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# A Multi-Paradigm Modelling Foundation for Twinning Within the Context of Systems Engineering

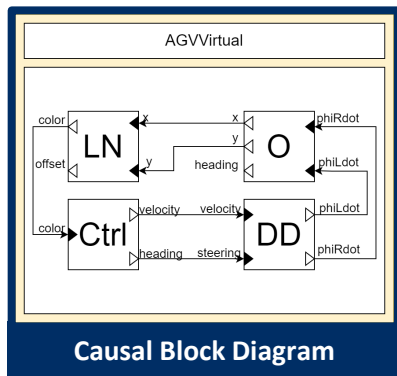
Randy Paredis



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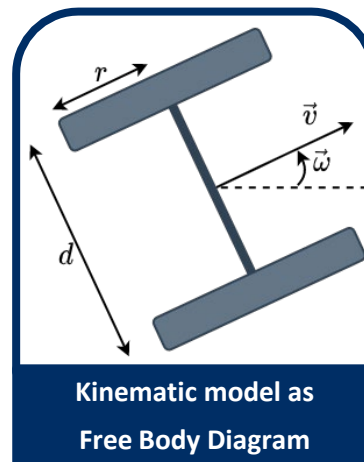


Causal Block Diagram

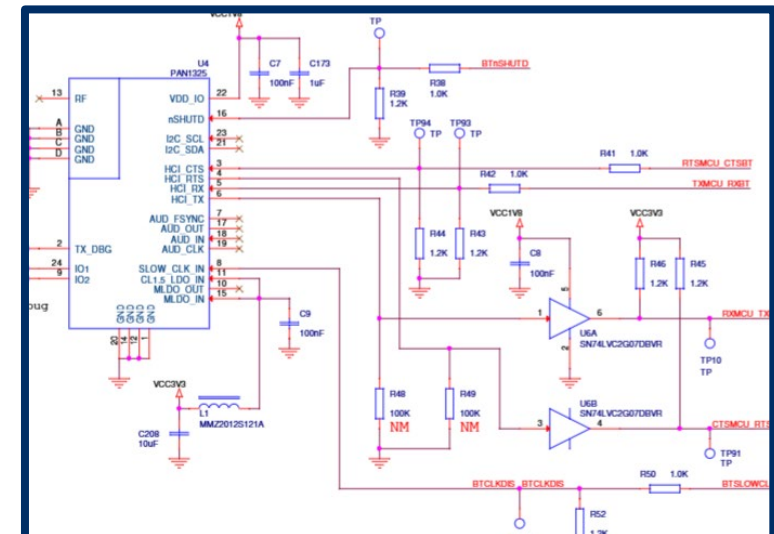
$$\dot{\phi}_L = \frac{1}{r} \left( \dot{v} - \frac{\dot{\omega} \cdot d}{2} \right)$$

$$\dot{\phi}_R = \frac{1}{r} \left( \dot{v} + \frac{\dot{\omega} \cdot d}{2} \right)$$

