

A Maintenance-optimal Swapping Policy For a Fleet of Electric or Hybrid-electric Vehicles

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Abstract: Motivated by high oil prices, several large fleet companies initiated future plans to hybridize their fleets to establish immunity for their optimized business models against severe oil price fluctuations, and adhere to increasing awareness of environmentally-friendly solutions. The hybridization projects increased maintenance costs especially for highly costly and degradable components such as Li-ion batteries. This paper introduces a degradation-based resource allocation policy to optimally utilize batteries on fleet level. The policy, denoted as Degradation-based Optimal Swapping Policy, incorporates optimal implementation of swapping and substitution actions throughout a plan of finite time horizon to minimize projected maintenance costs. The swapping action refers to the inter-change in the placement of two batteries within a fleet. The substitution action refers to the replacement of degraded batteries with new ones. The policy takes advantage of the different degradation rates in the batteries health states; due to different loading conditions; achieving optimal placement at different time intervals throughout the plan horizon. A mathematical model for the policy is provided. The optimization of the generated model is studied through several algorithms. Numerical results for sample problems are shown to illustrate the capability of the proposed policy in establishing substantial savings in the projected maintenance costs compared to other policies.

1 INTRODUCTION

While Oil prices throughout the last decades have undergone significant increases, transportation still in general relies on it for 97% of its energy. It becomes significantly harder for companies and corporations with large fleets to maintain their preferred higher profit margins. Therefore, many of these fleet companies were highly motivated to reduce their annual fuel consumption which reflects on millions of dollars in savings. Additionally, environmentally friendly technologies have attracted large companies and corporations who benefit from both commercial advertisement of endorsing such technologies and established savings. For example, Wal-Mart has set a goal of doubling the fleet efficiency by 2015 from a 2005 baseline. One aspect of these plans has included the consideration of hybridizing fleets to enhance the fuel economy. Both FedEx and UPS have as well endorsed hybridizing parts of their fleets. Environmentally conscious cities, schools and universities (e.g. University of Michigan) have as well introduced hybrid-electric

buses into their fleets.

In a hybrid system, batteries have the most significant share of the total cost of the hybrid system. These components degrade to a point where substitution with new ones becomes inevitable. The substitution action here is defined as the replacement of the degraded battery with a new one. The limited battery useful life motivates the consideration of maintenance plans which can incorporate a predictive scheme of batteries health states. This plan will reduce the projected battery maintenance costs and ensure less abruptly interrupted daily task assignment to these hybrid vehicles. Fair prediction of the battery degradation within commercial fleets is attainable due to the consistency in the expected work load. For example, in a fleet of delivery trucks, the batteries in hybrid vehicles assigned to Downtown area routes are most likely subjected to larger frequencies of micro charging and discharging cycles in comparison to those within vehicles assigned to the suburbs. This reflects significantly on the degradation rate of these batteries. This consistency can help a predictive maintenance policy to optimally utilize all the batteries on fleet

level. To achieve this, a uniquely formulated policy, designated as Degradation-based Optimal Swapping (DBOS) policy, is proposed in this paper.

In most current companies which run hybrid vehicles in their fleets, batteries are used until they reach retirement. However, swapping batteries within their fleet can achieve a reduction in the projected cost of the maintenance plans. The swapping action here is defined as the inter-change in the placement of two batteries from two different loading (degradation) profiles. This swapping policy relies on the prediction of the different degradation rates which is attributed mainly to the loading and usage conditions. The prediction of such degradation level introduces a potential to conduct swapping actions among batteries and to control the timing of the end of life for these batteries, where substitution becomes inevitable. One direct impact of this is providing substantial savings in projected maintenance costs as a result of the application of such policy. Additionally, this policy has the potential to provide an integration between maintenance actions and the company's daily operations (integration of maintenance and logistics). This enables a sustainable management of the costly hybrid fleet asset. Additionally, the information obtained throughout the policy can be invested to build up a database of retired batteries in terms of their conditions and predicted date of retirement. This database can significantly improve the success of the retired batteries remanufacturing schemes, already implemented in several OEMs. The remanufacturing helps both reduce the environmental impact resulting from the disposal of such batteries and promotes the use of cheap second-hand hybrid technologies.

