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FACULTY OF MECHANICAL ENGINEERING

FAKULTA STROJNÍHO INŽENÝRSTVÍ

INSTITUTE OF SOLID MECHANICS, MECHATRONICS AND BIOMECHANICS

ÚSTAV MECHANIKY TĚLES, MECHATRONIKY A BIOMECHANIKY

PREDICTIVE MAINTENANCE OF PNEUMATIC PISTONS

MOŽNOSTI PREDIKTIVNÍ ÚDRŽBY PNEUMATICKÝCH PÍSTŮ

MASTER'S THESIS

DIPLOMOVÁ PRÁCE

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VEDOUCÍ PRÁCE

BRNO 2021

Assignment Master's Thesis

Institut:	Institute of Solid Mechanics, Mechatronics and Biomechanics
Student:	**Bc. Artyom Voronin**
Degree programm:	Applied Sciences in Engineering
Branch:	Mechatronics
Supervisor:	**Ing. Martin Brablc**
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As provided for by the Act No. 111/98 Coll. on higher education institutions and the BUT Study and Examination Regulations, the director of the Institute hereby assigns the following topic of Master's Thesis:

Predictive maintenance of pneumatic pistons

Brief Description:

With the ever–increasing degree of automation in the industry, a widespread effort to measure, record, and exploit information and signals related to the state of a given machine and its production quality, is becoming more relevant. Predictive Maintenance (PM) is a relatively new method, which builds on and further expands the ideas of the already established Fault Detection and Analysis (FDA). The purpose of this work is to demonstrate various approaches to Predictive Maintenance (e.g., signal–based and model–based) using the Matlab/Simulink software tools on a double–acting pneumatic piston as a case–study.

Master's Thesis goals:

1. Conduct research in the area of Predictive Maintenance, Fault Detection and Analysis, and related approaches and try to define their similarities and differences. Provide a practical demonstration for each of the approaches.
2. Create a simulation model of the demonstration device, including models of the sensors. Test different methods to create the model (e.g., software simulation, physical properties, black–box identification, etc.) and identify the models with real data.
3. Apply Predictive Maintenance techniques to a test dataset without using a simulation model.
4. Apply Predictive Maintenance techniques to a test dataset using a simulation model.
5. Evaluate the suitability of each approach for the application of PM and FDA.

Recommended bibliography:

PRITCHARD, Philip J. Introduction to Fluid Mechanics, 9th edition, Wiley, ISBN 978-1118921876.

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NOSKIEVIČ, Petr. Modelování a identifikace systémů. Ostrava: Montanex, 1999. ISBN 80-722-50-0-2.

Deadline for submission Master's Thesis is given by the Schedule of the Academic year 2020/21

In Brno,

L. S.

prof. Ing. Jindřich Petruška, CSc. Director of the Institute	doc. Ing. Jaroslav Katolický, Ph.D. FME dean

Abstrakt

...Abstrakt...

Summary

...anglicky...

Klíčová slova

...klicova slova...

Keywords

...anglicky...

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Prohlášení...

Artyom Voronin

Brno . . . .

Poděkování..

Artyom Voronin

Contents

1 Introduction

The production process always included elements of fault control and online monitoring. From the first methods of fault detection, such as visual inspection, today's factories move to automated systems consisting of sensors and computing units to evaluate the faults. Sometimes it is critical to monitor processing equipment in real-time to prevent damage caused by fault or anomaly. Every single fault can cause slowing down the production process and thus reducing the profit.

Device real-time monitoring algorithms have formed the Fault Detection and Analysis (FDA) field. FDA methods, in most cases, do not require machine learning techniques and can detect failures, using fundamental algorithms from Fourier analysis and trend checking algorithms to more complex techniques such as Gaussian Mixture Models.

Due to the amount of data collected in recent years and the expansion of data storage technology as cloud services and computation efficiency, it has become possible to use more advanced algorithms for fault detection and analysis. Using Classification Machine Learning techniques, it is possible to isolate where does the fault occurs. Another option that becomes available with a large amount of data is to estimate the remaining useful life (RUL) of the entire system. These techniques have led to Predictive Maintenance as an effort for optimal maintenance solutions. The current technical condition of the equipment is always available by information extracted from measured signals. It is possible to use current system conditions to estimate remaining useful life in time or distance form, such as days, kilometers, or cycles. Estimated residual lifetime gives an option to plan maintenance concerning to actual system condition.

These Remaining Useful Life estimation algorithms, the Fault Detection methods, and system modeling and identification techniques form a new Predictive Maintenance field.

System modeling allows providing experiments and developing solutions offline before physical hardware implementation. Unavailable or challenging to implement measurements can be replaced by generated data from the simulation model and finally helps to deploy a robust algorithm.

This thesis provides a brief introduction to Fault Detection and Predictive Maintenance methodologies, and basic terminology. Describe the main goal and problems in these areas. Focus on similarities and differences between these two approaches **??**.

Developing the simulation model of the double-acting pneumatic actuator and comparing it with real-life equipment using different approaches is described in chapter 2, 3, and 4.

Following chapter illustrate Signal-Based Predictive Maintenance methods using different sensors available in demonstration device. The used sensors were evaluated in terms of functionality, accuracy, and price.

The Model-Based Predictive Maintenance techniques and simulation model exploitation are demonstrated in chapter 5.

2 Theoretical Survey (10-13 pages)

This chapter contains a short introduction to the main goals and problems presented in fault detection and analysis and predictive maintenance techniques. A brief review of methodologies used in these fields and general approaches.

Section digital twin presents scenarios where a simulation model is used in predictive maintenance.

2.1 Problem Definition

In practice many types of machinery require some calibration and monitoring for adequate working. An anomaly or fault detection in time can prevent machinery from damage that causes loss of money due to non-working or destroyed equipment. Predicting where the fault appears reduces the cost of diagnosis and replacement operations. The possibility of estimating the remaining useful life allows to optimize a maintenance process and reduce maintenance costs.