Kinematic model as ODEs



Kinematic model as Free Body Diagram



Hardware Model as Electric Schematics

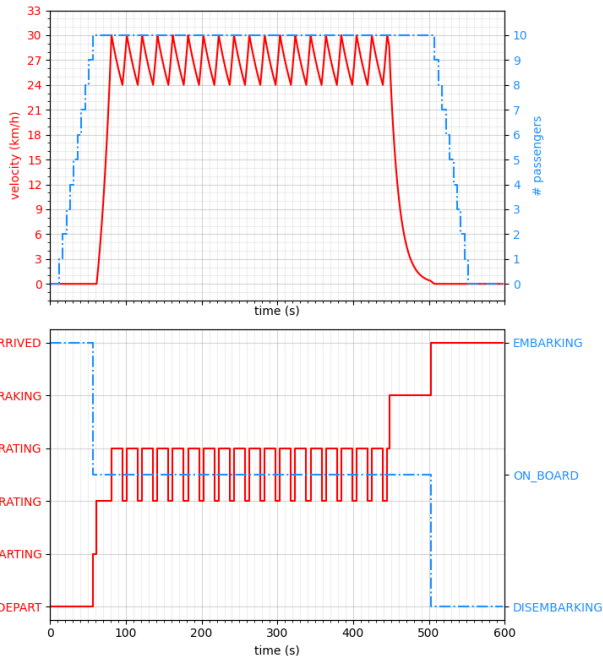
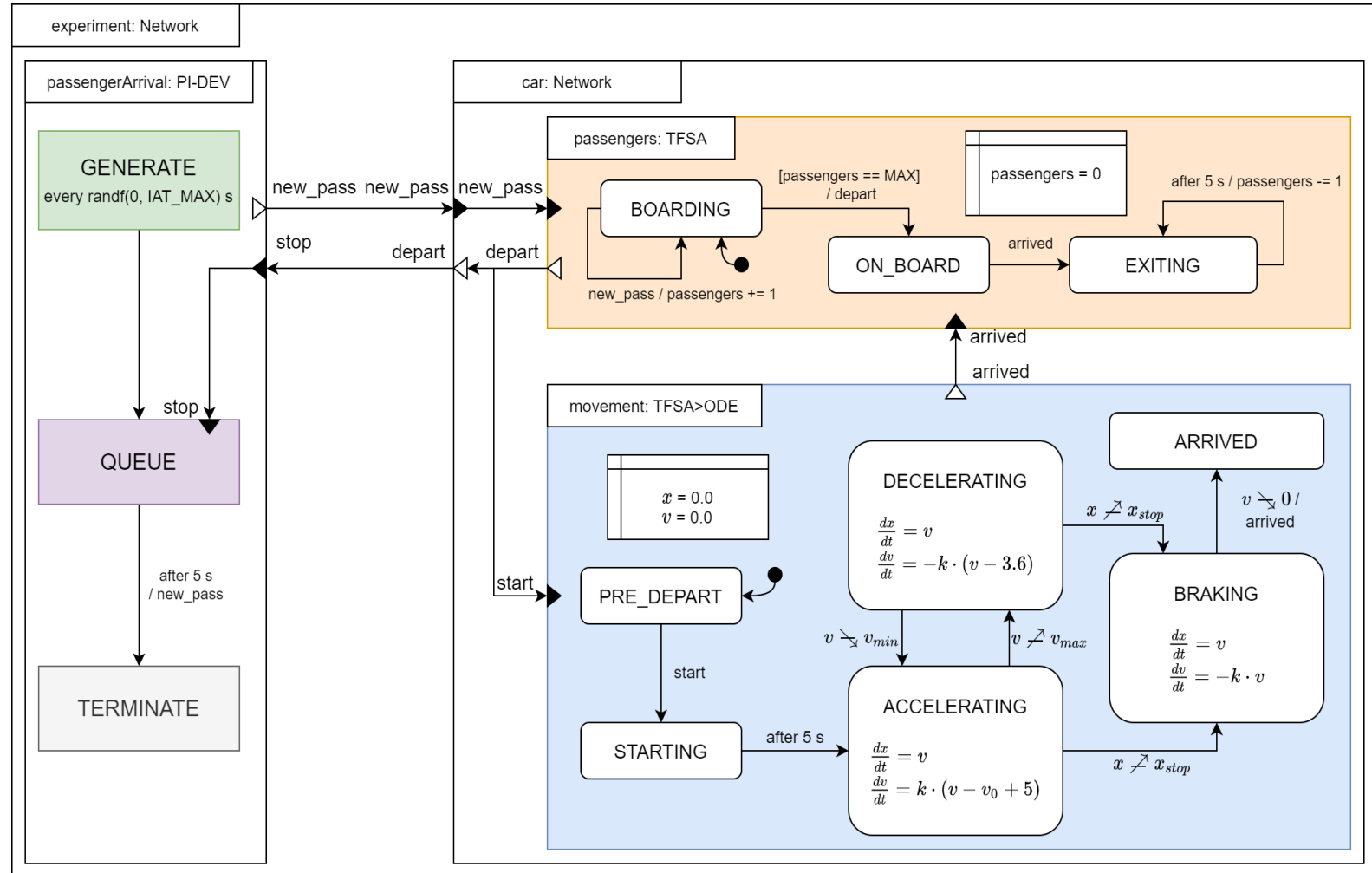


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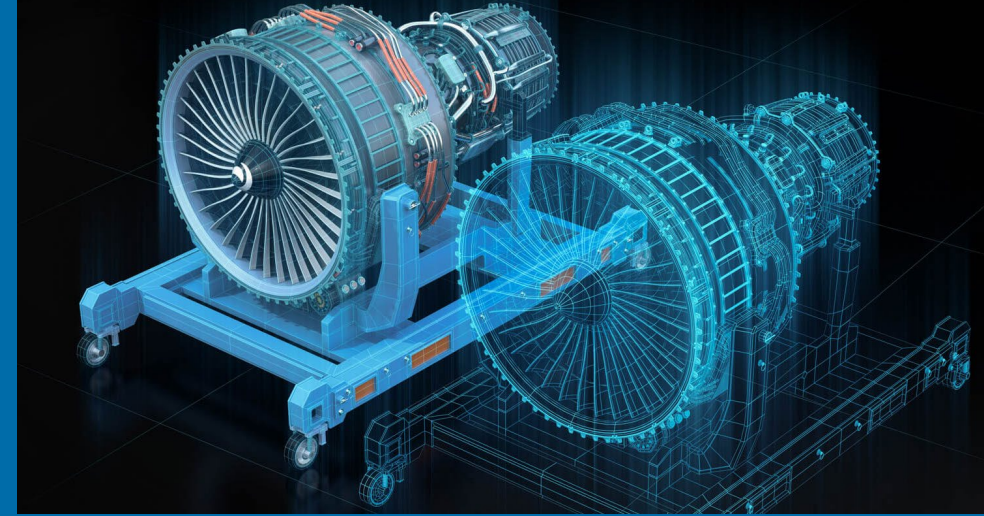
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# MPM: Using the most appropriate...





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# A Multi-Paradigm Modelling Foundation for **Twinning**