The research in this paper includes the development of the model to describe the policy in its general form and the investigation of suitable approaches to achieve the optimum solution. The remainder of this paper is organized as follows. Section 2 will review relevant research work. Section 3 will focus on modeling the policy in a comprehensive mathematical model which accounts for all the decision variables necessary to apply the policy. The solution to the generated model including the development of a policy-specific optimization algorithm will be the focus of Section 4.

2 LITERATURE REVIEW

This problem can be categorized under the planning

and scheduling optimization, as the generated output could be in the form of a schedule of different placements for the batteries within the fleet. Both planning and scheduling deal with the allocation of available resources over time to perform a collection of tasks. The difference between planning and scheduling is not always clear cut (Grossmann et al., 2002). However, in general planning deals with longer time horizons (e.g. weeks, few months) and it deals with high level decisions such as investment in new facilities and production levels. Scheduling on the other hand is concerned with shorter time horizons (e.g. days, few weeks) with the emphasis often being on the lower level decisions such as sequencing of operations. Although the expected outcome decisions from the DBOS policy are low level decisions such as the change of the placement of a battery, DBOS is intended to be part of a long maintenance plan horizon. Therefore the policy can be classified under either scheduling or planning.

DBOS model is expected to partially share the form of one of the most famous scheduling problems which is globally known as the fleet assignment problem in transportation science. Given a flight schedule and a set of aircraft of different types, the fleet assignment problem faced by an airline is to determine which type of aircraft should fly each flight segment on the airline's daily (or weekly) schedule (Bertsimas and Tsitsiklis, 1997). The similarity between these two problems mainly arises in the placement decision variable; chosen to be binary in many cases; this variable holds the key to optimize the objective function. In the fleet assignment problem, there are several factors considered in assigning a fleet to a flight leg. These factors include passenger demand, revenue, seating capacity, fuel costs, crew size, availability of maintenance at arrival and departure stations, gate availability, and aircraft noise. Many of these factors are captured in the objective coefficient of the decision variable; others are captured by constraints (Hane et al., 1995). On a similar basis, modelling the problem for the DBOS policy is intended to take into account several factors, such as degradation profiles, demand, health states tracking, maintenance capabilities and costs associated with the swapping and substitution actions. However, there are several important differences between the two problems such as the substitution variables (reset variables) needed for DBOS to function properly. The substitution variables interaction with the placement variables and their major contribution in the objective function uniquely characterizes DBOS.

The fleet assignment problem has been studied

by numerous researchers. The daily scheduling of the fleet assignment problem formulation impose large number of integer variables and severely degenerate model which leads to poor performance of standard linear programming techniques. Methods to address this problem include an interior-point algorithm, dual steepest edge simplex, cost perturbation, model aggregation, branching on set-partitioning constraints, and prioritizing the order of branching (Hane et al., 1995). In (Talluri, 1996), a model and an algorithm for swapping applications in a daily airline fleet assignment have been developed. Given a daily fleet assignment, the problem of changing the assignment of a specified flight leg to a different equipment type while still satisfying all the constraints have been considered. As airline planning process evolves through several decision making phases including schedule construction and fleet planning that are succeeded by aircraft maintenance routing and crew scheduling, the need for integrated planning and robust planning were realized. Integrated planning is intended to integrate the functional phases at the planning stage, and robust planning is intended to make decisions at the planning stage that are beneficial to the operations (Gao et al., 2009). Integrating schedule design and fleet assignment was implemented in (Rexing et al., 2000); (Lohatepanont and Barnhart, 2004). Examples of research on robust planning include robust fleet assignment as in (Rosenberger et al., 2004); (Smith and Johnson, 2006).

Planning and scheduling problems generally incorporate discrete/continuous optimization problems. The mixed integer nonlinear program (MINLP), inherently require special treatment as complexities arise due to nonlinearity and integer choices. The most common MINLPs encountered in planning are 0-1 integer nonlinear programming (ZOINLP) problems where none of the continuous variables exist and all the decision variables are binary. As section 3 of this paper details the modelling of the DBOS policy, it will become apparent that the generated model falls under (ZOINLP) problems category.

