**Table 3**

Statistics on authors, powertrains, algorithms, and contributions of journal papers (Algorithm Innovation).

| Author  (Year) | Powertrain | Algorithm | Contribution |
| --- | --- | --- | --- |
| Du[173]  (2019) | HETV | Fast Q Learning | Hardware-in-loop; KL divergence to trigger the update; cloud computation; |
| Han[174]  (2019) | HETV | Double DQN | Longitudinal and lateral dynamic model; preventing the overestimated; |
| Li[175]  (2019) | Power split HE Bus | DDPG | Integrating the terrain information; hybrid action space (engine and powertrain mode); dueling network; DP-based pre-training process; |
| Liu[176]  (2019) | Power split PHEV | Dyna-H | Heuristic search and planning; model-free online RL algorithm; |
| Qi[177]  (2019) | PHEV | Dueling DQN | The real-world traffic data to synthesize speed trajectories in Southern California; a new model type for the taxonomy of the EMS; |
| Tan[178]  (2019) | PHE Bus | Actor-Critic | Serial parallel powertrain; avoid the discretization error and the dimensionality curse; robustness is verified; |
| Yin[179]  (2019) | Mild HEV | PI | A stochastic model of the power demand; |
| Du[180]  (2020) | HETV | Dyna-H DQN | The heuristic planning with the Dyna agent; the DQN-based EMS with the AMSgrad; |
| Guo[181]  (2020) | PHE Bus | Q Learning | The optimal reference SOC trajectories as the expert experience; multiply driving cycle training method for the generalization performance; the RL-based agent is used to determine the co-state of the PMP-based EMS; |
| Guo[182]  (2020) | HETV | DDPG | Transfer learning; a classification concept of speed with different intervals; |
| Lee[183]  (2020) | Parallel HEV | Model-based RL | The transition probability of the driving speed profile; |
| Lee[184]  (2020) | Parallel HEV | Q Learning | Comparative analysis between DDP, SPD, and RL; transfer learning; |
| Lian[185]  (2020) | Power split HEV | DDPG | Embedding expert knowledge (the optimal brake-specific fuel consumption curve of the engine and the battery charge-discharge characteristics.); |
| Lian[186]  (2020) | Power split HEV | DDPG | Transfer learning among four types of powertrains (Prius, power-split bus, series HEV, and series-parallel bus.); |
| Liu[187]  (2020) | PHEV | Q Learning | In-vehicle learning; combining neuro-dynamic programming with future trip information; two-stage deployment strategy (short and long trips); |
| Xu[188]  (2020) | Parallel HEV | Q Learning | Ensemble supervisory control (multiple RL agents make an action jointly); |
| Xu[189]  (2020) | Parallel HEV | Q Learning | Parametric study: (1) state types and number of states, (2) states and action discretization, (3) exploration and exploitation, and (4) experience selection; |
| Du[190]  (2021) | HETV | DQN | Heuristic experience replay; the adaptive moment estimation optimization with the Nesterov accelerated gradient NAG-Adam; |
| Lee[191]  (2021) | FCV | Model-based RL | The data-driven update method by using the experience data alone; |
| Lee[192]  (2021) | Parallel HEV | Q Learning | The equivalent factor of the ECMS-based EMS is determined by the RL agent; |
| Lee[193]  (2021) | Multi-mode HEV | DQN | The co-state of the PMP-based EMS is determined by the DRL agent; |
| Lin[194]  (2021) | PFCV | Q Learning | Online recursive algorithm using cosine similarity and a forgetting factor to update the transition probability matrix (TPM); hardware-in-loop; |
| Liu[195]  (2021) | Power split HEV | TD3 | A reward function with punishments for irrational actions; |
| Qi[196]  (2021) | Power split PHEV | DQN | Self-supervised learning for the problem of sparse rewards; internal and external rewards; |
| Tang[197]  (2021) | Parallel HEV | A3C  DPPO | A3C-based and DPPO-based energy and emission management strategy; improving the learning efficiency in the multi-thread training process; |
| Xu[198]  (2021) | Parallel HEV | Q Learning | Reducing the learning iterations by utilizing warm-start Q-value methods based on the ECMS-based EMS and heuristic control; |
| Yang[199]  (2021) | Parallel HEV | Dyna | The Blended agent, Dyna, integrates direct and indirect RL; the queue-Dyna integrates backward focusing and prioritized sweeping; hardware-in-the-loop; |
| Yang[200]  (2021) | Serial HEV | Q Learning | Indirect RL; high-order Markov chain for modeling the environment; an online recursive form of the TPM; The induced matrix norm is chosen to determine the time for updating the environment and triggering the recalculation; |
| Zhang[201]  (2021) | PHEV | CADC | The constrained setting for training safety; the coach ensures the safe action from the actor; Lagrangian Relaxation for optimizing the MDP transform; |