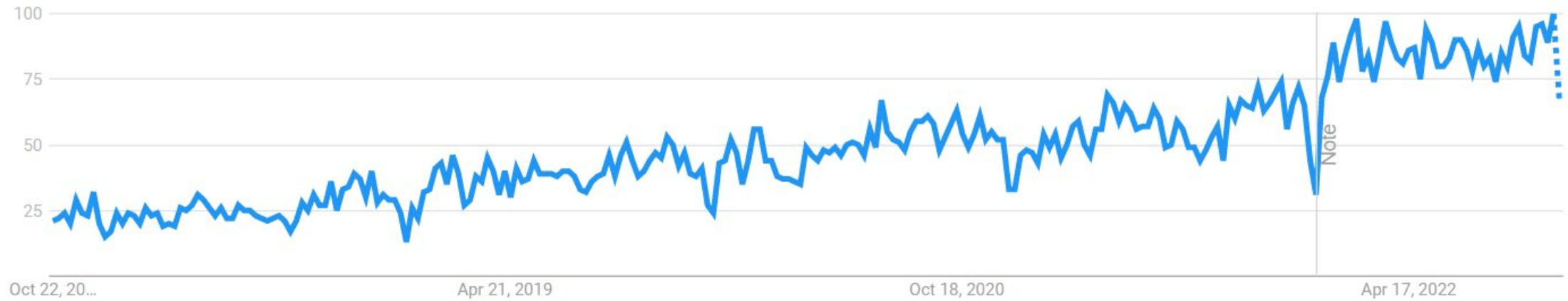
## Context of Systems Engineering

Randy Paredis



# Digital Twin

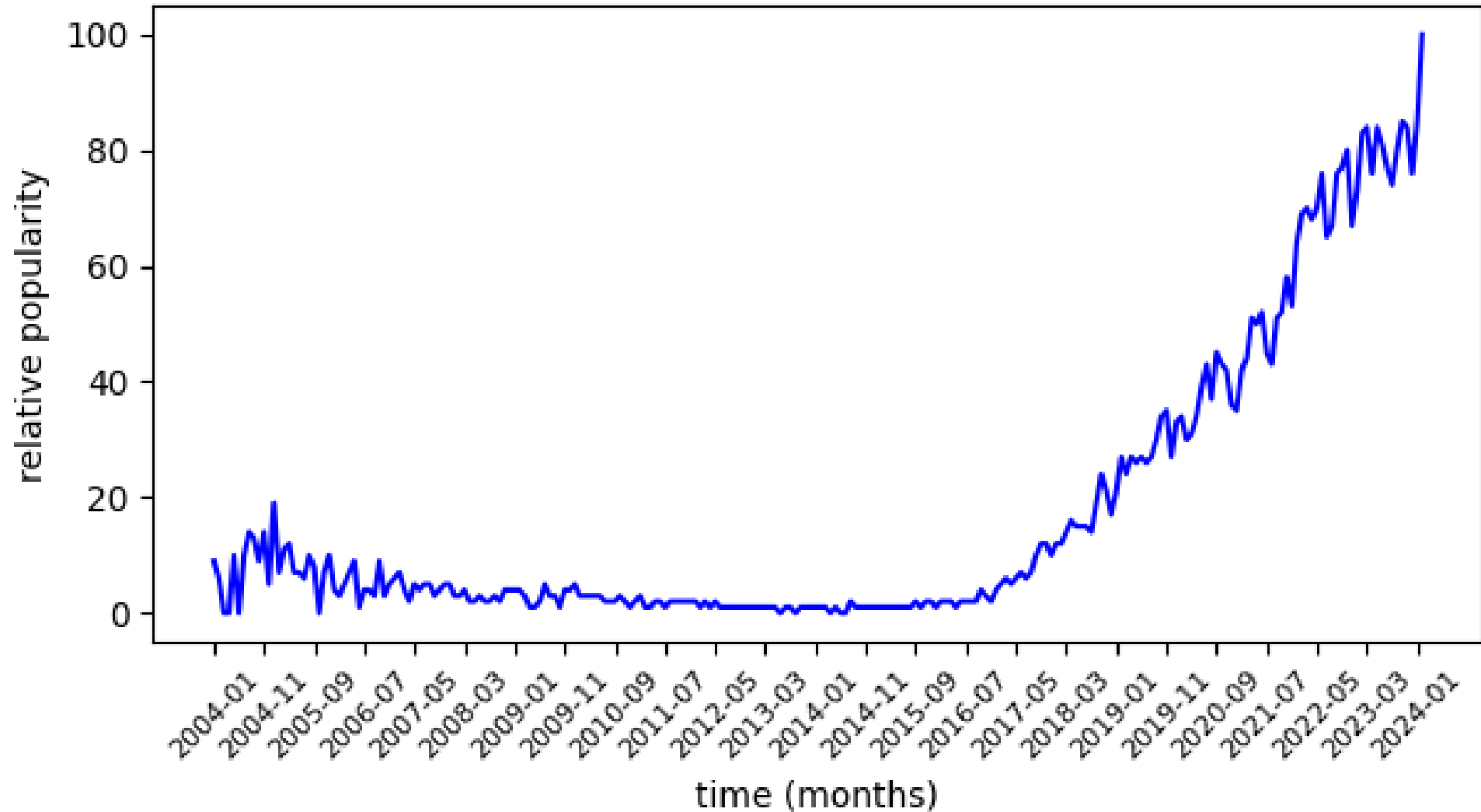
# Google Trends



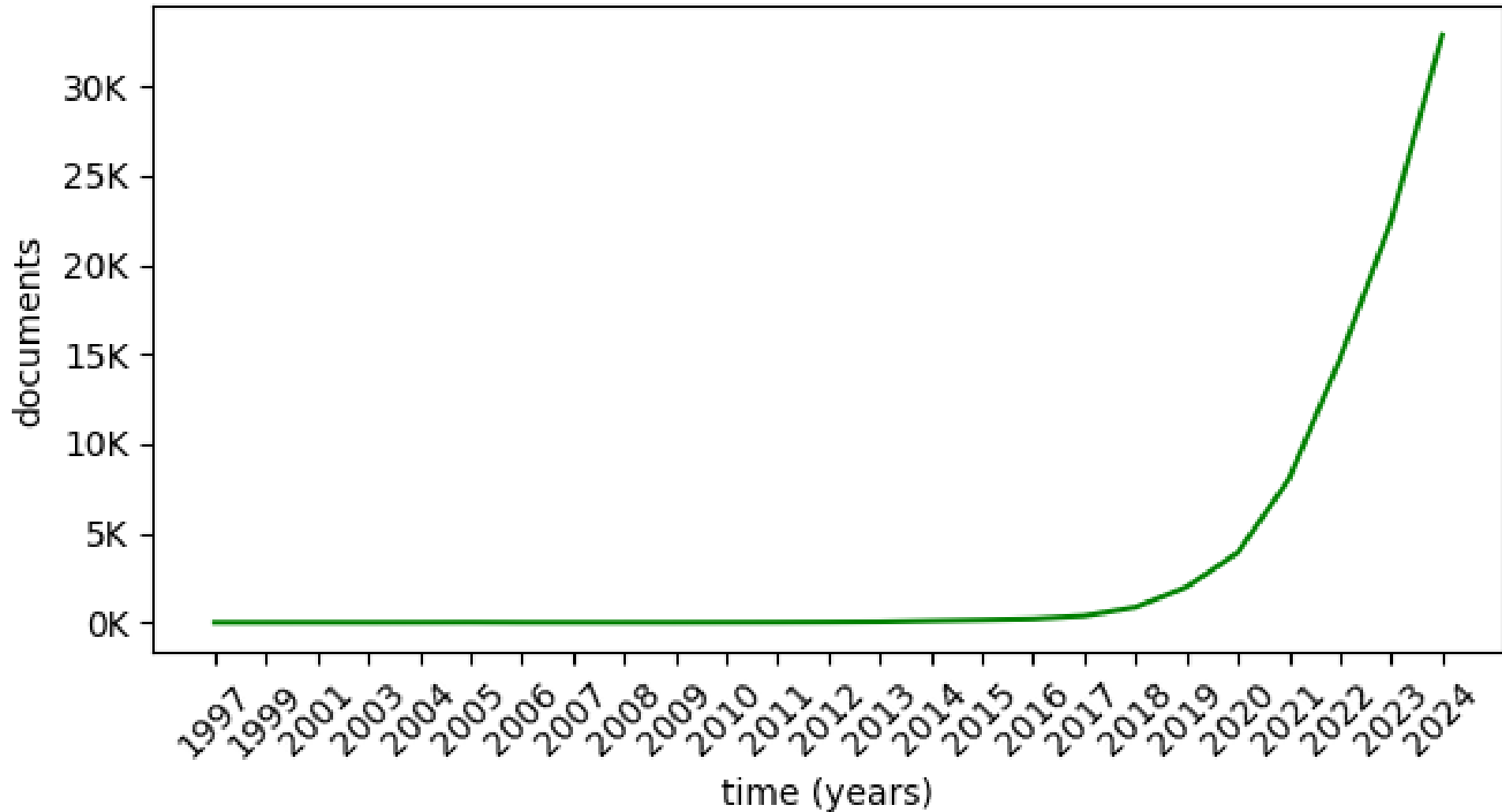
1	China	100	<div style="width: 100%;"></div>
2	Singapore	57	<div style="width: 57%;"></div>
3	St. Helena	48	<div style="width: 48%;"></div>
4	South Korea	47	<div style="width: 47%;"></div>
5	Hong Kong	35	<div style="width: 35%;"></div>



# Google Trends



# Scopus



# Digital Twin?

**Digital Twins** consist of three components, a physical product, a virtual representation of that product, and the bi-directional data connections that feed data from the physical to the virtual representation, and information and processes from the virtual representation to the physical. [1]

A **Digital Twin** is an integrated multi-physics, multi-scale, probabilistic simulation of a vehicle or system that uses the best available physical models, sensor updates, fleet history, etc., to mirror the life of its flying twin. The digital twin is ultra-realistic and may consider one or more important and interdependent vehicle systems. [5]

A **Digital Twin** is a coupled model of the real machine that operates in the cloud platform and simulates the health condition with an integrated knowledge from both data driven analytical algorithms as well as other available physical knowledge. [7]