The basis of tackling integer programming problems (whether linear or nonlinear) in many algorithms rely on relaxing the problem into continuous sub-problems. The algorithm in this case works on a higher level establishing control on the sub-solvers and using the information from the sub-problems solutions to arrive to the integer solution. The sub-problems are solved by some well-performing continuous variable programming problem solver (such as Simplex for linear

programming (LP) problems (Chvátal, 1983) and Sequential Quadratic Programming (SQP) with reduced gradient method (Schittkowski, 1982) for nonlinear programming (NLP) problems). Branch and Bound (B&B) algorithm (Gupta and Ravindran, 1985) falls under this category of integer programming problem solvers. B&B consists of a tree enumeration in which LP or NLP sub-problems are solved at each node, and eliminated based on bounding properties. B&B's success and speed in finding the solution inherently depends on the relaxed problem sub-solver.

Other algorithms for solving MINLP include Generalized Benders Decomposition (GBD) (Benders, 1962); (Geoffrion, 1972), Outer-Approximation (OA) (Duran and Grossmann, 1987); (Fletcher and Leyffer, 1994), and Extended Cutting Plane Method (ECP) (Westerlund and Pettersson, 1995). The literature also provides some non-rigorous methods for handling non-convexities such as the equality relaxation algorithm (Kocis and Grossmann, 1987) and the augmented penalty version of it by (Viswanathan and Grossmann, 1990). Modifications on standard Stochastic methods such as Genetic Algorithm (GA) originally developed by (Holland, 1975) and Simulated Annealing (SA) originally developed by (Metropolis et al., 1953) have promoted their use to solve MINLPs. These algorithms impose no limitation (such as continuity and differentiability) on the search space of the optimization problem. Additionally, some of these algorithms could benefit from parallel processing which in turn accelerates convergence. Hybrid algorithms as in (Adler, 1993); (Robinson et al., 2002); (Xia and Wu, 2005) are as well widely found in Literature. Such algorithms intend to take advantage of the merits of two or more of the standard algorithms to achieve better solutions (in terms of convergence, global optima, etc.).

3 MATHEMATICAL MODELLING OF DBOS POLICY

The key to apply the DBOS policy is a concise and representative model which accounts for swapping and substitution actions. The objective of the policy aims towards optimal battery utilization over a finite plan horizon in a way that minimizes total maintenance plan projected costs.

Typical constraints are formulated for demand

(number of vehicles operating in each degradation profile), batteries health state degradation tracking (swapping and substitution effects, threshold, etc.) (See Figure 1). Other constraints are relevant to the company's logistics such as maintenance crew availability, business requirements, etc. The model includes two types of decision variables: placement variables and substitution variables (or reset variables).

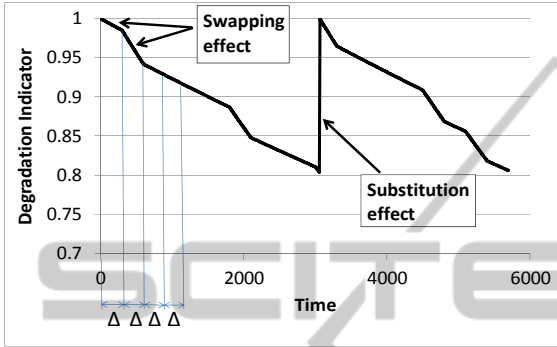


Figure 1: Health State Changes with Swapping and Substitution Actions.

3.1 Placement Decision Variables

The model is formulated to follow the placement of batteries in terms of location and time. The location here refers to the loading profile in which the battery is placed, and for which predicted degradation rate of the health state is assumed to be known. The variable is studied at predefined constant discrete intervals of time (Δ), which are chosen upon the company's preference and capability to achieve regular workflow. This interval should be inspired by the company's prescheduled checkups cycles. For example if the company's vehicles are usually maintained or checked up monthly, then choosing Δ to be equal to 1 month is reasonable. Δ relates the frequency of the discrete time points at which the scheduler has the option to perform a swapping action. Theoretically as Δ gets smaller, more swapping options are present and we expect the total maintenance cost to decrease to a certain limit. This limit is where introducing further swapping actions will not improve the cost function and the optimizer opts for no additional swapping actions upon correct implementation of the policy (accurate optimization). The validation of such behaviour is shown in Section 4.3.

In this formulation, the placement decision variable, $X_{ij}(k) \in \{0,1\}$ in the model is chosen to be binary, where its indices stand for

$$\begin{aligned} i &= 1, 2, \dots, n && \text{battery index in the fleet} \\ j &= 1, 2, \dots, m && \text{degradation/loading profile} \\ k &= 1, 2, \dots, K && \text{discrete time, where:} \\ &&& K\Delta = T = \text{plan horizon} \end{aligned} \quad (1)$$

For example, if $\Delta = 1$ month, and $X_{31}(7) = 1$ means that the 3rd battery is placed in the first degradation profile at the 7th month.

