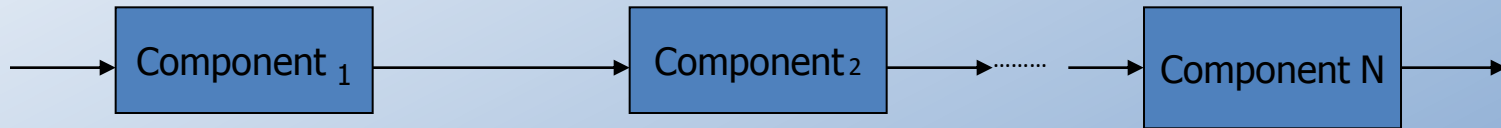


Why fault tolerant system ?

# Non Fault-Tolerant System



The reliability block diagram of a series system-  
each element of the system **must operate correctly**  
for the system to operate correctly.

$$R_{series}(t) = R_1(t)R_2(t)\dots R_N(t)$$

$$R_{series}(t) = \prod_{i=1}^N R_i(t)$$

$$R_{series}(t) = e^{-\lambda_1 t} e^{-\lambda_2 t} \dots e^{-\lambda_N t}$$

$$\text{So } \lambda_{system} = \lambda_1 + \lambda_2 + \dots + \lambda_N$$

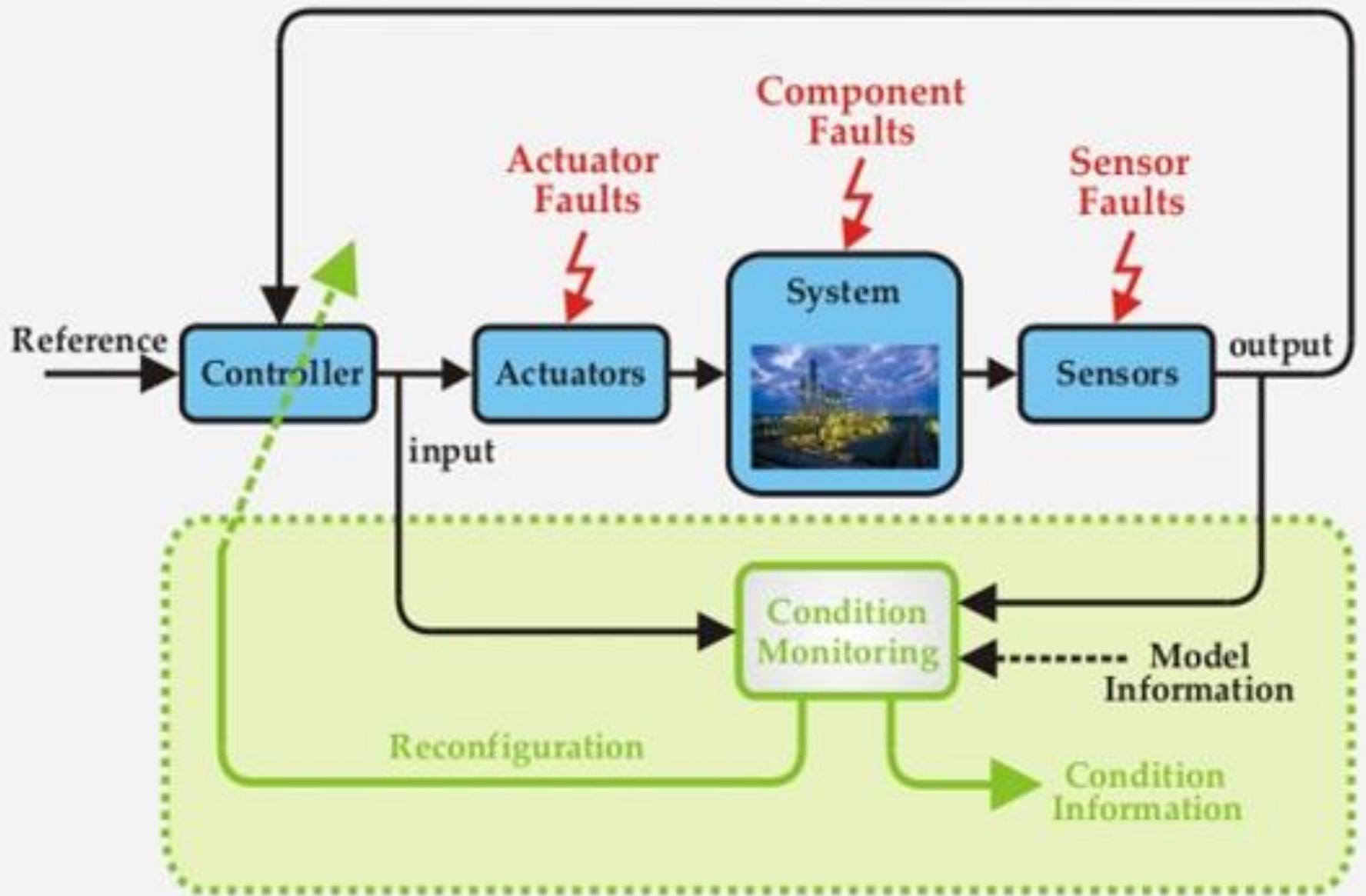
**The weakest component dictates overall failure rate**  
*In an automobile tire=10<sup>-4</sup> brakes=10<sup>-6</sup>*  
*so tires are the critical component.*

# Motivation

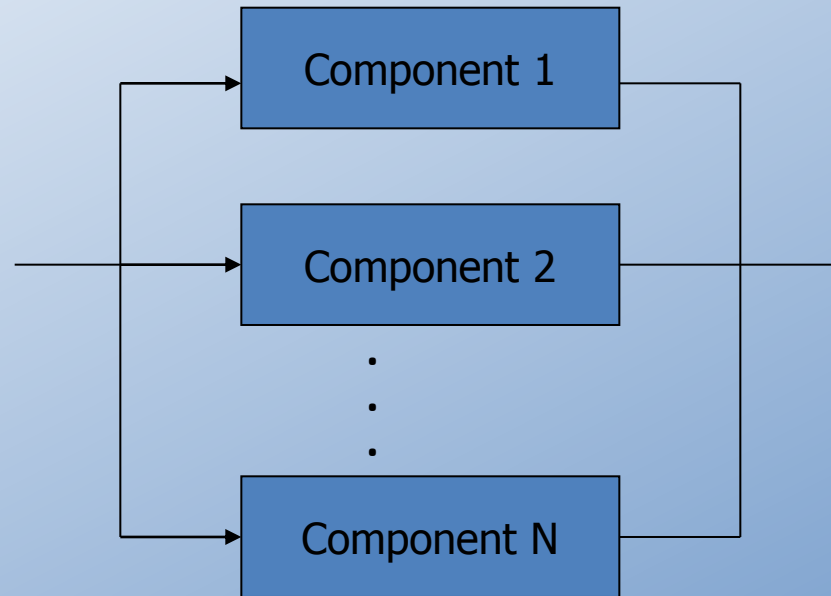
- Current technologies need automation and accident prevention.
- Future technologies demand increased levels of reliability and safety.



DC-10 United Airlines Flight 232 accident, 19 July 1998.



# Fault-Tolerant System



- All  $N$  components have to fail before the system fails
- The reliability block diagram of a parallel system only one of  $N$  components must operate correctly for the system to operate correctly
- System Survives if at least one component survives.

Failure probability =  $1-R$

Probability that system fails  $F = (1-R_1(t)) * (1-R_2(t)) * \dots * (1-R_N(t))$

Reliability =  $1-F = 1 - (1-R_1(t)) * (1-R_2(t)) * \dots * (1-R_N(t))$

$$R_{system}(t) = R_s^6(t)R_{act}^3(T)R_c^3(t)R_{bus1}(t)R_{bus2}(t)$$

Because the failure rates can be added in a series system to obtain the failure rate of the system, we can write

$$\lambda_{system} = 6\lambda_s + 3\lambda_{act} + 3\lambda_c + \lambda_{bus2} + \lambda_{bus1}$$

Where  $\lambda_s$  is the failure rate of one sensor,  $\lambda_{act}$  is the failure rate of one actuator,  $\lambda_c$  is the failure rate of one computer,  $\lambda_{bus1}$  is the failure rate of the computer interconnection bus,  $\lambda_{bus2}$  is the failure rate of the primary Control bus,  $\lambda_{system}$  is the failure rate of the system.

