AI-Powered Vehicle Diagnostics

By Dr. Anna Schmidt

Professor of Human-Computer Interaction, Swinburne University of Technology, Australia

1. Introduction

AI-Powered Vehicle Diagnostics improve the accuracy of fault detection by creating a deep learning network that can identify mechanical and electrical faults inside cars. There are several applications of vehicle diagnostics, such as car health monitoring and predictive maintenance, vehicle fault root cause analysis, and federated V2X electric vehicle diagnosis. It is clear that fewer false alarms give mechanics more effective and flexible working hours and improve the field of predictive maintenance because it gives the device that is being predicted at least one more second to either avoid the malfunction by self-healing or at least land in SOS mode. Diagnostics are a mandatory part of automotive repair. Many defects can be visually confirmed or identified using standard test equipment such as a multimeter or a scan tool, or vision recognition software. Modern transport, terrestrial and aerospace (especially for passenger safety reasons), has become a complex interconnection of mechanical, electrical, and tactical components. It is a natural evolution that such a complex system be diagnosed at reduced vehicle downtime and cost. Diagnostics in vehicles have moved on from traditional or empirical methods, such as human-based diagnostics, to rule-based reasoning and fault-based diagnosis. Artificial intelligence-based diagnostics have been used to increase diagnostic accuracy and standalone performance. In the presented work, rather than considering artificial intelligence as a known and incorporated fact, it is assumed that artificial intelligence and interoperable decision-making are the fundamental aspects for developing next-generation automobiles.

1.1. Background and Significance

Vehicle diagnostics have always been an important part of vehicle maintenance. In the early 2000s, mechanical vehicle systems began to be fully replaced or supported by digital technology. Subsequently, a number of entities developed diagnostic solutions, focusing primarily on digitized vehicle systems, including the CAN networks. In the past, the aftermarket received only a basic level of vehicle diagnostics; often, a code was provided that indicated the origin of the problem. However, such diagnostics could not always effectively repair the vehicle. Over the past five years, many manufacturers have worked hard to improve vehicle diagnostics overall; this subsequent quality leap has improved functionality and reduced the number of errors. At the same time, digital technology is becoming readily available for more and more entities. Now, thanks to the digital revolution, accurate vehicle diagnostics can be performed not only in the aftermarket but also in real-time, so that vehicle safety and performance increase.

As automotive systems and functionalities are being integrated into digital and connected platforms, the processing of diagnostics is taking on new dimensions. In the 21st century, vehicles have advanced significantly in terms of both safety and performance. The way components are designed must provide mobile and real-time diagnostics, maintenance, and repair of growing vehicle complexity. The vehicle's mileage, location, and even driving type lead to adaptation diagnostics having to be performed. Due to the rapid development of mobile systems and telecommunications, consumers are now expecting processing to be done faster and diagnostic accuracy to be at a much higher level. Improved vehicle diagnostic solutions significantly reduce the cost of vehicle maintenance. Handling complex systems is possible by integrating various techniques, such as machine learning, semantics, fuzzy logic, etc., in each diagnostic stage.

1.2. Research Objectives

Diagnostic systems can have enormous economic and safety implications for many industries. In the automotive sector, for instance, better diagnostic techniques can reduce the chances of accidents as well as improve profitability. The goal of this thesis is to investigate several aspects of AI integration in the vehicle diagnostics sector. First, the intended aim of this study is to determine whether AI algorithms can perform more effectively in vehicle diagnostics than rule-based systems. This will be accomplished by examining a state-of-the-art solution present in the academic field and by simulating a repair in a commercial diagnostic tool integrated with this solution. Secondly, the thesis will investigate whether it is possible to incorporate techniques while fully automating the process of vehicle failure detection when corrective maintenance of the problem is undertaken remotely. This will be explored through the design of an AI system capable of predicting the occurrence of a failure in a given vehicle based on the online data collected from it. A comparison between two solutions is proposed in order to assess the potential advantages and disadvantages of using this technology. Finally, the research aims to assess the implications of including the results of the systems developed in a predictive maintenance strategy. The validation will be made by means of static simulation. In order to determine whether integrating AI systems into a remote diagnostics system can lead to promising results, it is first paramount to devise an AI system that is capable of automatically identifying faults. Techniques, like state-of-the-art algorithms used for predictive maintenance, will be examined in detail to ensure that the chosen technique is the most appropriate one. It is important to integrate systems that are able to function autonomously from existing diagnostic software but can also contribute to their improvement. Present approaches to fault detection with artificial neural networks are completely new and present a challenge for decision-makers as a result of cost and implementation. In order to bridge the current diagnostic system gaps, the development must effectively accommodate specific user needs and preferences, as well as reflect the availability of new tools and techniques. Moving from the aforementioned points, there are several challenging areas that need exploration and change. In order to clarify the final success of an AI solution within the remote diagnostics system, vehicle diagnostics by means of a diagnostic tester must be considered for the simulation diagnosis. This investigation will prove ex-ante the ease with which the AI-based alternative method can be implemented, as it aims to simulate the diagnosis of repair in practical conditions. Each simulation will thus involve a diagnosis performed, fixed, and then verified using the diagnostic tester. Additionally, identification of potential faulty components solely through algorithms is also highly ambitious and challenging; therefore, problems faced during the study can also be communicated to the user.