Smart manufacturing, the combination of sensors, the possibility of preprocessing and extracting useful information from measurements and decision algorithms based on this information, allows increasing production efficiency and significantly reducing maintenance operations.

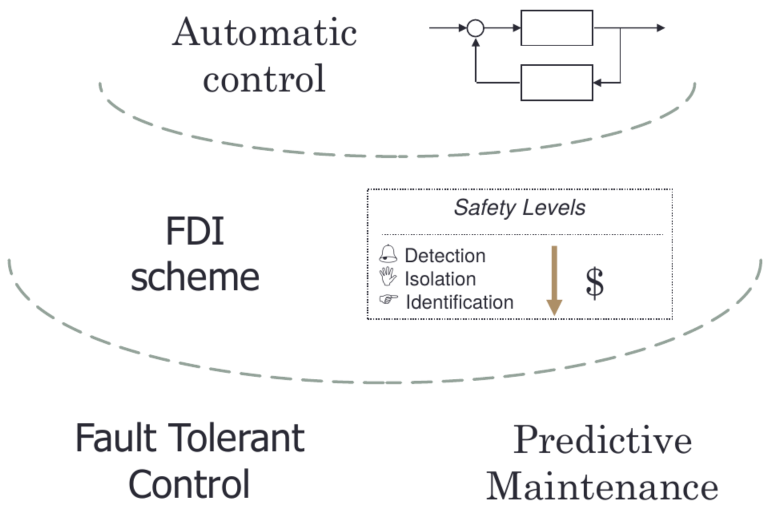


Figure 2.1: PM and FDI

Types of Maintenance There are three main types of maintenances **??**. Each following type of maintenance requires increasing complexity of monitoring and decision algorithms:

- Reactive maintenance, where maintenance coming after the life of the system is excess
- Preventive maintenance is driven item by schedules that may keep the system safe but not optimal from an efficiency/cost perspective.
- Predictive maintenance is an effort to optimize a maintenance strategy.

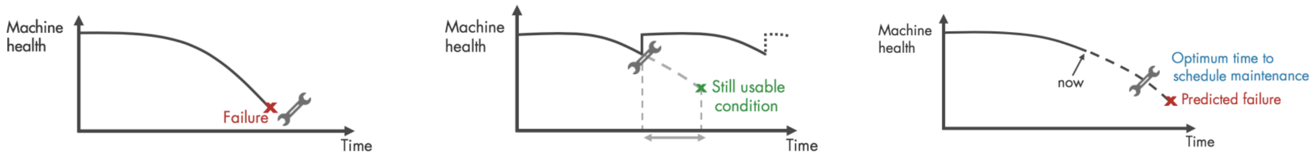


Figure 2.2: Reactive, preventive and predictive types of maintenance

Fault Types A fault is not an acceptable deviation of at least one characteristic or parameter of the system from the standard condition. There are different faults by their sources.

- Plant faults appear in system behavior and cause manufacturing performance.
- Component fault Actuator
- fault Sensor faults occurred in the sensor during measurements.
- Combination of faults

In many cases, faults lead to a system failure and the system is no longer able to perform required functions.

Faults can be classified by the location where they appear, by a fault form, or based on the form in which the fault is added to the system.

2.2 Fault Detection and Analysis (FDA)

Fault Detection and Analysis, FDA (Fault Detection and Isolation, FDI) is a subfield of control engineering focused on detecting the fault and identifying where this fault is located. The main goals of FDI are

- Fault detection, detect anomalies in real-time
- Fault isolation, find the root cause
- Fault identification, estimation of the magnitude, type, or nature of the fault

Several methods are partly overlapped but divided into two main categories. Signal-Based methods, explore measured data and extract useful information in the form of features. The following methods belong to the SB approach: Limit and trend checking, Spectrum Analysis Pattern recognition Model-Based methods exploit models identified from real-life systems. The model-based approach is suitable when it is difficult to gain useful information using only measured signals. If the system structure is known, it is possible to extract features such as state variables or some system parameters. Typical model-based techniques include Residual estimation Polynomial coefficients State variables estimated using state observers Parameter estimation

Automated fault detection depends on input from sensors and postprocessing algorithms. In many manufacturing applications, sensor failures are the most common equipment failure.

Fault Detection and Analysis, FDA. (Fault detection and isolation, FDI)

FD not new FD exists from 60th.

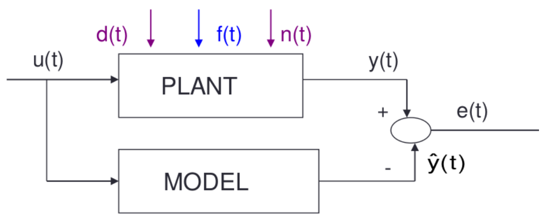
2.2.1 Goals

- Fault detection: Detect malfunctions in real time, as soon and as surely as possible
- Fault isolation: Find the root cause, by isolating the system components whose operation mode is not nominal
- Fault identification: Estimation the magnitude (size) and type or nature of the fault

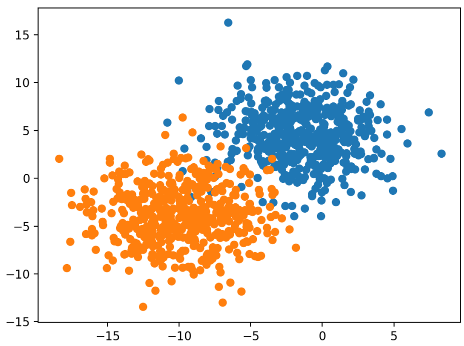
2.2.2 Methods

Figure 2.2 introduce 2 main approaches:

- Model-based FDI (compare data with healthy-model)
- Signal processing based FDI (using math methods to extract information about the fault from data)



(a) Model-based fault detection



(b) Signal-based fault detection

Figure 2.3: Fault detection common approaches

Signal-Based methods

- Limit Checking and Trend Checking

[0]**Fault** - not acceptable deviation of at least one characteristic or parameter of the system from the standard condition.

