POLITECNICO DI TORINO
Repository ISTITUZIONALE

Electrohydraulic Servomechanisms Affected by Multiple Failures: A Model-Based Prognostic Method Using Genetic Algorithms

(Article begins on next page)

04 August 2020

Electrohydraulic Servomechanisms Affected by Multiple Failures: A Model-Based Prognostic Method Using Genetic Algorithms

M. D. L. DALLA VEDOVA　　G. BONANNO　　P. MAGGIORE
Department of Mechanical and Aerospace Engineering
Politecnico di Torino
Corso Duca degli Abruzzi 24 – 10129, Turin
ITALY
matteo.dallavedova@polito.it

Abstract: - In order to detect incipient failures due to a progressive wear of a primary flight command electro hydraulic actuator (EHA), prognostics could employ several approaches; the choice of the best ones is driven by the efficacy shown in failure detection, since not all the algorithms might be useful for the proposed purpose. In other words, some of them could be suitable only for certain applications while they could not give useful results for others. Developing a fault detection algorithm able to identify the precursors of the above mentioned EHA failure and its degradation pattern is thus beneficial for anticipating the incoming failure and alerting the maintenance crew so as to properly schedule the servomechanism replacement. The research presented in the paper was focused to develop a new prognostic procedure centered on the characterization of the state of health of a common electro-hydraulic actuator for primary command usage. It is based on an innovative model based fault detection and identification method (FDI) that makes use of deterministic and heuristic solvers in order to converge to the actual state of wear of the tested actuator. In particular, the proposed model takes in account three different types of progressive failures: the clogging of the first stage of the flapper-nozzle valve, the rising of friction between spool and sleeve and finally the rising of friction between jack and cylinder. To assess the robustness of the proposed technique, an appropriate simulation test environment was developed. The results showed an adequate robustness and confidence was gained in the ability to early identify an eventual EHA malfunctioning with low risk of false alarms or missed failures.

Key-Words: - EHA, aeronautical servomechanism, numerical modeling, fault detection/identification (FDI), prognostics, genetic algorithm.

1 Introduction

Prognostics is a discipline whose purpose is to predict the moment in which a certain component loses its functionality and is not further able to meet desired performances. It is based on analysis and knowledge of its possible failure modalities and on the capability to individuate the first signs of aging or wear and, then, evaluate the magnitude of such damage (i.e. fault detection and identification FDI). The aforesaid data will be then used as input of a proper failure propagation model. Vachtsevanos et al [1] put in evidence as the use of this discipline in aeronautics, as in many other technological fields, could be very useful if applied to maintenance, since it lowers both costs and inspection time. In order to optimize these advantages, the discipline known as Prognostics and Health Management (PHM) originated: its purpose, as reported by Byington, Watson, Edwards, and Stoelting [2], is to provide real-time data on the current status of the system and to calculate the Remaining Useful Life (RUL)

before a fault occurs or a component becomes unable to perform its functionalities at a desired level. The research presented in the paper, referring to the considerations reported by Borello, Dalla Vedova, Jacazio and Sorli in [3] and by Maggiore et al. in [4], is focused on the development of a fault detection/identification (FDI) method able to identify failure precursors (alerting that the system is degrading) and to evaluate the damage entity; in fact, a progressive degradation of a system component, which does not initially create an unacceptable behavior, often leads to a condition in which the efficiency of such component is impaired and hence the whole actuation system operation could be compromised. In order to develop the above mentioned research, a typical aircraft primary command electro hydraulic actuator has been modelled in the MATLAB Simulink® simulation environment and several sets of simulations (in nominal conditions or with various failures) have been run.