2. Fundamentals of Vehicle Diagnostics

Vehicle diagnostics deal with the early and automatic detection of abnormalities in a vehicle system. The detection of such faults can help to identify minor faults before they become serious. It also aids in advancements in technology. Several systems exist to diagnose a vehicle. In-vehicle diagnostics use sensors to track vehicle performance. However, they are unable to detect problems with non-powertrain components. Other vehicle diagnostic systems also exist that are connected in more sophisticated local loops. These systems can forecast defects in electrical systems and are therefore particularly well positioned in comparison to OBD-related diagnostics for detecting defects in a vehicle. The following are some of the most important concepts in this area. A modern vehicle diagnostic system has adopted innovative technologies that take into account scenarios in which a fault may arise and how it can be found in a vehicle. The regular manual test, which asks an expert to inspect the vehicle from the performance results compared to any other parameter values by simply inspecting the appearance of the car, is the root. However, as car systems develop into more complicated systems and must be completed in less time, an alternative mechanism for vehicle diagnosis is needed. As cars became more sophisticated in both technology and computer programming, this model did not meet the criteria. A vehicle's performance or its faulty parts are examined by a computer system in the latest and future automobiles. This system allows the analysis of the historical parameters to ensure they are running as anticipated. It also computes the analytical value to compare against the parameters of the vehicle.

2.1. Traditional Diagnostic Techniques

There have been a multitude of traditional techniques used for diagnosing vehicles throughout the years. The most basic and fundamental of these techniques comes in the form of a simple visual inspection of the vehicle's outer parts and inner components. Gradually, other techniques have been added, such as mechanical testing and basic electronic testing using simple tools like a multimeter. Most traditional methods for vehicle diagnostics are very time-consuming, providing little understanding of the vehicle's true state, and often require manual intervention. For this reason, a true needs-based diagnostic is typically skipped. More often, routine maintenance checks are performed, which are based on service manuals. The 'expert' assigned to the respective expertise area, environment, or station takes an active role in the diagnostics, with measurements then critically examined. If the diagnostic does reveal something in need of further investigation, the measuring sensors that the technician has at their disposal can be used to evaluate what is actually happening in the vehicle and provide an in-production decision.

However, this can only be used as a general indication. Present performance is the derived product of varying machine speeds, braking forces, environmental conditions like temperature and solar flux, and other external and internal forces on the car. In some cases, a fundamental diagnostic may be based on what is already known as common causes or defects from experience, supplier feedback, or expensive and time-consuming warranty analyses. The reality is that human subjectivity and logical thinking are always present in diagnostics and condition monitoring. There are many different diagnostic systems, and being expensive, some vehicles contain very few. The likelihood of one vehicle having one or more of these diagnostic systems is dependent on the level of sophistication—though this can vary depending on the type of vehicle being assessed.

2.2. Role of AI and Machine Learning

Artificial intelligence (AI) and its subfield, machine learning, have significantly improved various aspects of vehicle diagnostics due to their ability to handle complex datasets and look for hidden patterns and correlations between them. Together, AI and machine learning algorithms can streamline the diagnostic process, allowing the root of the problem to be found more quickly and effectively. AI and machine learning also enable vehicles to predict their own failures to a certain extent, something traditional diagnostics have not been as adept at predicting. This is made possible by consulting a predictive model trained on historic and monitored data to foresee failures or visualize early warning signs that a part is going to wear out faster than the rest, something that is essential in order to make vehicle maintenance truly proactive. Machine learning algorithms improve their performance over time, which has the beneficial effect of interpreting specific issues more accurately and effectively, and making predictions that are supported by a more comprehensive body of knowledge.

