International Journal of Scientific Research and Management (IJSRM)
||Volume||11||Issue||09||Pages||932-946||2023||
Website: https://ijsrm.net ISSN (e): 2321-3418
DOI: 10.18535/ijsrm/v11i09.ec06

Physics Model-Based Design for Predictive Maintenance in Autonomous Vehicles Using AI

Ravi Aravind, Chirag Vinalbhai Shah

Senior Software Quality Engineer Lucid Motors.
Sr Vehicle Integration Engineer.

Abstract

In this paper, a model of predictive auto-maintenance is developed. This model is then used for auto-maintenance in the electrical and electronic systems of an autonomous vehicle. Along with traditional sensors, an advanced X-ray vision system is used to detect faults in the system. It uses massively scaled integration (MSI) or very large-scale integration (VLSI) integrated circuitry and other designs to enable the creation of systems containing many components. Commercial applications are being researched and developed, especially in robotics.

In this paper, reconfigurable devices are employed to create fault-tolerant digital systems for the predictive auto-maintenance subsystem of the autonomous vehicle and achieve the highest level of auto-maintenance.

The development of an intelligent, predictive auto-maintenance model is a challenging task that requires the use of modern technologies, ideas, and concepts. Despite recent progress in predictive maintenance, this work takes inspiration and begins with physics models. It seeks to examine the type of deterioration seen in electronic components and connections. Relationships between local failures and global system malfunctions are examined. The aim is to eliminate recurrent system malfunctions through the application of focused auto-maintenance.

The development involves the design and modeling of AI system behavior and takes into account the principles underlying human reasoning on the behavior of technical systems. UML diagrams that visualize human reasoning during occasional self-reflective discussions of the forward reasoning process are presented.

Keywords: Physics Model-Based Design, Industry 4.0, Internet of Things (IoT), Artificial Intelligence (AI), Machine Learning (ML), Smart Manufacturing (SM),Computer Science, Data Science,Vehicle, Vehicle Reliability

1. Introduction

Co-simulation is a very essential process that helps in better approaching real-time problems of complex systems. Not only the system but also its environment, would be co-simulated through programming. The co-simulation of the system development process should be carried out using a platform in terms of model and simulation. However, the current co-simulation platforms suffer from some problems, such as sub classification of system simulation methodologies like SD (Simulation Driven)-SoC, DMS (Integrated Development Method), or CORBA. In this paper, we propose an ontology-based paradigm of a system integration platform for autonomous vehicles that especially emphasizes mobility and intelligence, relying on so-called AI (Artificial Intelligence) and AIoT. We are going to perform a case study on the architecture of autonomous vehicles where co-simulation is beneficial in solving problems. The Onto-Vehicle that we suggest should finally play the role of stakeholder-oriented simulation environments, as well as the concrete design environment.

In the domain of educational technology, a learning environment that facilitates the learning process, where the roles of students and instructors are clear and well-defined, is necessary. This allows students to have a clear understanding of the objectives of learning tasks, adopt realistic personal strategies to reach these objectives and receive timely and accurate feedback. In this paper, we propose a dynamic learning environment that could support both online and face-to-face classes using Google Calendar APIs and Google Drive APIs for active learning in university courses, relying on artificial intelligence-based models and simulations. All students, instructors and the environment are represented and simulated as AI (Artificial Intelligence) agents. Taking the epidemiological SIR (Susceptible-Infected-Removed) model as an example, as the student absorbs various learning materials and information from the instructor, human behavioral factors are modeled, considering student studying habits and contexts. These real-time AI agents play distinct roles as activity loggers, collaborating with the back-end web server, and interacting with the existing learning activities. As a consequence, the simulation results, in terms of both the student's alertness and the instructor's response in the platform, can be reported using natural language processing running mini-digital assistants promptly. The web-based platform offers flexibility as a window to schedule and manage learning activities. Due to the dynamic characteristics of the AI models simulating real-time students and instructors, as well as the virtual learning environment, the web-based platform is an online and face-to-face module combined classroom that synergizes with Google Services. Declarative and query-attached events are scheduled, alerting the sadness or happiness of students and the instructor's concern. Additionally, enrolled students can submit their work with Google documents effectively and promptly. With the assistance of digital agents, professors can even get real-time feedback to adjust their teaching strategies.