**Digital Twins** is a unified system model that can coordinate architecture, mechanical, electrical, software, verification, and other discipline-specific models across the system lifecycle, federating models in multiple vendor tools and configuration-controlled. [8]

**Digital Twins** are software systems comprising data, models and services to interact with a CPPS for a specific purpose. [9]

The **Digital Twin** is a set of virtual information constructs that fully describes a potential or actual physical manufactured product from the micro atomic level to the macro geometrical level. At its optimum, any information that could be obtained from inspecting a physical manufactured product can be obtained from its Digital Twin. [2]

**Digital Twins** are a virtual representation of the physical objects, processes and real-time data involved throughout a product life-cycle. [3]

A **Digital Twin** is an ultra-realistic virtual counterpart of a real-world object. [4]

A **Digital Twin** is an ultra-realistic, cradle-to-grave computer model of an aircraft structure that is used to assess the aircraft's ability to meet mission requirements. [6]

[1] D. Jones et al. 2020. "Characterising the Digital Twin: A systematic literature review". In *CIRP Journal of Manufacturing Science and Technology*.

[2] M. Grieves. 2017. "Digital Twin: Mitigating Unpredictable, Undesirable Emergent Behavior in Complex Systems". In *Transdisciplinary Perspectives on Complex Systems*.

[3] W. D. Lin and M. Y. H. Low. 2019. "Concept and implementation of a cyber-physical digital twin for a SMT line". In *2019 IEEE International Conference on Industrial Engineering and Engineering Management (IEEM)*.

[4] H. Park et al. 2019. "Challenges in Digital Twin Development for Cyber-Physical Production Systems". In *Cyber-Physical Systems. Model-Based Design*.