There are many use cases where AI can significantly improve how decisions are made. AI has produced amazing results in optimizing systems where a huge amount of variables have to be managed. The automotive sector and vehicle servicing and maintenance in particular are classes of use cases that can really exploit these technologies. As in-vehicle software and remote diagnostic servers collect a huge amount of data from a vehicle, the application of machine learning can enable new ways of car diagnostics and servicing. Since the machine learning algorithm fields have become so enriched with new deep learning methodologies, AI has been directly applied to detect when certain vehicle parts are going to have issues and hence can enable the possibility of predictive maintenance.

3. Data Collection and Preprocessing

In vehicle diagnostics, one of the key processes is data collection from hardware and preprocessing, which is crucial for the development of models and decision-making by artificial intelligence algorithms. The collection of high-quality data that is relevant for the task is a crucial part of system development. In multi-analyzers, sensor signals collected from the various components reside at different cores of the autonomous vehicle in a far-edge system domain. The goal of these techniques or components is to access rich, real-time, and information-rich sensor data signals from the hardware components. Sensors are capable of sensing multiple domain-dependent variables, including physical values in the physical domain, network failures at mid-ware/firmware, and computational parameters in the software domain.

Data preprocessing is one of the most important techniques in order to decrease the possibility of developing a model based on noisy data. All machine learning models primarily rely on the data that is provided as input for the analysis purpose and decision-making stages. Preprocessing helps to convert a raw dataset into a clean representation ready for model-defining inputs. Further, normalization helps in the evaluation of feature significance and extraction, which may lead to the development of an improved model for the automotive system. Data preprocessing includes different sub-techniques such as data reduction, data split, noise removal, data cleaning, data transformation, data discretization, feature selection, and feature extraction. As the system's operational parameters are continuously changing, the acquired signals need to be preprocessed to reduce the effect of noise and sensor error, to reduce the causes of failures, and to facilitate feature extraction from raw data.

3.1. Sensor Data Acquisition

While a car is in operation, it generates enormous amounts of data, which can reveal much about its operation and performance. Modern vehicles use an array of sensors to continuously monitor many different systems. These sensors provide a sense of the range of conditions that a vehicle’s diagnostics system might monitor. Some such sensors monitor the performance of the engine: it can require up to one hundred sensors just to monitor the performance of the drivetrain and engine. Other sensors monitor tire pressure; a sensor in each tire measures the air pressure inside the tire and relays that information to the vehicle. The air conditioner in many cars consists of many small sensors. Exhaust gas sensors can monitor emissions.

Modern vehicles also use a sensor network for a variety of applications, including tire pressure monitoring, collision detection, vehicle tracking, and so on. Vehicle diagnostics tools use different types of sensors like an accelerometer, GPS, gyroscope, LiDAR, and wheel encoders to automatically collect the sensor data from a moving vehicle. The data has been collected using an automotive diagnostic tool for real-time monitoring of vehicle data. Messages and signals were monitored using an integrated tool. Other setups have been built with integrated hardware and some sort of wireless connection to grab vehicle data in real-time. At the same time, it is also important to quantify the performance and accuracy of the data collection system used. The accuracy of the data collection system is crucial to maintaining reliability. To achieve higher performance, the installation of the sensor also matters. The placement of the sensor in the vehicle should be robust and should not affect the performance of the vehicle. To collect adequate information, it is also significant to employ precise and calibrated sensors. Moreover, to monitor the condition of the vehicle, the inclusion of the system can enhance the information system domain. A few limitations are typical of the data collection mechanism in vehicles, such as data variability over time and recalibration of the sensors for collecting accurate information. For a reliable diagnosis, the periodic recalibration of the diagnostic tool payloads also needs to be considered.

3.2. Data Cleaning and Normalization

Following the acquisition and integration of parametric data, an essential preliminary step is data preprocessing. Data cleaning is important, as it ensures that the dataset remains free from inaccuracies and inconsistencies, and alleviates the computational burden from useless data processing. Data cleaning pertains to identifying and rectifying faulty or inaccurate data points in the dataset to produce results with high accuracy and integrity. Noisy data are data with a high level of variance created from instrument malfunction or failed sensors. Outliers refer to data that are inconsistent and incorrect; errors may occur randomly or due to human intervention and are associated with faulty sensors or data acquisition tools.