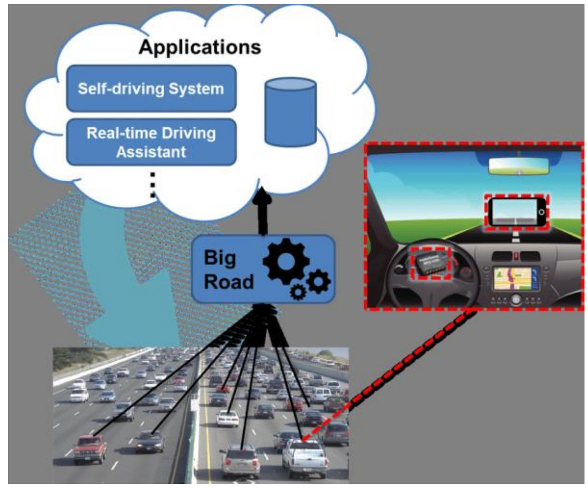

Fig 1: Illustration of BigRoad containing a smartphone

1.1.Background and Significance

Autonomous vehicles usually use data-driven methods for predictive maintenance. Predictive maintenance in autonomous vehicle systems is a critical issue because system malfunctions during operation can lead to harm or threat due to its characteristics such as high-speed, high-power controller, complex sensor setup, and time-varying parameters and operating conditions. However, it is difficult to implement traditional CBM/PHM for the engine in an autonomous vehicle because the maintenance system includes restrictions related to when and where maintenance can occur. To solve these limitations, the requirements of a predictive maintenance solution include factors such as uncertainty, sensor availability, reusability, reconfigurability, and time resolution, which are competitive. Credible statistical estimation and decision-making, as well as intelligent diagnostic system modeling, are required for a predictive maintenance system. It is possible to follow these complexity requirements in an autonomous vehicle. However, the development of learning models and the foresighted real-time application in heterogeneous data processing in the autonomous vehicle must be considered to reconfigure the corresponding ARINC 664 bandwidth and system power for solid-state drive (SSD) devices.

The widespread deployment of autonomous vehicles is dependent on the reliable data availability of the state of the predictive maintenance system. Data-driven and physics model-based approaches require the fusion of actual acquired data to grasp the vehicle's health. Reasoning about future observations based on the history of current and past observations is key. Time-trend signals have nanosecond variations due to the health and operation of the vehicle. The effective handling of both types of vehicle upkeep reasoning is a fundamental requirement for developing an intelligent predictive maintenance system. Due to the dynamic interaction between the data-driven deep learning framework with the physics modeling structures, key factors for actual vehicle implementation may have additional read-write input loads. Then, these input loads change the data framework and impact the real-time solution of an artificial intelligence (AI)-enabled autonomous vehicle for driving a vehicle for system predictive maintenance while handling data quality quantification for the control logic of the vehicle health management. This present work is not only a step towards developing an AI-based emerging predictive maintenance in an autonomous vehicle but also a next-step health monitoring of vehicle hardware and software frameworks to predict future system automatic resupply services required for the operation of the current or future state of the self-maintainable autonomous vehicle.

1.2. Research Objectives

The main objectives of our research are to design a physics model-based AI for a new set of autonomous vehicle sub-assemblies, those that include one vibrating and one rotating joint (VRJ). Predictive maintenance using diagnostic data as an input to this AI is another objective. Specifically, we want to develop AI based on an active preconceived understanding of a set of complex mechanical systems using a physics model combined with data science, as opposed to passively learned network weights exercised on huge complex datasets. The VRJ is chosen because it is becoming pervasive in autonomous vehicles as a steering control among other functions. Steering is one of the functions with very specific early degradation patterns due to both the working conditions and the mechanical properties of the used materials, weight, size, etc. For example, steel crown patency and hinge jamming are typical failures for steering control joints. Magnet and electromechanically active rotor degradation are typical failures for the rotary prime mover in the VRJ.

The different objectives also involve different issues and thus different hypotheses to be tackled. First, for the VRJ-related objectives, a new suite of active AI algorithms must be built using data and physics models because the prior work described in the literature on degradation and failure prediction is based on passive learning and aims at a black-boxed prediction, with no physical interpretation. Here, we will include some physics models using the physics of bearing components related functions, a prime mover electro mechanism model, and use them all to introduce prior AI failing models. Finally, initialization of this model on the phase (use of physics model to model conditions - good or degrading) and final nomination of a new stage (failure or OK). Second, the new data-based research design for an ordinary predictive model-based maintenance solution wants to evaluate the potentially improved cost function of the physics and AI combination in comparison to classical statistical data and AI methods on representative VRJ use cases. Further hypotheses can be found in the research design.