[5] E. Glaessgen and D. Stargel. 2012. "The digital twin paradigm for future NASA and U.S. Air Force vehicles". In *Proc. 53rd AIAA/ASME/ASCE/AHS/ASC Struct. Struct. Dyn. Mater. Conf.*

[6] B. T. Gockel et al. 2012. "Challenges with Structural Life Forecasting using Realistic Mission Profiles". In *53rd AIAA/ASME/ASCE/AHS/ASC Struct. Struct. Dyn. Mater. Conf.*

[7] J. Lee. et al. 2013. "Recent advances and trends in predictive manufacturing systems in big data environment". In *Manufacturing Letter 1*.

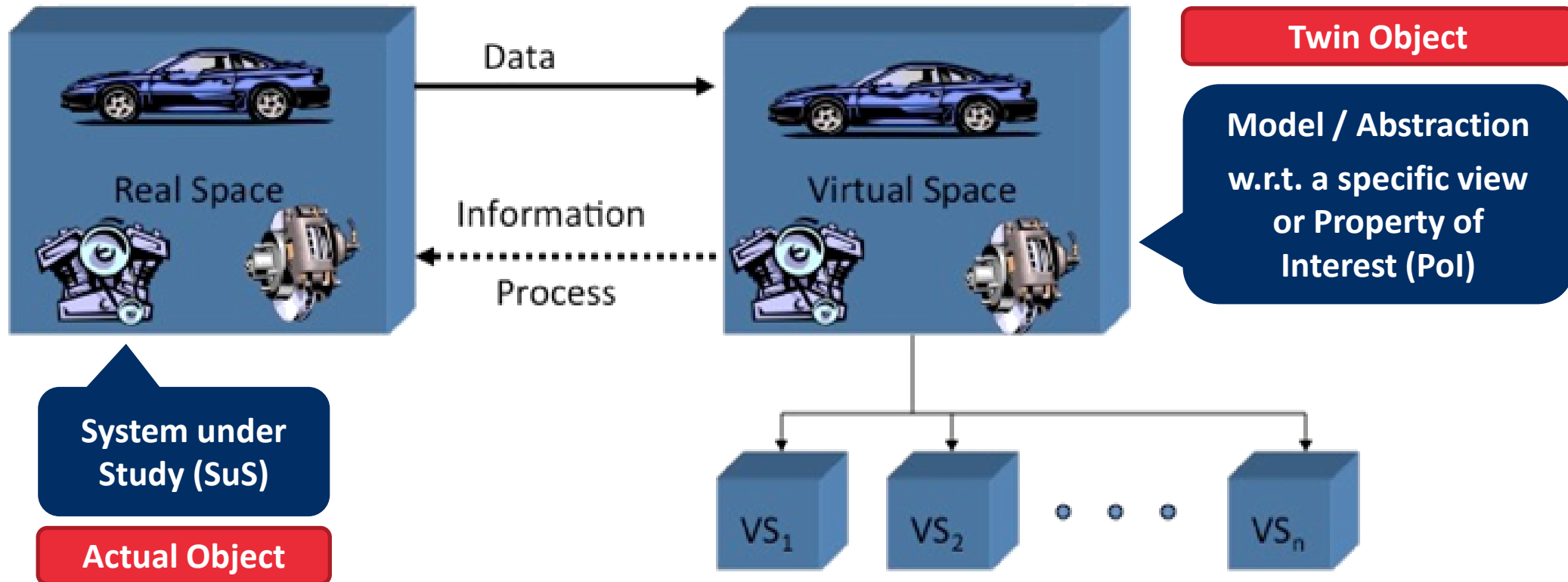
[8] M. Bajaj, D. Zwemer and B. Cole. 2016. "Integrating System Models with Architecture to Geometry". In *AIAA Sp. Forum*.

[9] P. Bibow et al. 2020 "Model-Driven Development of a Digital Twin for Injection Molding". In *CAiSE 2020. LNCS*.

... and many more!