2 Aim of Work

In this paper a new FDI algorithm based on the Genetic Algorithms (GA) is proposed, optimized and then validated through the comparison between the behavior of the real system (affected by progressive faults) and the corresponding numerical EMA virtual test-bench, conceived and modeled for the purpose. In particular, the proposed method merges together deterministic and GA algorithms to guide the iterative combination of simulated faults to the one that, compatibly with the accuracy of the monitoring model and its capacity to evaluate faults, represent the actual state of health of the actuator. In order to evaluate the accuracy of the prediction at the different conditions and to assess the field of validity of the proposed method, different combinations of progressive faults have been considered. In particular, according to hypothesis shown by Maggiore et al. (2015) [5] , authors evaluate the following progressive faults: clogging of the SV first stage, dry friction acting between spool and sleeve and dry friction acting on the linear actuator. Operatively speaking, the proposed FDI procedure is made up of two: in the first, the solver finds a first approximation of the damage combination by minimizing several fitness functions basing the research on peculiar aspects of the dynamic response to a certain command (open-loop or close-loop test command), whereas, in the second step, the founded combination is used as basic information to initialize the heuristic process. This aims to minimize the fitness function that calculates the discordance between the reference response and the one provided in each iterative simulation by the monitoring model. The parameters representing the amount of the considered progressive fault $(K_{FDJ}, K_{intas}, K_{FSS})$[1] are properly normalized in order to vary linearly from zero (original fully integral or ideal condition) to one (limit fully damaged condition).
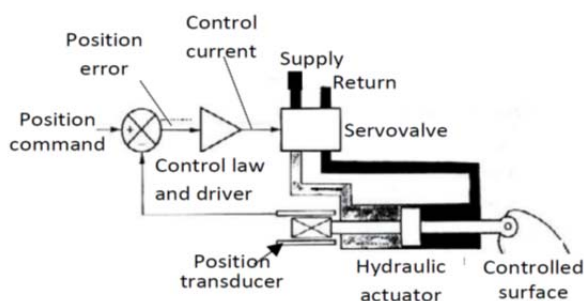

Fig. 1: Concept schematic of the EHA actuator

---

1 Respectively: dry friction acting on the linear actuator (K_{FDJ}), clogging of the SV first stage (K_{intas}) and dry friction acting between spool and sleeve (K_{FSS}).

3 Reference EHA Numerical Model

The examined system, as shown in Fig. 1, is a typical electrohydraulic position servomechanism widely used both in primary and secondary aircraft flight controls. This servomechanism consists of three subsystems, indicated below:

1. a controller subsystem made of a control electronics and a servoamplifier (SA); the control electronics may be a computer, microprocessor or guidance system and creates a command input signal; the SA provides a low power electrical actuating signal which is the difference between the command input signal and the feedback signal generated by the feedback transducer. The SA usually implements an embedded PID control logic (proportional-integral-derivative); some-times it could only use a PI or a PD logic, or a further simplified proportional logic with a velocity loop; the present work refers exactly to a pure proportional control logic;

2. an electrohydraulic two stage servovalve which responds to this low power electrical signal and controls the high power flow of hydraulic fluid to the actuation element;

3. a hydraulic piston (symmetrical double acting linear cylinder subject to Coulomb friction), provided by a position transducer, which positions the device being controlled.

The description of the servomechanism employed in this work and its mathematical model are shown by Borello et al. in [3] and by Maggiore et al. in [5].

3.1 Analytical Model of the EHA

The considered EHA has been modelled by means of the Simulink block diagram shown in Fig. 2: as shown in [6-7], the position error (Err), coming from the comparison of the instantaneous value of commanded position (Com) with the actual one (XJ), is processed by means of a PID logic giving the suitable current input (Cor) acting on the servovalve first stage torque generator; the aforesaid engine torque (expressed as a function of Cor through the torque gain GM), reduced by the feedback effect due to the second stage position (XS), acts on the first stage second order dynamic model giving the corresponding flapper position (XF) (limited by double translational hard stops).