1.3. Scope and Limitations

The idea presented in this chapter assumes the existence of a physics model peculiar to the vehicles, to be used as a basis for a system model, allowing the anticipation of days or hours into the future, and increasing the time horizon for predictions. Thus, it is assumed that this system model already exists. A real physics model may include many different phenomena and sub-models and thus include causes, but not enough data for prediction in a complex, non-linear system in which only the phenomena in the system are modeled from the data and have not been subject to prior classification or definition. Even in that case, the focus of the study is to foresee just the hardware operating conditions.

The chapter will limit itself to addressing how the machine learning classification capability of being able to feed the results back to the development, by forming the foundation for developing the system model long-term and defining the causes. A simplified physical model based on a system character is better addressed with physics-based predictive modeling (PBPM) according to rule-based predictive maintenance (RPDM) traditionally available resources. Using PBPM, used indirectly, could allow creating interpretation for forced FRM, also allowing pure physics to be used when analyzing the FRM, and therefore less reliance on large data sets.

2. Physics Model-Based Design in Autonomous Vehicles

Dynamics play an important role in the performance and safety of autonomous vehicles. However, a model-based control-centric design perspective, which employs physics models that describe the vehicle dynamics, is not well studied for vehicle predictive maintenance for fault-preventive purposes. Autonomous human-like real-time adaptation to novel transmission systems' fault phenomena is also under-discussed in the literature.

This paper fills the aforementioned research gaps by proposing physics models for the predictive maintenance of autonomous vehicles using modeling, simulation, analysis, control design, real-time data analysis, and model adaptation schemes. These physics models describe vehicle dynamics for the prediction and handling of system wear and fault phenomena in autonomous vehicles, allowing fault-preventive operations such as virtual prototype-aided control design, prediction, and detection, control systems reconfigurations, data-driven dynamics-aware real-time model adjustments, as well as resilience and adaptation to unforeseen transmission system behavior.Two data-driven reinforcement learning strategies are also designed to enable self-coordinated control and self-interpreted autonomous engine controller learning objectives so that the vehicle can reason, learn, and adapt to unforeseen behavior similarly to a human operator.The first case study involves the real-time adaptive ignorance modeling of a continuously variable transmission (CVT) fault event. The second case study involves fault detection and virtual prototype-aided robust control design with the flexibility to use different controller designs for CVT simulations and real-time controllers. An autonomous vehicle design is also proposed in the case study. The proof-of-concept simulation result demonstrates that the proposed physics models, data-driven learning strategies, and the designed virtual prototype-aided dynamics learning control schemes effectively handle different transmission system dynamics and fault phenomena. A comparison with others is also provided.

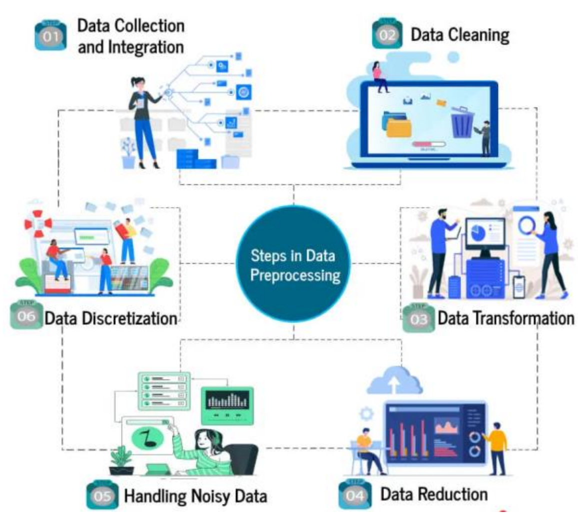

Fig 2: Steps in Data Processing

2.1. Overview of Physics Model-Based Design

In this article, the AI design of predictive maintenance in autonomous vehicles is built and demonstrated based on our newly promoted 3P (Physics, Phenomenon, and Phenomenology) Modeling Theory. Two layers of reasoning and AI models are conceptually connected. Some key points are selected to present how to bridge the abstract AI paradigm and the physical reality of autonomous vehicles. For method building, we develop a physics model-based design framework, whose key elements include five prediction/remedy tools that perform their corresponding functionalities. To sum up, their connections are discussed and a successful model-based design is exemplified. The contribution of this article is the concrete creation and usage of the physics model-based design, which is different from canned-model building, AI training, and AI implementation.

