Vehicle Propulsion Systems
Lecture 7
Supervisory Control Algorithms

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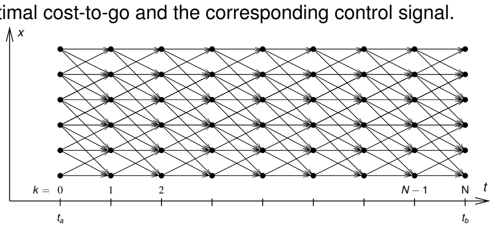
Outline

Deterministic Dynamic Programming – Basic algorithm

$$J(x_0) = g_N(x_N) + \sum_{k=0}^{N-1} g_k(x_k, u_k)$$

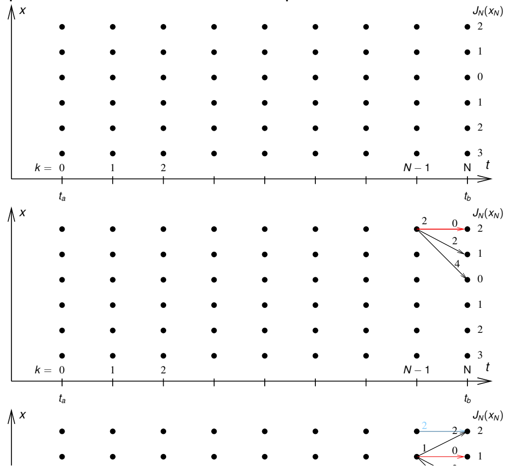
$$x_{k+1} = f_k(x_k, u_k)$$

Algorithm idea:
Start at the end and proceed backward in time to evaluate the optimal cost-to-go and the corresponding control signal.

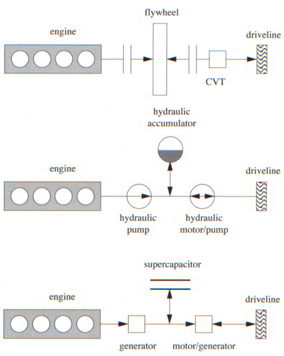


Deterministic Dynamic Programming – Basic Algorithm

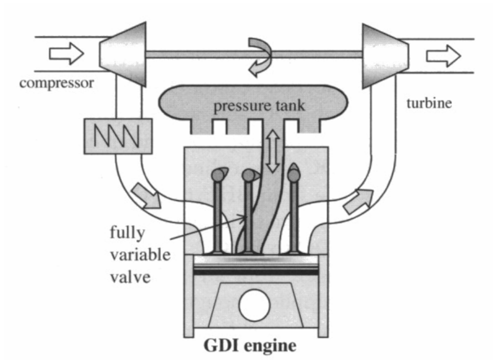
Graphical illustration of the solution procedure

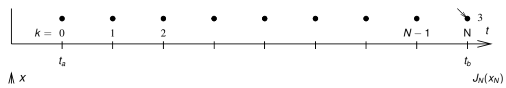


Examples of Short Term Storage Systems



Pneumatic Hybrid Engine System





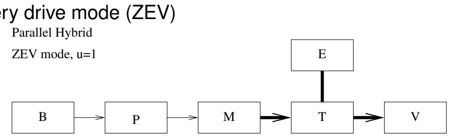
Outline

Parallel Hybrid – Modes and Power Flows

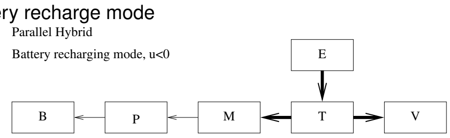
The different modes for a parallel hybrid

$$u \approx P_{batt}/P_{vehicle}$$

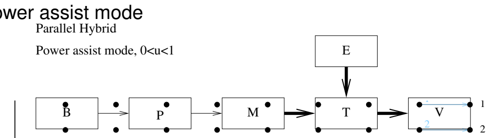
Battery drive mode (ZEV)



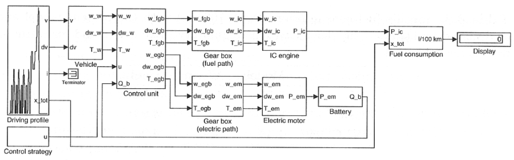
Battery recharge mode



Power assist mode



Control algorithms



- Determining the power split ratio u

$$u_j(t) = \frac{P_j(t)}{P_{m+1}(t) + P_l(t)} \qquad (4.110)$$

- Clutch engagement disengagement $B_c \in \{0, 1\}$
- Engine engagement disengagement $B_e \in \{0, 1\}$

Strategies for the Parallel Hybrid

Power split u, Clutch B_c, Engine B_e

	Mode	u	B_e	B_c
1	ICE	0	1	1
2a	ZEV	1	0	0
2b	ZEV	1	0	1
3	Power assist	[0,1]	1	1
4	Recharge	< 0	1	1
5a	Regenerative braking	1	0	0
5a	Regenerative braking	1	0	1

All practical control strategies have engine shut off when the torque at the wheels are negative or zero; standstill, coasting and braking.