XF causes a spool velocity and, by time-integrating, gives the displacement XS (limited by double translational hard stops ±XSM); the second stage dynamics is modelled by means of a second order numerical model able to take into account the dry friction forces acting on the spool.
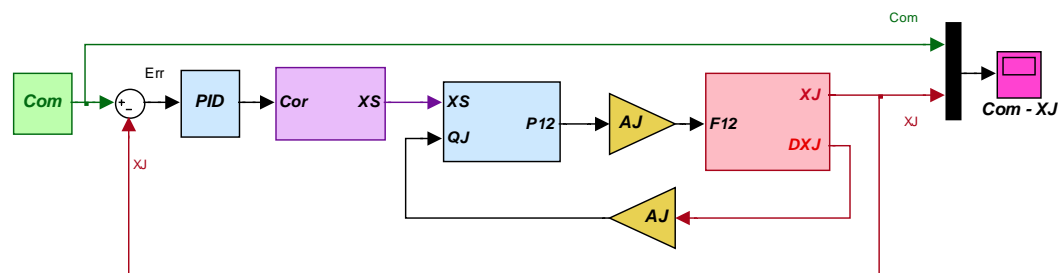
Fig. 2: Simulink block diagram of the considered EHA.

From XS, the differential pressure P12 (pressure gain GP taking into account the saturation effects) effectively acting on the piston is obtained by the flows through the hydraulic motors QJ (valve flow gain GQ). The differential pressure P12, through the piston active area (AJ) and the equivalent total inertia of the surface-motor assembly (MJ), taking into account the total load (FR), the viscous (coefficient CJ) and dry friction force (FF), gives the assembly acceleration (D2XJ); its integration gives the velocity (DXJ), affecting the viscous and dry frictions and the linear actuator working flow QJ that, summed to the leakage one, gives the above mentioned pressure losses through the valve passageways. The velocity integration gives the actual jack position (XJ) which returns as a feedback on the command comparison element.

The proposed numerical model is also able to simulate the effects due to conversion from analogic to digital of the feedback signals (ADC), electrical noise acting on the signal lines and position transducers affected by electrical offset.

3.2 EHA Monitoring Model

The proposed detailed EHA Simulink model, as explained in the previous paragraphs, is able to simulate the dynamic behavior of an actual electro-hydraulic servomechanism taking into account the effects due to command inputs, environmental boundary conditions and several failures. So, even with proper limitations, this model allows to simulate the dynamic response of the real system in order to evaluate the effects of different faults and designs, analyses and tests different diagnostic and prognostic monitoring strategies. In order to conceive a smart system able to identify and evaluate the progressive failures, it is necessary to compare its dynamic behaviors with those provided by an ideal system operating in nominal conditions (in order to neglect the effects due to the aforesaid failures). To this purpose, a new numerical model, dedicated to monitoring, has been developed.

As shown in Fig. 3, this model represents a simplified version of the detailed EHA numerical model having the same logical and functional structure; such a model, with respect to the detailed one, is able to give similar performance, although less detailed, requiring less computational effort and reduced computational time.

4 EHA Failures and Degradations

The electrohydraulic actuator, and in particular the servovalves regulating their hydraulic power, are complex devices and can fail in several ways: according to the above considerations, in this work authors focused on some of the typical faults that affect the servovalve (with the exception of friction acting on the hydraulic linear actuator).

The first progressive fault considered is the clogging of the servo valve first stage filter. As proved by the failure mode analysis, the maximum spool velocity and the initial overshoot peak (generated in the case of a ramp command to the jack in close loop logic) represent measurable parameters explicatory of the occlusion state of the first stage filter. These are considered as terms of comparison useful to lead the first approximation evaluation of the state of health of the SV filter.

The second progressive fault analyzed is the augmentation of the friction coefficient of the sliding contact between spool and sleeve due to the wear of their contact surfaces. In particular, as the sliding contact increases its wear, the period and the amplitude of the steady state oscillation due to limit cycle tends to rise too. An alternative way to esteem the friction condition is also to analyze the spool breakaway condition (e.g. evaluating its time response or the corresponding breakaway error), which puts in evidence a good dependence with the increasing of the friction amount.