Erroneous data are the primary cause of faulty results, especially upon the implementation of machine learning systems for data regression and fault diagnosis. Following data cleaning, data normalization and scaling are essential. The aim of normalizing data lies in the creation of greater similarity among units of data to derive a more equitable analysis. As such, the results of the analysis can be highly reliable with respect to the model. There are various methods to normalize a given dataset, including standardization, min-max scaling, max-abs scaling, zero scaling, and unit scaling. The choice of normalization method is dependent on the results corresponding to the data. Missing data can significantly impact performance. It is also important to address the imbalanced data during the data cleaning process. Data cleaning highly assures the protection and robustness of the machine learning model, and the insights from the data broadly correspond to the original distribution.

4. Machine Learning Models for Automotive System Failure Detection

Machine learning models are now often used to detect failure behaviors, accuracy, prediction, and power supply is increased as increasingly complex data sensors are added to modern vehicle systems. Such models include Artificial Neural Networks, Support Vector Machines, Extreme Gradient Boosting, Linear Regression, and Random Forests. These can be trained using data saved in the form of historical, real-time, or synthetic system variables, using supervised learning methods. Once trained, they can be applied to predict upcoming automotive faults and provide useful information for early fault detection. Supervised learning methods include both online and offline diagnostics, with models designed to solve different diagnostic tasks.

The associated data can be used with unsupervised learning models, which can have a more exploratory nature and are used to detect and define patterns that may indicate the behavior of the system that can lead to a fault. The device used in various diagnostic applications implies the need for a specific methodology and specific aspects that focus heavily on the detection of possible automotive system failures. The offline version has typical training and validation phases and can be used for vehicle diagnostics datasets to improve the already developed models. Supervised and unsupervised learning methods can be used with multiple models and algorithms, including neural networks and statistical models such as decision trees and k-nearest neighbors to develop the most suitable models. Model testing and validation tasks are critical when learning is supervised, as the model's general capabilities and accuracy of the fault classification can be established. The model accuracy and performance determine the actual detection and diagnostic system reliability.

4.1. Supervised Learning Algorithms

As previously mentioned, system failure detection in vehicles is largely based on using supervised learning algorithms. Supervised learning algorithms can be viewed as an approximation between input and output. In auto diagnostics, the inputs can be used to indicate the system states in the vehicle, whereas the outputs are an indication of whether the system has failed or not. To build the model, the machine learning algorithm uses the inputs and outputs from historical failing vehicles to learn and detect when a vehicle is failing given input system states. The supervised learning algorithm used is given labeled data—a dataset that includes the input system states and the binary output. In recent times, supervised algorithms have become very popular for vehicle diagnostics and prognostics. There are several algorithms that are commonly used to build classifiers either for failing or not failing conditions, or even for different types of system failures. Some of these algorithms include decision trees, support vector machines, K-nearest neighbors, Bayes classifier, clustering algorithms, fuzzy logic, and others. In recent times, a lot of work has demonstrated the effectiveness of neural networks in modeling complex non-linear functions and for classification purposes. Supervised learning algorithms have significant advantages; they are very accurate, especially when provided with a large dataset, and are also very easy to interpret. The need for feature selection is critical for any diagnostic application, as not all the input system states are relevant for the detection of a vehicle. A lot of work has been done in evaluating the different types of learning algorithms in vehicle abnormal event detection. Vehicle abnormal events mean anything that is contrary to the programmed objectives of the system or even the environment. A comprehensive taxonomy of vehicle diagnostics incorporating different learning algorithms for abnormal event detection can be found. Case studies where supervised learning has been implemented for prognosis applications can also be found. These and many other insights cast some light on the vast implementation of supervised learning algorithms in vehicle monitoring applications. However, the effectiveness of any supervised learning algorithm is determined by the application and the surrounding vehicle systems, as well as historical data. More particularly for prognosis, the practicality and feature engineering are measured in line with emerging vehicle technology. Consequently, supervised learning in vehicles is significantly applied and is an integral part of diagnostics and prognosis.

