LEARNING PATTERNS OF EXPERT BEHAVIOUR IN MULTI-OBJECTIVE DESIGN

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Outline

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Expert behaviour

- Experts are able to think effectively about problems.
- Experience and practice lead to effective organization of knowledge, that leads to expertise.
- Expert knowledge is 'conditionalised' to the context of applicability.
- With experience, knowledge is chunked into larger units based on functional characteristics.
- Chunking leads to abstraction.
- Expert behaviour in design:
 - Framing the problem.
 - Fixing a principal solution.
 - Identify the aspects of the design problem that need attention.
 - Modify the principal solution according to the design requirements.



Previous work and goals

- [Moss et al., 2004] Uses prior knowledge.
- [Bandaru and Deb, 2010] Human based extraction of design implicit design principles.
- [Mukerjee and Dabbeeru, 2009] Symbols emerge from experience.
- Explore discovery of chunks.

Chunk dimensionality conjecture

Conjecture (Chunk dimensionality conjecture)

Chunk dimensionality conjecture

Conjecture (Chunk dimensionality conjecture)

Given a multi-objective optimization problem with a decision variable $x \in \Sigma$, where Σ is the decision space,

(a) chunks emerge from a high-dimensional decision space \mathbb{R}^D as clusters among the better performing combinations,

Conjecture (Chunk dimensionality conjecture)

- (a) chunks emerge from a high-dimensional decision space \mathbb{R}^D as clusters among the better performing combinations,
- (b) chunks reflect a lower dimensionality than the embedding space, i.e. chunks are manifolds of dimension d_c , $d_c < D$,

Conjecture (Chunk dimensionality conjecture)

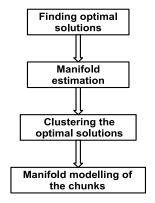
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- (b) chunks reflect a lower dimensionality than the embedding space, i.e. chunks are manifolds of dimension d_c , $d_c < D$,
- (c) for multi-objective decision problems with d+1 objectives ($d \ll D$), the better performing combinations are to be found on the non-dominated (pareto) frontier which is a d-dimensional manifold in the objective space, and

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- (c) for multi-objective decision problems with d+1 objectives ($d \ll D$), the better performing combinations are to be found on the non-dominated (pareto) frontier which is a d-dimensional manifold in the objective space, and
- (d) if the objective function that maps the decision space to the objective space is continuous and well-behaved, this would result in chunks that have a dimensionality $d_c = \mathbf{o}(d)$, i.e. $d_c = kd$, where k-1 is vanishingly small.

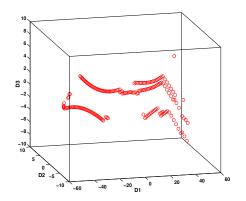
Overview of the chunking process



Estimating the pareto-front manifold

- Dimensionality reduction:
 - Linear techniques: PCA.
 - Non-linear techniques: LLE, Isomap*, Laplacian Eigenmaps.

3-d Isomap embedding of the BDCPMM pareto-front



Clusters in BDCPMM problem decision space

Clustering the optimal solution set I

- Clustering in the objective-decision variable space to group solutions which are functionally similar.
- A density based clustering algorithm similar to DBSCAN is used.
- Core objects and Density connectivity.
- Build a graph based on density connectivity.
- Steps of the algorithm:
 - Find MinPoints nearest neighbors of each point and sort in the increasing order of distance to the point.
 - A point p is connected to a point n at the top of its nearest neighbor list only if its distance is similar to the average neighbor distance in the component the nearest number n belongs to.
 - Process repeated for MinPoints iterations.
- The size and number of components can be controlled through the *k* parameter.



- A. Brushless DC permanent magnet motor design Problem
- C. Clutch brake design problem
 -). Welded beam design problem

Experiments

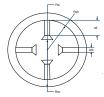
Design problem	D	Cont. variables	d + 1	Cluster dimensionality			
Design problem	"	Cont. variables	0 + 1	Dimensionality	No. of clusters		
BDCPM design		0	2	1	4		
BDCF W design	5	l "	-	2	1		
Gearbox design (A)	11	10	2	1	11		
Gearbox design (B)	29	10	3	2	7		
Clutch brake design	5	0	2	1	5		
Welded beam design	4	4	2	1	5		

C. Clutch brake design problem

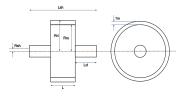
. Welded beam design problem

Brushless DC permanent magnet motor design Problem I

- Two objectives:
 - (i) Minimize the cost, and
 - (ii) Maximize the peak torque.