The third fault mode analyzed is the progressive augmentation of the friction forces acting on the sliding contact of the hydraulic linear actuator (in particular, the friction between jack and cylinder).
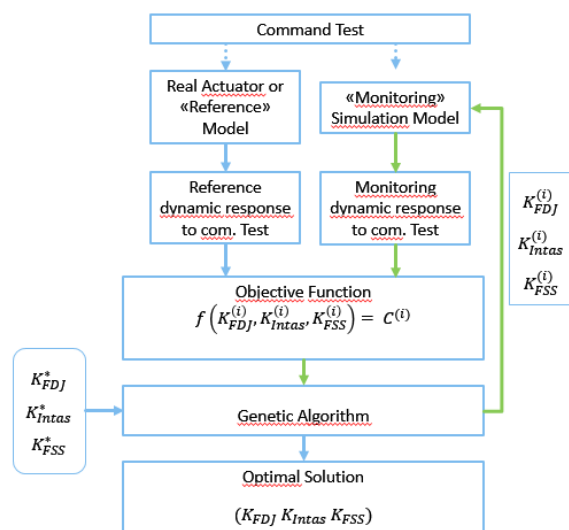
Fig. 3: Block diagram of the EHA mathematical model used for the prognostic algorithm

This dissipative force, caused by the cylinder sealing and guiding elements, has been considered because of its influence on dynamic behavior of the actuation system: this results in a reduction of the EHA position accuracy and breakaway resolution and, eventually, generates stick-slip conditions.

The amount of pressure needed is a direct consequence of the friction conditions, on condition that the viscose contribution is unaltered. Eventually, the phase of fail modes analysis led to the detection of a robust way to perform an approximate estimation of the three progressive faults using the information derived from the observation of just two physic parameters: the position of the spool and the differential pressure to the actuator. In order to take advantage of this correspondence between cause and effect in an efficient way, two test cases were developed: one in

5 Fault Detection and Identification

Several optimization techniques are used for model parameter estimation tasks; they can be classified into two main categories: deterministic (direct or indirect) and probabilistic (stochastic, as Monte Carlo method, simulated annealing and genetic algorithms). As reported in [5]), a large part of these methods are local minima search algorithms and often do not find the global solution (i.e. they are highly dependent on a good initial setting).

Local-minima approaches would not be robust and may provide a false indication of parameter changes in an on-line system (i.e. a wrong selection of starting settings could determinate problems of convergence or global minima). Otherwise, as reported in [8-9], global search methods, such as genetic algorithms and simulated annealing, provide more promising options for on-line model identification.

Genetic Algorithms (GAs) have been used in science and engineering as adaptive algorithms for solving practical problems and as computational models of natural evolutionary systems [10]. About that, it must also be noted that, especially in order to implement a model-based FDI algorithm able to perform the health diagnosis of a real EMA evaluating several variables (typically five or more), the method based upon GAs are usually more effective and reliable with respect to other approaches (e.g. deterministic methods). In recent years the applications of genetic algorithms in the development of diagnostic systems based on numerical models have found wide interest in the scientific world and have led to several technical applications. In particular, in the field of mechatronics and electromechanical systems, have been published many researches about new diagnostic and prognostic algorithms which integrate GAs optimization and model-based approach [11]. Operatively speaking, the fault detection and identification procedure uses the monitoring model and its ideal dynamic response in a certain fault condition. Consequentially, the dynamic response of the monitoring model is used by the fitness function in order to get a scalar evaluation of how much the monitoring response differs from the reference one. Obviously, this comparing step is iteratively repeated with different fault combinations in order to explore the entire domain of research and to find the ideal combination of fault condition that minimizes, as efficiently as possible, the fitness function and so represents the state of health of the actuator. This task is performed by the optimization tool, which leads the iterative generation of new fault combinations to a progressive decrease of the fitness function in order to get as close as possible to the real solution (Fig. 4).

Fig. 4: schematic of the proposed FDI procedure.