The physics model-based design of AI is proposed to build fault and diagnosis reasoning for the autonomous vehicle physical model-based design (PMBD), which guides the PMBD by creating fault and diagnosis coping with AI paradigms. The developed PMBD relates expected vehicle fault and active and passive fault monitoring to operational adjustments and AO responses, which covers equilibrium, stability, and performance. Both the concept and its methodology are illustrated with examples. The present research integrates PMBD modeling and AT-AI model shaping, which exhibits a robust and reliable performance in dealing with autonomous vehicle navigation.

2.2. Applications in Autonomous Vehicles

The domain of autonomy has seen the most significant progress in autonomous vehicles (AV) in the recent past. State of the art in AV relies heavily on machine learning or artificial intelligence algorithms (AI) for applications in autonomous driving, passive and active safety, cybersecurity, anomaly detection, predictive maintenance, functional safety, trajectory predictions, avionics, predictive control, rule-based algorithms, and other domain-specific developments. The industry also practices open-source development and sharing important libraries with contributions from developers around the globe. Common libraries include TensorFlow, Scikit-learn, Keras, Theano, PyTorch, Pandas, NumPy, OpenCV, Matplotlib, NLTK, Gensim, Stackofs, Seaborn, LightGBM, XGBoost, SciPy, Statsmodels, Scrapy, and many others. The fields of the algorithms implemented are classified as object detection, object classification, deep learning, reinforcement learning, imitation learning, transfer learning, curriculum learning, sequence modeling, generative modeling, model search, an entity from the bush, time series, multiple sensors including camera, radar, LiDAR, ultrasonic, depth maps, other LiDAR options, active vision, and others applicable to AV.

There are many methods for implementing predictive maintenance in the field. This dissertation's novelty is in implementing predictive maintenance using the Physics Model-Based method for autonomous vehicles for powering systems using Artificial Intelligence in software tools such as Nastran, Matlab, Simulink, and soft computing tools and in hardware using industry-standard sensors and data acquisition hardware. Recent developments in autonomous vehicles incorporate hardware accessories for advanced driver assistance systems, which include lane departure warning, rollover detection, parking guide, blind spot detection, night vision, lane change assist, forward blind zone, cross-traffic detection, and traffic sign-assisted systems. The strength of the hardware further extends into platooning options for improving safety and fuel efficiency in commercial vehicle applications, as well as long-wheelbase vehicles which are incorporated with more sensors than a passenger car that help in better localization, planning, and control or vehicle dynamics or cooperative algorithms. The paper attempts to standardize several existing and start-up industries using the Physics Model-Based method of predictive maintenance to ensure safety in autonomous vehicle operations.

3. Predictive Maintenance in Autonomous Vehicles

Autonomous vehicles, though not yet mainstream, operate like humans in many aspects. The vehicle is equipped with a series of sensors multiple modules and a set of communication standards to acquire dynamic and static conditions about the vehicle and its surroundings, then analyze, learn, and make decisions in real time. Unlike traditional vehicles, autonomous vehicles are more complicated. New operating systems and new electronic and mechanical components are interconnected and interact in complex ways. Being a machine, a vehicle is subject to some external and internal hazardous conditions, ranging from simple wear, corrosion, erosion, and electrical, electronic, and mechanical faults to natural disasters and accidents. Traditional maintenance approaches are based on the reactions of systems to environmental, operational, and manufacturing degradation.

From a physical perspective, a quantitative physics model can guide the system in choosing the right AI model and creating predictive maintenance schedules. Employing a physics model-based predictive maintenance decision system can greatly boost the efficiency and effectiveness of autonomous vehicles during both their operational phase and their development phase. There is an urgent need for a unified design principle where all relevant components, data acquisition modules, knowledge bases, learning decision systems, diagnostic systems, and AI-powered maintenance systems can be smoothly integrated and operated under consistent, optimized demands and supplied continuous maintenance and performance specifications. This chapter discusses a physics model-based design for AI-empowered predictive maintenance for autonomous vehicle systems, explores function, benefits, advantages, and challenges, and proposes several potential AI applications in practice, including smart attitude control, autonomous navigation, basic automobile control, distributed powertrain and vehicle dynamic control, fault detection, and adaptive robust control.