If the failure rates of the system are

$$\lambda_s = 1 * 10^{-6} \text{ failures per hour}$$

$$\lambda_{act} = 1 * 10^{-5} \text{ failures per hour}$$

$$\lambda_c = 4 * 10^{-4} \text{ failures per hour}$$

$$\lambda_{bus1} = 1 * 10^{-6} \text{ failures per hour}$$

$$\lambda_{bus2} = 2 * 10^{-6} \text{ failures per hour}$$

then the system failure rate will be

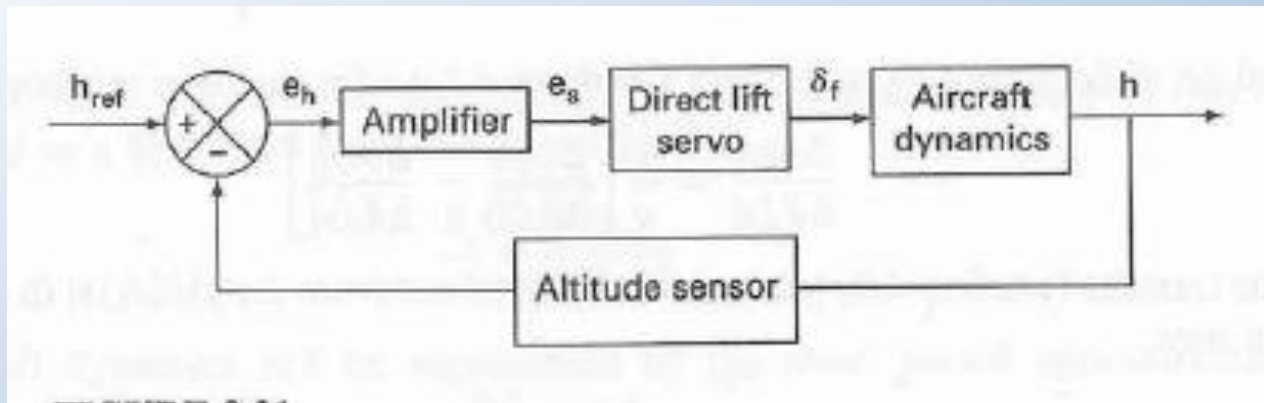
$$\lambda_{system} = 1.239 * 10^{-3} \text{ failures per hour}$$

$$MTTF = 1000/1.239 = 800 \text{ hours}$$

The reliability after five hours for this system is approximately

$$R_{system}(5) = 0.995$$





Why to actuators , Sensors ?

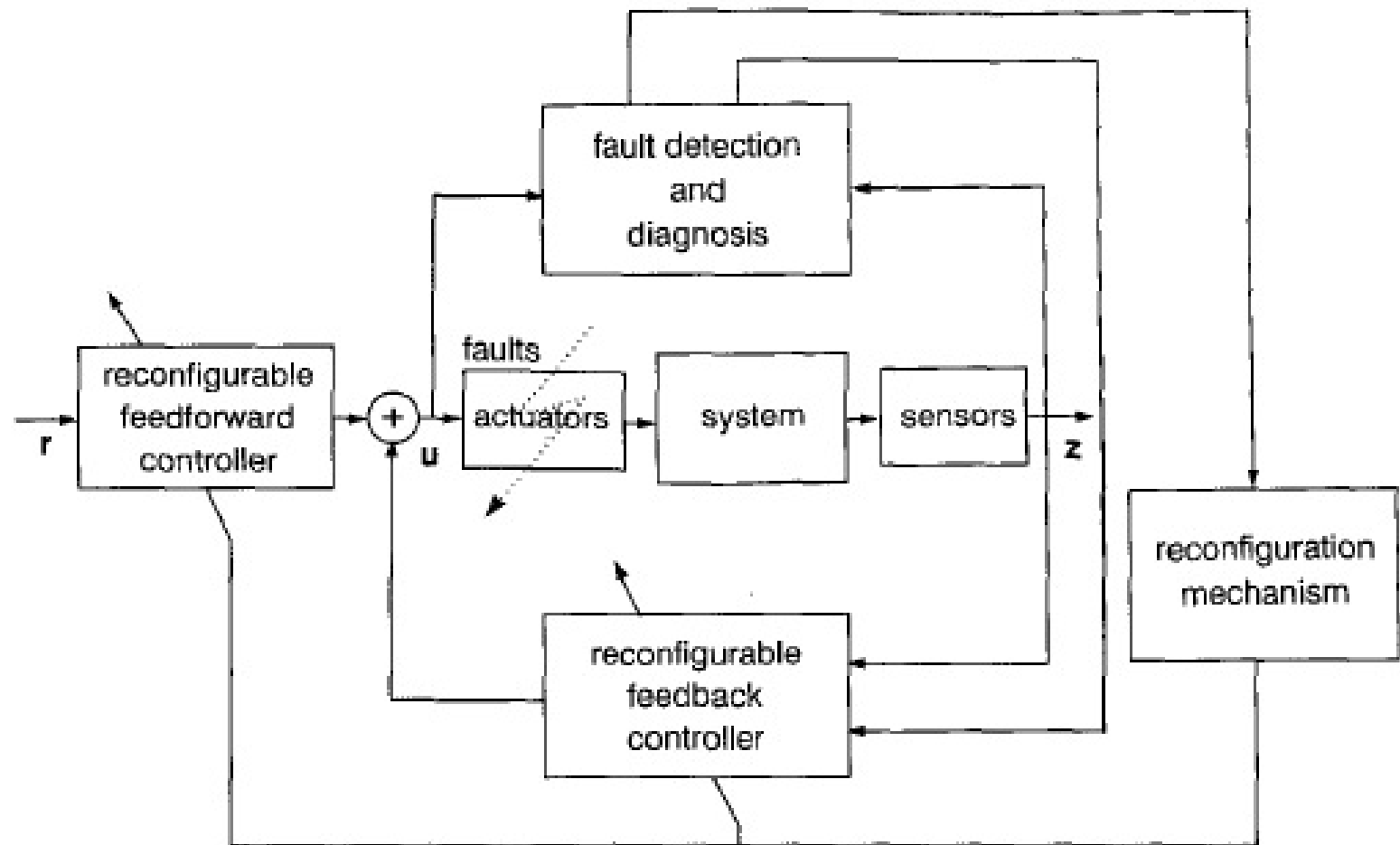
A failure to the structure of the aircraft , doesn't change the equation of motion, it may change the values of some parameters, however we can still control the aircraft

A faultier in the actuator means we lost control on that actuator, and therefore we lost control of the aircraft

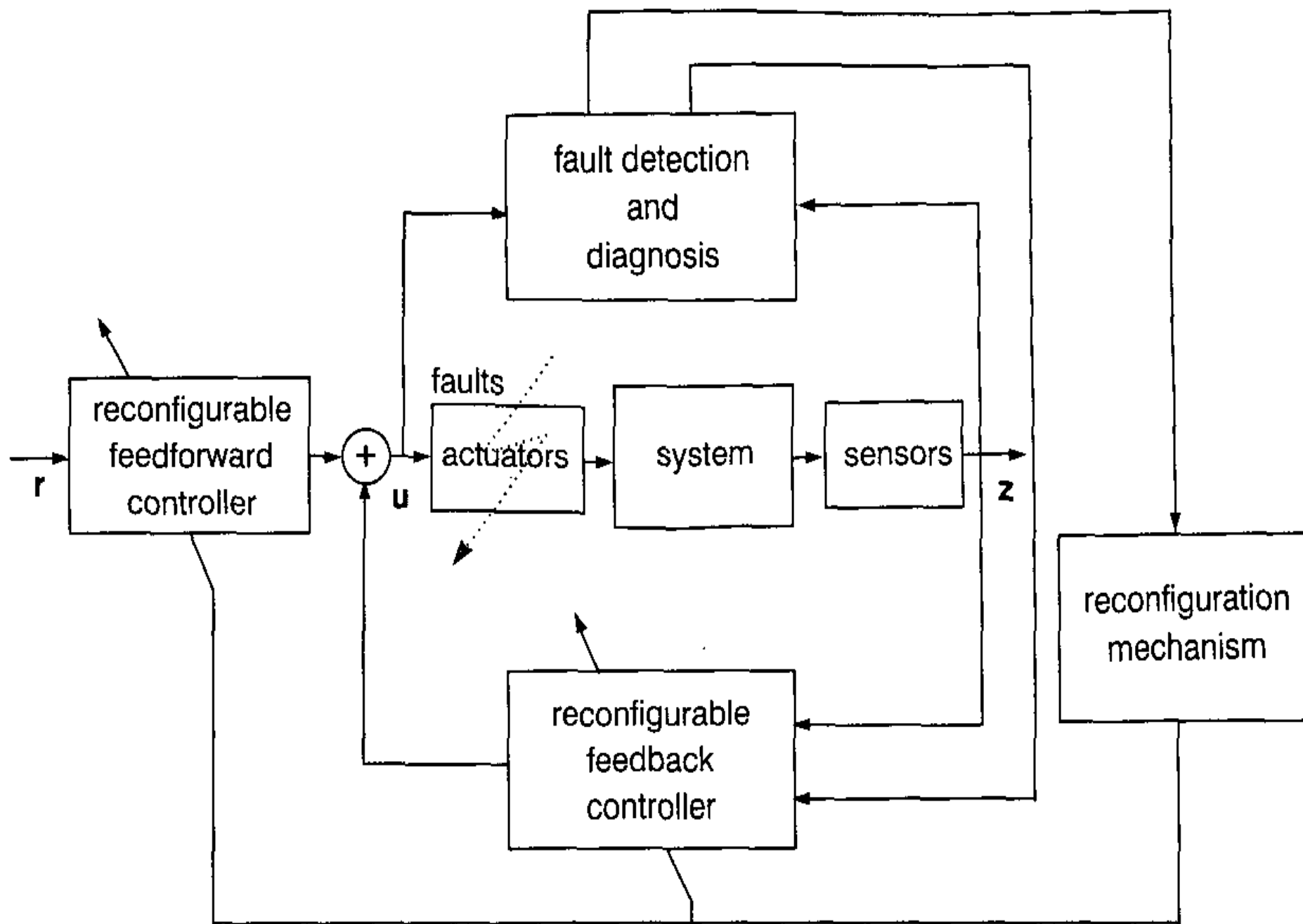
- fault- tolerant control (FTC) for constrained linear systems subject to partial actuator failures.
- An active fault-tolerant control scheme based on adjustable gain control and fault detection and isolation (FDI) was proposed.