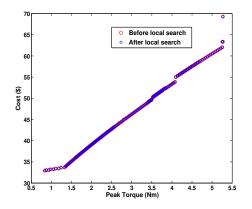
(a) BDCPMM Stator lamination.



(b) BDCPMM Rotor.

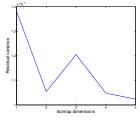
- A. Brushless DC permanent magnet motor design Problem
 - . Clutch brake design problem

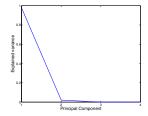
 Welded beam design problem
- Pareto front for the BDCPMM design problem



- A. Brushless DC permanent magnet motor design Problem
 - Clutch brake design problem
 Welded beam design problem

Isomap and PCA results for the pareto-front





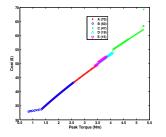
- (c) Isomap residual variance
- (d) PCA explained variance

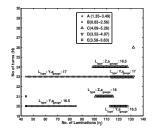
	nı	Ν	L_{type}	M_{ph}	a _{gauge}
First PC	0.9993	0.0370	0.0072	0	-0.0024
Second PC	-0.0367	0.9943	0.0165	0	0.0985

Table: First two principal components of the BDCPM data.



Clusters in the BDCPMM pareto-front

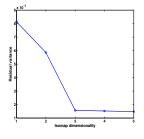


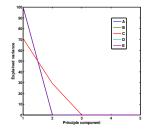


- (e) Clusters as seen in the objec- (f) Clusters as seen in the decision tive space.
 - space.

Isomap and PCA analysis of the clusters.

- Four of the clusters are one dimensional manifolds.
- Both Isomap and PCA variances show cluster C with two dimensions.





(g) Residual variance for the clus- (h) Explained variance for the ter C

clusters

C. Clutch brake design problem

Principal components of the clusters

- All the one dimensional clusters are lines parallel to the n_l dimension
- Cluster **C** is embedded in the $n_l N$ plane.

	nı	Ν	L_{type}	M_{ph}	a _{gauge}
Α	1	0	0	0	0
В	0.999	0.0077	0	0	-0.019
С	0.789	0.610	0	0	0.066
	-0.613	0.785	0	0	0.074
D	1	0	0	0	0
E	1	0	0	0	0

- A. Brushless DC permanent magnet motor design Problem
 - . Clutch brake design problem
- D. Welded beam design problem

Design implications

- Y connection should be used in BDCPM designs.
- For low torque motors, laminations with low radial dimensions should be used.
- Thicker wires and small number of turns in the stator coil should be used.
- For high torque motors, laminations with large radial dimension and thick wires for stator winding should be used.

- B. Gearbox design problem

Gearbox design problem

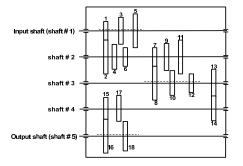


Figure: 18-speed Gearbox schematics.



- B. Gearbox design problem
- C. Clubels basis design problem
 - Welded beam design problem

Optimization problem I

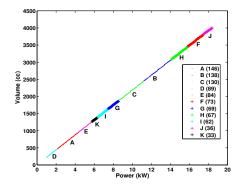
- Two instances of the problem:
 - (A) Fixed gear-teeth layout 11 variable problem in which power and minimization of gearbox weight are the objectives.
 - (B) 29 variable problem with three objectives.

C. Clutch brake design problem

Clutch brake design problem Welded beam design problen

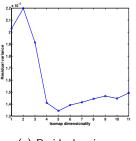
Pareto-front for the fixed gear ratio problem

- 927 points in the pareto-front.
- 11 clusters are obtained in the clustering.

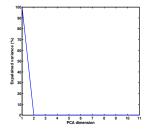


Isomap and PCA results for the pareto-front

- Isomap residual variance shows a manifold dimensionality of four.
- PCA shows a linear dimensionality of one.



(a) Residual variance



(b) Explained variance.

C. Clutch brake design problem

Principal components of the pareto-front

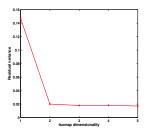
 Thickness of the gear-pairs in the final transmission stage are the most varying.

First PC	(<i>t</i> ₉) -0.8444	(<i>t</i> ₈) -0.4617	(t_7) 0.1837	(t_6) -0.1511	(<i>p</i>) 0.0733
Second PC	(<i>m</i>) 0.9997	(<i>t</i> ₅) -0.0124	(<i>t</i> ₆) 0.0097	(t_9) 0.0087	(t ₈) 0.0087

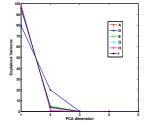
C. Clutch brake design proble

Isomap and PCA results for the clusters

- Most clusters have negligible residual variances.
- Residual variance for the cluster D shows a manifold dimension of one.
- PCA explained variance shows two significant principal components for cluster D.