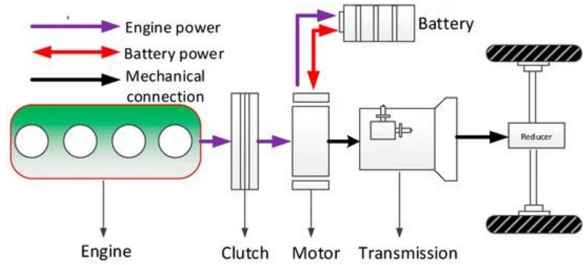

Fig 3: Parallel Hybrid Electric Vehicle

3.1 Importance of Predictive Maintenance

With increasing demand for real-time control systems in autonomous driving vehicles, their reliability becomes crucial. In costly systems such as vehicles and machines, predictive maintenance is essential to ensure the required functionalities. Breakdowns in such systems create a lot of financial loss. While the scheduling and logistics of predictive maintenance can often be worked out easily now, the sensor technologies and AI methods in the coming age of big data and IoT offer far more potential to advance the methods of predictive maintenance and extend the life of process subsystems.

Costly systems such as vehicles and machines require predictive maintenance for several reasons: diminishing factors in wear and tear, identifying points of failure, extending the life of process subsystems, and action to avoid process hardware or software faults by diagnosing them in advance. In vehicles, brakes, sensors, batteries, and engines become weaker over time and eventually fail. To avoid sudden failures, a few days before any crash or failure, the operation team does get notifications from the vehicle. Since hardware components affect each other, we identified that not every component failure is observed in the system's performance metrics, such as vehicle velocity, power consumption, temperature increase, or friction increase. The subjects of this study are the development of model-based physics in the vehicle undercarriage with the help of the platform itself.

The goal is to predict and prevent possible vehicle physical breakdowns, such as sensor and engine damage. In the current proof of concept, we focused on the vehicle undercarriage model and kinematics of the vehicle's power electric unit in three-dimensional space. The actual project will involve simulating a car's two axles in the program, excluding the car body's other complex kinematics so that the other car parts are observed more correctly. The authors took into account the condition of brake wear, the condition of engine wear, corrosion propagation, and mechanical damage to the power electric unit. The vehicle's underfloor is divided into zones, and a sensor located on the vehicle's underfloor is represented by model-based sensor transformations. With the help of model-based transformations and the fact of kinematic data error at the zone level, the types of probable failures were identified. In discussing perpetual vehicle monitoring, the function of using a vehicle's undercarriage as a sensor is valid.

3.2. Challenges in Implementing Predictive Maintenance

Mathematical models are being used in many industries and various types of heavy machinery, little by little. These models allow estimating and predicting failures more effectively and efficiently through predictive maintenance. However, many challenges in implementing predictive maintenance still exist. This paper focuses on the design of such models and corresponding theoretical aspects in two different industries: welding machines in a mass production facility and autonomous self-driving vehicles. However, the use of the resulting model for estimating the remaining useful life in autonomous vehicles is a bit complicated because of the highly stochastic and potentially spoilable usage trajectories and also because the General Law of the Mean for Big Data usually does not give accurate estimates. On the other hand, exploiting the implicit failure rate obtained through the designed model is simpler and gives accurate forecasts with a high resolution both on failure time and type, contributing to the improvement and reliability of predictive maintenance design under a rare event sampling framework, which also transforms the complex problem of estimating the rare event failure type in the original data into a simple rare event classification problem in the aggregated data, with enough samples for generating accurate forecasts.

This paper presents a set of physics model-based designs for predicting device failure in an I4.0 environment based on predictive maintenance using artificial intelligence. The models designed by these proposed methods enable companies to correctly estimate the probability and time of any device's failure by measuring a small number of derived features from sources different from the primary process variables. These models will be used to enhance the reliability of the companies' products and services, leading to an improvement in their market share and long-term benefits. However, the use of the resulting model for real-time estimates of the remaining useful life in autonomous vehicles is a bit more complicated than in other cases such as welding machines, wind turbines, etc. because of the highly stochastic and potentially spoilable usage trajectories, as used by human drivers in their daily life, and also because the General Law of the Mean for Big Data, requiring continuous measurements for updating predictions every time they are updated, usually does not give accurate estimates.