- The FDI module using a two-stage Kalman filtering algorithm provides simultaneous control parameter and state estimation, which are used to modify the forward and backward gain formulation to accommodate partial actuator failures
- The most important advantage of the scheme is that partial actuator failures and input constraints can be dealt with simultaneously



- The adaptive control is achieved by estimating both the system states and the control effectiveness factors .



$$\mathbf{x}_{k+1} = A\mathbf{x}_k + B\mathbf{u}_k + \mathbf{w}_k^x$$

$$\mathbf{y}_k = C_r\mathbf{x}_k$$

$$\mathbf{z}_k = C\mathbf{x}_k + \mathbf{v}_k .$$

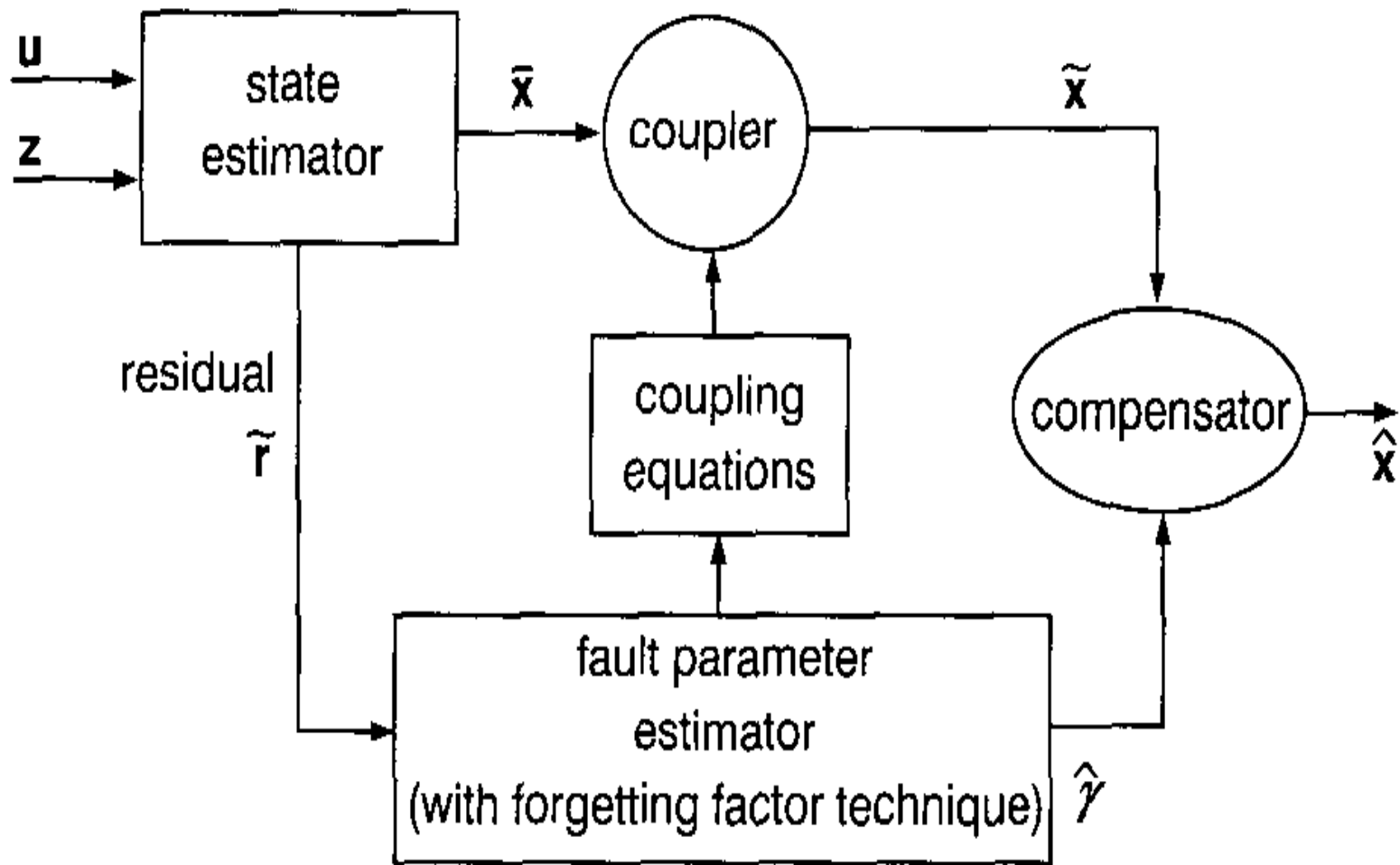
$$\mathbf{x}_{k+1} = A\mathbf{x}_k + B\mathbf{u}_k + D_k(\mathbf{u}_k)\gamma_k + \mathbf{w}_k^{\mathbf{x}}$$

$$\gamma_{k+1} = \gamma_k + \mathbf{w}_k^{\gamma} \quad \left\{ \begin{array}{l} \gamma_k = 0, k < k_F \\ \gamma_k \neq 0, k \geq k_F \end{array} \right.$$

