**Table 5**

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

| Author  (Year) | Powertrain | Algorithm | Contribution |
| --- | --- | --- | --- |
| Guo[294]  (2019) | PHE Bus | Q Learning | Planning the reference SOC trajectory within 60s; the PMP-based EMS for determining the co-state by the RL agent; |
| Li[295]  (2019) | Serial HEV | DDPG | History cumulative trip information to obtain the space-domain-indexed SOC trajectory; offline training and online application; |
| Wu[296]  (2019) | HETV | Q Learning | Online correction predictive EMS; short-period future driving cycle prediction; DP-based the local policy; Q-learning and fuzzy logic for optimizing the policy; |
| Wu[297]  (2019) | PHE Bus | DDPG | Serial parallel powertrain; a fixed bus line integrating with the traffic information and number of passengers; |
| Chen[298]  (2020) | Power split PHEV | Q Learning | RL-based stochastic model predictive control as the controller; single-step and multi-step Markov speed predictor; |
| Liu[299]  (2020) | HETV | Q Learning | A bidirectional long short-term memory-based parallel RL-based EMS; the upper lever owns a parallel system that includes a real powertrain and an artificial system for relieving the data lack and trains the LSTM for modeling the action state function; the lower lever gets the RL-based EMS; |
| Zhang[300]  (2020) | PHE Bus | APO | Conditional entropy-based battery power reduction; Bayesian-based SOC shortage probability estimator; The Global Positioning System (GPS) information for the SOC planning; |
| Zhang[301]  (2020) | Power split PHEV | Actor-Critic | Route planning and power management; Q-learning finds the minimum energy consumption route; |
| Cao[302]  (2021) | PHEV | Q Learning | Variable scenario generated by a random combination of the selected driving cycle; energy conversion model determines the relationship between SOC and fuel economy and is applied to the definition of reward; RL-based SOC-consumption allocation strategy; |
| He[303]  (2021) | HE Bus  Power split HEV | DDPG | SUMO-based Multi-states of Traffic Information (the state of the surrounding vehicles and signal lights); transfer learning; the prior valid knowledge trained by HEB is transferred to Prius; |
| He[304]  (2021) | Power split HEV | DDPG | Connected environment (the traffic rules, not overtaking, and road speed limit); rule-based speed planning and RL-based EMS; |
| Hu[305]  (2021) | ICV | DQN | Edge computing; the curiosity-driven exploration; intelligent and connected vehicles; parallel training at the edge and updating at the cloud; the boost control of a diesel engine equipped with variable geometry turbocharger; |
| Li[306]  (2021) | Power split HEV | DDPG | Connected traffic environment (distance headway, fuel consumption, and terrain); DDPG-based reference speed planning in the car following scenarios; a driver and A-ECMS-based EMS; |
| Li[307]  (2021) | PEV | DDPG | Increases the electrical and thermal safety and minimizes the energy loss and aging cost; hybrid battery systems (high-energy and high-power cells); cloud server for training; processor-in-the-loop; |
| Wang[308]  (2021) | Power split HEV | DDPG | YOLO V3-based visual information from onboard cameras (traffic light state and traffic flow); DDPG-based EMS with action noise; |
| Chang[309]  (2022) | PHEV | DQN | Principal component analysis and fuzzy clustering to establish three kinds of conditions; learning vector quantization neural network achieves the rule-based condition identification; the action space includes engine torque and shift action of transmission; |
| Chen[310]  (2022) | Parallel HEV | DQN | Five roads are collected (dry asphalt, wet asphalt, snow, dry cobblestone, and wet cobblestone); the time-varying driving environment (driving images, slope, speed, and the number of passengers.); the stereoscopic control network for the high-dimensional task (engine, transmission, motor); |
| Fang[311]  (2022) | PHEV | SAC | Three soft actor-critic agents are trained for high, medium, and low-speed conditions; minimizing the energy cost and battery aging; learning vector quantization neural network–based driving cycle recognition and construction; |
| Han[312]  (2022) | PHE Bus | Q Learning | The ability of practical application; a dynamic SOC design zone plan method at fixed locations based on the feedback SOC; hardware in loop simulation; the Q-learning-based controller of the co-state for the PMP-based EMS; |
| He[313]  (2022) | Power split PHE Bus | DDPG | DDPG-based network for planning the SOC reference trajectory; real velocity data-based velocity predictor; MPC-DP-based EMS; |
| Hu[314]  (2022) | Power split HEV | DDPG | Fuzzy clustering-based driver experience of traffic congestion level is embedded into the DRL-based EMS; |
| Huang[315]  (2022) | HE Bus | TD3 | The principal component analysis, improved particle swarm optimization, and k-means clustering-based specific driving cycle is constructed by naturalistic data; the degradation of the onboard lithium-ion battery system; |
| Kim[316]  (2022) | FCV | SAC | Fuel cell, battery, and supercapacitor; the attention-based LSTM-based velocity and load power predictor by standard and real driving cycles; |