4.2. Unsupervised Learning Algorithms

Unsupervised learning algorithms are the class of algorithms that do not need a labeled dataset to assign a class to a data point. These algorithms work on the principle of detecting patterns within the data by understanding the distribution of the input dataset. Unsupervised learning algorithms are mainly used for analyzing hidden patterns in data. Clustering or grouping of data points is the main essence of these algorithms. Therefore, they are used for anomaly detection in industry. Mostly, outlier detection helps in finding defects or identifying system behavior. Researchers attempted to use clustering techniques such as k-means, expectation-maximization, and hierarchical-based spectral clustering for clustering defective machine components. K-means, hierarchical clustering, and expectation-maximization are used for modeling data in the wheel bearing system. Hidden patterns are obtained by considering the sum of the accelerations of all three drive shafts. The k-means algorithm is applied for encoding clutch vibration in a dataset because of different fault occurrences like congestion. The encoder compresses given vibration into lower-dimensional space without providing any labels and activities for disparate vibration data. Summarization of the encoder is the final result. Common data points and altogether noise points are then easier to perceive through an unsupervised approach. They used the k-means approach for clustering. The k-means algorithm is used for compression of large vibration datasets. It has been concluded that the unsupervised k-means data compression algorithm can create a telling cluster of data, representing typical data patterns, and a cluster of noise data. It has been demonstrated that without labels, data can be numerically compressed and augmented for an efficient presentation of a dataset. Unlabeled data may contain valuable information.

Unsupervised learning has an important role to play in vehicle diagnostics. Techniques like self-organizing maps, fuzzy c-means, and text mining have great potential for predictive maintenance of systems. Unsupervised techniques have the strength to explore hidden structures that are not easy to identify with a supervised approach. Some real applications of preventive maintenance are mentioned, showing why unsupervised learning is an active and important research area. The main challenge of this implementation is the aforementioned level of interpretability. Normally, as the methods increase in complexity, the requirement for interpretation of the data increases. It is very likely that the knowledge of the system required by the unsupervised technique is not easily available or directly derivable from data. It requires an engineer's prior knowledge of the system to capitalize on such a method. In the field of vehicle diagnostics, it needs a significant amount of logical thinking. Alternatively, a complete predictive model can be developed independently for each unusual item. The model can be tested for prediction when trained well and used next time to test the system. This method identified an unusual item and is to be more widely adapted for vehicle diagnostics. In combination with model-based or other algorithmic diagnosis, unsupervised methods have good potential in vehicle diagnostics.

5. Predictive Maintenance Strategies

Predictive maintenance (PdM), one of the most advanced maintenance strategies available, has the capability to take advantage of AI-driven vehicle diagnostics. It moves maintenance from the old "fix something that has failed" philosophy to a modern approach, where vehicles (or vehicle systems) are maintained before they fail. Traditional preventative maintenance strategies, which are based on "how long", "how far", or "how much" operating the vehicle, degrade the system over time. Vast cost reductions and increased reliability can be achieved when a system can accurately predict failure before it occurs. Apart from the vehicle manufacturer's benefits, users of such vehicles can also achieve cost savings due to the resultant reduced vehicle downtime.

The automotive industry is particularly interested in using AI to undertake predictive diagnostics and PdM of vehicle-centric systems. By leveraging the big data obtained from the myriad of sensors on their products, various models and techniques can be applied to a range of vehicle-centric applications to predict asset health and undertake prognostics. Within an automotive context, the advantages of a proactive PdM strategy that can predict vehicle system behavior and provide pre-failure maintenance activities are extremely beneficial. The growing list of research in AI-driven process control and manufacturing already considers some vehicle systems, such as engines, and has encountered interdisciplinary domains in diagnostics and prognostics. These proactive strategies are also known as predictive maintenance (PdM), where the objective is to predict asset wear and tear and to predict possible failure occurrence. Early detection will ensure that proactive PdM maintenance can be accommodated within the design and maintenance block schedules.

5.1. Benefits of Predictive Maintenance

Earlier maintenance was not often performed until something went wrong with the vehicle. This could lead to vehicle breakdowns and loss of business. Nowadays, a major trend in automotive maintenance is the adoption of predictive maintenance. Predictive maintenance or condition-based monitoring is a method of preventing the failure of a vehicle by predicting when it might fail. Machine learning makes it possible to predict breakdowns and maintenance needs with great accuracy. Some of the major benefits of such a predictive maintenance strategy are: 1. No unexpected breakdowns: Proactive maintenance planning ensures that the vehicle is repaired and maintained before it unexpectedly breaks down. 2. Lower cost: No surprise breakdown means that a tow truck only has to go out when it has been planned beforehand. 3. Higher lifespan: By maintaining and repairing a vehicle on time, a relatively higher vehicle lifespan can be achieved. 4. Safety: A well-maintained vehicle is a safe vehicle. 5. Customer satisfaction: No vehicle breakdown means no downtime. 6. Data-driven decision making: Many times, vehicles are inspected or receive maintenance through a maintenance interval or as needed. Data-driven inspection results in lowering the cost of vehicle maintenance and reducing the failure of vehicles. 7. Environmental impacts: Fewer breakdowns and less environmental impact.