(c) Residual variance for the cluster D



(d) Explained variance.

- B. Gearbox design problem
- C. Clutch brake design problem
 - . Welded beam design problem

Principal components of the clusters

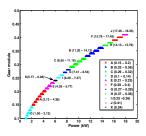
Α	p 0.99	t ₈	t ₉	m 0.02	t ₇ 0.01	t ₄ 0.01	t ₅	t ₆	0.00	t ₃	t ₂
В	p 0.99	t ₈	m 0.01	t ₉ 0.01	t ₇	t ₄	0.01 t ₅ 0.00	t ₆	t ₁ 0.00	t ₃	0.00 t ₂ 0.00
С	0.99 p 0.99	0.01 t ₈ 0.02	t ₉ 0.01	m 0.01	t ₇ 0.01	t ₄ 0.01	t ₅	t ₆ 0.01	0.00 t ₁ 0.01	- 0	- 0
D	p 0.99	t ₈	tg 0.06	t ₇ 0.03	m 0.03	t ₄	t ₅	t ₆ 0.02	t ₁ 0.02	t ₃	t ₂ 0.00
	-0.64	-0.46	-0.32	-0.29	-0.26	-0.24	t ₁ 0.17	р 0.12	m 0.02	t ₃	0.00
E	<i>p</i> 0.99	0.07	t ₉ 0.05	t ₇ 0.03	t ₅ 0.02	t ₄ 0.02	t ₆ 0.02	<i>m</i> 0.01	0.01	t ₃	0.00
F	p 0.99	0.03	0.02	t ₇ 0.01	t ₄ 0.01	t ₆ 0.01	0.01	0.01	<i>m</i> 0.0	0.0	t ₃ 0.0
G	p 0.99	0.07	0.05	t ₇ 0.04	t ₆ 0.03	t ₄ 0.03	0.03	0.02	m 0.01	t ₃	0.0
н	p 0.99	0.04	0.03	t ₄ 0.02	t ₇ 0.01	t ₅	t ₆ 0.01	0.01	m 0.00	- 0	- 0
ı	p 0.98	0.10	0.07	t ₇ 0.05	t ₄ 0.04	t ₅	t ₆ 0.04	0.03	m 0.01	- 0	- 0
J	р 0.97	0.13	0.10	t ₇ 0.06	t ₄ 0.06	t ₆ 0.05	0.05	0.03	t ₃	t ₂ 0.0	m 0
к	p 0.85	t ₈	t ₉ 0.25	t ₇ 0.17	t ₄ 0.14	t ₅	t ₆ 0.13	0.09	-0.00	-0.00	m 0

Gear pair No.	1	8	9	2	4	7	5	6	3
I/O Speed ratio	0.35	0.46	0.54	0.76	0.86	0.97	0.97	1.09	1.71



Discussion

- Gear-pairs in the final transmission stage are under the highest stress, hence vary the most with increasing power.
- Gear-pairs with lower input to output speed ratios are at higher stress, hence vary more in the same transmission stage.
- Gearbox with higher power requirements use larger modules.

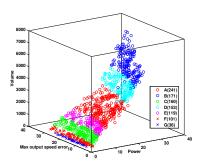


- A. Brushless DC permanent magnet motor design Problem

 B. Gearbox design problem
- Clutch brake design problem
 - .. Clutch brake design problem). Welded beam design proble

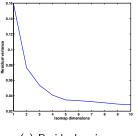
Pareto-front and clusters for the full problem

- 989 optimal solutions
- pareto-frontier is a two dimensional manifold in the objective space
- 7 clusters.

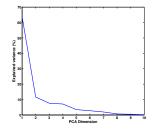


Isomap and PCA analysis

- No clear indication of manifold dimension.
- Four principal components with significant explained variance.



(e) Residual variance

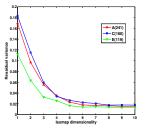


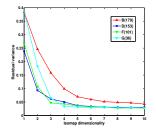
(f) Explained variance.

- C. Clutch brake design problen
- . Welded beam design proble

Isomap residual variances for the clusters

 for most clusters, the largest drop in residual variance is for two or three dimensional embedding.

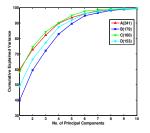




(g) Residual variance for A, C, and (h) Residual variances for B, D, F E. and G.

PCA explained variance for the clusters

• Six or seven principal components account for 90% variance.



- F(101) G(36) No. of Principal Components

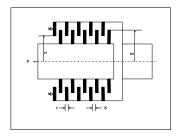
- (i) Cumulative explained variances (j) Cumulative explained variances for A, B, C and D.
 - for E, F and G.