There are several constraints which are related directly to the placement decision variable. Some of these constraints arise from physical sense, others from demands and capabilities. The first constraint relates to the physical sense that a specific battery can be only assigned to one degradation profile for a specific interval. Additionally, the demand d_j drives the number of batteries assigned to the j th degradation profile per interval. In formulation, these two constraints; respectively; translate to:

$$\begin{aligned} \sum_{j=1}^m X_{ij}(k) &= 1, \quad \forall i = 1, \dots, n; \quad \forall k = 1, \dots, K \\ \sum_{i=1}^n X_{ij}(k) &= d_j, \quad \forall j = 1, \dots, m; \quad \forall k = 1, \dots, K \end{aligned} \quad (2)$$

The placement variable is the indirect indicator for whether a swapping action has taken place or not. This can be formulated through:

$$|X_{ij}(k) - X_{ij}(k-1)| = \begin{cases} 1 & \text{if the } i\text{th battery is} \\ & \text{swapped at time } k \text{ to/from} \\ & \text{the } j\text{th degradation profile} \\ 0 & \text{otherwise} \end{cases} \quad (3)$$

The total number of swapping actions which take place at time k can be given by:

$$\frac{1}{2} \sum_{i=1}^n \sum_{j=1}^m |X_{ij}(k) - X_{ij}(k-1)| \quad (4)$$

Equation (4) enables us to formulate the constraints related to the company's preferential rules for swapping. Examples of these rules include an enforced minimum span between subsequent swapping actions for the same battery, and maximum number of allowable swapping actions within the fleet per interval. For the first one, if Δ is assumed to be equal to 1 month (for example), and a minimum of 3 months of enforced span between subsequent swapping actions for the same battery, then it translates to:

$$\begin{aligned} \frac{1}{2} \sum_{j=1}^m |X_{ij}(k) - X_{ij}(k-1)| + \frac{1}{2} \sum_{j=1}^m |X_{ij}(k+1) - X_{ij}(k)| \\ + \frac{1}{2} \sum_{j=1}^m |X_{ij}(k+2) - X_{ij}(k+1)| \leq 1, \\ \forall i = 1, \dots, n; \quad \forall k = 2, \dots, K \end{aligned} \quad (5)$$

Or it can be abbreviated as:

$$\frac{1}{2} \sum_{h=0}^2 \sum_{j=1}^m |X_{ij}(k+h) - X_{ij}(k+h-1)| \leq 1, \quad (6)$$

$$\forall i = 1, \dots, n; \quad \forall k = 2, \dots, K$$

In the general form, the constraint can be represented as (for a minimum span of $H \cdot \Delta$ between swapping actions for the same battery):

$$\frac{1}{2} \sum_{h=0}^{H-1} \sum_{j=1}^m |X_{ij}(k+h) - X_{ij}(k+h-1)| \leq 1, \quad (7)$$

$$\forall i = 1, \dots, n; \quad \forall k = 2, \dots, K$$

Maximum number (α) of swapping actions per interval can be easily modelled as:

$$\frac{1}{2} \sum_{i=1}^n \sum_{j=1}^m |X_{ij}(k) - X_{ij}(k-1)| \leq \alpha, \quad \forall k = 2, \dots, K \quad (8)$$

3.2 Substitution Decision Variables

A substitution decision variable, $Z_i(k)$ to represent any substitution action is included in the modelling.

$$Z_i(k) = \begin{cases} 1 & \text{if the } i\text{th battery is substituted} \\ & \text{at the beginning of epoch } k \\ 0 & \text{no substitution at the} \\ & \text{beginning of epoch } k \end{cases} \quad (9)$$

The substitution variable has only two indices as it relates only to battery i being substituted and time k at which substitution takes place.

The decision whether to initiate a substitution action or not, is merely dependent on the state of the battery health. This indicates the need to track the battery's health state degradation throughout its deployment in the field. In modelling DPSO with deterministic states, it is assumed that the degradable health states are predictable. The prediction is dependent on both the battery state at the beginning of the current interval and the degradation profile at which the battery is placed.