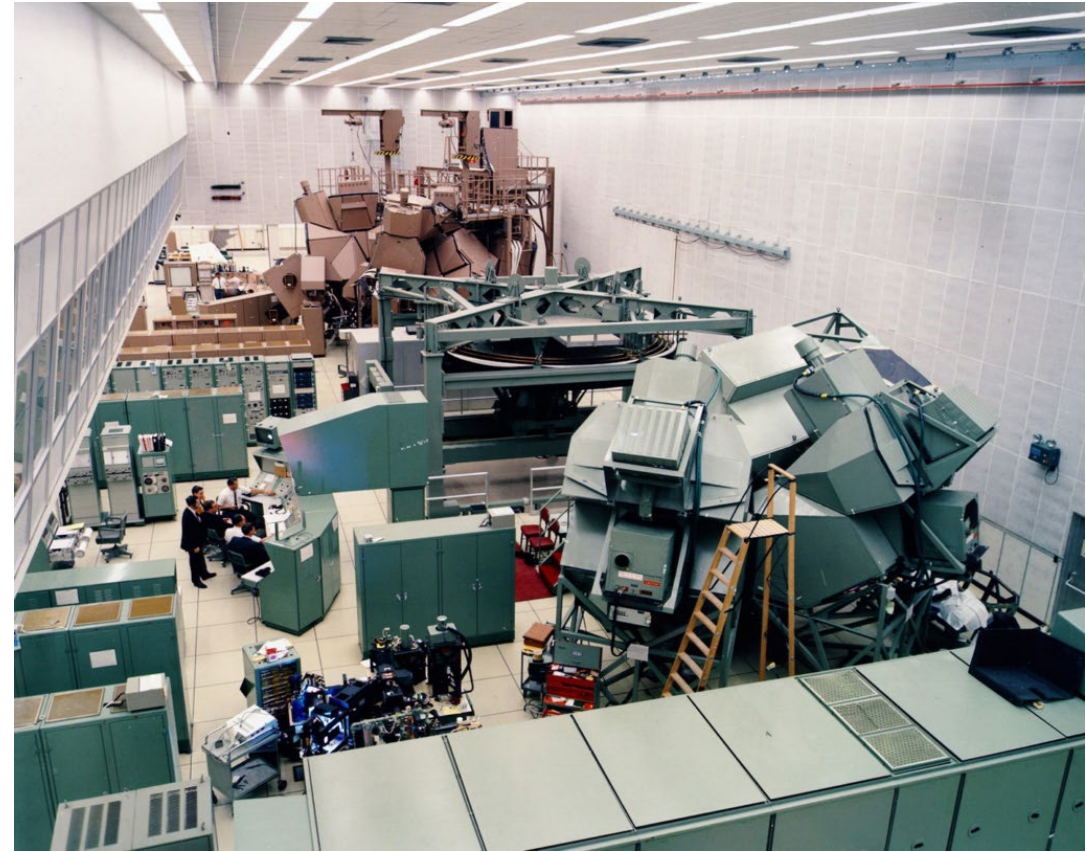
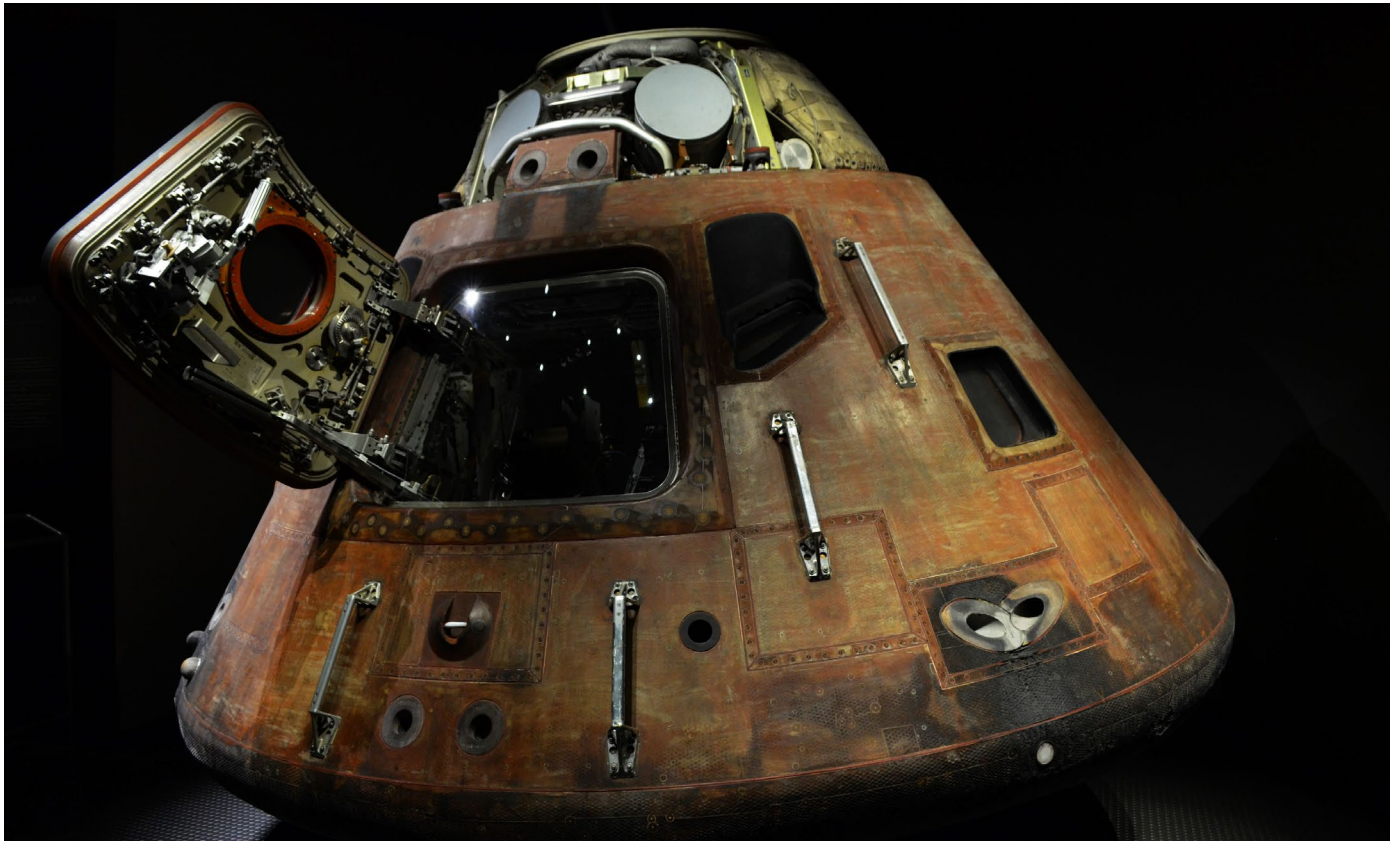
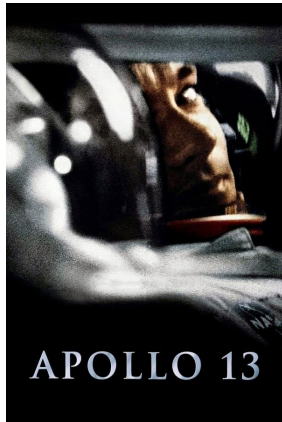
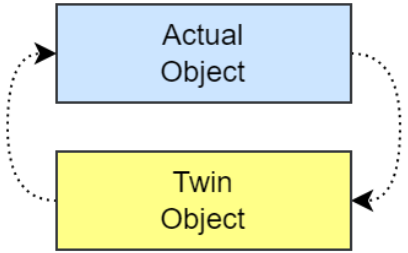


