Cold Engine Emissions Optimization Using Model Based Calibration

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Overview

• Cold engine emissions.
• What is model-based calibration?
• Design of experiments.
• Statistical modelling.
• Response model trade-offs and optimisation.
• Implementation.
Cold Engine Emissions

• “Cold Engine” refers to operation after engine start up.
• 20°C emissions tests.
• Catalytic converter has not achieved light-off.
• Engine operation is referred to as “Catalyst Heating.”

Challenges before light-off

• Minimise exhaust pollutants.
• Achieve acceptable combustion stability.
• Maximise fuel economy.
• Minimise piece costs, e.g. catalytic converter, engine hardware.
Engine Control Options

- Ignition timing, and fuelling.
- Continuously, variable valve timing for both intake and exhaust.
- Split injection, semi-stratified charge combustion.

Increased complexity means more degrees of freedom!

PFI - 3-4 variables.
DI - 7-8 variables.

Our brains struggle to visualise 2 or 3 variables at a time!
Model-Based Calibration Toolbox

- An add-on toolbox for MATLAB®
- Specifically developed for engine calibration
- Has been commercially available for approximately 5 years

Model-Based Calibration Toolbox provides design tools for calibrating powertrain systems. The toolbox is built on the high-performance technical computing environment of MATLAB® and the modeling capabilities of Simulink®. Model-Based Calibration Toolbox enables the development of optimized calibrations for complex high-degree-of-freedom engines that are difficult to calibrate using traditional methods. Using the toolbox, you can develop a process for systematically generating calibrations that find an optimal balance of engine performance, emissions, and fuel economy.
Model Based Calibration Concept

Experiment Design → Data Collection → Data Modeling

Data Collection → Calibration → Implementation
Design of Experiments

• Design of experiments is a technique used to select the most statistical useful data.
• Essential for high degree of freedom systems.
• # of points influenced by degrees of freedom and model.

Benefits
• Significant reduction in test points compared with ‘one parameter at a time’ or factorial test methods.
• Data collected randomly minimising influence of ‘noise’ parameters.
Examples of DOE

Factorial designs
$L^V = \# \text{ of points}$
$L = \text{Levels.}$
$V = \text{Variables.}$
3 levels and 3 variables = 27 points.

Central Composite Design (CCD)
A classical DOE.
Minimum of 15 points.
Almost 50% reduction in test points.
Optimal designs and augmented space fills

- Computer based design, flexible and useful for constrained design spaces.
Model Based Calibration

Experiment Design -> Data Collection -> Data Modeling

Data Collection -> Calibration

Calibration -> Implementation
Statistical Modelling

- The choice of variables (factors and responses) should be selected based on physical knowledge.
- Models capture the shape of the response and confidence intervals.
- Modelling is split into two parts;
  - Local model.
  - Global model.

Typical Models are;
- Polynomials.
- Radial Basis Functions (RBF).
Local Model

- Local model refers to spark sweep data. Spark is the variable on the x-axis, all other variables are held constant.
- Fitting local models help identify bad data and ‘expected’ trends.

\[ HC = b_0 + b_1 SPARK + b_2 SPARK^2 + b_3 SPARK^3 \]
Global Model

- Coefficients from the local model are fed into the global model.

- A model now represents the local coefficients, enabling reproduction of the spark sweep at any combination of global conditions.
Response Surface

- The response surface can be calculated from the local and global model coefficients.

- Interrogation increases understanding of trends.
Model Based Calibration

Experiment Design → Data Collection → Data Modeling

Data Collection → Calibration → Implementation

Implementation → Calibration → Data Collection

Experiment Design → Data Collection → Data Modeling
Optimisation and Trade-offs

- Optimise controlled variables to meet emissions targets and satisfy customer expectations.
- Optimisation can focus on one response or consist of trade-offs.
- Input variables can be optimised manually considering all responses.
- Optimization Toolbox algorithms can be used for automatic optimisation.
Single Objective Optimisation

- Appropriate when no trade-off exists or is necessary.
- Constraints are used to limit other responses, e.g. combustion stability.

Exhaust Energy and HC Emissions fn(mass flow rate, spark advance)
Multi-Objective Optimisation

- Necessary when optimising one response, results in the deterioration of another.
- Generates a Pareto, more time consuming to select optimum calibration.

![Pareto: HC Emissions and Exhaust Gas Energy](image)

- Stability <= 100 %
- Stability <= 120 %

Legend:
Re-use of Models

- Collect data once.
- Re-use models as many times as required.
- Constraints can be changed.
- Models are an **engine test bed simulator**.
Model Based Calibration

- Experiment Design
- Data Collection
- Data modeling
- Calibration
- Implementation
Implementation

- Optimum values must translate into ECU maps.
- Take into account strategy deficiencies.
- Can be limited by engine hardware and other calibration areas.
- Cycle analysis.

![Calibration verification on FTP drive cycle graph](image)
Conclusions

- Model-based calibration and design of experiments is a key tool in developing high-technology engines with demanding emissions targets and driveability constraints.
- Use of models allows careful scrutiny of multiple responses and increases understanding of engine operation across all degrees of freedom.
- Use of models as **engine test bed simulator** reduces expensive retesting.
- Experience is a key factor in successful application of this process.
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Questions?