| Zhang[202]  (2021) | Parallel HEV | Double DQN | Facing variable driving cycles and introducing the distance traveled into the state space; solving the overestimation; |
| Zhou[203]  (2021) | Parallel HEV | TD3 | Heuristic rule-based local controller for eliminating irrational torque allocation; environmental disturbances; hybrid experience replay consisting of offline computed optimal experience and online learned experience; |
| Zhou[204]  (2021) | PHEV | DDPG | An adaptive neuro-fuzzy inference system is built with the knowledge from DP; the DDPG and the ANFIS are combined to maximize the control utility; hardware-in-loop; |
| Zou[205]  (2021) | Serial HEV | DQN | Normalized advantage function-based DQN; accelerated RL and an online-updated strategy; prioritized experience replay; MPC-DQN-based EMS; hardware-in-the-loop; |
| Biswas[206]  (2022) | Multi-mode HEV | A3C  PPO | Online updating framework; generating probable cycles using historical data; |
| Du[207]  (2022) | HETV | Double DQN | Modified prioritized experience replay; adaptive optimization AMSgrad; |
| Hu[208]  (2022) | Parallel HEV | DDPG | Deployment inefficiency, safety constraint, and simulation-to-real gap; hardware-in-the-loop; an offline cloud-based DRL framework;  The equivalent factor of ECMS-based EMS is determined by the DRL agent; |
| Hu[209]  (2022) | Parallel HEV | DDPG | The equivalent factor of ECMS-based EMS is determined by the DRL; a safe exploration relying on modifying by including the heuristic domain knowledge within the ECMS-based for the DRL agent; hardware-in-the-loop; |
| Li[210]  (2022) | PHEV | SAC | The automatic entropy adjustment framework; the driving data collected from the real vehicle; |
| Li[211]  (2022) | FCV | Q Learning | A speedy RL-based EMS by the pre-initialization; well-designed rules of power distribution are used to pre-initialize the Q-table; the fuel cell lifespan; |
| Lin[212]  (2022) | PHEV | Q Learning | KL divergence rate to update the TPM of the demand power; an exploration factor balances explorations and learning; |
| Lv[213]  (2022) | Parallel HEV | DQN | Inverse RL for obtaining the weight in the reward function for the battery and engine agents; |
| Maino[214]  (2022) | Parallel HEV | Q Learning | The integrated modular software framework separately manages the dynamics of the agent, the environment, and the vehicle model; |
| Qi[215]  (2022) | Power split HEV | DQN | Generalization ability; coding and decoding multiple states; KL-divergence is used to guide the training; an auxiliary agent and a correlation agent; |
| Qi[216]  (2022) | Power split HEV | DQN | Hierarchical RL; transfer the optimal BSFC as the sub-goal, and avoid the ‘blind’ exploration by guiding to the direction of the sub-goal in the lower level; |
| Sun[217]  (2022) | Parallel HEV | DQN | The DRL agent with an LSTM network that can retain historical information; deep recurrent reinforcement learning-based EMS; |
| Sun[218]  (2022) | HETV | SAC | The Munchausen SAC-based EMS to bootstrap and improve optimization; prioritized experience replay; DP-based early assisted training sample; |
| Tang[219]  (2022) | Parallel HEV | DDPG  DQN | The multi-objective control aiming at the engine and gearbox; combined with the learning-based EMS and rule-based engine start-stop strategy; RL is not suitable for learning intermittent strategies; |
| Wang[220]  (2022) | Power split HE Bus | DDPG | The softmax deep double deterministic policy gradients algorithm; an action masking technique for preventing invalid actions; transfer learning;  double Q-learning network, Boltzmann softmax, and dual-actor; |
| Xu[221]  (2022) | Parallel HEV | Q Learning | The adaptability interpretation: driving cycle, vehicle load condition, and road grade; |
| Xu[222]  (2022) | Power split HEV | Dueling DDPG | Transfer learning; the adaptive parameter space noise to balance exploration and exploitation which is better than the action space noise; a novel real-time four-phase approach: modeling, pre-training, transferring, fine-tuning; |
| Yang[223]  (2022) | Serial HEV | Q Learning | An online recursive Markov Chain for depicting the stochastic environment; a pre-trained Q-table is employed as a heuristic function to guide the search; |
| Zhang[224]  (2022) | HETV | DDPG | Prioritized experience replay; an online updating framework; The TPM; the KL divergence; new training is triggered by reaching a predetermined length; |
| Zhou[225]  (2022) | Parallel HEV | A3C | N-step batched advantage function estimation and entropy regularization; random network distillation and inverse dynamics model is formulated as intrinsic exploration bonus (so-called curiosity-inspired); |
| Zhou[226]  (2022) | Power split HEV | Q Learning | An RL-based EMS is proposed and compared with the PID-based EMS; |