- Data Analysis (PCA)
- Spectral Analysis
- Parametric Signal Models
- Pattern Recognition (kNN, ANN, SOM)

Model-Based methods We know system structure. Faults modeled as some system variables changes. Parameter estimation

Knowledge-Based methods We know some Expert Knowledge about system behavior. Fuzzy, confidence-numbers, probability density functions, logic fault-symptom-tree, if-then rules.

The result of FDI is the detection and identification of faults that occur during the operation of the device. Subsequently data is processed using Fault Tolerance and Predictive maintenance methods.

Fault Tolerance: Provide the system with the hardware architecture and software mechanisms which will allow, if possible to achieve a given objective not only in normal operation, but also in given fault situations.

2.2.3 Condition Monitoring

Answer to question:"How does system operate now?" CM gives Diagnostic methods that provides alarm or warning, but not prognostic forecast about the future behavior (Not RUL).

But collected Condition Monitoring information can give information about system degradation.

There is a optimization between technical and financial possibilities in a specific situation.

FMECA (Failure Mode, Effect and Criticality Analysis)
FTA (Fault Tree Analysis)
RCA (Root Cause Analysis)

2.3 Predictive maintenance (PdM)

Predictive maintenance (PdM) is cost-effective maintenance strategy that predicts time to failure and warns of an anticipated location where this could occur.

2.3.1 Goals

The are two main goals of Predictive maintenance, RUL (remaining useful life) estimation and identification where the future failure can appear, or what is the reason of decreasing RUL. As a result of PdM is RUL representing of number cycles, days, or some time period before fault occurred. And probability where this fault can appear.

Predict where, when and what is the reason of failure (identify primary factors).

Predictive maintenance development sequence:

1. Collect data (using sensors, math model)

2. Process data (clean up data)

3. Identify Condition Indicators CI

    - Signal-based CI
    - Model-based CI

4. Fit model (ML techniques)

5. Deploy monitoring and integrate

6. Dashboard (UI)

2.3.2 Methods

There are couples of signal processing and analyzing methods that used in both PdM and FDI. For example:

Signal-Based approach is suitable in situation when we have measurements from system in different operating conditions. But there is a problem that Signal-Based approach enable to classify and learn patterns observed in training dataset.

Model-Based approach is to use physical failure models. This models do not require a large dataset of failure data. And they can work in situations never observed before.

2.3.3 Condition Indicators

Features in PdM field are called Condition Indicators or CI. Condition Indicators are features extracted from the signals, representing some system behavior and hides some information about system processing.

Condition indicators represented by three main domain. There are Time domain, Frequency domain, Time-Frequency domain Condition Indicators.

- Time-domain
- Frequency-domain
- Time-frequency

2.3.4 Fault Classification

2.3.5 Remaining useful life

RUL goal is remaining time before machine requires maintenance. Not only predict but provide a confidence bound.

RUL Models :

Inputs are condition indicators and models depends on data: 1. Lifetime, Run-to-failure, known threshold for CI.

- Similarity model
- Survival model
- Degradation model

2.4 Digital twin

Digital twin is digital representation of the real life system. Can be represented as a component, a system of components, or as a system of system.

Updating digital twin with incoming data Digital twin can be updated with incoming data from sensors. Fitting model to new data, digital twin represents the current condition state of the real world object.

Digital twin can hold historical data about behavior of a system and can be used for simulation system operation in different conditions, for designing control and simulate future behavior. (RUL, "What-if")

Digital Twins are helpful in the field of Anomaly Detection and Predictive Maintenance.

Mathematical model of the real world system can be created using different approaches. Modeling based on Physical modeling (Simscape) data-driven modeling where system is represented as a "Black box" or some combination of this approaches. Model with estimated parameters uses for simulation system behavior in different working conditions and with different faults during working process.

2.4.1 Using Digital Twin in PdM

Measured data, Generated data from mathematical model, or Synthetic data (Combination of measured and generated) can be used for assessment of Condition Indicators.

2.5 Comparison PdM and FDA approaches

- Compare similarities and differences in FDA and PdM

2.6 Application field

- Answer to question where FDA and PdM can be suitable.

3 First Principle Modeling (15 pages)

First Principles (White-Box)
Simplification, Liniarization, Reduction, Parameter Estimation.
SimScape (Physical modeling), Simulink (Differential equations).

Data-Driven modeling (Black-Box)
Measurements, Identification.

3.1 Pneumatic piston system overview

3.2 General physical principles

Equation of state Generally $pV = nR_mT$ but for air, using ideal gas constant $R = 287.1[Jkg^{-1}K^{-1}]$ state equation can be rewrite as 3.1.

$$pV = mRT \tag{3.1}$$

Isothermal process For isothermal process 3.2:

$$p_1V_1 = p_2V_2 = const \tag{3.2}$$

Adiabatic process Adiabatic process 3.3:

$$p_1V_1^{\kappa} = p_2V_2^{\kappa} = const \tag{3.3}$$

where $\kappa = c_p/c_v$ is a heat capacity ratio. Another important equation is Mayer's relation $c_p = c_v + R$.