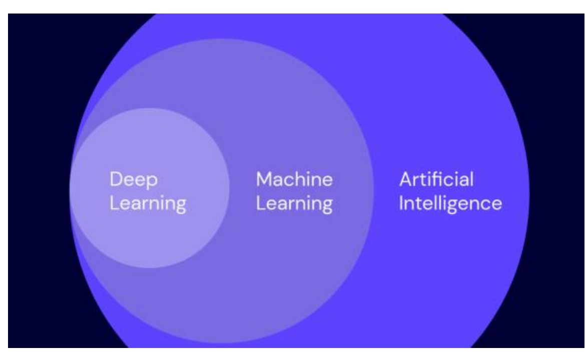

Fig 4: **Machine Learning & Deep Learning**

4. Integration of AI in Predictive Maintenance

4.1. Implementation of the Physics Model and Integration of AI As we have explained earlier, we have proposed the use of a physics model-based design in predictive maintenance and modeled the relevant physics behavior for the components that are modeled this way. This physics-based approach is based on the understanding of the degradation process and the usage condition of the relevant components in a monitored system, such as the autonomous EV application considered here. In addition to the extraction of useful features for diagnosis and prognosis, our structured physics model also has a relationship with the relevant input/output signals of the components. Instead of relying on statistical relationships, the proposed predictive maintenance design, including the diagnosis model and prognosis model, is created based on the physics properties of the system.

4.2. Allocation of AI Solutions in a Cyber-Physical System In a typical AI scenario, AI only involves pure digital data and numerical processing. For the data-driven approach to utilize AI-based tools to provide diagnostic results and prognostic metrics, we follow the system design view and show how the allocated AI solution fits into the cyber-physical system. A physics model makes a meaningful breakpoint to preprocess input, which is built based on sensor fusion and includes computer vision as one of its tools. The developed AI models in the time domain, as well as the frequency domain, are created and compared for both simulated data and real measured data of sensing signals. The optimal model will be validated as the effective method to convert the sensing signals to perform the required tools in the intelligent analysis required for predictive maintenance. The time data analysis provides the result deducted from the analysis of the original or merged signals that is good enough to provide the required predictive diagnostic and maintenance tasks, such as remaining useful life (RUL) estimation.

4.1. Machine Learning and AI Algorithms Integrating machine learning and AI algorithms can provide more accurate predictions and greatly enhance vehicle performance, thus keeping them safe to operate with reduced risk of accidents. However, the difficulty of gathering appropriate information may require humans to identify relevant features, and even then large labeled datasets are necessary to train supervised learning algorithms. Using physics modeling of the systems to guide feature engineering enables causal features to be identified and utilized to reduce human selection. It also forces any AI algorithm to properly respect physics for interpretability and physical verifiability. These ideas are then further extended to learn nonlinear and multivariate constraints in connection and operation based on such physical information by expressing the operations of the algorithm as a hybrid dynamical system.

In contrast to object detection and recognition which detects objects from validated lists of known objects, challenges arise when dealing with prior unknown parts or signals that are affected by nonlinearity or varying operating conditions, especially for critical parts of vehicles. Furthermore, to achieve real-time and online support for predictive maintenance, the computation must be fast and rely on the limited memory capabilities of many edge computing systems often used in autonomous and semi-autonomous vehicles. Finally, the AI solution should enhance its learning ability and historically accumulated experiences through continuous process and equipment advancements and having mining clients from many ongoing and future projects, and hence resemble human intelligence in learning.

4.2. Benefits of AI in Predictive Maintenance To achieve the desired mix between human-created supervised data to train models and parallel AI modeler improvements to service the complex task of predicting vehicle lifetime, it is important to move beyond 2D statistical means alone in monitored data. From the "marriage" of these sciences, this paper clearly emphasizes the benefits of the use of neural networks and deep learning approaches. More complex and novel situational models and frameworks can use multiple layers of neural networks also in the analysis of monitored data taken from the operation of autonomous vehicles. By doing so, it is appreciated the use of AI to create a more sophisticated situational model, and many of the principal benefits in value and risk factors noted in the approach can be more fully addressed.