# Conceptual Ideal for PLM



# Digital Twin

# Apollo 13



# Mastering the Nordschleife with hydrogen

PORSCHE

Hydrogen Car

Actual Object

Twin Object

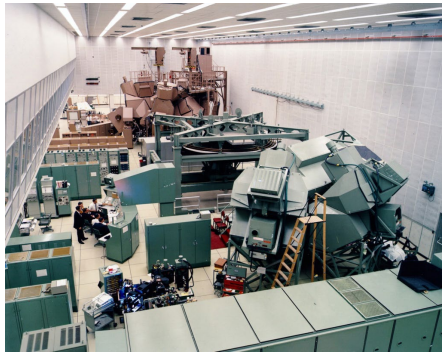


Porsche Engineering tested it in a luxury-segment reference vehicle with a relatively high total weight of 2,650 kg on the Nürburgring Nordschleife - albeit *entirely virtually*: the drive was carried out using what is known as a **digital twin**, i.e. a computer-based representation of the real vehicle.



many definitions/alternatives of “Digital Twin”  
→ use “**Twinning**” to cover all definitions

Sensing ← ... everything in between ... → Simulation





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# Research Questions

- **RQ1:** *What are the most **common reasons/definitions** for (creating) **Digital Twins (DTs)**?*
- **RQ2:** *Given the large number of existing **DTs** in the literature, can we **unify**?*
- **RQ3:** *What is the **relationship** between specific **DT requirements**, the **system architecture**, the used **models**, and the eventual **deployment**?*
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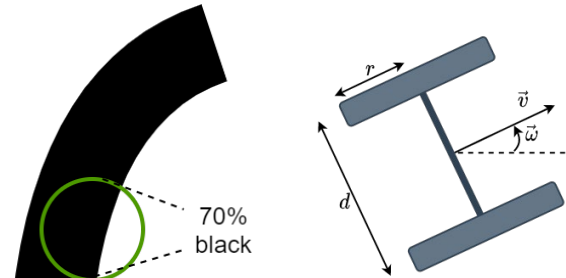
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# Proof-of-Concept: Line Following Robot

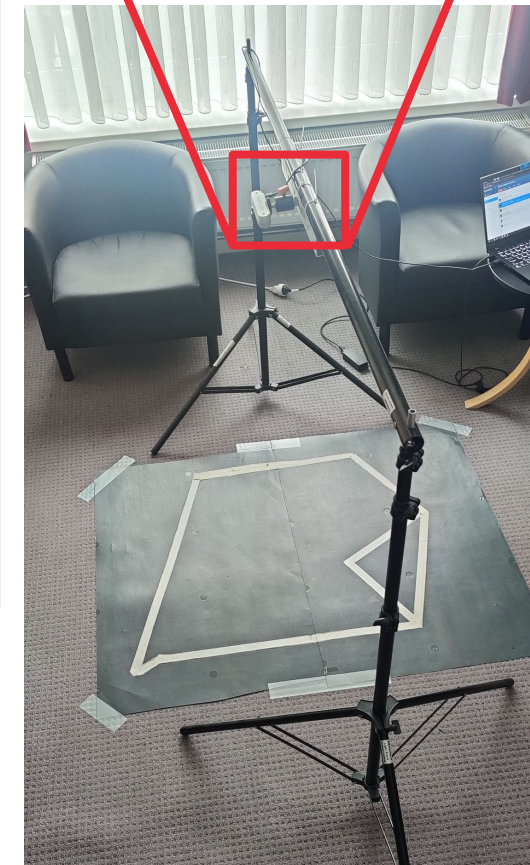
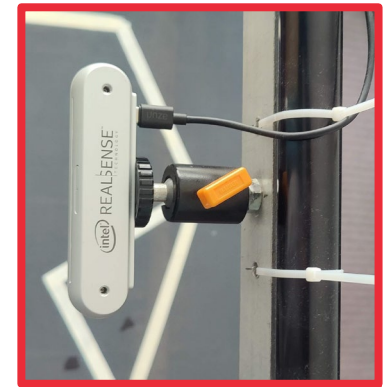
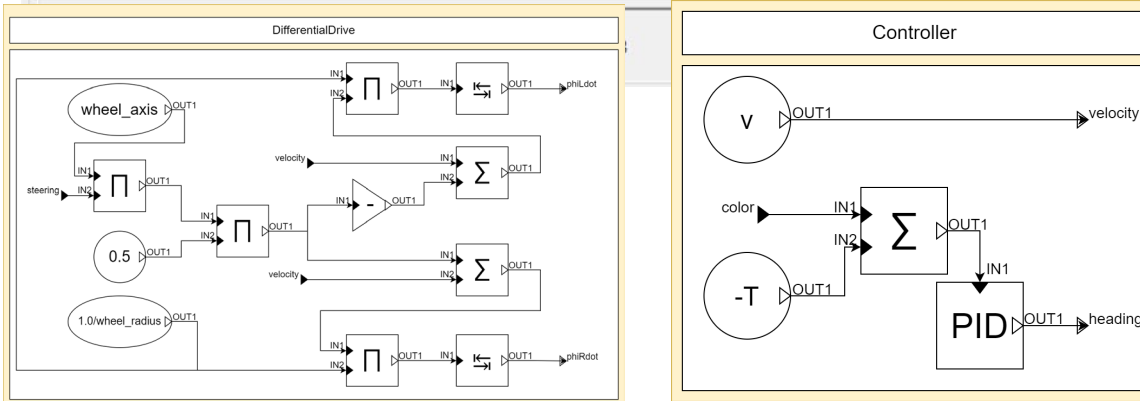