Classification I of Supervisory Control Algorithms

- Non-causal controllers
  - Detailed knowledge about future driving conditions.
  - Position, speed, altitude, traffic situation.
  - Uses:
    Regulatory drive cycles, public transportation, long haul operation, GPS based route planning.
- Causal controllers
  - No knowledge about the future...
  - Use information about the current state.
  - Uses:
    "The normal controller", on-line, in vehicles without planning

Classification II of Vehicle Controllers

- Heuristic controllers
  –State of the art in most prototypes and mass-production.
- Optimal controllers
  –Inherently non-causal
- Sub-optimal controllers
  –Often causal

Some Comments About the Problem

- Difficult problem
- Unsolved problem for causal controllers.
- Rich body of
  engineering reports and
  research papers on the subject
  –This can clearly be seen when reading chapter 7!

Outline

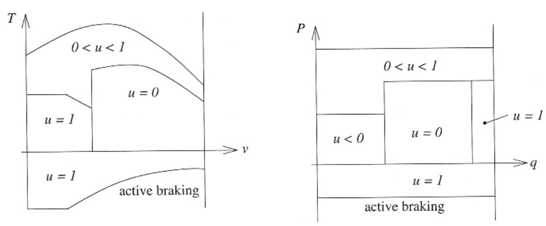
Heuristic Control Approaches

Operation usually depends on a few vehicle operation

- Rule based:
  Nested `if-then-else` clauses
  `if` $v < v_{low}$ `then` use electric motor (u=1).
  `else...`
- Fuzzy logic based
  Classification of the operating condition into fuzzy sets.
  Rules for control output in each mode.
  Defuzzyfication gives the control output.

Heuristic Control Approaches

- Parallel hybrid vehicle (electric assist)



- Determine control output as function of some selected state variables:
  vehicle speed, engine speed, state of charge, power demand, motor speed, temperature, vehicle acceleration, torque demand.

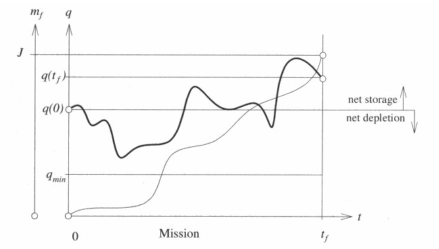
Heuristic Control Approaches – Concluding Remarks

- Easy to conceive
- Relatively easy to implement
- Proper tuning can give good fuel consumption reduction and charge sustainability
- Result will depend on the thresholds
- Performance will vary with cycle and driving condition –Not robust.

Outline

Consider a driving mission

- Variables.
  Control signal – $u(t)$, System state – $x(t)$, State of charge - $q(t)$ (is a state).



Formulating the Optimal Control Problem

–What is the optimal behaviour? Defines *Performance index J*.

- Minimize the fuel consumption

$$J = \int_0^{t_f} \dot{m}_f(t, u(t))dt$$

- Balance between fuel consumption and emissions

$$J = \int_0^{t_f} \Big[\dot{m}_f(t, u(t)) + \alpha_{CO}\dot{m}_{CO}(x(t), u(t)) + \alpha_{NO}\dot{m}_{NO}(x(t), u(t)) + \alpha_{HC}\dot{m}_{HC}(x(t), u(t))\Big]dt$$

- Include driveability criterion

$$J = \int_0^{t_f} \dot{m}_f(t, u(t)) + \beta\left(\frac{d}{dt}a(t)\right)^2 dt$$

First Solution to the Problem

- Minimize the fuel consumption

$$J = \int_0^{t_f} \dot{m}_f(t, u(t))dt$$

Including constraints

- Hard or soft constraints

$$\min J(u) = \int_{t_a}^{t_b} L(t, u(t))dt$$
$$s.t.\ q(0) = q(t_f)$$

$$\min\ J(u) = \phi(q(t_f)) + \int_{t_a}^{t_b} L(t, u(t))dt$$

- How to select $\phi(q(t_f))$?