$$\mathbf{y}_k = C_r \mathbf{x}_k$$

$$\mathbf{z}_k = C\mathbf{x}_k + \mathbf{v}_k$$





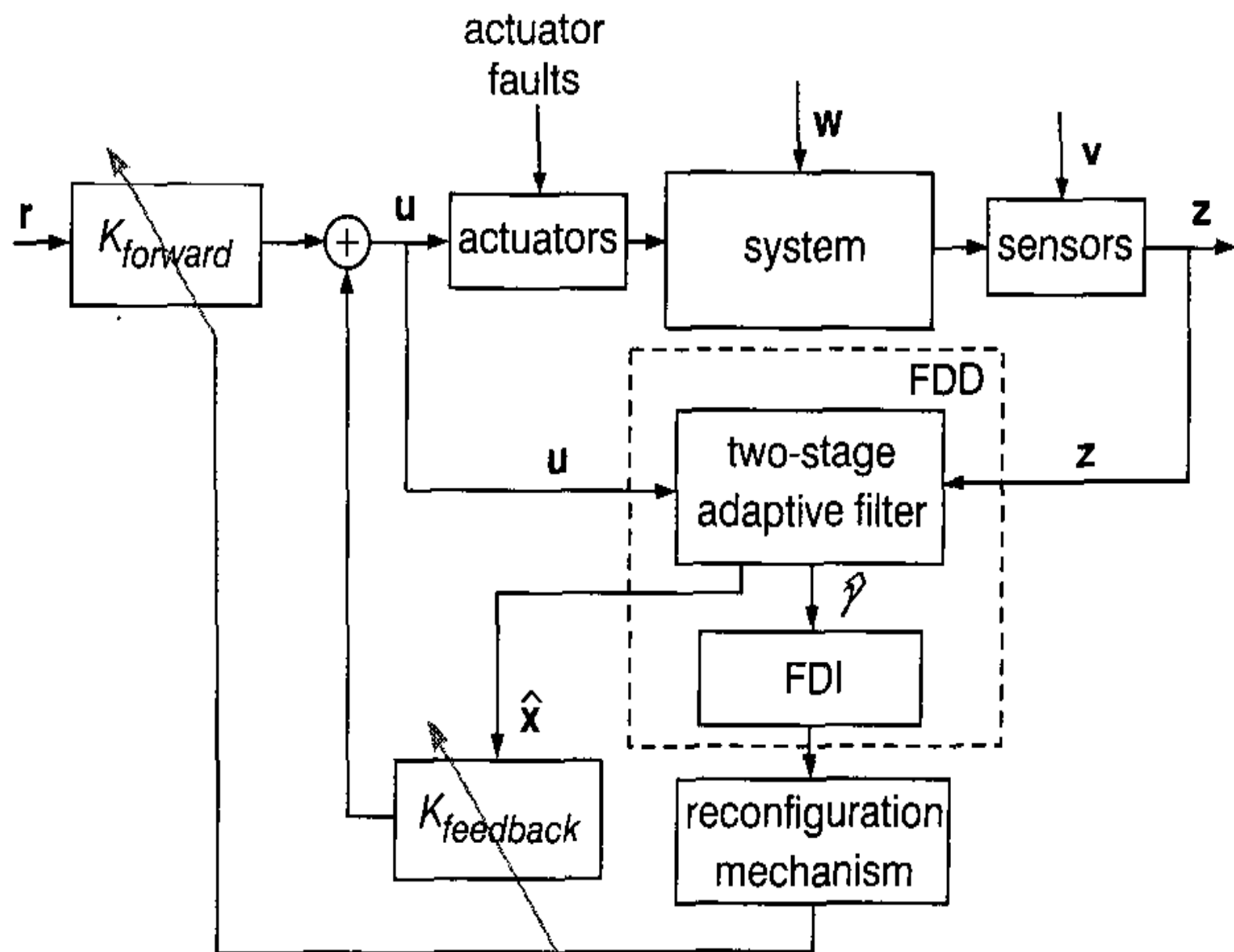
$$d_k^i = \frac{\sigma_{\hat{\gamma}_k^i I}^2}{\sigma_{\hat{\gamma}_0^i}^2} - \ln \frac{\sigma_{\hat{\gamma}_k^i II}^2}{\sigma_{\hat{\gamma}_0^i}^2} - 1, \quad i = 1, \dots, l$$

$$\lambda_i^f = \lambda(A + \hat{B}_k^f K_{feedback}) = \lambda_i = \lambda(A + BK_{normal})$$

$$\Phi = \begin{bmatrix} \Phi_{11} & \Phi_{12} \\ \Phi_{21} & \Phi_{22} \end{bmatrix} = \begin{cases} \begin{bmatrix} A - I & B \\ C_r & 0 \end{bmatrix}^{-1} & \text{fault-free} \\ \begin{bmatrix} A - I & \hat{B}_k^f \\ C_r & 0 \end{bmatrix}^{-1} & \text{with fault} \end{cases}$$

$$\mathbf{u}_k = \underbrace{(\Phi_{22} - K_{feedback} \Phi_{12}) \mathbf{r}_k}_{\text{feedforward}} + \underbrace{K_{feedback} \mathbf{x}_k}_{\text{feedback}}$$

$$\mathbf{u}_k = K_{forward} \mathbf{r}_k + K_{feedback} \hat{\mathbf{x}}_{k|k}$$



# *Pseudocode Steps*

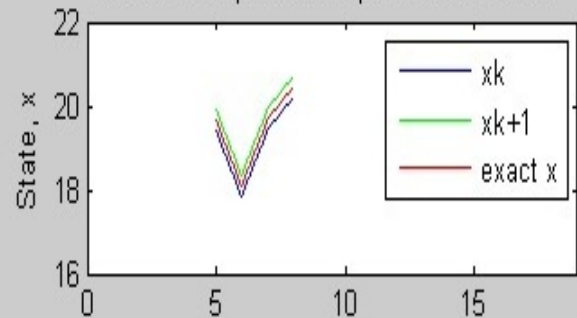
- Initialization
- Coupling equations
- Reference model computations
- Cost minimization
- Gamma and threshold
- Prediction
- Correction
- Feedback controller settings
- Feedforward controller settings
- Plotting samples
- Root locus and system judge

# *System stages*

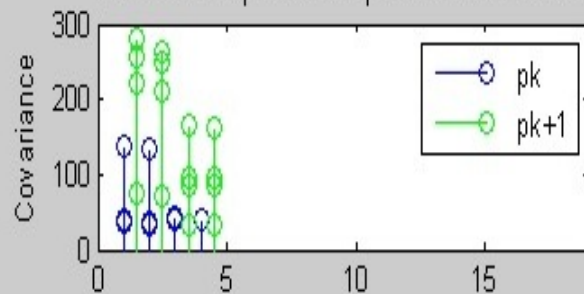
- Free fault
- Faulty
- Kalman
- Eigen vector
- Feedback
- Feedforward



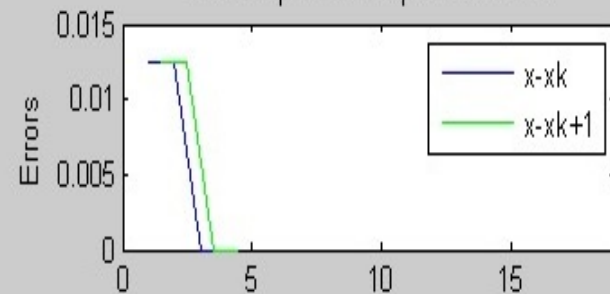
State with a priori and a posteriori elements



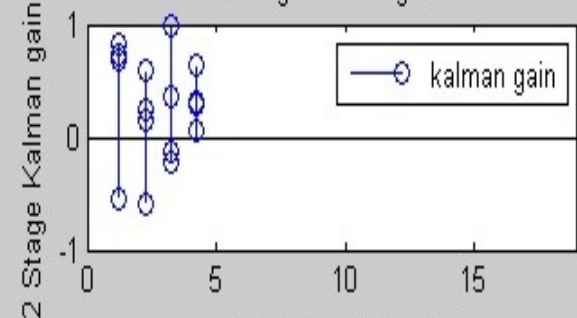
Calculated a priori and a posteriori covariance



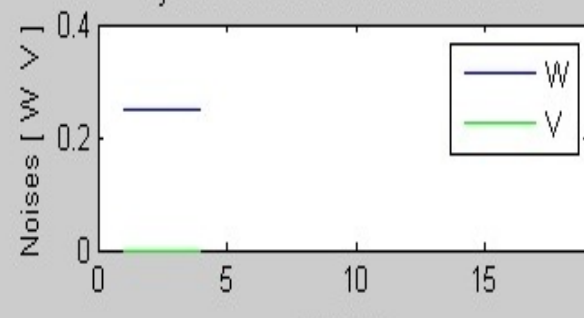
Actual a priori and a posteriori error



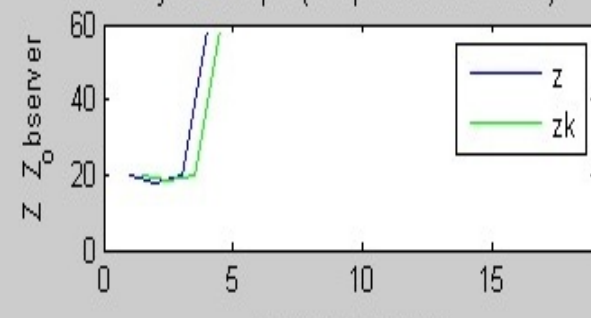
2 Stage Kalman gain



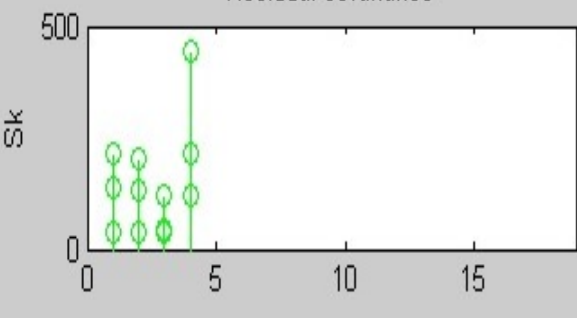
System and sensor noises distribution



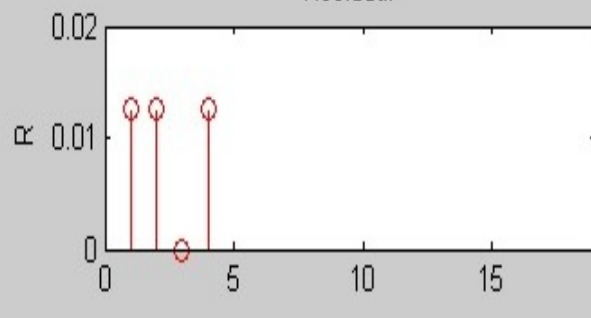
System output (computed and observer)