Bernoulli's principle Bernoulli's principle 3.4:

$$H_1 + \frac{mw_1^2}{2} + mgz_1 + Q = H_2 + \frac{mw_2^2}{2} + mgz_w + W_T \tag{3.4}$$

$$H_1 - H_2 = -\int_1^2 V dp = c_p(T_1 - T_2) = c_pT_1(1 - \frac{T_2}{T_1}) \tag{3.5}$$

Differential form:

$$\nu dp + wdw + gdz + dw_T = 0 \tag{3.6}$$

Fluid mechanics Continuity equation 3.7:

$$\dot{m} = S_1w_1\rho_1 = S_2w_2\rho_2 = const \tag{3.7}$$

Air expansion from tank Assuming $W_T = 0, z_1 = z_2, Q = 0$ conditions and combine with 3.4 we will get 3.8 equation:

$$w_2 = \sqrt{2(H_1 - H_2)} \tag{3.8}$$

$$w_2 = \sqrt{2RT_1(\frac{\kappa}{\kappa - 1})(1 - (\frac{p_2}{p_1})^{\frac{\kappa-1}{\kappa}})} \tag{3.9}$$

$$\rho_2 = \frac{p_1}{RT_1}(\frac{p_2}{p_1})^{\frac{1}{\kappa}} \tag{3.10}$$

Together 3.7 3.9 3.10:

$$\dot{m} = Sp_1\sqrt{\frac{2}{RT_1}} \cdot \sqrt{\frac{\kappa}{\kappa - 1}\left(\left(\frac{p_2}{p_1}\right)^{\frac{2}{\kappa}} - \left(\frac{p_2}{p_1}\right)^{\frac{\kappa+1}{\kappa}}\right)} \tag{3.11}$$

where:

$$\psi\left(\frac{p_2}{p_1}\right) = \sqrt{\frac{\kappa}{\kappa - 1}\left(\left(\frac{p_2}{p_1}\right)^{\frac{2}{\kappa}} - \left(\frac{p_2}{p_1}\right)^{\frac{\kappa+1}{\kappa}}\right)} \tag{3.12}$$

Finally 3.13:

$$\dot{m} = Sp_1\sqrt{\frac{2}{RT_1}}\psi\left(\frac{p_2}{p_1}\right) \tag{3.13}$$

Critical flow velocity Speed of sound:

$$c = \sqrt{\frac{dp}{d\rho}} = \sqrt{\frac{\kappa p}{\rho}} = \sqrt{\kappa RT} \tag{3.14}$$

Assume $c = w_2$ (3.9, 3.14) we will get the critical flow velocity:

$$c_2 = w_k = \sqrt{\kappa RT} = \sqrt{2RT_1\frac{\kappa}{\kappa - 1} - 2w_k^2\frac{1}{\kappa - 1}} \tag{3.15}$$

$$w_k^2 = 2RT_1\frac{\kappa}{\kappa - 1} - 2w_k^2\frac{1}{\kappa - 1} \tag{3.16}$$

$$w_k = \sqrt{2RT_1\frac{\kappa}{\kappa - 1}} = \sqrt{2p_1\nu_1\frac{\kappa}{\kappa + 1}} \tag{3.17}$$

For calculating critical pressure ratio assume $w_k = w_2$ 3.17 3.9:

$$\sqrt{2RT_1\frac{\kappa}{\kappa-1}} = \sqrt{2RT_1\frac{\kappa}{\kappa-1}\left(1-\left(\frac{p_2}{p1}\right)^{\frac{\kappa+1}{\kappa}}\right)} \tag{3.18}$$

$$\left(\frac{p_2}{p1}\right)^{\frac{\kappa-1}{\kappa}} = \frac{2}{\kappa+1} \tag{3.19}$$

$$\tag{3.20}$$

$$\left(\frac{p_2}{p1}\right)_k = \left(\frac{p_k}{p1}\right) = \left(\frac{2}{\kappa+1}\right)^{\frac{\kappa}{\kappa-1}} = \beta_k \tag{3.21}$$

Critical pressure condition is $p_k = p_1\beta_k$.
Applying 3.21 to 3.12:

$$\psi_{max}(\beta_k) = \left(\frac{2}{\kappa+1}\right)^{\frac{\kappa}{\kappa-1}}\sqrt{\frac{\kappa}{\kappa+1}} \tag{3.22}$$

For air $\beta_k = 0.528, \psi_{max} = 0.484$
Final equation for ψ:

$$\psi\left(\frac{p_2}{p_1}\right) = \begin{cases} \sqrt{\frac{\kappa}{\kappa-1}\left(\left(\frac{p_2}{p_1}\right)^{\frac{2}{\kappa}} - \left(\frac{p_2}{p_1}\right)^{\frac{\kappa+1}{\kappa}}\right)} & 0.528 < \frac{p_2}{p_1} \leq 1 \\ \left(\frac{2}{\kappa+1}\right)^{\frac{1}{\kappa+1}}\sqrt{\frac{\kappa}{\kappa+1}} & 0 \geq \frac{p2}{p1} \leq 0.528 \end{cases} \tag{3.23}$$

3.3 Pressure model

p_A, p_B	Pa	pressure in chamber A, B
$\dot{m}_A, \dot{m}_B$	$kg \cdot s^{-1}$	mass flow on way to chamber A, B
S_A, S_B	m^2	piston area
V_A, V_B	m^3	volume of chamber A,B
V_{0A}, V_{0B}	m^3	"dead" volume of chamber A,B
m	kg	piston mass
F_{load}	N	load
x	m	piston position
l	m	maximum piston position

There are different approaches how to model thermal processes in pneumatic system. Isothermal, adiabatic, polytropic models are suitable in different technical applications.

