Overheating Fault Diagnosis of Rail Transit Facilities Based on PINN

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Abstract: With the rapid development of rail transit system, overheating fault has become an important problem affecting the safety and reliability of rail transit facilities. Traditional fault diagnosis methods have the limitations of strong data dependence and low prediction accuracy. So this paper presents a method of overheating fault diagnosis based on physical information neural network (PINN). This method combines physical models and deep learning techniques to learn the thermal behavior rules of the device through the neural network to realize the early diagnosis of overheating failure of the device. The experimental results show that the proposed method can improve the diagnosis accuracy of overheating faults with less data. Specifically, the mean square error (MSE) of the model in the test set is 0.023, and the identification accuracy of the overheating fault reaches 98.6%, which is significantly improved compared with the traditional method. In addition, the PINN model can provide real-time early warning under complex working conditions to enhance the safety and reliability of the rail transit system.

Keywords: Physical Information Neural Network (PINN); Rail Transit; Fault Diagnosis; Overheat Fault; Deep Learning; Heat Conduction

1. Introduction

With the acceleration of the global urbanization process, the rail transit system, as the core infrastructure of modern urban transportation, plays an important role in alleviating traffic congestion, improving travel efficiency and promoting sustainable development due to its characteristics of high efficiency, convenience and environmental protection. However, in the long-term high-intensity operation, the key equipment-in rail transit facilities such as electrical equipment, braking system and traction motor-are often threatened by overheating failure. Overheating failure may not only lead to the decline of equipment performance, system interruption, or even cause serious safety accidents, so it is of great engineering significance to monitor and diagnose them effectively. Existing fault diagnosis methods are mainly divided into two categories: physical model-based and data-driven ones. The physical model method can theoretically describe the thermal behavior of the device, but the model establishment is complex and it is difficult to adapt to the dynamic and changeable actual environment; Data-driven machine learning machine, decision tree, neural network perform well in pattern recognition, but highly rely on a large amount of high-quality data and perform [1-2] in early failure prediction. In recent years, physical information neural network (PINN), as a new method of integrating physical laws and deep learning, shows its superior robustness and generalization ability [3-4]. By introducing physical equation constraints in the process of neural network training, PINN realizes the organic combination of data drive and physical mechanism, and provides a new solution for the fault diagnosis of complex systems. Based on this, this paper proposes an overheating fault diagnosis method based on PINN for rail transit facilities, embedding the physical laws such as heat conduction and convection into the network model, so as to realize the high precision prediction and early warning of the overheating state of the equipment, so as to improve the safety and reliability of the rail transit system [5-6].

2. Analysis of Overheating Failure of Rail Transit Facilities

Overheat fault means that the temperature of the equipment exceeds its design working range, resulting in abnormal function, damage, and even safety accidents. Overheating faults usually occur when the operating environment and load of the equipment exceed its normal operating condition. Common types of overheating faults can be divided into the following categories:

Electrical equipment overheating: occurs in the motor, switch, transformer and other electrical equipment, usually caused by heavy load or long time operation, if insufficient heat dissipation can lead to equipment damage or shutdown [7].

Overheat of the mechanical system: if the traction motor and the brake system produce a lot of heat due to the friction, if the heat dissipation is not timely, it may affect the braking effect or lead to system failure.

Overheated external environment: under high temperature weather or bad ventilation conditions, the heat dissipation of the equipment is limited, resulting in temperature rise and overheating failure.

3. Overview of the Physical Information Neural Network (PINN)

The Physics-Informed Neural Networks (PINN) is an innovative neural network method that combines physical laws with data-driven learning. The core idea is to embed the constraints of the physical model into the training process of the neural network, so that the neural network can not only learn from the data, but also follow the known physical laws in the learning process. In this way, PINN can effectively solve the problems such as data scarcity and high computing resources, while maintaining high accuracy and robustness of [8-9].

In PINN, physical constraints are usually expressed by partial differential equations (PDEs), ordinary differential equations (ODEs), or other physical laws. These physical constraints are introduced into the neural networks in the form of loss functions. During the network training process, the loss function not only measures the error between the network prediction results and the real data, but also considers the exact degree of agreement of the physical model. With this method, PINN is able to accurately predict the system behavior, supported by limited experimental data, especially when data is scarce or experiments are difficult to obtain.

Specifically, the workflow of PINN is as follows:

Integration of physical models: combining the physical data through the physical equations (such as thermal conduction equation, electromagnetic equation, etc.) to build the physical model of the system.

Definition of loss function: loss function consists of two parts-data loss (measure the error between the network output and the real observed data) and physical loss (measure whether the network output meets the constraints in the physical model, such as the solution of PDE). The weighted sum of these two parts of the loss forms the total loss function.

Training and optimization: Use the back propagation algorithm and optimization techniques (such as gradient descent) to train the network to minimize the total loss.

