Enabling High-Efficiency Control Systems for Connected and Automated Class 8 Trucks

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Problem Statement and Goals
- Engine and transmission fuel efficiency improvements have remained isolated from emerging Connected and Automated Vehicle (CAV) applications
- Use a collaborative vehicle and powertrain solution to reduce fuel consumption and CO\textsubscript{2} emissions by up to 20%
- Target $2,000-3,000 incremental vehicle cost at mass production scales

Concept 2: Cloud-Based Optimization
Cloud Based Optimization & Model Predictive Control Algorithms
- Use off board computation power to improve control of the powertrain
  - Enables sophisticated real-time optimization
  - Enables long horizon MPC
- Expected fuel savings contribution: 5%

Concept 3: Improved Vehicle Coordination
More efficient two-truck platooning using connectivity-enabled shifting coordination and lead truck predictive cruise
- Platooning
  - Optimization of platooning controller integrated with engine and transmission controllers
  - Platoons broken less frequently on grades
  - Driver experience improved
- Expected fuel savings contribution: 7.25%

- Predictive cruise
  - Both vehicles at SAE J3016 Level 1
  - Compute optimal speed profile and vehicle gaps
  - Avoid torque saturation of rear truck
  - Expected fuel savings contribution: 4%

- Coordinated Shifting
  - Preventing inefficient (and annoying) disturbances in the platooning gap when trucks shift independently. Coordinate shifting of both trucks, to minimize gap disturbance
  - Expected fuel savings contribution: 1%

Experimental Validation of Concepts
- Hardware-in-the-Loop (HIL) engine test cell at the Ray W. Herrick Labs at Purdue University
- Demonstration of concepts via hardware-in-the-loop (HIL) engine testing and vehicle experimentation

Partners

[Various logos representing partners like Purdue University, Cummins, Peloton, NREL, etc., with a tagline: CHANGING WHAT’S POSSIBLE]