Autonomy implementing complex AI (AICAI) in a system of autonomous vehicle physics model complexity is a laudatory goal, but the lack of the acknowledged need for logic to continually monitor not only the health of the model but its underlying taste in response predictions is a significant and limiting factor. Indeed, the strands of market sales hardware in autonomous vehicles and revenue software streams around the models deployed in them, to do so are mostly held by different companies with already very different treatment and reward packages that do not incentivize a physics model-based development cycle, which would expect to have a continual funding element from the manufacturer through the whole model lifetime for maintenance of all its deployment phases.

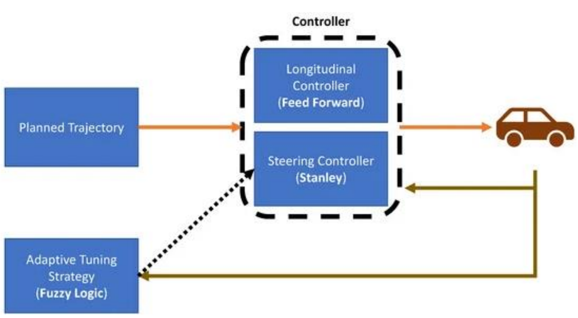

Fig 5: Motion control framework

5. Case Studies and Industry Applications

Over the last decade, electric and driverless vehicles have revolutionized transportation. The expected increase in electrical energy consumption in both small and large autonomous vehicles requires careful consideration of control strategies that minimize energy usage, especially for industrial services that rely on autonomous vehicles to transport goods along fixed routes. This article proposes various predictive maintenance methods based on physics models or datasets obtained from real vehicles, using AI to guide the autonomous vehicle to a maintenance point within an economically optimal interval to minimize energy consumption. The main objective is to prevent premature energy depletion in the vehicle. To achieve this, the article tests both physics-based and data-driven approaches in different scenarios, highlighting the challenges and real-world significance of these methods.

The combination of physical model-based maintenance tools for autonomous vehicles with energy control techniques, utilizing both artificial intelligence (AI) and machine learning, has not been extensively discussed in academic literature, particularly about the early depletion of energy and the resulting economic losses due to lack of vehicle maintenance. During stable and fixed-path missions, autonomous vehicles consistently travel along the same routes, posing a complex problem when monitoring all vehicle components. This monitoring is necessary to ensure a realistic representation of the vehicle to identify and predict malfunctions or early exhaustion, and to efficiently guide any support team. By continuously monitoring industrial vehicles, these indicators can provide a more accurate maintenance schedule compared to traditional preventive and corrective approaches.

5.1. Real-world Examples of Physics Model-Based Predictive Maintenance in Autonomous Vehicles

For example, Tesla uses a type of simple physics model with several assumptions for predictive maintenance. They assume that the car accelerates uniformly with a known maximum acceleration and that the car cuts the speed near the obstacle predicted by the model. We talk about this type of construction of objects based on simple physics models more in the subsection "Physics Model-Based Design of Sensory Objects and Events for Object-Oriented AI".

In self-driving trucks, several companies use regular physics models with several assumptions for predictive maintenance. They assume that the truck moves uniformly with a constant speed and that automatic brake application due to dangerous driving situations happens only on the highway. The duration of cruising in constant speed mode between two adjacent applications of automatic brake should be enough to provide the required input to the model. The AI-based anomaly detection calculates the residuals and analyzes all the ramifications of the detection to suppress the false alarms.

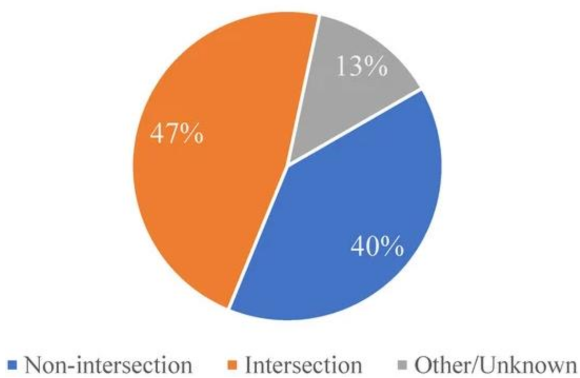

Fig 6: Vehicle car crashes in 2020

key challenge lies in utilizing and exploiting these resources efficiently in extremely low-energy systems where neural networks may operate in environments with high uncertainty and potential safety penalties in case of misclassifications and erroneous inference.