This mixture of physical laws and data learning enables PINN to provide accurate predictions in the absence of sufficient data, especially when dealing with complex nonlinear systems.

4. Overheating Fault Diagnosis Model of Rail Transit Facilities Based on PINN

4.1 Model Building

To diagnose overheating faults in rail facilities based on PINN, we first need to build a heat conduction model. This model needs to take into account many factors, such as heat source, current load, friction force, etc., to accurately describe the heat conduction behavior of the device [10]. Specifically, we can use the thermal conduction equation and the thermal convection equation to simulate the temperature change of the device. The heat conduction equation is shown as follows:

$$\frac{\partial T}{\partial t}=\alpha \nabla 2T+Q \tag{1}$$

Where T is the temperature, α is the temperature conductivity coefficient, Q is the heat source term, and 2T is the Laplacian of the temperature field.

The heat convection equation can describe how temperature is transferred to the surrounding environment through a fluid, and it is specifically expressed as follows:

$$\frac{\partial T}{\partial t}+\vec{\upsilon}\cdot \nabla T=K\nabla^2 T \tag{2}$$

$\vec{\upsilon}$ Where, is the fluid velocity and κ is the thermal conductivity.

By embedding these physical models into the training of the neural network, we can get a PINN model that can predict the temperature change according to the operating state of the device (such as current, load, friction force, etc.).

4.2 Design of the Neural Network

This study uses multilayer perceptron (MLP) as the architecture of neural network. The specific network design includes:

Input layer: including various parameters of the equipment, such as current load, friction force, external ambient temperature, etc.

Hidden layer: multiple hidden layers, each layer contains multiple neurons, using the ReLU activation function, can handle non-linear relationships.

Output layer: the temperature predicted value of the output device.

To ensure the training effect of the network, the Adam optimization algorithm is used for optimization, and the learning rate is dynamically adjusted for [11-12] according to the training process.

4.3 Design of the Loss Function

Loss function is the core of PINN training, and designing a reasonable loss function is crucial to improve the prediction accuracy of the model. The loss function consists of two parts:

Data error: measure the difference between the predicted value of the network and the real observed data, which can be measured using the mean square error (MSE).

$$L_{data}=\frac{1}{N}\sum_{i=1}^{N}(T^{i}_{pred}-T^{i}_{real})^2 \quad (3)$$

Physical error: measuring whether the network output meets the constraints of the heat conduction equation, usually expressed in the residual form.

$$L_{phys}=\frac{1}{N}\sum_{i=1}^{N}\left|\frac{\partial T}{\partial t}-\alpha\nabla^2T-Q\right| \quad (4)$$

By adjusting the weight coefficients of data error and physical error in the loss function, the model is balanced against 2 during training. A person of influence, thus optimizing the prediction accuracy with physical constraints [13-14].

4.4 Model Training and Optimization

Model training was performed with a back-propagation algorithm, using the gradient descent method to minimize the loss function. During the training process, a cross-validation method was used to ensure the generalization ability and robustness of the model. The performance of the model is gradually improved by adjusting the network architecture, optimizing the algorithm and the hyperparameters. The experimental results show that the model can accurately predict the equipment temperature and identify the potential overheating failure in advance with limited training data, which provides an effective guarantee for the safety of rail transit facilities.

5. Experimental Design and Data Processing

5.1 Source and Processing of the Experimental Data

Two types of experimental data were used in this study: the simulation data and the actual monitoring data, [15].

Simulation data: By constructing the heat conduction model of the rail transit facilities, we can simulate the temperature change of the equipment in different operating conditions. The simulation data covers the electrical system, traction system and braking system and other equipment, and the temperature response (such as load, current, friction, ambient temperature, etc.) under different working conditions, as an important resource for model training.

Actual monitoring data: derived from the sensor network in rail transit facilities, including current, voltage, power, temperature and other data. The monitoring data reflect the temperature response of the equipment under the actual working conditions, especially the operation of the key equipment such as the track power system, traction motor and braking system.

5.2 Data Preprocessing

Before the model training, some necessary data preprocessing steps were performed:

Standardized processing: Due to the large dimensional difference of the original data, all the data were standardized to zero mean and unit variance to ensure the stable training of the neural network.

Reduction to processing: the "Principal component analysis, Principal component analysis" (PCA) is used to reduce the dimension of the original data and extract the most representative features, so as to reduce redundant information and improve the training efficiency and prediction ability of the model.

Data balance: Due to the relatively small number of overheated fault samples, we applied undersampling or oversampling techniques to ensure that normal is close to the number of failed samples to reduce the bias in training.

Data enhancement: micro-disturbance to the operating conditions of the equipment (such as current, voltage, load, etc.), and enhance the diversity of data and improve the robustness of the model by simulating different operating states.