To track the degradation of the batteries health states, an accumulative degradation dependent quantity $y_i(k)$ is defined. The accumulative degradation is a monotonically increasing dependent variable which is calculated in the model based on the decision variables (placement and substitution variables). In this formulation, when a new battery is brought in, the accumulative degradation is set to zero. Based on the assumption of linear degradation

the accumulative degradation can be found by:

$$y_i(0) = 0 \quad \forall i = 1, \dots, n$$

$$y_i(k) = (1 - Z_i(k)) \left(y_i(k-1) + \sum_{j=1}^m r_j X_{ij}(k) \right) + Z_i(k) \sum_{j=1}^m r_j X_{ij}(k) \quad (10)$$

$$= (1 - Z_{ik}) y_i(k-1) + \sum_{j=1}^m r_j X_{ij}(k),$$

$$\forall k = 1, \dots, K; \quad \forall i = 1, \dots, n$$

where r_j is the degradation rate when the battery is assigned to j th degradation profile.

Additional constraints arise from the bounds on the accumulative degradation variable:

$$0 \leq y_i(k) \leq \beta, \quad (11)$$

$$\forall k = 1, \dots, K; \quad \forall i = 1, \dots, n$$

where β is the threshold at which substitution becomes inevitable.

3.3 Objective Function

There are several objectives that could be used towards an optimum policy. The policy can aim for minimized maintenance costs, maximized utilization, or a combination of both. One direct and simplified objective that can be chosen is to minimize the projected maintenance costs over a finite plan horizon. With the satisfaction of the constraints described above, the minimization of the projected costs which are attributed to the batteries substitution and swapping actions can achieve an optimum scheduling policy. Based on the discussion previously, the cost can be found by:

$$J = \frac{1}{2} \sum_{k=2}^K \left\{ c_1(k) \sum_{i=1}^n \sum_{j=1}^m |X_{ij}(k) - X_{ij}(k-1)| \right\} + \sum_{i=1}^n \sum_{k=1}^K \{ c_2(k) Z_i(k) \} \quad (12)$$

where $c_1(k)$ is time dependent swapping cost coefficient, which includes penalties and potential of loss due to swapping, and $c_2(k)$ is time dependent substitution cost coefficient. The choice to make both cost coefficients as time dependent increases the flexibility of the model.

4 OPTIMIZATION IN DBOS POLICY

The mathematical model of DBOS policy with deterministic states has been introduced in Section 3. This section is dedicated to the solution of the DBOS policy model.

4.1 DBOS-Policy-specific Branch-and-Bound-based Algorithm

Although the generated model successfully captures the intended functionality of the policy, the DBOS policy model is a Zero-One Integer Nonlinear programming (ZOINLP) problem. In similar work (Almuhady et al., 2012), typical stochastic algorithms such as Genetic Algorithm (GA) and Simulated Annealing (SA) Algorithm have been shown to be capable of solving small size problems of this type. However, repeatability in results and robustness for large scale problems were absent in the implementation. Additionally, the implementation of a direct Branch and Bound (B&B) scheme with variant NLP sub-solvers has not been successful due to the growing nonlinearity in health state updates in Equation (10).

In this paper, we introduce a DBOS-policy-specific Branch-and-Bound-based algorithm that successfully generates repeatable answers as well as provide robustness over all problem sizes. The algorithm is illustrated in Figure (2).

The algorithm reduces the complexity of the model by providing incremented estimates of the total number of required substitutions ($\Sigma Z_i(k)$). The estimates are generated from expected loads and logic-based rules. Total demand over horizon (when averaged per battery) dictates whether this estimate is started at zero or not. For example, if the average demand per battery exceeds threshold value (β), starting with estimate ($\Sigma Z_i(k)=0$) becomes trivial. For each estimate, all satisfying (non-repeated) configurations are investigated. The reconfiguration is done systematically that it will generate each time a new configuration until all possible unrepeated configurations for that estimate have been tested. We note here that repeated configurations include any new $Z_i(k)$ array that is generated from swapping rows in an old $Z_i(k)$ array as this action provides no new configurations. The first estimates are chosen to be very conservative (low number of substitutions). This probably leads to infeasibility for all or most reconfigurations of $Z_i(k)$ for the first iteration.

Nevertheless, the conservativeness provides assurance for minimum objective value function as the major part of the cost is attributed to the substitution. We note here that the infeasibility is identified quickly and therefore the performance of the algorithm in general is not hindered by the conservativeness.