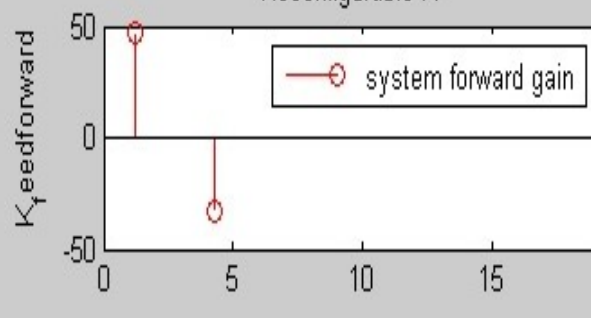
Residual covariance



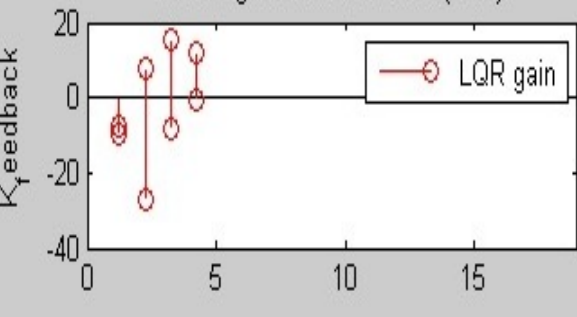
Residual



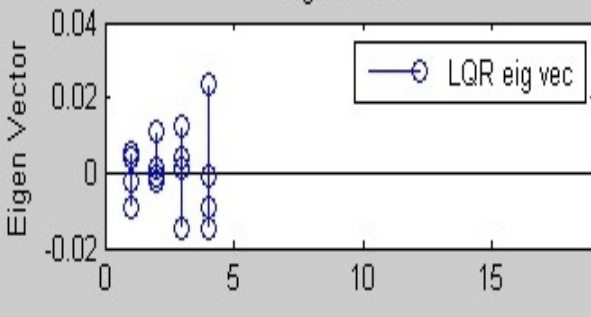
Reconfigurable K



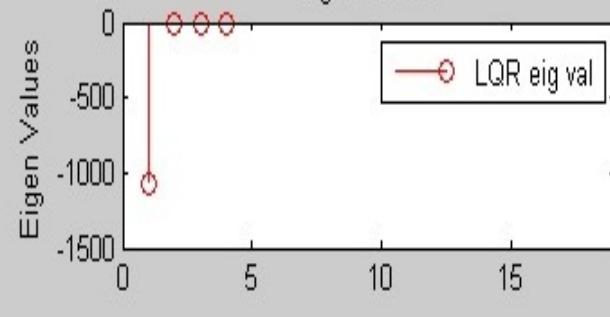
Reconfigurable K feedback (LQR)



Eigen Vector

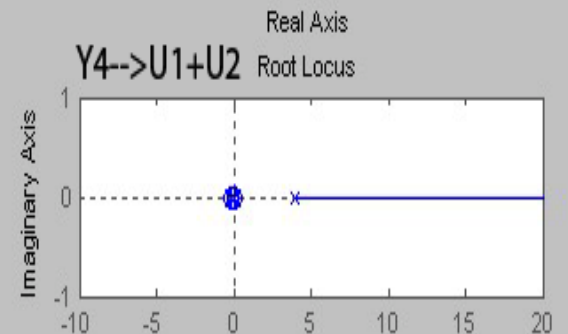
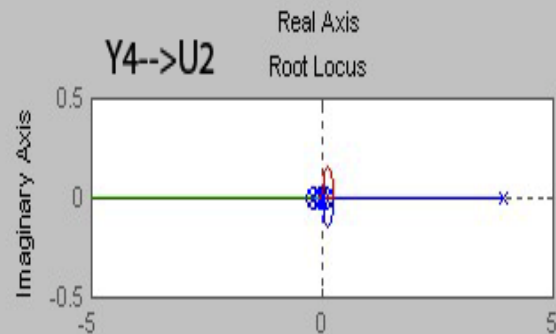
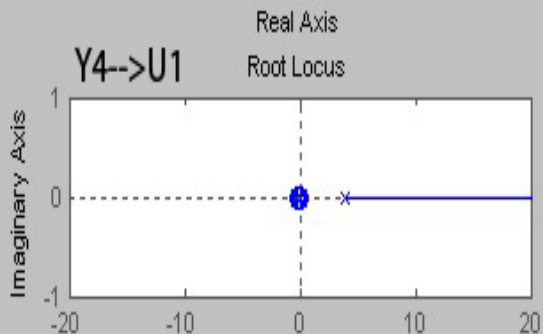
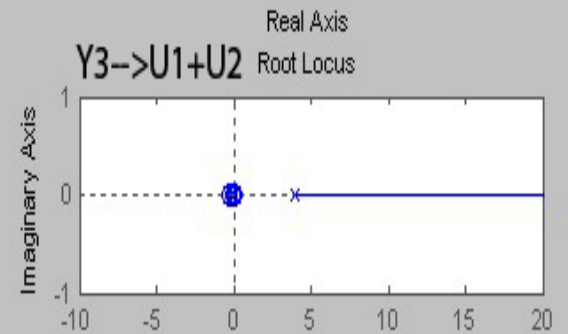
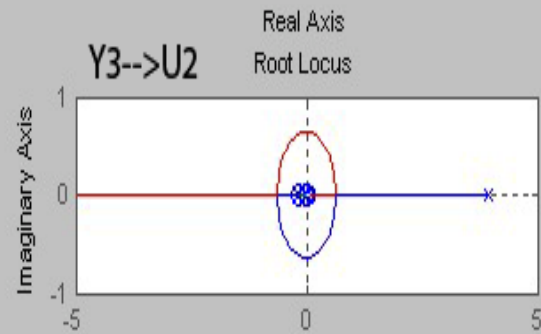
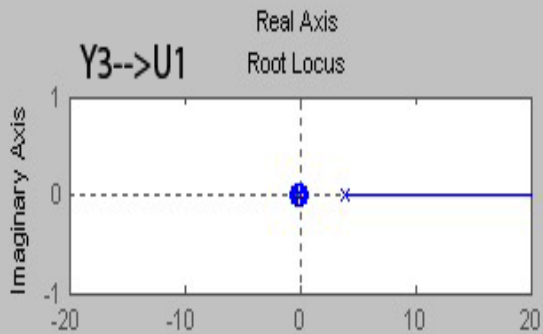
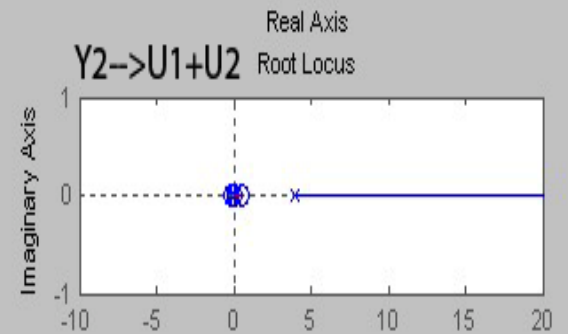
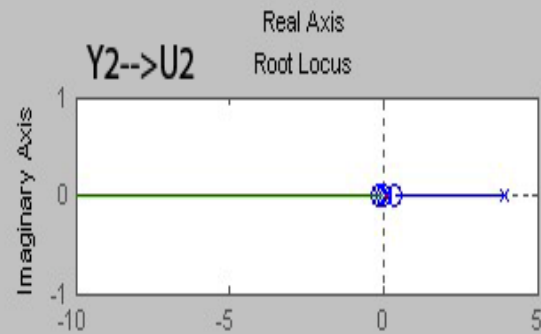
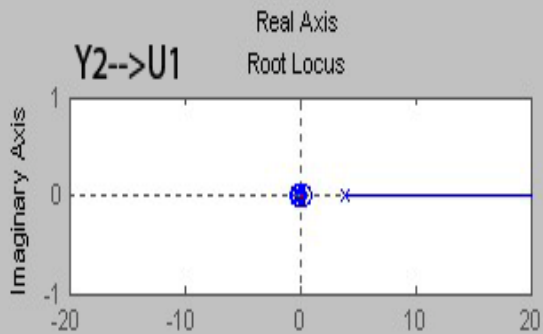
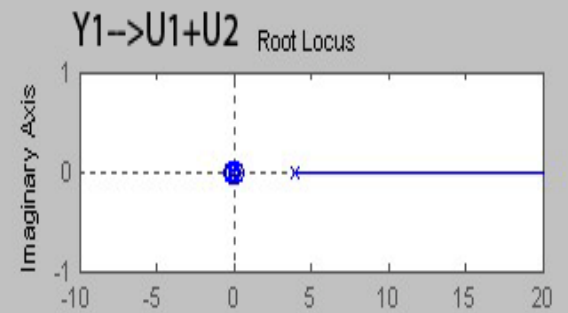
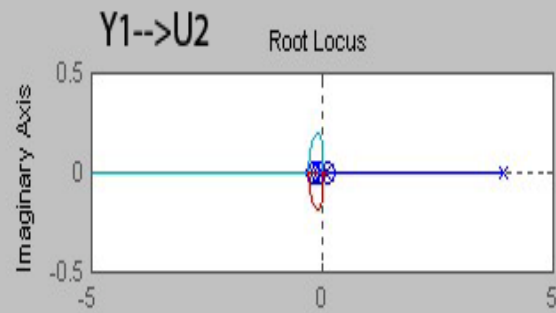
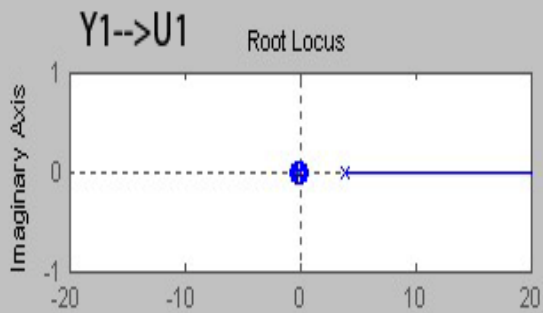