$$\phi(q(t_f)) = \alpha\,(q(t_f) - q(0))^2$$

  penalizes high deviations more than small, independent of sign

$$\phi(q(t_f)) = w\,(q(0) - q(t_f))$$

  penalizes battery usage, favoring energy storage for future use
- One more feature from the last one

Including constraints

- Including battery penalty according to

$$\phi(q(t_f)) = w\,(q(0) - q(t_f)) = w\int_0^{t_f} \dot{q}(t)dt$$

  enables us to rewrite

$$\min\ J(u) = \int_{t_a}^{t_b} L(t, u(t)) + w\,\dot{q}(t)dt$$

Constraints That are Also Included

- State equation $\dot{x} = f(x)$ is also included – From Lecture 5
- Consider hybrid with only one state SoC

$$\min J(u) = \phi(q(t_b), t_b) + \int_{t_a}^{t_b} L(t, u(t))dt$$
$$s.t.\ \frac{d}{dt}q = f(t, q(t), u(t))$$
$$u(t) \in U(t)$$
$$q(t) \in Q(t)$$

Outline

- Repetition
- Supervisory Control Algorithms
- Heuristic Control Approaches
- Optimal Control Strategies
- Analytical solutions to Optimal Control Problems
  - ECMS – Equivalent Consumption Minimization Strategy

Analytical Solutions to Optimal Control Problems

- Core of the problem

$$\min J(u) = \phi(q(t_b), t_b) + \int_{t_a}^{t_b} L(t, u(t))dt$$
$$s.t.\ \dot{q}(t) = f(t, q(t), u(t))$$

- Solution (theory from chapter 9)

$$u(t) = \arg\min_u H(t, q(t), u(t), \mu(T))$$

with

$$H(t, q(t), u(t), \mu(T)) = L(t, u(t)) + \mu(t)\, f(t, q(t), u(t))$$
$$\dot{\mu}(t) = -\frac{\partial}{\partial q} f(t, q(t), u(t))$$
$$\dot{q}(t) = f(t, q(t), u(t))$$

If $\frac{\partial}{\partial q} f(t, q(t), u(t)) = 0$ the problem becomes simpler. μ becomes a constant μ_0, search for it when solving.

Analytical Solutions to Optimal Control Problems

- μ_0 depends on the (soft) constraint

$$\mu_0 = \frac{\partial}{q(t_f)} \phi(q(t_f)) = /\text{special case}/ = -w$$

- Different efficiencies

$$\mu_0 = \frac{\partial}{\partial q(t_f)} \phi(q(t_f)) = \begin{cases} -w_{dis}, & q(t_f) > q(0) \\ -w_{chg}, & q(t_f) < q(0) \end{cases}$$

- Introduce equivalence factor (scaling) by studying battery and fuel power

$$s(t) = -\mu(t) \frac{H_{LHV}}{V_b\, Q_{max}}$$

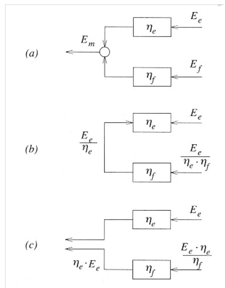
ECMS – Equivalent Consumption Minimization Strategy

Determining Equivalence Factors I

Constant engine and battery efficiencies

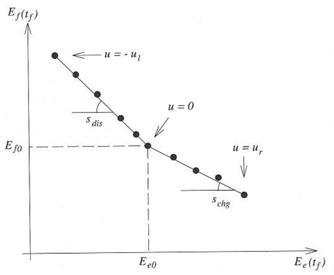
$$s_{dis} = \frac{1}{\eta_e\, \eta_f}$$

$$s_{chg} = \frac{\eta_e}{\eta_f}$$



Determining Equivalence Factors II

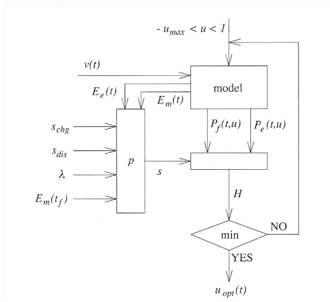
- Collecting battery and fuel energy data from test runs with constant u gives a graph



- Slopes determine s_{dis} and s_{chg}.

ECMS On-line Implementation

Flowchart



There is also a T-ECMS (telemetry-ECMS)