The parameters that represent the amount of the considered progressive faults $(K_{FDJ}, K_{intas}, K_{FSS})$ are normalized to the border state of usage in operative condition, therefore vary linearly from zero (original fully integral condition) to one (limit fully damaged condition). The effectiveness of the entire diagnostic procedure highly depends on several aspects, such as the definition of the test time-history command, the insensibility to the external disturbances and the robustness of the optimization tool chosen. In particular, it is possible to use different kinds of optimization tools depending on the problem to resolve. In general, deterministic solvers are often used for this kind of task, but in recent years, the application of genetic algorithms in the development of diagnostic systems based on numerical models has met wide interest, thus leading to several technical applications. In fact, even though the deterministic process has a mathematical validation of the absolute minimal point research procedure, it is particularly ineffective if the objective function presents relative minima, since the solver could tend to fall into a relative minimum, ignoring the other parts of the domain. As the number of fault modes taken into consideration rises, the objective function becomes ever more irregular and the deterministic research loses in reliability. Heuristic solvers provide a suitable solution for this problem. In fact, they are less accurate in finding the optimal solution than the deterministic approach, but, on the contrary, it is considerably a more robust process, thus decreasing the probability of falling into a relative minimum of the fitness function. The Genetic Algorithm (GA), which makes use of the evolutionary principles of mutation and reproduction, applies Darwin's theory of natural selection to the minimization task,

satisfying the necessary conditions of exploration and exploitation of the domain of research. The peculiarity of the heuristic process is that it has a general validity in any case and that does not have any particular guideline to follow. In particular, the genetic algorithm can be applied to the genetics or to the dynamics of the evolution without specific reference to other sectors, such as engineering. In other words, this process is potentially successful but it needs to be set in the correct way to transform this potentiality into effective results.

It must be noted that the proposed FDI procedure makes use of the information provided by first approximation analysis, consisting in a preliminary evaluation of the condition of fault of the actuator. This initial step of the FDI procedure, based on three phases of research (corresponding to each fault mode) performed by means of deterministic methods, provides an approximate value of the fault state and it is mainly used to initialize the GA procedure. Every singular approximation task follows the loop procedure similarly to the one discussed above and represented in Figure 4. Eventually, the success in finding correct answers to the proposed problem with the GA depends on the ability to correctly regulate the solver criteria and to make it as compatible as possible to our problem.

6 FDI Procedure and Results

In order to improve the chances of usage of the diagnostic procedure, two different tests were developed which refer to an open-loop and a close-loop procedure. In fact, both procedures have the same operative principle: they consist in using the first period of the command response to approximately foresee the fault constants and in using the second period to validate and make the prevision more accurate. During the first analysis, three deterministic procedures are used; these resort to three specific objective functions, which compare the main tangible aspects of the response, in order to find a solution that minimizes the aforementioned objective function, in the best possible way.

The approximation procedure sequence also consists in the esteem of the jack-cylinder sliding surfaces friction condition, of the filter clog constant and finally of the spool-sleeve sliding surfaces friction. Once an approximate prevision of the fault constants is obtained, this fault combination is used as a starting point for the heuristic refinement and validation of the result. The second part of the test command is used by a genetic solver in order to improve the precision and the robustness of the conclusive fault combination.

This operation is carried out following the integer indication of the objective function, aiming to evaluate the difference of response between the monitoring and the reference model. The objective functions only take the displacement of the spool and the differential pressure into consideration, thus estimating the gap between the reference response and the simulated response in the monitoring model. For this purpose, the scalar result of the objective function is used, to search the absolute minimum of the objective function. The latter would correspond to the correct fault combination. The operating principle of the final objective function is in fact to integrate the gap between the spool responses into each sampling step, by summing the amount of the quadratic difference between the monitoring response and the corresponding reference response.

The time-history command plays an essential role in the achievement of a good FDI analysis (i.e. a proper selection of these command inputs could produce a more accurate and efficient evaluation of the EMA health conditions). The first period of the input signal, both in open-loop and in close-loop test, is defined according to what is necessary to highlight, basing on the cause-effect studies of the faults, discussed in paragraph 4. Instead, the second part of the time response is used as a matter of study by the GA solver to do the final evaluation. In particular, the second part of the time history, for both the test cases, consists in two sinusoidal commands with a different frequency.

The command is so defined because in this way there is less chance for the right combination to be confused with another one. In fact, it could happen that two fault combinations get the same gain and phase of system response for a given frequency of sinusoidal input. However, it is nearly impossible that the two combinations have the same frequency response (evaluated in terms of gain and phase) for two different input frequencies.