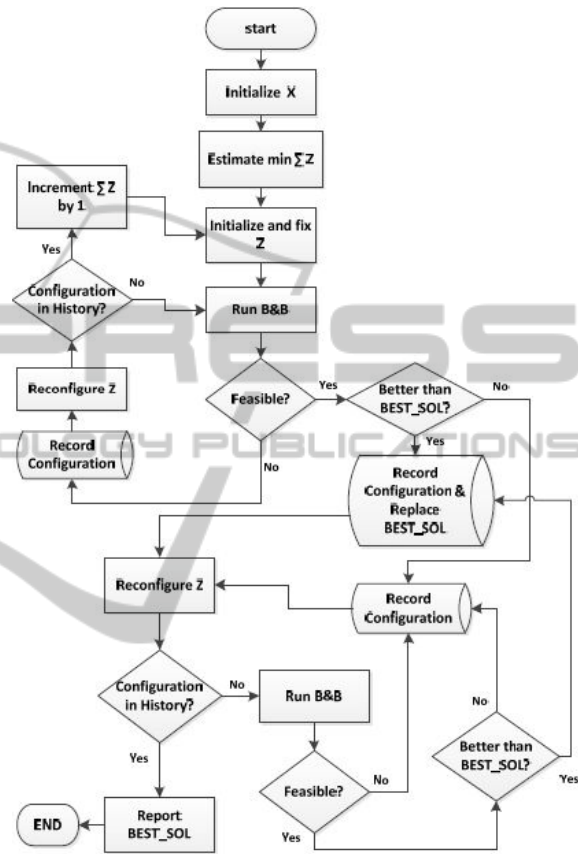


Figure 2: DBOS-Policy-Specific Branch-and-Bound-based Algorithm.

With this implementation, at each instant the nonlinearity in the model (Equation 10) ceases to exist and the problem is reduced to a Zero-One Integer Linear Programming (ZOILP) problem. This promotes the utilization of a Branch and Bound (B&B) scheme with a (LP) sub-solver. The later only applies if the absolute value in the objective function is formatted in the standard LP form as well. This is easily implemented through a number of well-known mathematical tricks. It should be noted that the formatting of the absolute value into the standard LP form incorporates an increase in the decision variables which may adversely affect the algorithm's performance for significantly large problems.

4.2 Case Study I

In this section, we report numerical results of a 5-vehicle fleet case study. The problem parameters are available in Table (1).

Table 1: Case Study I Parameters.

Parameter	symbol	value
Number of vehicles	N	5
Number of loading profiles	M	4
Plan Horizon (months)	K	4
vehicles allocated per loading profile	N_j	[1, 1, 1, 2]
Degradation rates (per month)	r_j	[0.11, 0.08, 0.04, 0.02]
Swapping Cost Coefficient	$c_1(k)$	400
Substitution Cost Coefficient	$c_2(k)$	11600
Threshold	β	0.2
Discretization Interval (month)	Δ	1

The cost coefficients are inspired by real applications. The degradation coefficients have been modified to reflect shorter chosen plan horizon for the numerical case study as a sample problem. The modification in the coefficients is intended to simulate the real scenario where longer horizons are chosen, and thus substitutions are inevitable.

The solutions generated by GA and SA are shown in Figures (3) and (4). The horizontal line indicates the cost upon the application of no swapping policy for the case study. Though SA outperforms GA in this case, repeatability in results and lack of runs achieving the global minima are shortcomings of both algorithms. The runtimes for GA and SA algorithms were 19 minutes and 45 seconds; respectively.

The solutions generated by DBOS-policy-specific B&B-based algorithm are shown in Figure (5). It is clear that the repeatability has been attained only in the DBOS-policy-specific B&B-based algorithm where global optima have been achieved at every single run. The runtime was found to be 41 minutes.

Though repeatability might not represent great significance in this small size problem as SA can be run cheaply several times, there are two main advantages of using DBOS-policy-specific B&B-based algorithm. The first is that the total cost associated by the swapping and substitution actions is \$14000 with the DBOS-policy-specific algorithm in comparison to the best run of SA with cost equal to \$14800. That means SA best run has generated a suboptimal solution with 5.4% difference. The guarantee of achieving the global minima with the proposed algorithm is a key for its outperformance.