Isothermal model of pressure in cylinder

$$m = \rho V \tag{3.24}$$

$$\dot{m} = \dot{\rho}V + \rho\dot{V} \tag{3.25}$$

Applying 3.1:

$$\rho = \frac{p}{RT} \tag{3.26}$$

$$\dot{\rho} = \frac{\dot{p}}{RT} \tag{3.27}$$

Finally get 3.28:

$$\dot{p} = -\frac{p}{V}\dot{V} + \frac{RT}{V}\dot{m} \tag{3.28}$$

Adiabatic model of pressure in cylinder Assume adiabatic process. For simple adiabatic model following equation can be used 3.29:

$$\dot{p} = -\frac{\kappa p}{V}\dot{V} + \frac{\kappa RT}{V}\dot{m} \tag{3.29}$$

$$\dot{p_A} = \frac{\kappa}{S_A x + V_{0A}}\left(-p_A S_A \dot{x} + RT_A \dot{m_A}\right) \tag{3.30}$$

$$\dot{p_B} = \frac{\kappa}{S_B(l-x) + V_{0B}}\left(p_B S_B \dot{x} + RT_B \dot{m_B}\right) \tag{3.31}$$

Volumes of chambers:

$$V_A = S_A x + V_{0A} \tag{3.32}$$

$$V_B = S_B(l-x) + V_{0B} \tag{3.33}$$

$$\dot{V}_A = S_A \dot{x} \tag{3.34}$$

$$\dot{V}_B = -S_B \dot{x} \tag{3.35}$$

3.4 Mass flow model

3.4.1 Input/Output mass flows

$$\dot{m}T = \dot{m_{in}} T_s - \dot{m_{out}} T_{A/B} \tag{3.36}$$

3.4.2 Valve model

S_{eq}	m^2	Equivalent cross section
S_{max}	m^2	Maximum cross section
Cd	$-$	Coefficient of contraction
u	$-$	Regulation variable

Valve flow model with simply input control signal For regulation flow this model used input control signal directly without spool mechanics.

Coefficient of contraction 3.37:

$$C_d = \frac{S_{eq}}{S_{max}} \tag{3.37}$$

For flow control regulation $u \in \langle -1, 1\rangle$ can be used.

$$u = \begin{cases} u \in \langle -1, 0) & \text{discharge the chamber} \\ u = 0 & \text{valve closed} \\ u \in (0, 1\rangle & \text{filling the chamber} \end{cases} \tag{3.38}$$

$$\dot{m} = uS_{max}C_d p_1 \sqrt{\frac{2}{RT_1}} \cdot \psi\left(\frac{p_2}{p_1}\right) \tag{3.39}$$

For filling the chamber:

- $p_1 = p_s$
- $p_2 = p_A$ or p_B
- $T_1 = T_s$

For discharge the chamber:

- $p_1 = p_A$ or p_B
- $p_2 = p_0$
- $T_1 = T_A, T_B$

where p_s is supply pressure. p_0 atmospheric pressure. As T_i - atmospheric temperature using according to isothermal process.

$$\dot{m}_A = \begin{cases} uS_v C_d p_s \sqrt{\frac{2}{RT_s}} \cdot \psi\left(\frac{p_A}{p_s}\right) & , u \in (0, 1\rangle \\ 0 & , u = 0 \\ uS_v C_d p_A \sqrt{\frac{2}{RT_A}} \cdot \psi\left(\frac{p_0}{p_A}\right) & , u \in \langle -1, 0) \end{cases} \tag{3.40}$$

$$\dot{m}_B = \begin{cases} uS_v C_d p_s \sqrt{\frac{2}{RT_s}} \cdot \psi\left(\frac{p_B}{p_s}\right) & , u \in (0, 1\rangle \\ 0 & , u = 0 \\ uS_v C_d p_A \sqrt{\frac{2}{RT_B}} \cdot \psi\left(\frac{p_0}{p_B}\right) & , u \in \langle -1, 0) \end{cases} \tag{3.41}$$

Valve flow with spool mechanic included With respect to valve spool modeled as 1DOF system 3.48 and mechanical and geometrical properties following equation were used.

Valve flow with spool In this model we accept a spool displacement x_s, controlled by input voltage u.

$$\dot{m}(P_u, P_d) = \begin{cases} C_f A_v \left(\frac{\kappa}{R}\left(\frac{2}{\kappa-1}\right)\right)^{\frac{1}{2}} \cdot \frac{P_u}{\sqrt{T}} \left(\frac{P_d}{P_u}\right)^{\frac{1}{\kappa}} \cdot \sqrt{1 - \left(\frac{P_d}{P_u}\right)^{\frac{\kappa-1}{\kappa}}} & \text{, if } \frac{P_d}{P_u} > P_{cr} \text{ (subsonic)} \\ C_f A_v \frac{P_u}{\sqrt{T}} \cdot \sqrt{\frac{\kappa}{R}\left(\frac{2}{\kappa+1}\right)^{\frac{\kappa+1}{\kappa-1}}} & \text{, if } \frac{P_d}{P_u} \leq P_{cr} \text{ (sonic)} \end{cases} \tag{3.42}$$

where C_f is discharge coefficient, A_v is the effective are of valve orifice.

$$A_v = \frac{\pi x_s^2}{4} \tag{3.43}$$

$$x_s = C_v u \tag{3.44}$$

where C_v is the valve constant.

Valve model by Endler Require fitting constants and generally system identification. Mass flow rates are given by following equations:

$$\begin{aligned} \dot{m}_A(u, p_A) &= g_1(p_A, sign(u))arctg(2u) \\ \dot{m}_B(u, p_B) &= g_2(p_B, sign(u))arctg(2u) \end{aligned} \tag{3.45}$$

where g_1, g_2 are signal functions given:

$$\begin{aligned} g_1(p_A, sign(u)) = \beta\Delta p_A &= \begin{cases} (p_s - p_A)\beta^{ench} & \text{, if u} \geq 0 \\ (p_A - p_0)\beta^{esv} & \text{, if u} < 0 \end{cases} \\ g_2(p_B, sign(u)) = \beta\Delta p_B &= \begin{cases} (p_s - p_B)\beta^{ench} & \text{, if u} < 0 \\ (p_B - p_0)\beta^{esv} & \text{, if u} \geq 0 \end{cases} \end{aligned} \tag{3.46}$$

where $\beta^{ench}, \beta^{evs}$ are constant coefficients. For fitting model stop piston (speed of piston is null). This mean that volume is constant. We can measure flow rate $\dot{m}$ versus input voltage u with given pressure difference.