Eigen Values



- -44.34    -5.804    0.8882    0.06702
- 25.05    2.751    -0.5238    -0.02707
- 1 -3.832 -0.4522 0.06912 0.001892
- -43.99    9.624    3.271    0.01937
- 24.27    -3.662    -1.683    -0.0219
- 1 -3.832 -0.4522 0.06912 0.001892
- -44.93    -11.27    -0.2208    -1.016e-016
- 25.48    5.43    0.1088    3.49e-017
- 1 -3.832 -0.4522 0.06912 0.001892
- -133.3    -13.94    2.2    0.01698
- 74.77    8.355    -1.216    -0.0203
- 1 -3.832 -0.4522 0.06912 0.001892

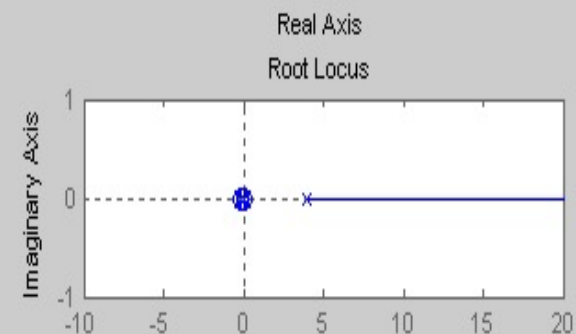
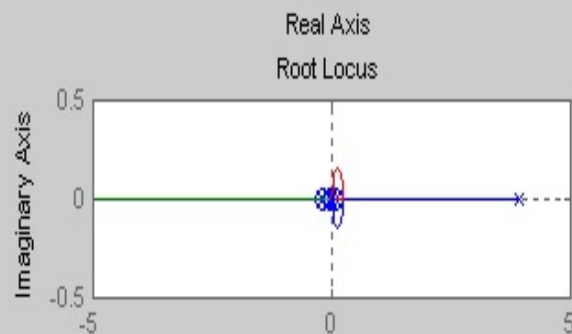
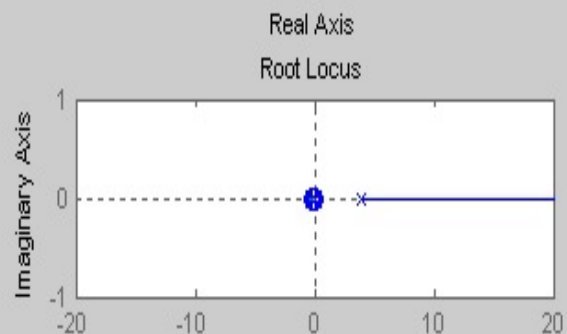
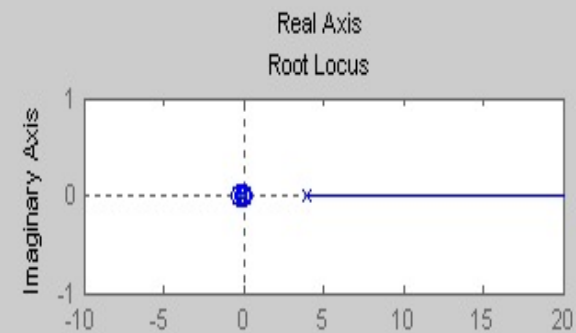
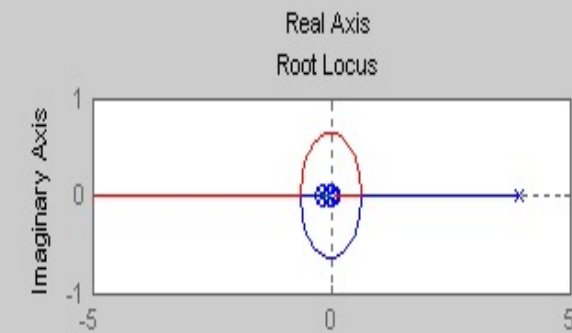
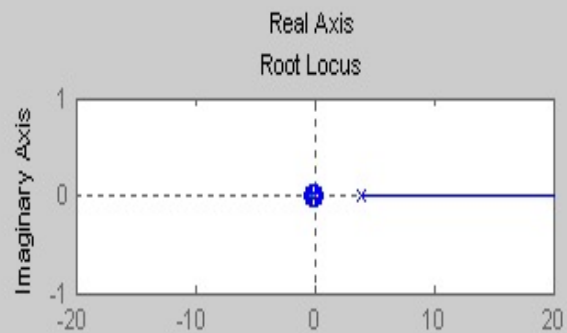
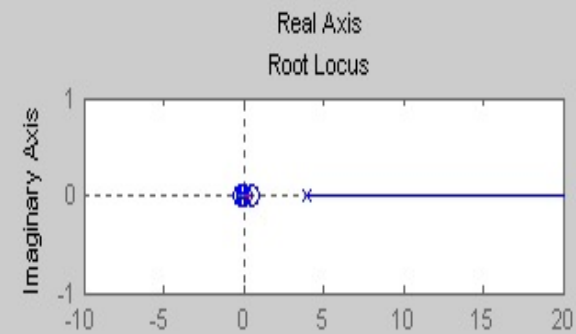
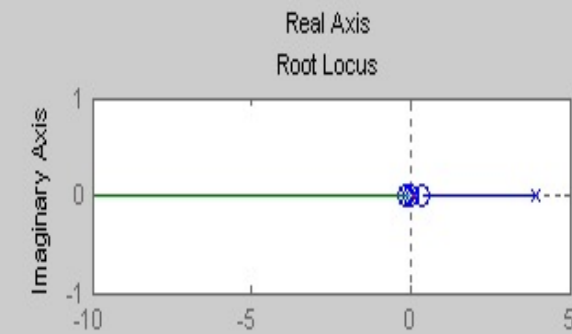
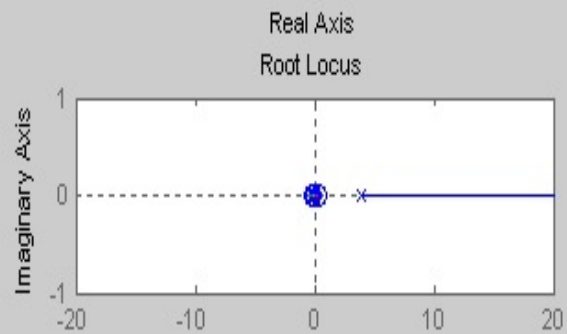
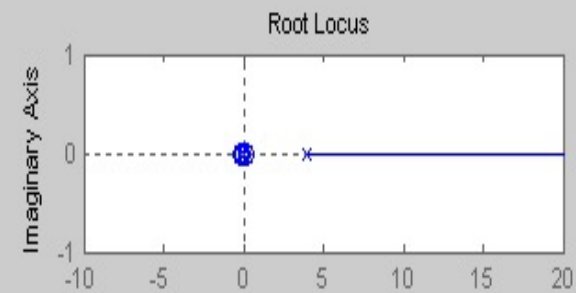
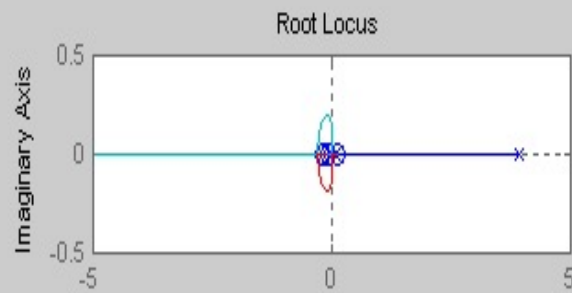