In the following of the paragraph are reported two tables that refer to the solution founded by the proposed algorithm, considering the response provided by the reference model in various fault conditions analysed in the open loop (OL) test and in the close loop (CL) test.

Table 1 shows the open loop test prevision; in this table, Value 1 contains the first approximation results and Value 2 the final solutions provided by the genetic algorithm. err1 and err2 are the percent errors compared to the correct constant. The blue cells show the mean error for each prevision and the green cells the reduction of the mean percent error between the first approximation combination and the final combination.

Table 1: Result of the FDI procedure for open loop test

Cases		Parameters		Value1	Value2	err1	err2	
	K1	Kintas	0,3	0,315347	0,298426	1,534677	0,157381	
1	K2	FSS	0,3	0,293906	0,303541	0,609375	0,354085	
	K3	FDJ	0,3	0,3	0,299304	2,78E-14	0,069618	
				0	0	0,714684	0,193695	0,520989
	K1	Kintas	0,3	0,419308	0,295381	11,93079	0,461934	
2	K2	FSS	0,6	0,485938	0,610053	11,40625	1,005346	
	K3	FDJ	0,3	0,3	0,3	2,78E-14	2,78E-14	
				0	0	7,779014	0,489093	7,289921
	K1	Kintas	0,6	0,707749	0,598059	10,77491	0,194063	
3	K2	FSS	0,6	0,419844	0,606258	18,01562	0,625801	
	K3	FDJ	0,3	0,30025	0,30025	0,025	2,50E-02	
				0	0	9,605179	0,281621	9,323558
	K1	Kintas	0,6	0,707749	0,598062	10,77491	0,193846	
4	K2	FSS	0,6	0,419844	0,606253	18,01562	0,62527	
	K3	FDJ	0,6	0,599928	0,599928	0,00715	0,00715	
						9,599229	0,275422	9,323807

Table 2 shows the results of the closed loop test: it must be noted that the considered test cases are the same as the previous study and the format of the table is the same too.

Table 2: Result of the FDI procedure for closed loop test

Cases		Parameters		Value1	Value2	err1	err2	
	K1	Kintas	0,3	0,294593	0,302977	0,540715	0,297695	
1	K2	FSS	0,3	0,303581	0,294149	0,358053	0,585067	
	K3	FDJ	0,3	0,300026	0,299999	0,002639	6,44E-05	
						0,300469	0,294275	0,006194
	K1	Kintas	0,3	0,294778	0,300862	0,522175	0,086175	
2	K2	FSS	0,6	0,468279	0,59343	13,17215	0,657039	
	K3	FDJ	0,3	0,299984	0,300004	0,001572	0,000369	
						4,565299	0,247861	4,317438
	K1	Kintas	0,6	0,679822	0,597723	7,98223	0,227672	
3	K2	FSS	0,6	0,525945	0,607861	7,405464	0,786098	
	K3	FDJ	0,3	0,300042	0,300002	0,004237	0,000221	
						5,130644	0,337997	4,792647
	K1	Kintas	0,6	0,6035	0,601521	0,350046	0,152124	
4	K2	FSS	0,6	0,534835	0,594485	6,51646	0,551489	
	K3	FDJ	0,6	0,60004	0,600002	0,003979	0,000242	
						2,290162	0,234619	2,055543

As evidenced in red in Table 1 and Table 2, the results given by first approximation analysis sometimes are too inaccurate and, without the further improvements provided by the GA, cannot give effective and reliable previsions.

7 Conclusions

This work analyses the effects of progressive faults on the dynamic behavior of EHA in order to identify system-representative parameters which are suitable for prognostic activities and to propose a new innovative model based fault detection and identification method (FDI) that makes use of deterministic and heuristic solvers in order to converge to the actual state of wear of the tested actuator; this method allows a prompt detection of gradually-increasing failures on aircraft actuators.