Valve dead-zone For more precision control and modeling of the valve system, valve dead-zone can be used 3.47.

$$u_z = \begin{cases} g_z(u) < 0 & \text{, if } u \leq u_n \\ 0 & \text{, if } u_n < u < u_p \\ h_z(u) > 0 & \text{, if } u \geq u_p \end{cases} \tag{3.47}$$

3.5 Mechanical assembly

3.5.1 Equation of motion

The motion of the pneumatic piston mechanism describes in terms of the general 1dof dynamical equation 3.48.

$$m\ddot{x} + b\dot{x} + kx = u \tag{3.48}$$

In the case of the pneumatic piston, the equation 3.48 transforms into an equation 3.49.

$$(M + M_L)\ddot{x} + F_{damp} + F_g + F_{hs} = F_p \tag{3.49}$$

Where M represents a mass of the all moveable part of the piston, M_L is load mass, F_g gravity force acting to mechanical moving assembly, F_{hs} - models endpoints (hard stop), F_{damp} represents shock absorbers acted at endpoints, F_p is a force produced by the pneumatic piston 3.50.

$$F_p = P_A S_A - P_B S_B - P_0 S_0 \tag{3.50}$$

3.5.2 Hard stop

Hard stop can be represented as spring and dumps:

$$F_{HS} = \begin{cases} K_p(x - g_p) + D_p v & \text{for } x \geq g_p \\ 0 & \text{for } g_n < x < g_p \\ K_n(x - g_n) + D_n v & \text{for } x \leq g_n \end{cases} \tag{3.51}$$

3.5.3 Shock Absorbers

3.5.4 Friction

Friction force can be modeled in the different ways.

TO MUCH 3.52.

$$F_f = \begin{cases} C\dot{x} + \left(f_c + (f_s - f_c)e^{-\left(\frac{\dot{x}}{v_s}\right)^{\delta}} \right) sign(\dot{x}) & \text{, if } \dot{x} \leq v_e \\ \mu\dot{x} & \text{, if } \dot{x} > v_e \end{cases} \tag{3.52}$$

where C - viscous friction coefficient, f_c - Coulomb friction, f_s - maximum static friction, μ - dynamic friction factor, v_s - Stribeck velocity, δ - arbitrary index, v_e critical velocity.

3.6 Sensors Modeling

- Sensors models

3.7 Parameter identification

3.7.1 Mechanical assembly

In mechanical system there is F_f force represented by frictions accruing in the system. This force can be modeled by different friction models with respect to **??**. Friction force parameters can be estimated using "gray-box" method. Using $\dot{m}$ mass flow data versus x position measured on real assembly and use these data as an input and output, we can fit F_f. Simplify model can contain TODO:

- F_C static friction
- C_v viscous
- C_p Pressure difference

3.7.2 Cylinder

Dead volume: $p_1 V_1^n = p_2 V_2^n$ or datasheet.

3.7.3 Valve

For valve system there are two parameters that need to be estimated. According to equation 3.53 with constant p_1 (pressure supply) and p_2 (atmospheric pressure), we can estimate $\boldsymbol{C}$ if we neglect Valve Spool dynamic. If in experiment we determine that spool dynamic necessary to include. We provide same experiment with spool model including to "Gray-box" fitting model.

$$\dot{m} = \boldsymbol{u}(x_s)\boldsymbol{C}p_1\sqrt{\frac{2}{RT_1}} \cdot \psi\left(\frac{p_2}{p_1}\right) \tag{3.53}$$

4 Models comparison (2-3 pages)

4.1 First Principle Model

This model 4.1 was developed with respect to equations represented before.

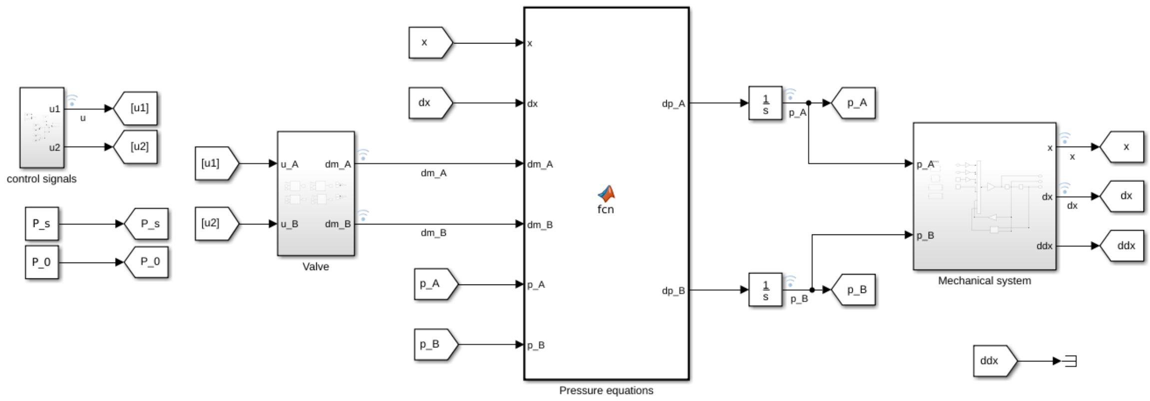


Figure 4.1: Simulink model based on equations

4.2 Alternative Modeling Techniques (3 pages)

Generally with dataset of input-output signals approximation model can be fit. Using System Identification Toolbox and modeled as Black-Box or Gray-Box models. This section attempted to fit some models using data from SimScape and Equation model presented before.