- B. Gearbox design problem
 - C. Clutch brake design problem

 D. Welded beam design problem

Clutch brake design problem I

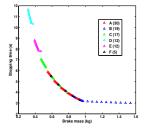
- Two objectives:
 - (i) minimization of mass, and,
 - (ii) minimization of stopping time.



C. Clutch brake design problem

Pareto-front and clusters

- 95 pareto-optimal solutions
- Six clusters.



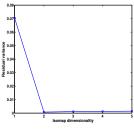
A (Outer radius) B (Inner radius) of friction E (Outer radius F (Outer radio Radius (mm)

(k) Pareto-front and clusters in (I) Radius vs. no. of friction surthe objectives space.

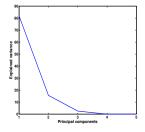
faces.

Isomap and PCA analysis of the pareto-front

- Pareto-front is a one dimensional manifold.
- Two significant principal components.



(m) Residual variance.



(n) PCA explained variance.

- C. Clutch brake design problem

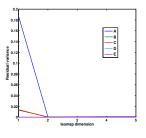
Principal components of the pareto-front

- Disk thickness and force applied are constant.
- Radius variables are ones in which the designs vary.

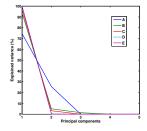
	r _i	ro	t	F	Z
First PC	0.578	0.806	0	0	0.119
Second PC	-0.207	0.004	0	0	0.978

Isomap and PCA analysis of the clusters

- All the clusters are one-dimensional manifolds.
- Cluster A has two significant principal components.



(o) Residual variance.



(p) PCA explained variance.

- C. Clutch brake design problem

Significant principal components of the clusters

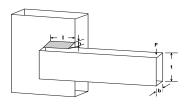
- All the clusters except A are embedded in the $r_i r_o$ plane.
- Cluster A has two significant principal components, first is in the $r_i - r_o$ plane and the other is parallel to Z.

	ri	r _o	t	F	Z
Α	0.707	0.707	0	0	0
_ ^	0	0	0	0	1
В	0.236	0.960	0	0	0.146
С	0.703	0.703	0	0	0.097
D	0.694	0.719	0	0	0
E	0.694	0.719	0	0	0
F	0	0	0	0	1

- D. Welded beam design problem

Welded beam design problem I

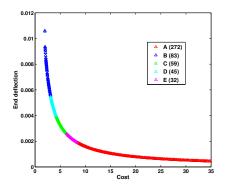
- Two objectives:
 - Minimization of end deflection and
 - Minimization of cost.



- A. Brushless DC permanent magnet motor design Proble
- . Geardox design problem . Clutch brake design problem
- D. Welded beam design problem

Pareto-front and the clusters for welded beam design problem

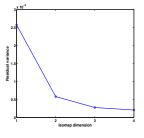
- 491 pareto-optimal solutions.
- 5 clusters.



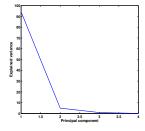
- D. Welded beam design problem

Isomap and PCA results for the pareto-front

- Residual variance shows a one dimensional manifold.
- Linear dimension is one.



(q) Residual variance.

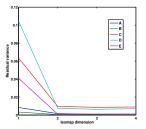


(r) PCA explained variance.

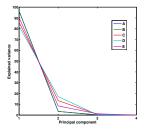
- B. Gearbox design problem
- D. Welded beam design problem

Isomap and PCA results for the clusters

- All the clusters are one dimensional manifolds.
- Three clusters have two significant principal components, others have one.



(s) Residual variance.



(t) PCA explained variance.

- A. Brushless DC permanent magnet motor design Problen
- Clutch brake design problem
 Welded beam design problem

Significant principal components of the clusters

- The clusters having one linear dimension vary in thickness (b) and length of the weld (l) the most.
- Clusters with two principal components have significant weights in all variables other than width of the beam (t)

	Ь	t	1	h
Α	0.965	0	-0.06	0.249
В	0.126	0.068	-0.982	0.115
С	0.435	0	-0.755	0.488
	0.897	0.006	0.404	-0.174
D	0.309	0	-0.883	0.351
	0.949	0.011	0.307	-0.06
Е	0.381	0.002	-0.616	0.688
_	0.924	0.019	0.256	-0.282



Conclusion

- A clustering and dimensionality reduction approach to chunking in design.
- A system can be provided experience by increasing the complexity of the optimization problem.
- Such approach to chunking is applicable in any task where task can be expressed as a multi-objective optimization.
- The example problems suggest the chunk dimensionality conjecture.
- More work is needed to substantiate the conjecture.

Questions?

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