5.2. Implementation Challenges

In digitalizing the maintenance paradigm, the vehicle diagnostics case is a good example of implementing predictive maintenance strategies. Modern cars are full of equipment needed for smart predictive maintenance. Unfortunately, there are many challenges in collecting and using various types of data necessary for predictive maintenance in vehicle diagnostics. One of the biggest challenges is how to collect useful and relevant data. If such data are acquired, they should be communicated for proper analysis. These concerns must be noted during a full-system design of the predictive maintenance strategy, also including communication technology and infrastructure. Embedding complex models for signal-based vehicle diagnostics, made of a large number of parameters and with a complex data flow, interactively with existing technologies and infrastructures can be challenging. Finally, these diagnostics imply many measurements and a vast amount of data. Managing and analyzing the vast amount of data has not yet been possible because of the non-availability of big data processing capabilities. Such capabilities demand personnel and expensive computational resources capable of processing large amounts of data, where complex analysis can feature workloads larger than existing processing capabilities. Changing existing infrastructures to NoSQL databases can be a theoretical solution, but it would require additional personnel with a new set of skills for proper database maintenance.

The main concerns in implementing predictive maintenance paradigms are the resistance to change, the cost of the new equipment, and the uncertainty, the inability to recognize the range of problems with sufficient accuracy before they occur and prevent them from happening, potentially exposing modern transportation systems to safety issues. This might be the case because these diagnostics heavily rely on the analysis of the maintenance personnel, as these diagnostics are based on complex and realistic equipment models. Every simulation is potentially not only calling many measurements; the simulation must be performed frequently, allowing the identification of every potential problem as early as possible. There are differing challenges regarding the effective use of prognostics for data-driven diagnostics. One of the major challenges is data accuracy; even a small error in the measurements can affect the result, e.g., for a condition-based maintenance interval. Furthermore, it is not only essential to aggregate and process the various data, but also to ensure the correct set of data with respect to the analytics and the result. Another challenge in establishing a prognostics center for predictive monitoring is whether the initial investment in the technology is worthwhile, relevant to the maturity of the technology. Before systems and technologies evolve into a stable state, operating as an integral part of the supporting environment, financial constraints might be a major barrier. Regardless of the benefits of using new prognostics centers, vehicle makers need to invest in new technologies, data storage and management technologies, big analysis tools, prognostic experts, and business intelligence. All investments need to be justified with a positive return on investment. Yet, investment decisions, even if the capital is available, might be further stalled if the proper showcasing and disruption of existing policy and operations enable users to readily embrace the new offering. The biggest challenge realistic vehicle diagnostic centers or a maintenance policy based on real vehicle monitoring can face is the downtime and loss of operation the transition may have until the technology matures and reports a real benefit without exploiting this benefit. Furthermore, new policies always involve a resistance to change from the employees and the management involved.

6. Future Direction

Future AI will likely include additional modalities for reasoning, including research on structured causal models that could improve the ability of ML to differentiate causal factors. These dependency models could, for example, elucidate the extent to which defects caused or were caused by other defects on different parts of the vehicle, by the way other vehicles drive, or even by a systemic aspect such as road quality, among other factors. More generally, the interaction of multiple diagnostic signals, associated structured knowledge, and their confidence intervals would substantially enhance accuracy. Interestingly, such models could also support the computation of risk levels and confidence intervals on diagnosis, which is critical to the potential development of risk-sharing symptom-based warranties that are under discussion by the industry.

Diagnostics is not a destination but a process, evolving as vehicles are developed. Future research will expand diagnostics further beyond the vehicle, beyond individual vehicle diagnostics or automated repair suggestions, through the integration with other vehicles, financing, or, in combination with other technologies, into new business models supporting vehicle autonomy. Advances in connectedness will frame automotive fault identification in the context of digital verification and data tampering avoidance. Meshed with the Internet of Things, future diagnostics could enable full ecosystem analysis. Building such a future again will be a collaboration among research, application generators, standards setters, insurers, regulators, government agencies, and manufacturers.