Fit approximation model make sense only if we know what to fit. Using signal process techniques and identify dominant signals that providing best classification features we will train models with respect to this signals.

4.2.1 Physical Model (SimScape)

Working, very slow. Equations are faster for estimation parameters. Model 4.2 was developed using SimScape toolbox.

4.2.2 State-space/ARX Models

Not working, Nonlinearities.

4.2.3 Hammerstein-Wiener Model

Working only for Position.

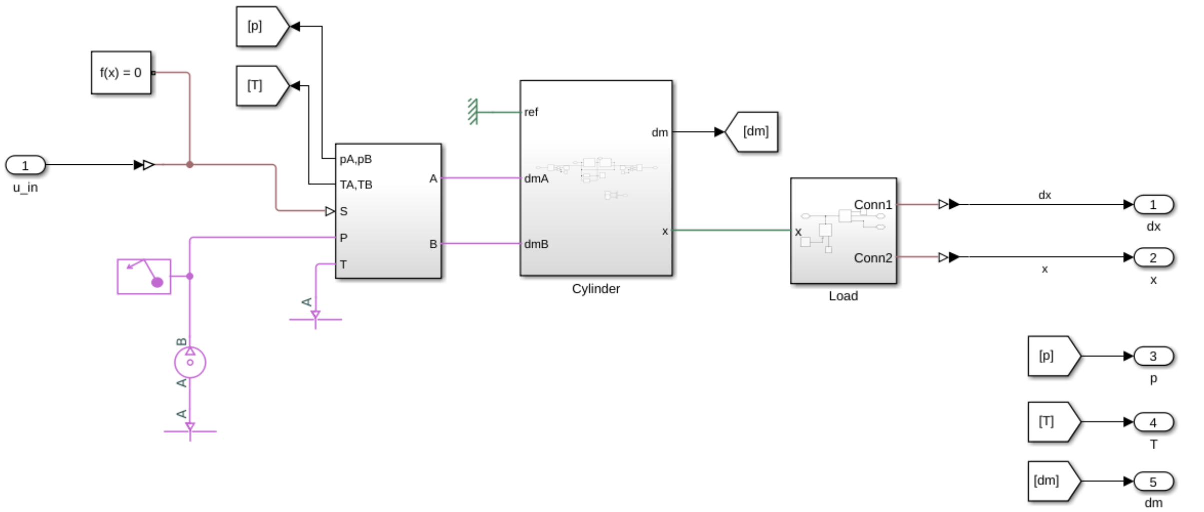


Figure 4.2: Simulink model using SimScape Toolbox

4.2.4 Nonparametric model (ANN)

Working. Can be used as "Normal operation" model.

4.3 Comparison

Following figure 4.3 represent comparison of 2 models (Simscape and based on equations) using same parameters for simulation: There is slight difference between models causing Valve dynamics simplifications in model based on equations.

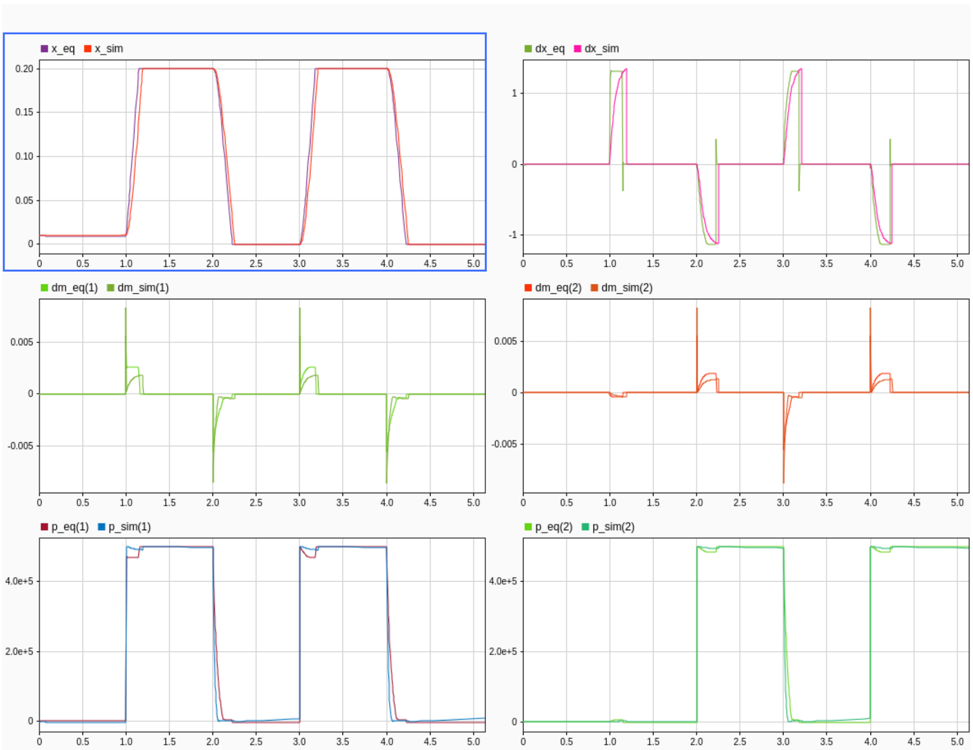


Figure 4.3: Comparison of simscape and model based on equations

5 Signal-Based PdM (15 pages)

Signal-Based Predictive Maintenance.

General

Workflow

5.1 Sensors

Sensors comparison, cost.

5.2 Data exploring

Data has been collect from 8 types of sensors corresponding table 5.1:

Signal name	Description
FlowExtrusin	Flow sensor
FlowContraction	Flow sensor
AirPressure	Pressure sensor
AccelerometerMoving_axisY	Accelerometer
AccelerometerMoving_axisZ	Accelerometer
AccelerometerStat_axisY	Accelerometer
AccelerometerStat_axisZ	Accelerometer
	Temperature sensor
	Proximity sensor
	Strain gauge
	Microphones

Table 5.1: Measured signals

There are 660 measurements with different parameters system parameters 5.2.