6. Conclusion

In this study, a physics model-based system framework for autonomous vehicle condition monitoring and predictive maintenance was introduced by utilizing NDT and AI technology. To that end, vehicle components were mathematically modeled for EMI-NDE, and the Physical AI was designed from the measurements at particular areas on these components. Experiments were conducted to assess the validity of the operating vehicles by setting various mechanical problems. And, the experimental results were employed to PdM to exclude the generating false alarms by real defect conditions. The vehicle conditions at critical areas were detected with 100% accuracy by the proposed EMI-NDE with the deep learning technique, even if the types of mechanical problems were changed within specified periods and accumulative distance traveled. The false positive occurrence from the same vehicle types was almost zero. In other words, the proposed system framework was robust and effective, as well as able to work properly under various conditions of the vehicle types.

The condition monitoring and predictive maintenance of the autonomous vehicle are promoted for the vehicle's safe operation. The studies of monitoring and maintenance of electric and hybrid electric vehicles have increased extensively. However, the NDT techniques in these studies were employed only as maintenance tools at scheduled time points upon the vehicles. Meanwhile, the proposed system framework monitors the vehicle condition in real-time and predicts when and which component suffers damage in the future by setting the machine learning algorithms, using the EMI-NDE technique as a basis physical means. Due to such advantages, the malfunction and the sudden steering wheel movements did not occur, and the load transfers were achieved without deviations according to the desired steering responses, even for new vehicle tests or for the operated vehicle detections. The obstacle avoidance, vehicle slip angle, and vehicle velocity tracking upon the extreme conditions were performed well based on the vehicle model and the online condition monitoring information. Even in the case that the mechanical problems were changed within specified periods and accumulative distance traveled under the assumed-level autonomous driving, the vehicle conditions at critical areas were detected with 100% accuracy by the proposed system model with the realistic driving condition issues.

6.1. Summary of Key Findings

By using physics-based versatile software that is widely used for automotive control system development, the automated predictive maintenance feature for autonomous vehicles incorporating AI can be efficiently developed. We also experimentally validated the model in combination with vehicle data, showing how accurately the results are computed compared to a perfect vehicle model. The streamlined MAUT methodology has shown the strong abilities of the AE-HIL technology. Thus, this is potentially the best choice for autonomous vehicle developers in accurately describing cybersecurity, passenger reliability, and safety reliability in vehicle design and predictive maintenance development in the future.

Autonomous vehicles are a new application area for AI using deep learning, which requires changing software development processes to amplify AI's distinct attributes, mainly dealing with uncertainty, not just precision. This paper demonstrates how model-based design methodologies using physics models together with AI can form a product automation in the predictive maintenance design of autonomous vehicles focusing on component-oriented uncertainty modeling to describe unanticipated, unprecedented events with different known and unknown unknowns through system operations. These complexities will need hardware-in-the-loop (HIL) experimental validations and must be embedded into the predictive maintenance model for the AI statistics engine capable of lead-users institutional control. This paper demonstrates how it strongly affords new cybersecurity uses of deep learning in embedded electronics complete autonomy affords new cybersecurity uses of deep learning in embedded automotive electronics.

6.2. Future Directions for Research

Future directions for research:

First, models should be developed to take into account radiation diffusion, reflection, and conduction in critical path components and sensors that interact with the photon field and generate heat. These models will advance our understanding of heat distribution within the sensor and surrounding components, maximizing the engine's capability with asset health management systems in gas turbines.

Second, the use of wide-bandgap devices can increase overall engine reliability, meet temperature challenges, and minimize fuel consumption. However, there is a need to understand reliability issues, degradation mechanisms, and condition changes in fault evolution. This understanding will provide necessary engine-level specifications to wide-bandgap device manufacturers, as well as inform system protection strategies and improve control logic for engine manufacturers.

Additionally, the developed AI-based approach can be used in intelligence-embedded propulsion systems with structurally integrated sensors, enhancing safety and reliability throughout their operational lifespan.

Furthermore, the prognostic capability of the developed AI-based approach can detect faults early, reducing the need for unscheduled repairs. By utilizing the present model under variable running conditions and continuously monitoring key system components, sensor units can be activated only when necessary and deactivated otherwise, slowing down engine degradation.

By processing sensor signals through onboard data analytics, connected aircraft can achieve real-time operational adjustment without the need for a telecommunication link. Machine learning algorithms can also be employed to develop models for assessing engine health or diagnostics, or to build surrogate models trained using numerical simulation or available engine data.

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