That is, for this small problem, the difference in cost between SA best run and the proposed algorithm solutions are 5.4%. This can be higher for a different problem. The second advantage will be present in the scalability as Case Study II will show. Specifically, the case study will demonstrate what the outcomes are when larger numbers of decision variables are involved.

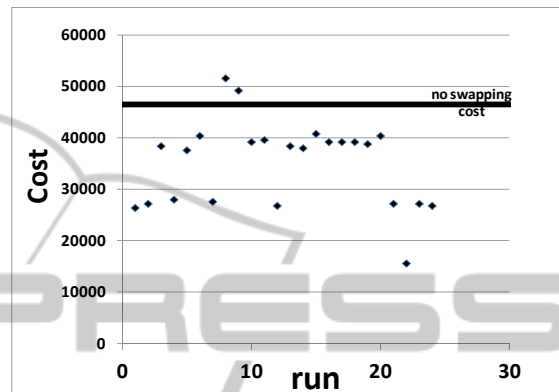


Figure 3: GA Different Runs.

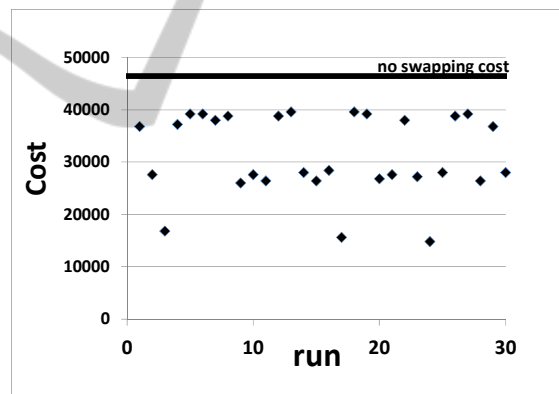


Figure 4: SA Different Runs.

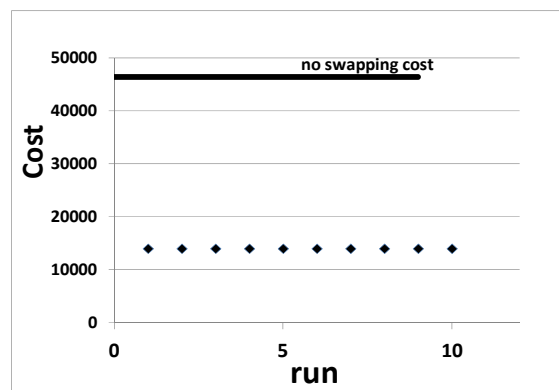


Figure 5: DBOS-Policy-specific B&B-based Algorithm Different Runs.

The optimum schedule per DBOS policy for Case Study I is shown in Table (2).

Table 2: Schedule of Batteries Placement from the DBOS-Policy-specific B&B-based Algorithm.

Battery	1st month	2nd month	3rd month	4th month
A	4	4	4	1
B	2	1	1*	2
C	4	2	2	4
D	3	3	3	3
E	1	4	4	4

(*) means a substitution action has taken place

Finally for case study I, we benchmark the performance of the DBOS policy, several management policies have been applied (see Figure 6).

The maintenance plan cost has been evaluated for each of the four shown policies. In the “No-swapping” policy, the batteries in the fleet are dedicated to one degradation profile throughout the plan horizon, where no swapping is allowed. The rotational fixed swapping policy refers to the policy where swapping actions are conducted on a timely, fixed and cyclic manner. An example of that is the rotational swapping of tires in automobiles to even out the degradation (front wheel driving or rear wheel driving). The third policy (Intelligent fixed swapping) refers to the case when swapping actions are conducted between the most and the least degraded batteries at each cycle (The intelligence refers to basing decision on being informed about the health state of the battery). Though the later performs better than the No-swapping and Rotational Fixed Swapping policies, the DBOS policy clearly outperforms all of them.

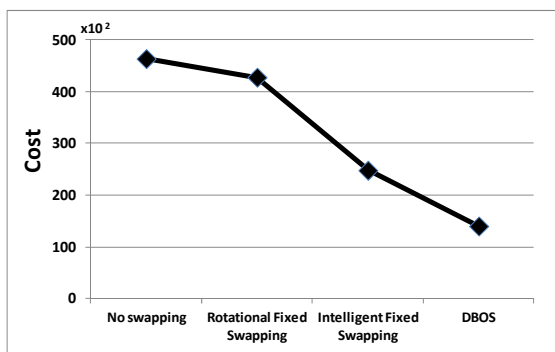


Figure 6: Benchmarking DBOS policy.

