Measured wrench components with conventional revolute joints (a) (test n°1.9), and with flexure hinges (b) (test n° 2.9). The wrench components are reported in the  $\{LC_{6A}\}$  reference frame.

As a final remark, it should be noted that, while evaluating these results, it is important to consider the final goal of this device, i.e., to measure the intention of the driver. Therefore, small measuring errors are acceptable since the device is not intended for precise force-torque measurements.

## 5. Conclusion

This paper presented the force-sensitive interface SensHB.Q, a cost-effective drive interface for the control of motorized systems such as omnidirectional robots, industrial trolley, and electric powered wheelchairs. SensHB.Q is composed of an isostatic structure based on a six-bar mechanism constrained by three single axis load cells. In this way, three components of the wrench applied by the user to the interface can be measured. This study focused on the importance of revolute joint executive design on the force-torque measurement accuracy. Two versions of the interface had been developed and tested in comparison with a commercial six-axis force-torque sensor, the SensOne by Bota Systems. The results showed that the version with conventional revolute joints is characterized by larger deviation from the commercial sensor measurements with respect to the version with flexure hinges. By computing the average *RMS* error between the measurements of SensHB.Q and SensOne, the percentage improvements with flexure hinges over conventional revolute joints are 58.6% for  $F_x$ , 57.5% for  $F_y$  and 67.44% for  $M_z$ . This represents a significant

improvement in measurement accuracy, and consequently, in the overall quality of the force-sensitive interface.

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