| Matteo[227]  (2023) | Parallel HEV | DQN  DDPG | Two distinct reward functions: (1) SOC-oriented EMS guaranteeing a charge-sustaining whilst reducing the fuel consumption; (2) Fuel-oriented EMS minimizing the fuel consumption whilst ensuring a SOC by the end; |
| Bo[228]  (2023) | Serial HEV | SARSA | TPM of the power demand; the forgetting factor, KL divergence rate threshold value, and TPM updating interval to determine the update of the strategy; |
| Guo[229]  (2023) | FCV | REINFORCE | Fuzzy REINFORCE; approximating the policy function with a fuzzy inference system; a fuzzy baseline function is adopted to approximate the value function; hardware-in-Loop; |
| Hu[230]  (2023) | Parallel HEV | DDPG | Heuristic domain knowledge; uncertainty-aware model-based offline RL; conservative Markov decision processes; hardware-in-the-loop; |
| Hu[231]  (2023) | Parallel HEV | TD3 | A hybrid strategy combining data-driven-based RL (PID-based AECMS) and simulation-based RL from the real logging data and simulated simple model; behavior cloning; a deep inverse dynamics model to decide which action is suitable; hardware-in-the-loop; |
| Hu[232]  (2023) | Serial HE Bus  Power split HEV | DDPG  TD3 | Serial parallel powertrain; The DP-based expert demonstrations model for guiding DRL agents as apprenticeship-RL; the domain adaptive meta-learning is used to train the expert demonstrations model; adversarial training was used to adapt the different driving conditions; |
| Hu[233]  (2023) | Parallel HEV | TD3 | DRL-based supplementary learning controller for a rule-based EMS; ape-X distributed architecture for improving the converging speed; the gap between simulation and real application; feasible and acceptable EMS; The actor in the vehicle and the learning in the cloud; |
| Hua[234]  (2023) | Multi-mode HEV | DDPG | Multi-agent DRL; a hand-shaking strategy is proposed to enable two agents to work collaboratively by introducing a relevance ratio; |
| Huang[235]  (2023) | FC Bus | TD3 | Prioritized experience replay; a stochastic training environment is established with real-world data; a DP-based pre-training method; |
| Huang[236]  (2023) | FCV | DDPG | Taking fuel cells as range extenders; previous action guidance mechanism by introducing previous actions into the reward function; Dual DDPG-based EMS for the pure electric mode and range extend mode; |
| Li[237]  (2023) | FC Bus | TD3 | Limiting the battery aging and fuel cell power variation; real-world collected driving conditions; |
| Liu[238]  (2023) | Power split PHEV | Q Learning | A state-space merging both SOC and travel distance to shrink the state-action space; DP-based imitation learning procedure in the RL training process; |
| Liu[239]  (2023) | Power split HEV | DPPO | Physical constraints and training safety; reward-directed policy optimization adopts exterior point method and curriculum learning to direct the agent to recognize and avoid irrational control signals and optimize the fuel economy; |
| Mousa[240]  (2023) | Parallel PHEV | DQN | Integrating the RL into the rule-based hybrid control unit with a limited domain; minimizing the fuel consumption and the engine on/off switching; the extended-DQN combing networks, DDQN with soft update, N-steps bootstrapping, and action masking; |
| Ruan[241]  (2023) | Multi-mode HEV | DDPG | DRL-based-EMS in the charge-depletion stage and the regenerative braking mode; discrete-continuous hybrid actions space; |
| Wang[242]  (2023) | Parallel PHEV | 13 DRL algorithms | The code is available on GitHub; a unified performance review benchmark; 13 popular DRL-based EMSs are compared; The reward performance, computation cost, and learning convergence are discussed; |
| Wu[243]  (2023) | Multi-mode PHEV | TD3 | The Gumbel-Softmax in the actor-network realizes mode selection and torque distribution; hybrid action space; a rule-based mode control mechanism to eliminate unreasonable exploration; |
| Yan[244]  (2023) | Parallel HEV | TD3 | A non-weight reward function; state space refinement for coping the state redundancy; battery health about the consciousness of lithium-ion battery; |
| Yang[245]  (2023) | Serial HEV | Nash QL | Multi-Agent Reinforcement Learning combines game theory and reinforcement learning; engine-generator set (Agent 1), battery and supercapacitor (Agent 2); fuel economy, SOC and health of batteries and SOC of supercapacitor; the Nash equilibrium of multiple objectives; |
| Yang[246]  (2023) | Serial HEV | Dyna | Various driving scenarios; online-learning adaptive EMS; the real precious experience is used to train the policy and establish an interactive model; realizing the rapid and low-cost online learning; |

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