The study has been performed on a numeric test bench (simulating the behavior of a real EHA actuator) that implements several kinds of failure; by means of proper simplifications, the aforesaid numerical model was then reduced obtaining the monitoring model. Looking at the experimental campaign, the amount of mean error in a general diagnostic test is less than 1%. It is an acceptable value, considering the complexity of the problem.

Accuracies are all over 90%, so we can conclude that the method converges appropriately. Moreover, it must be said that, even if the method is probabilistic, every simulation converges at the same result almost in the 100% of attempts, making the method suitable in terms of repeatability.

In conclusion, the proposed diagnosis procedure has reached satisfying performances, but it could be further improved (in order to make more efficient the identification of faults considered) by considering the effects due, for instance, to the electrical hysteresis in the first stage torque motor and the variation of its gain. Another type of fault to implement may concern the modification of the geometry of the elements due to wear, as in the backlash between the spool and the feedback spring sphere. In authors' opinion, it would be also appropriate to make the system robust to variations in the physical characteristics of the hydraulic oil (e.g. oil viscosity and temperature) by inserting, for example, a probe for the detection of the aforesaid temperature, in order to allow the appropriate corrections of the corresponding numerical model.

8 Acknowledgement

References:
[1] G. Vachtsevanos, F. Lewis, M. Roemer, A. Hess, B. Wu, *Intelligent Fault Diagnosis and Prognosis for Engineering Systems*, Wiley, 2006, ISBN: 978-0-471-72999-0.
[2] C. S. Byington, W. Watson, D. Edwards, P. Stoelting, A Model-Based Approach to Prognostics and Health Management for Flight Control Actuators, *IEEE Aerospace Conference Proceedings*, 2014, USA.
[3] L. Borello, M.D.L. Dalla Vedova, G. Jacazio, M. Sorli, A Prognostic Model for Electro hydraulic Servovalves, *Proceedings of the Annual Conference of the Prognostics and Health Management Society*, 2009, San Diego (USA).
[4] P. Maggiore, M.D.L. Dalla Vedova, L. Pace, A Desando, Proposal of fault analysis parametric method applied to an electromechanical servo mechanisms affected by failures, Int. Journal of Prognostics and Health Management, Vol.6, No.1, 2015, ISSN: 2153-2648.
[5] P. Maggiore, M.D.L. Dalla Vedova, L. Pace, Proposal of Prognostic Parametric Method Applied to an Electrohydraulic Servo mechanism Affected by Multiple Failures, *WSEAS Transactions on Environment and Development*, Vol.10, 2014, pp. 478-490, ISSN: 1790-5079.
[6] L. Borello, M.D.L. Dalla Vedova, A Dry Friction Model and Robust Computational Algorithm for Reversible or Irreversible Motion Transmission, *International Journal of Mechanics and Control (JoMaC)*, Vol.13, No.2, 2010, pp. 37-48.
[7] G. Jacazio, L. Borello, Mathematical Models of Electrohydraulic Servovalves for Fly-by-Wire Flight Control Systems, *Mathematical Computational Modelling*, Vol.11, pp. 563-569, Pergamon Press, 1988.
[8] A. Raie, V. Rashtchi, Using a genetic algorithm for detection and magnitude determination of turn faults in an induction motor, *Electrical Engineering*, Vol.84, No.5, 2002, pp. 275-279, ISSN: 0948-7921.
[9] M. Alamyal, S.M. Gadoue, B. Zahawi, Detection of induction machine winding faults using genetic algorithm, *9th IEEE Int. Symp. on Diagnostics for Electric Machines, Power Electronics and Drives (SDEMPED)*, 2013, Valencia (Spain).
[10] M. Mitchell, *An introduction to genetic algorithms*, Cambridge, MIT press, 1996, ISBN: 978-0-262-13316-6.
[11] M.D.L. Dalla Vedova, A. Germanà, P. Maggiore, Proposal of a model-based fault identification genetic technique for more-electric aircraft flight control EM actuators, *Proceedings of the Third European Conference of the Prognostics and Health Management Society 2016*, Bilbao, 5-8 July 2016.