Adjusting valve 1	
Adjusting valve 2	

Table 5.2: Device parameters

Dataset was divided to 5 main categories.

Data has been accumulated to ".mat" files. Each file contains signals from sensors during 10 seconds measurements with different pneumatic actuator configuration. Example results from one experiment are represented in figures ??, ??.

5.3 Data management

Data Ensembles Data files have been reshaped to Data Ensembles format used for Condition monitoring purposes. This format allows processing data without copying the whole dataset to memory at once but processes them one by one. In large datasets it gives an option to manipulate with data without problems with allocated memory.

Divided to 3 datasets:

- Train data
- Validation data
- Test data

5.4 Preprocessing

Measured signals require preprocessing concerning the preservation of the information base. For smoothing data Moving Average function were used. As an example, the figure **??** is shown the "raw" and filtered signals. The whole dataset of preprocessed data is relatively big. For time-saving, parallel computing was used for all computationally demanding parts of the code.

5.5 FDI methods

5.5.1 Line checking

We can use Proximity sensor time delay between input signal and upper proximity sensor signal to evaluate if there is some fault.

Same with Position, if not reach some end position, there is a fault.

Flow sensor, check if the float mean value is under some threshold, there is fault.

5.6 Condition Indicators extraction

For classification task purpose from the signals have been extracted statistical features such as mean, median, peak to peak value, etc. As a condition "FaultCode" variable were used. This variable represent configuration of pneumatic actuator during the measurement.

All calculated features were added to the dataset and were ranked by Kruskal-Wallis ANOVA algorithm. Following table **??** contain 5 first best features ranked for classification purpose.

Kruskal-Wallis is very suitable to ranking features before using PCA or SVD.

Selecting Condition Indicators There is a problem if we will deploy classification task with large features dataset. There are different possibilities to reduce data before train classification model or do a prediction. On of them is to rank a features by Analysis of Variation algorithm to evaluate a good representation features.

5.6.1 Microphones

Cheap, good results, but maybe problems with real life integration (noise from another machines). Another problem cannot be modeled in simulation system. For predictive purposes require data from real model.

5.6.2 Encoder

Good results, useful in simulations and compare results with Digital Twin. Can be used in Model-Based CI. Digital twin can generate fault data, that will be applicable with encoder sensor.

5.6.3 Acceleration sensors

Not good, not bad. Can be used for classification task. But encoder has more accuracy information.

5.6.4 Proximity Sensors

Cheap. Very correlated features.Can not be used for classification. But suitable to detect binary classification (Health, Failed). Only statistical features, no Frequency domain.

5.6.5 Flow Sensors

Very expensive sensors. Not so good results.

5.6.6 Air Pressure

This sensor always used, to control pressure valve. But not good results. Maybe in combination with another sensor.

5.6.7 Strain Gauge

Expensive, Normal results of classification. But not suitable for Simulation Model.

5.6.8 Temperature

Good results on data. But only because Ambient temperature was changed between measurements. In one day it was warm, another colder :)

5.7 Classification Task

The main goal of the classification task is to train a model that can predict the "Fault-Code", or "Label" signalized about pneumatic actuator behavior by calculated features.

Using Kuskal-Wallis one way analysis of variance, features were ranked by importance with respect to correlation. This gives opportunity to reduce number of features before PCA analysis.

Principal component analysis (PCA) has been used to reduce the number of features and chose the best representants.

The trained model has been exported to **models/** directory.

6 PdM using a Simulation Model (10-15 pages)

6.1 Differences between Model-Based PdM and PdM using Digital Twin

There is a difference between using Model-Based PdM and using Simulation Model as a Digital Twin.

6.2 Using Digital Twin to Generate Fault Data

We can use Digital Twin to model situations that were not captured in the original dataset or if it is hard to model some cases with real-world hardware. As an example, we can model sensors fault such as sensor drift or complete signal loss.

6.3 Model-Based Condition Indicators

Model-Based approach is suitable when it's difficult to identify condition indicators using only signals. In some cases it's useful to fit some model from data and extract condition indicators as some system parameter.

6.3.1 Static and Dynamic Models

If the system behavior can be fit from the data as a static model, than we can extract condition variables from this model. For example, if model was fitting to a polynomial model, than polynomial coefficients can be use as condition indicators.

Signals showing dynamic behavior can be fitted to dynamic models such as State-Space or AR, ARX, NLARX (Nonlinear auto recursive model) and so on. Then condition indicators can be extracted as poles, zeros damping coefficients from estimated model.

6.3.2 Using Hammerstain-Weiner Model

Demo using Hammerstain-Wiener Model. Fit model to position signal and extract coefficients from model as Condition indicators. Classification.

6.4 Using Simulation Model for Residuals Estimation

Another option is using the Simulink model with **prediction error minimization function** to compute difference between Simulink model and measured data. From this difference we can separate fault condition and healthy operation.

6.4.1 Comparison with Nominal System Model

Same thing as section 6.4

Compare actual system behavior with system model. This will generate some error $e(t) = y(t) - \hat{y}(t)$. From this error residual can be generated in form $r(t) = \Phi(u_t, y_t, \varepsilon_t, v_t, d)$ and after some decision.

6.5 Using Digital Twin to Generate Prognostic Data

Another option is to use Digital Twin to generate a system degradation process. We can evaluate CI from sensor signal by changing a system's mechanical properties as friction or mass flow leakage. Another advantage is that we can design experiments on the model to evaluate what type of data we require from a real-world system to develop a robust algorithm.

6.6 RUL

Demo RUL using generated from model degradation dataset.

7 Conclusion

Figure 7.1: Caption