7. Conclusion

Artificial intelligence (AI) and machine learning (ML) have revolutionized traditional vehicle diagnostics. ML models, because of their capability of doing exploratory data analysis (EDA) and identifying significant feature(s) from raw sensor data, have been used to detect various defects and faults in vehicle components and drive lines automatically. Predicting a fault is of great importance in the era of digitization, where keeping the vehicle healthy is one important criterion. On the basis of such conditions and symptoms, one might have to cancel the trip or arrange maintenance for the vehicle. The ability to predict the failure of vehicle components can play an important role in the field of predictive maintenance (PM). PM can have a paradigm shift in the process of vehicle production, reducing the volume of spare parts in stock. It will not only reduce the cost of production but can reinforce the manufacturer as a premium brand concerned about the emotional association of service with the customer.

The work in this area is still in the nascent stage as most of the research is devoted to the detection of defects. In the future, this predictive diagnostics based on AI and ML can be mounted on the embedded system on-board the hardware for the purpose of real-time execution to predict the exact part(s) (or components) and the time of the failure. The implementation of online tools or AI-aided devices with the availability of information exchange and cooperative traffic management can be utilized automatically and validly. Likewise, failure information can be gathered with a high frequency accurately and be utilized for additional enhancement in-vehicle investigation. The investigations in the domain of vehicle AI throughput technology and AI-infused decision support methodologies will add novel dimensions into anomaly vehicle health management which can guarantee user safety, save on the cost incurred by regular maintenance, and ensure passenger vehicles that are reliable and more efficient. However, the absence of actual powertrain data for vehicles under some fault classes will restrict the study somewhere or another. Also, the effectiveness of the proposed system becomes limited to using the same sensor settings statement which will, again and again, in a different location and with other motors of similar configurations. The arrangement is to make a general AI system that has the ability to adapt to different sensor settings and accuracy to a large dataset. The intended power possesses the ability to change various characteristics depending on design and the area of submissions. It is not solely constrained to powertrain systems in road vehicles but can extend to maritime, aerospace, and similar mechanical power generation systems.

Some of the open challenges in this field are the non-availability of actual in-vehicle data of vehicles under various fault classes as well as conditions. The effectiveness of the proposed system will be limited to the use of the same sensor settings statement in a different location and other motors of similar kinds of configurations. The proposition is to make a universal automotive industry AI system that is capable of using multiple sensors and combining data from both the internal and inter-arrangement sensors analysis and also has the ability to adapt a large set of data patterns to make effective healthy predictions for vehicle components and decisions. High accuracy can be achieved in the evaluation. The performance of the system on physically collected data is left for future work. No extensive research work is done using AI or ML for the automotive manufacturing domain. Planning for big data computational complexity and high throughput capacity offers a new challenge in developing algorithms for physics models that capture complex and unique characteristics including a large number of degrees of freedom and low observability. With the exponential increase of RAM memory size and dispersed locations due to the widespread use of distributed neural networks, machine learning in a big data computational platform is becoming increasingly feasible. Therefore, the implementation of the proposed system results in several industrial benefits, such as improved predictive maintenance.

Vehicle diagnostics are revolutionized by AI, ML, sensors, and cloud-computing concepts. In future self-drive vehicles, becoming more widespread AI will have continued engagement of passenger safety and driving comfort. The result will be a vehicle that is likely to prevent on-road accidents. Vehicle diagnostics can be enhanced with real-time sensors monitoring, especially implementing advanced AI-based tools; this can prevent any fault from occurring in some scenarios of daily driving conditions. The considered faults and health monitoring majorly focus on vehicle power units, which are the largest (by weight), the most complex, and dominant on-road vehicles. Mobile robots applying power units are primarily beneficial in emergency operational conditions when normal operations are affected by disaster or the inaccessibility of humans. In other words, sensor data diagnostics, RUL, and anomaly detection can ameliorate mobile and bulk cargo movement to a hazardous region in a safe manner. For the full growth of autonomous vehicles from different technology vendors, transportation management system manufacturers, and international vehicle standards organizations, the necessary prerequisites are developments of noiseless system AI-based technology and effective tools. Coordination among government agencies, academic researchers, and private companies might be the best method for effective formulation of standards in the near future.

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