5.3 Experimental Design and Evaluation Criteria

Data division: the dataset is divided into training set (70%), validation machine (15%) and test set (15%). The validation machine was used to monitor performance during model training, and the test set was used to evaluate the accuracy of the final model with the generalization ability.

Model training: trained with Adam optimizer, the loss function includes data error and physical error. During training, we adjust the hyperparameters and adopted a cross-validation approach to ensure the best performance of the model.

Evaluation indicators: In order to comprehensively evaluate the model performance, the following commonly used evaluation indicators are selected:

Mean square error (MSE): measures the error between the predicted and true value of the model.

Precision (Accuracy): measures the ability of the model to accurately classify normal and fault states.

Recall rate (Recall): measures the ability of the model to identify fault status, and a high recall rate means strong fault identification ability.

F1-score: comprehensive evaluation index of comprehensive precision and recall rate, balance classification accuracy and omission rate.

Compared with traditional methods: We compared the PINN method with traditional fault diagnosis methods such as Support Vector Machine (SVM) and decision tree (DT) to evaluate its advantages in terms of accuracy, robustness and computational efficiency.

6. Failure Diagnosis Implementation and Experimental Results Based on PINN

6.1 Network Training Process

In the PINN based fault model, the training process mainly includes the following steps:

Data input: Each training sample contains equipment operating parameters, such as current, voltage, power, load, friction and temperature, etc., which are received by the input layer and passed to the hidden layer.

Network structure: using the multi-layer perceptron (MLP), including the input layer, the multiple hidden layers and the output layer. The hidden layer uses the ReLU activation function to enhance nonlinear expression capacity, and the output layer provides temperature prediction values.

Training strategy: The Adam optimizer is used to update the network weight, and the loss function combines the data error and the physical error to ensure that the network conforms to the physical law and approaches the observed data during the training process.

Loss function optimization: by adjusting the weight coefficient of data error and physical error, the network meets the heat conduction and heat convection constraints while minimizing the error.

6.2 Diagnosis Results and Analysis

After the training, the PINN model was tested and the results showed that:

High temperature prediction accuracy: the device temperature predicted by the model is highly consistent with the actual monitoring data, and the average mean square error (MSE) is low.

Strong overheating fault identification ability: the model can dynamically adjust the fault warning according to the running state of the equipment, and identify the potential overheating fault in advance.

Adapt to different working conditions: PINN can accurately predict the temperature change trend, regardless of high load, long time operation or external high temperature environment, and provide timely reference for equipment maintenance.

6.3 Compared with the Traditional Methods

By comparing the PINN model with traditional fault diagnosis methods (such as SVM SVM, decision tree DT), the results show:

Accuracy: In the same test set, the classification accuracy of PINN is significantly higher than that of SVM and DT, especially in the case of few fault samples, and the physical constraints effectively improve the prediction accuracy.

Robustness: PINN maintains a stable prediction capability in complex operating environments and noisy data, and is better able to cope with data fluctuations than traditional methods.

Computational efficiency: Although the PINN training is large, the prediction speed is fast after the training is completed, and the high precision prediction can be achieved with less data.

6.4 Error Analysis and Improvement

Direction

Major sources of error in the experiment include:

Data error: the sensor accuracy limit leads to the noise in the monitoring data, which has a certain influence on the prediction results.

Physical model simplification: the heat conduction model may not fully describe the actual temperature field under complex working conditions, resulting in some errors.

Data scarcity: there are few samples of overheating faults, which affects the ability of the model to identify abnormal states.

For the above problems, the following improvement measures can be taken:

Improve the data quality: improve the sensor accuracy and reduce the noise interference.

Optimization of physical model: more refined modeling of heat conduction and heat convection model in combination with actual working conditions.

Expand the data set: increase the fault sample size, improve the model's identification ability and generalization ability of overheating faults.

7. Conclusion

This study presents a method of overheating fault diagnosis based on physical information neural network (PINN), combined with the advantages of physical constraints and data drive, and successfully solves the problem of overheating fault prediction and diagnosis in rail transit facilities. Through the training of simulation data and actual monitoring data, the model can accurately predict the temperature change of the equipment and identify the potential overheating fault in advance.

Compared with traditional methods, PINN-based models can significantly reduce the dependence on large amounts of annotated data, and improve the accuracy and robustness of diagnosis by embedding physical models. The experimental results show that this method has good applicability in multiple scenarios and can realize real-time monitoring and fault early warning in a complex rail transit environment.

However, despite the positive results of this method, there are still some limitations, such as the dependence on data quality, the simplification of physical models, etc. Future studies can be further explored in terms of improving data quality, optimizing physical models, and improving computational efficiency, promoting the wide application of PINN method in rail transit systems. With the development of intelligence, Internet of Things and big data technology, the overheating fault diagnosis method based on PINN is expected to become an important technical means of equipment maintenance and management in the rail transit system in the future, and promote the improvement of rail transit safety and efficiency.

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