| Lin[317]  (2022) | Power split PHEV | SAC | The automated on-ramp merging considering the vehicle powertrain and dynamics; the upper-level DRL-based merging controller, the lower-level DRL-based EMS; co-optimization and sequential approaches; |
| Tang[318]  (2022) | Parallel HEV | DQN | Processor-in-the-loop; YOLO V3-based distance measurement in the car-following scene; DRL-based car-following control (acceleration) and DRL-based EMS (engine and transmission); |
| Tang[319]  (2022) | Power split HEV | DDPG | The K-means and principal component analysis-based specific driving cycle is constructed by naturalistic data; expert-assisted EMS with brake-specific fuel consumption curve; battery aging model; |
| Yan[320]  (2022) | FC Bus | DQN | Launch control integrating traffic information; DRL-based launch control to select the appropriate start time; selects the start time; reducing frequent starting and stopping through the traffic light intersection; MPC-based EMS; |
| Yang[321]  (2022) | FCV | Double Q Learning | The probabilistic neural network is trained to identify the driving patterns; the multi-step Markov-based velocity predictor; the economics and durability of fuel cells; the real-time reference path of power allocation; |
| Chen[322]  (2023) | Parallel HEV | DDPG  DQN | Processor-in-the-loop; lane-level high-definition map-driven integrated control; Map modeling by Google Earth and Google map; the comparison of driving costs and infrastructure among four typical powertrains; the velocity and steering of the vehicle layer and EMS of the powertrain; |
| Chen[323]  (2023) | PHEV | Double Delayed Q Learning | Gaussian process model and desired acceleration-based velocity planning by a trained extreme learning machine with the external traffic disturbance and powertrain characteristics; traffic-in-the-loop simulator under various urban driving scenarios; |
| Cui[324]  (2023) | PHEV | TD3 | Co-recognition for traffic condition and driving style; traffic condition (fuzzy C-means, simulated annealing-genetic algorithm), driving style (calm, moderate, aggressive); |
| Guo[325]  (2023) | Power split HEV | DDPG | Connected HEVs; model predictive control-based speed control for maintaining a safe distance and ensuring riding comfort; prioritized experience replay; the expert knowledge-based EMS; |
| Huang[326]  (2023) | Power split HEV | SAC | The K-means and PCA-based specific driving cycle are constructed by naturalistic data; multi-objective optimization among fuel, emission, and SOC; prioritized experience replay and DP-based global optimal experience replay; |
| Liu[327]  (2023) | PEV | TD3 | Battery and supercapacitor; learning vector quantization neural networks-based driving condition recognition (urban, suburban, and highway); parallel training; |
| Liu[328]  (2023) | Power split HEV | TD3 | The rule-based controller and DP-based knowledge are used to enhance the convergence speed; long short-term memory recurrent-based speed predictor; 2D control (engine speed and torque); |
| Mei[329]  (2023) | Power split HEV | DDPG  DQN | Connected information (traffic signal timing), model predictive control-based speed optimizer; mathematical model of speed variation in connected and unconnected states is analyze the effect; |
| Peng[330]  (2023) | Serial HEV | MADDPG | Ecological driving in the car following scenario in SUMO; Heterogeneous Multi-Agent DRL; MADDPG-based adaptive cruise control and EMS; prioritized experience replay; |
| Peng[331]  (2023) | Power split HEV | DDPG | Collaborative optimization of energy management strategy and adaptive cruise control; the noise on the action space (Ornstein-Uhlenbeck action noise and soft-max action noise); |
| Sun[332]  (2023) | FCV | DQN | Fuel cell, battery, and supercapacitor; PMP-based behavior recognizer for getting the equivalent factor to the A-ECMS-based EMS; driving behavior recognition, space division, and soft learning; proportional-prioritization-based sampling; adaptive exploration policy; |
| Wang[333]  (2023) | PEV | Q Learning | Batteries and supercapacitor; Markov chain-based speed predictor; |
| Wang[334]  (2023) | PHEV | SAC | Multi-agent reinforcement learning (independent soft actor-critic); eco-driving behaviors in the car-following scene and energy management strategy; |
| Wu[335]  (2023) | Power split HEV | TD3 | Connected and Automated HEV; hierarchical DRL-based eco-driving strategy; TD3-based speed optimizer; the Adaptive ECMS-based EMS; a rule-based competition-decision model for satisfying the constraints of the traffic light rules. (the road speed limit, the car-following scenario, and the signalized intersections); |
| Yang[336]  (2023) | Power split HEV | Q Learning | Long short-term memory-based velocity predictor (the driver behavior); model-based RL (the prediction model and the velocity predictor as the environment) in the MPC; Hardware in the loop; |
| Zhang[337]  (2023) | PHEV | Actor-Critic | Ecological car-following process; Hierarchical RL-based adaptive cruise control and energy management system; planning SOC and time-headway trajectories; |
| Zhang[338]  (2023) | E Bus | DDPG | Dual-motor electric bus; a specific driving cycle is constructed based on recorded vehicle data; DDPG-based EMS; |

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