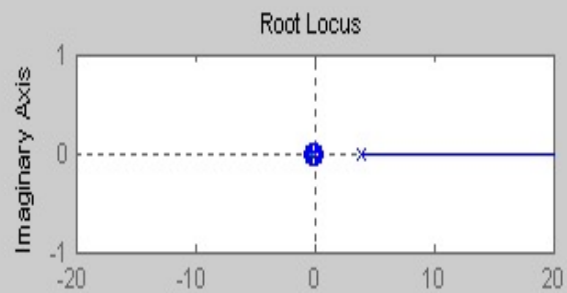
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- 9.588e016 1.893e033 3.4e047 -1.696e048
- 3.125e016 3.613e033 5.456e047 2.641e048
- 1 1.839e017 2.789e031 3.91e032 1.105e033
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- 9.926e015 2.39e033 3.75e047 7.901e048
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- 1.462e017 6.908e033 2.184e047 -3.769e048
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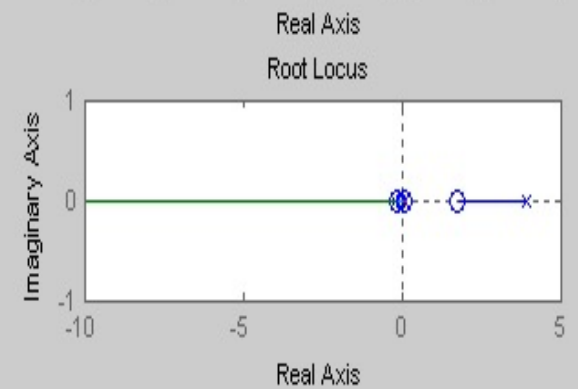
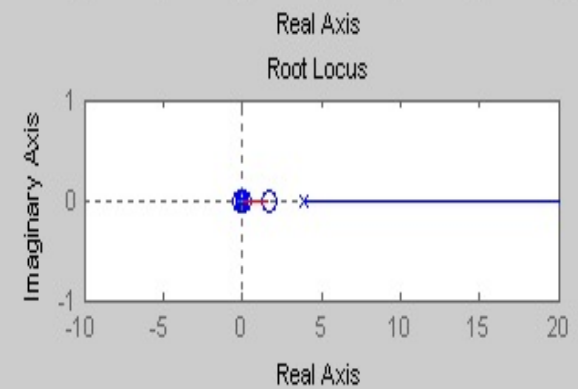
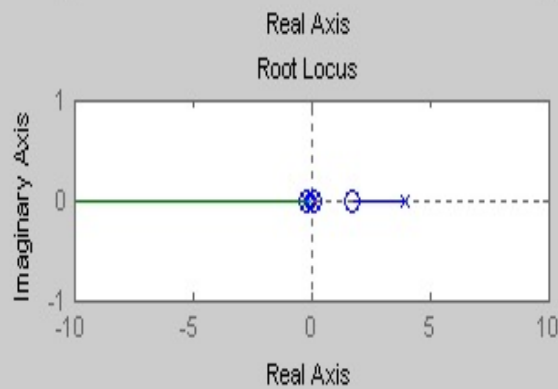
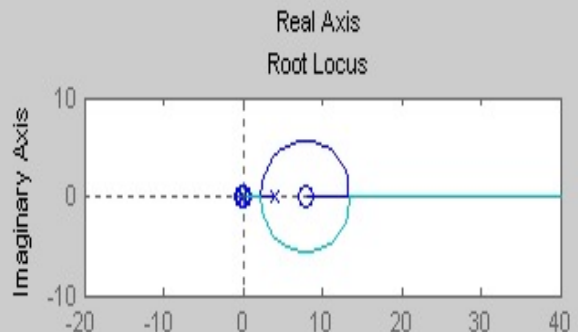
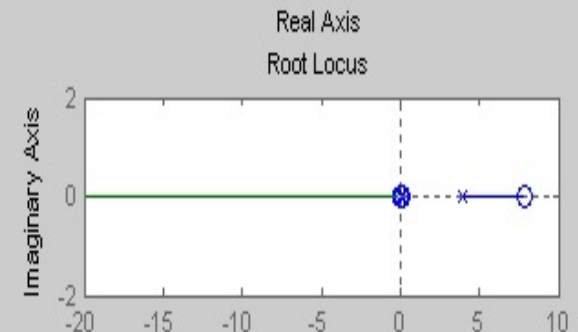
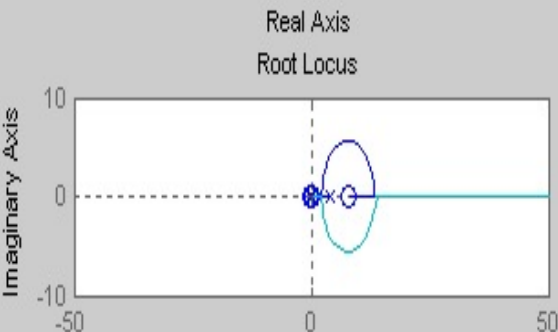
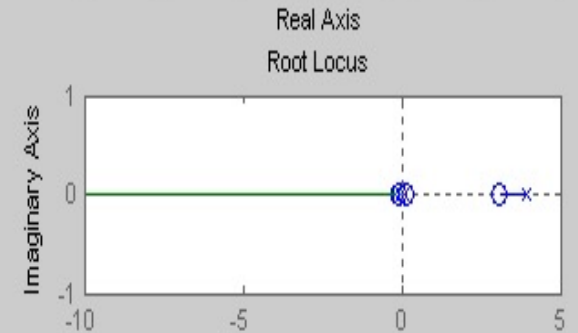
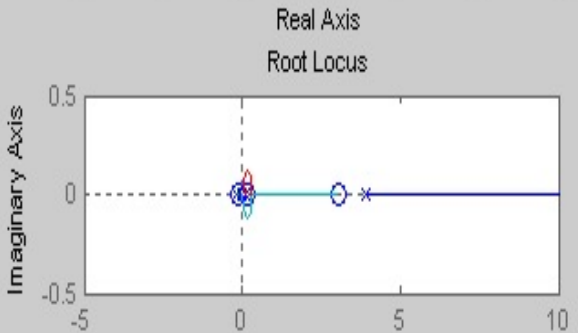
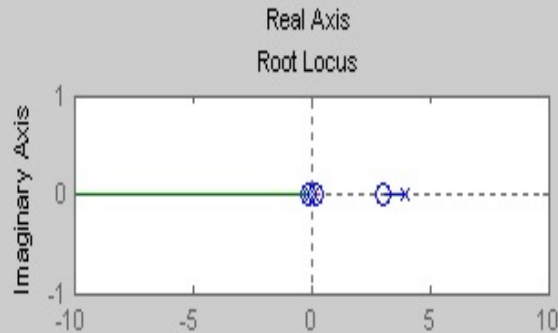
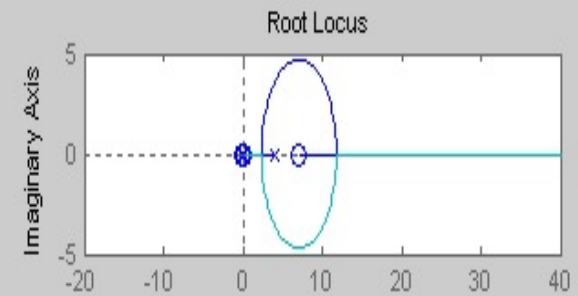
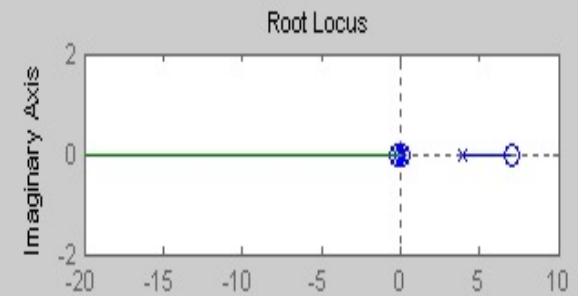
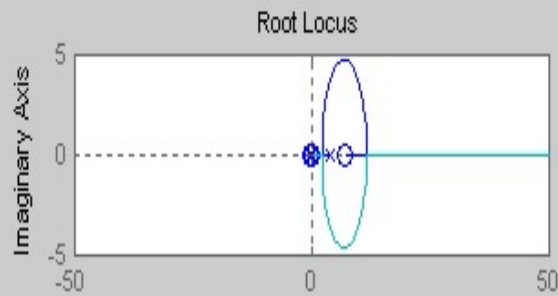