4.3 Case Study II (Δ Variation)

In this section, we verify the claim we made in Section 3.1 about the role of Δ . The DBOS-policy-

specific branch-and-bound-based algorithm is implemented on a second case study (see Table 3) where Δ is varied from 1 week to 1 month. The case study will serve as well to illustrate the scalability of the proposed algorithm when larger numbers of decision variables are involved. That is, decreasing Δ increases the size of the problem significantly due to the increase in the placement and substitution variables under investigation. The outcome of this increase on the performance of SA and the proposed policy is investigated.

Table 3: Case Study II Parameters.

Parameter	symbol	value
Number of vehicles	N	3
Number of loading profiles	M	2
Plan Horizon (months)	K	4
vehicles allocated per loading profile	N_j	[1, 2]
Degradation rates (per month)	r_j	[0.11, 0.04]
Swapping Cost Coefficient	$c_1(k)$	400
Substitution Cost Coefficient	$c_2(k)$	11600
Threshold	β	0.2

Figure (7) shows the results when SA was used. It can be seen that SA algorithm is unable to capture the intended behaviour of the DBOS policy. The policy aims to opt for swapping when swapping achieves decreased objective values. In this case, as the problem size grows the optimizer fails to recognize the unnecessary swapping actions and therefore the total cost increases. On the other hand, Figure (8) shows the results of the DBOS-policy-specific B&B-based algorithm when Δ is varied. The anticipated behaviour appears clearly. The cost decreases when Δ is varied from 1 month, to 20 days and finally to half month. After that, there is no improvement in the objective value when Δ is shortened from 15 days to 1 week. The optimizer in this case opts for no more swapping actions than what has been chosen for the 15 days discretization interval, and therefore the policy is correctly captured.

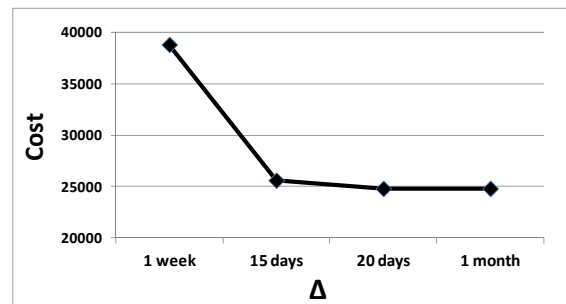


Figure 7: SA algorithm best run result when Δ is varied.

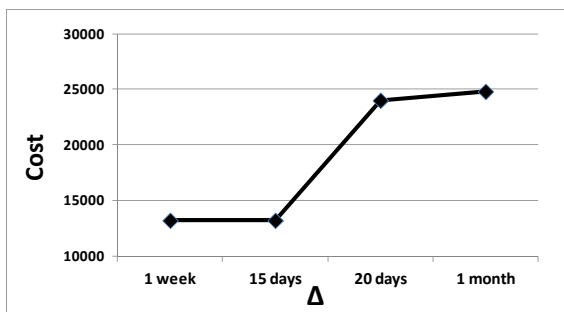


Figure 8: DBOS-policy-specific B&B-based algorithm result when Δ is varied.

5 CONCLUSIONS

Plans for electrification and hybridization of fleets are already in progress to minimize the overall cost of operation and fuel consumption and adhere to environmentally friendly awareness. The hybridization projects increased maintenance costs especially for highly costly and degradable components such as Li-ion batteries. This paper presented a uniquely formulated resource allocation policy based on the degradation of the health states of the batteries, to be part of the maintenance planning for the fleet. The policy, denoted as Degradation-based Optimal Swapping (DBOS), utilizes batteries on fleet level through a series of optimally chosen swapping and substitution actions. The policy takes advantage of the different degradation rates of the batteries within the fleet, based on loading conditions, to choose optimal placements of these batteries. A representative mathematical model with deterministic health states have been presented in this paper as well. The optimization of the generated model of DBOS policy has been investigated as well. A DBOS-policy-specific algorithm has been developed and successfully implemented. Numerical results showed the outperformance of the algorithm in comparison to standard optimization techniques. Numerical results as well validated the role of the discretization interval in the DBOS policy, allowing but not necessary choosing the option to perform additional swapping actions minimizing the costly substitution ones.

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