

Lu Wen

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EDUCATION

University of Michigan, Ann Arbor, MI, USA

Master, Mechanical Engineering

Expect: Apr. 2020

First year GPA: 3.67/4.00

First semester GPA: 3.91/4.00

Tsinghua University, China

Bachelor, Department of Automotive Engineering, School of Mechanical Engineering
Major in Automotive Engineering

Aug. 2014-July 2018

Major GPA: 3.7/4.0

Overall GPA: 3.5/4.0

AWARDS AND HONORS

- William Mirsky Memorial Fellowship, University of Michigan 2019
(For outstanding research achievement and high academic achievement)
- Tsinghua's Friend- Gao Tian 1st prize Scholarship for Overall Excellence, Tsinghua 2016
- 4th place in 10th Intelligent Car Competition, Tsinghua University 2015
- Outstanding Student of 2014, Tsinghua 2014

PROJECT EXPERIENCE

■ MACHINE LEARNING

Parallel Constrained Policy Optimization (PCPO) for AV decision making at a cross road

March 2018-Now

Independent researcher: supervised by Professor Huei Peng, Umich; Professor Shengbo Li, Tsinghua

- Developed a parallel constrained policy optimization, which employ synchronized parallel learners to explore different state spaces to increase the possibility of finding feasible states.
- Construct the simulation scenario where a fix number of vehicles try to drive through the cross road as fast as possible.
- Compared with the PPO algorithm baseline, this proposed parallel constrained policy optimization algorithm has faster convergence speed and converges to better results. The PCPO algorithm also relieves the large workload to adjust neural network parameters.

Reinforcement-learning-based Eco-driving Solution

May 2019- Now

Intern: work with Concept Automotive Vehicle team, Ford, Dearborn MI

- Developed a reinforcement-learning (RL)-based method for the Eco-driving problem considering a sequence of traffic lights
- Implementing the trusted region policy optimization (TRPO) algorithm, defined the state and action space as continuous, and utilized the refined vehicle dynamic model and energy consumption model.
- Compared with the fuel consumption of human drivers' average behavior (lower baseline) and dynamic programming (upper benchmark), the proposed RL method's fuel consumption is 24% lower and 5% higher respectively.

Real-Time Lane Detection for Autonomous Driving

Feb. 2019-May 2019

Research assistant: supervised by Postdoc Pingping Lu, Professor Huei Peng, Vehicle Dynamic Lab, Umich

- Developed a deep neural network based method for robust lane detection in different scenarios.
- Broke down the lane detection into two stages: lane edge proposal and line localization, each involving independent neural network.
- Utilized LSTM to progressively predict the parameters of lanes, which are of uncertain number, in the images.

■ PLANNING & DECISION

Perception, planning and decision at crossroads for Self-driving Vehicles

Jan. 2017-Apr. 2017

Cooperative project with Huawei Technologies Co. Ltd

Core group member. My contribution:

- Vehicle dynamics control: leveraged a PID controller, LQR method, and MPC method for vehicle control.
- Trajectory planning: implemented A-star algorithm and defined a Heuristic function reasonably to get optimal trajectory solutions.
- Simulation work: design simulation platform and environment.

■ DYNAMICS & CONTROL

Vehicle control and state estimation of autonomous driving

Jun. 2017- Sept. 2017

Visiting Scholar: work with Professor Tomizuka, MSC Lab, University of California, Berkeley, California CA

- Realize the trajectory tracking function on a Lincoln MKZ, refit by AutonomouStuff.
- State estimation: Extended Kalman Filter (EKF) is applied to obtain nonlinear estimation, based on DGPS and IMU.
- Vehicle control: optimal control and Model Predictive Control (MPC) are implemented to achieve desirable control performances.

Control for vehicle stabilization at the limits of handling based on Model Predictive Control

May 2017-Jul. 2017

Research Assistant: advised by Prof. Shengbo Li, Tsinghua University

- Built a dynamic model with two degree of freedom for vehicle, and a brush tire model for lateral force analysis.
- Defined state boundaries that exclude unstable vehicle dynamics. Leveraged a model predictive envelope controller to bound the vehicle motion within the stable region of the state space.
- Conducted Simulation work in SIMULINK.

PUBLICATION

- **L. Wen**, J. Duan, S. E. Li, S. Xu, H. Peng, “Parallel Constrained Policy Optimization-based Safe Reinforcement Learning for AV decision making.”, Nov. 2019 (under review)
- Zh.Liu, **L.Wen**, Y.He, Y.Wei, “Three-dimensional free vibration of tires with the laminated composite Timoshenko beam theory.” Proceedings of 46th International Congress and Exposition on Noise Control Engineering, Hong Kong, China, August 2017

SKILLS

- **Programming skills:** C/C++, Python, Matlab.
- **Software:** MATLAB, SUMO, Carla, AutoCAD, Abaqus, CARSIM.
- **Hardware:** MCU development.
- **System:** Mac, Windows, Linux, ROS.
- **Others:** machine learning: TensorFlow, Pytorch; experience with autonomous car operation and sensors.

ACTIVITIES

- **Long-distance running team, Tsinghua University.**
Champion of women’s 800m, 1500m at University Students’ Championship, Beijing, 2016;
Record-keeper of women’s 800m at Tsinghua University, 2017.
- **Badminton Team, Department of Automotive Engineering, Tsinghua University.**
- **Voluntary Support Education Program, Tsinghua University**
Leader of a Silver-prized students’ group, 2015.
- **Red Cross Organization, Tsinghua University, China.**