Real Axis

Real Axis

Real Axis

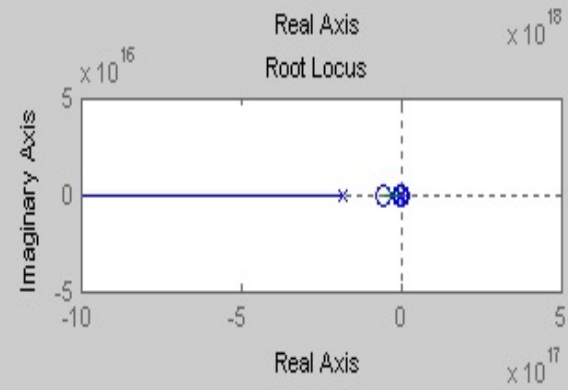
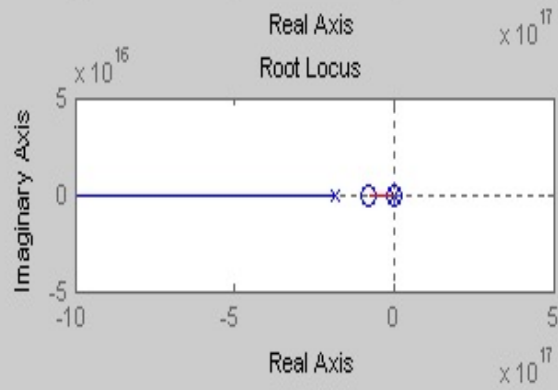
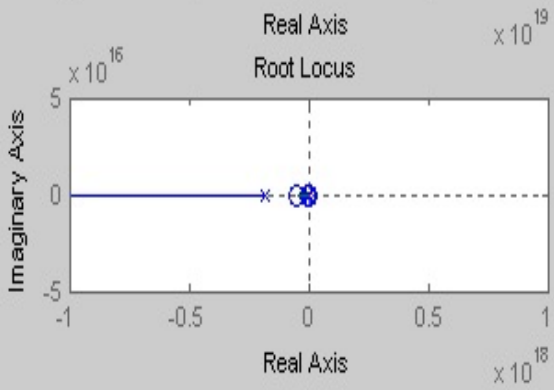
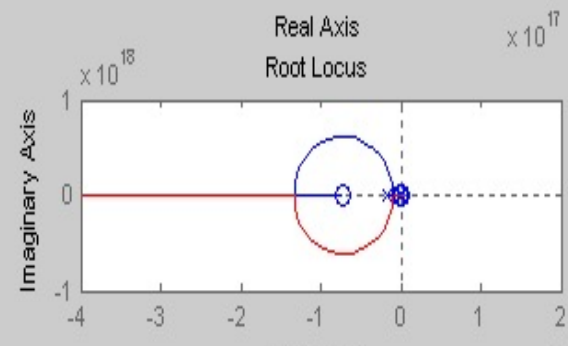
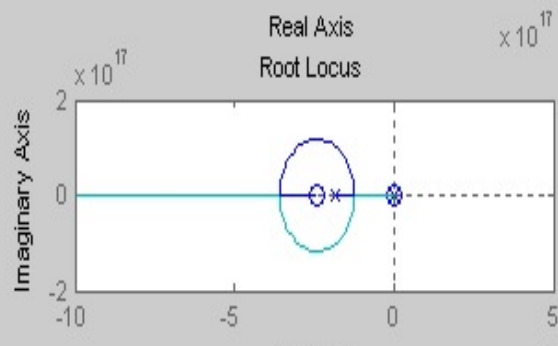
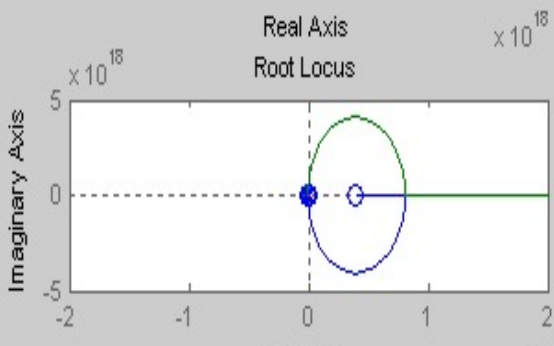
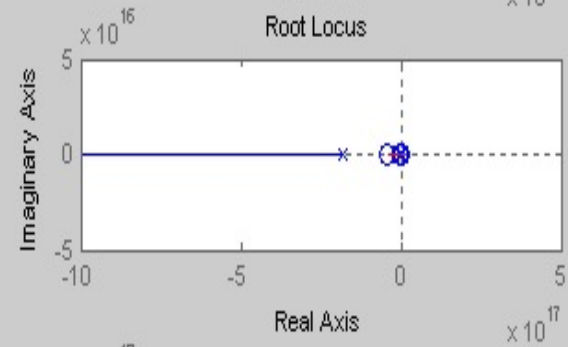
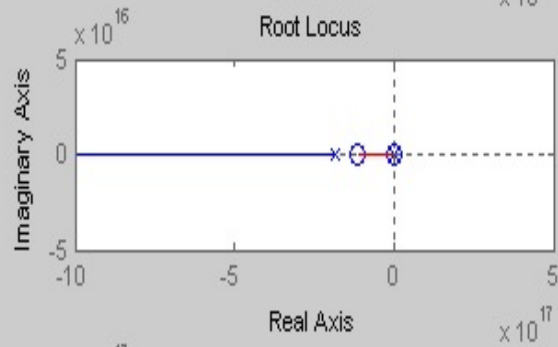
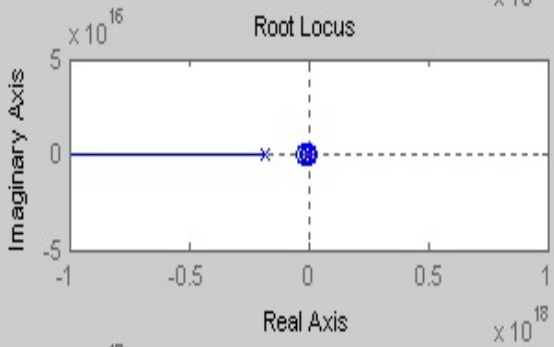
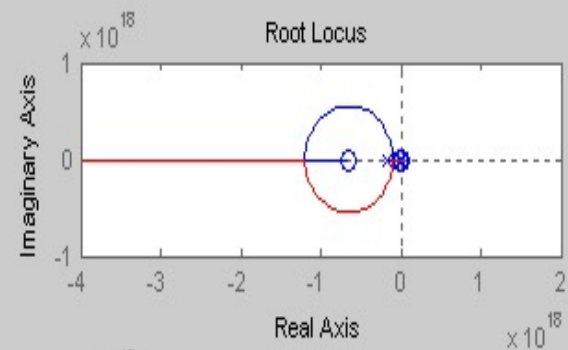
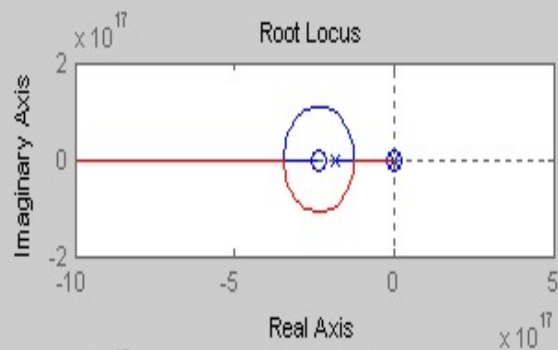
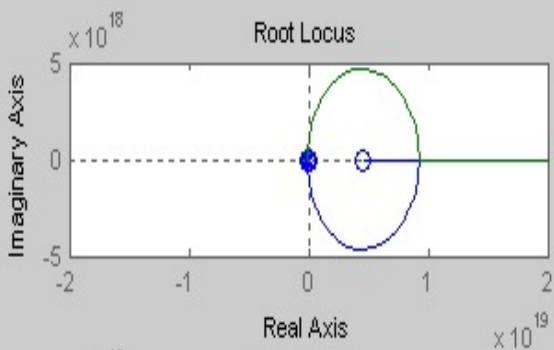












# Challenges

- Choosing the parameters , like Activation of reconfiguration process , LQR , cost function
- Tracking errors and simulation
- It is reality control systems have an associated set of constraints; for example, inputs always have maximum and minimum values and states are usually required to lie within certain ranges
- When some actuators fail, to achieve the control objectives such as tracking more demands are placed on other healthy actuators, which can lead to actuator saturations and state limit violations

# Suggestions

- Performance estimation , track more history
- Added hardware for faster response and complete redundancy