$$\dot{\phi}_L = \frac{1}{r} \left( \dot{v} - \frac{\omega \cdot d}{2} \right)$$

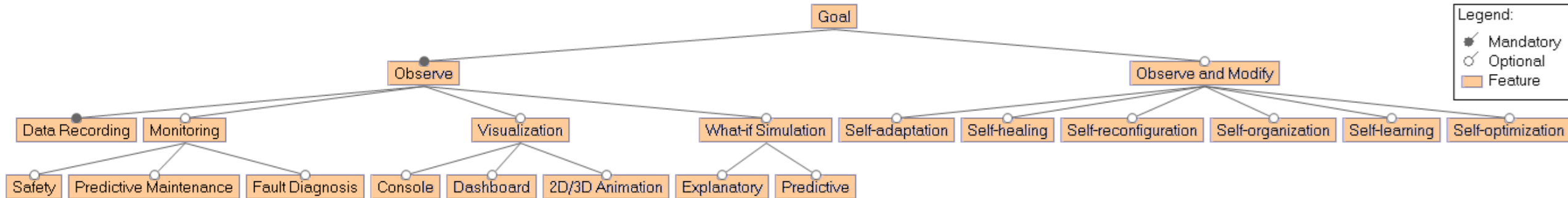
$$\dot{\phi}_R = \frac{1}{r} \left( \dot{v} + \frac{\omega \cdot d}{2} \right)$$

AGV Recognition Homographic Transformation Depth Vision

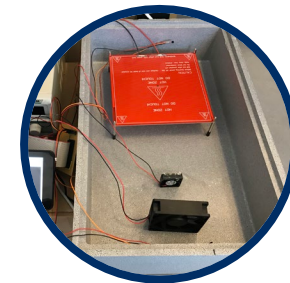
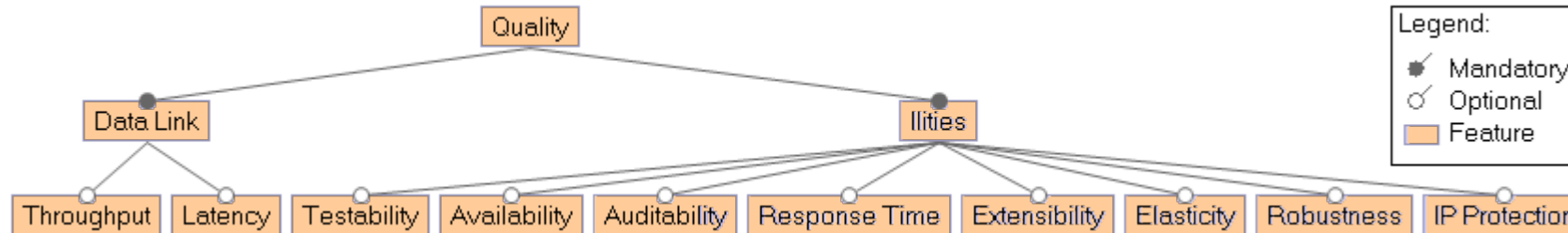
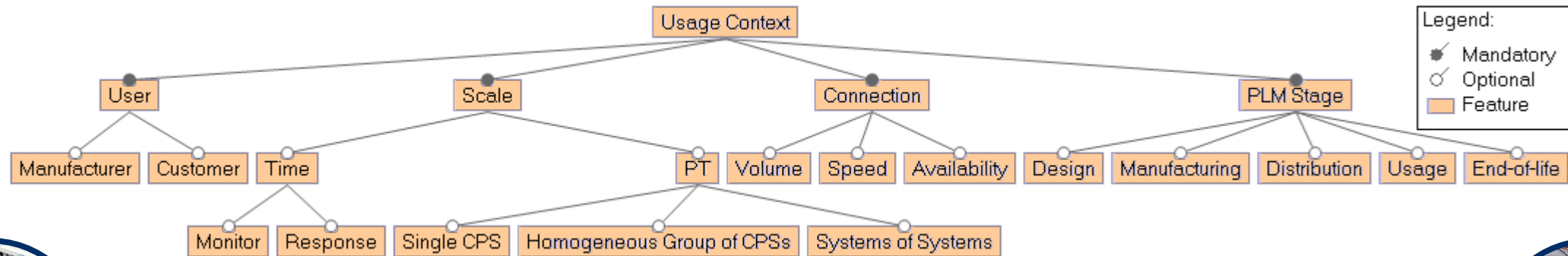
The screenshot shows a software interface for AGV recognition. The main window displays a top-down view of a robot on a track with a green path. A blue bounding box is around the robot, and a red bounding box is around the path. The interface includes a "Hardware Reset" button, sliders for "Epsilon" (0.010), "Close Clipping (meters)" (0.84), and "Far Clipping (meters)" (0.88), and a slider for "Transparency of Path" (0.15). There are also buttons for "Top Left: (0, 0)", "Top Right: (640, 0)", "Bottom Left: (0, 480)", "Bottom Right: (640, 480)", and "Reset Coordinates". Checkboxes for "Draw Contours (close fit)", "Draw Contour Bounding Box", and "Draw Rotated Rectangle" are visible.



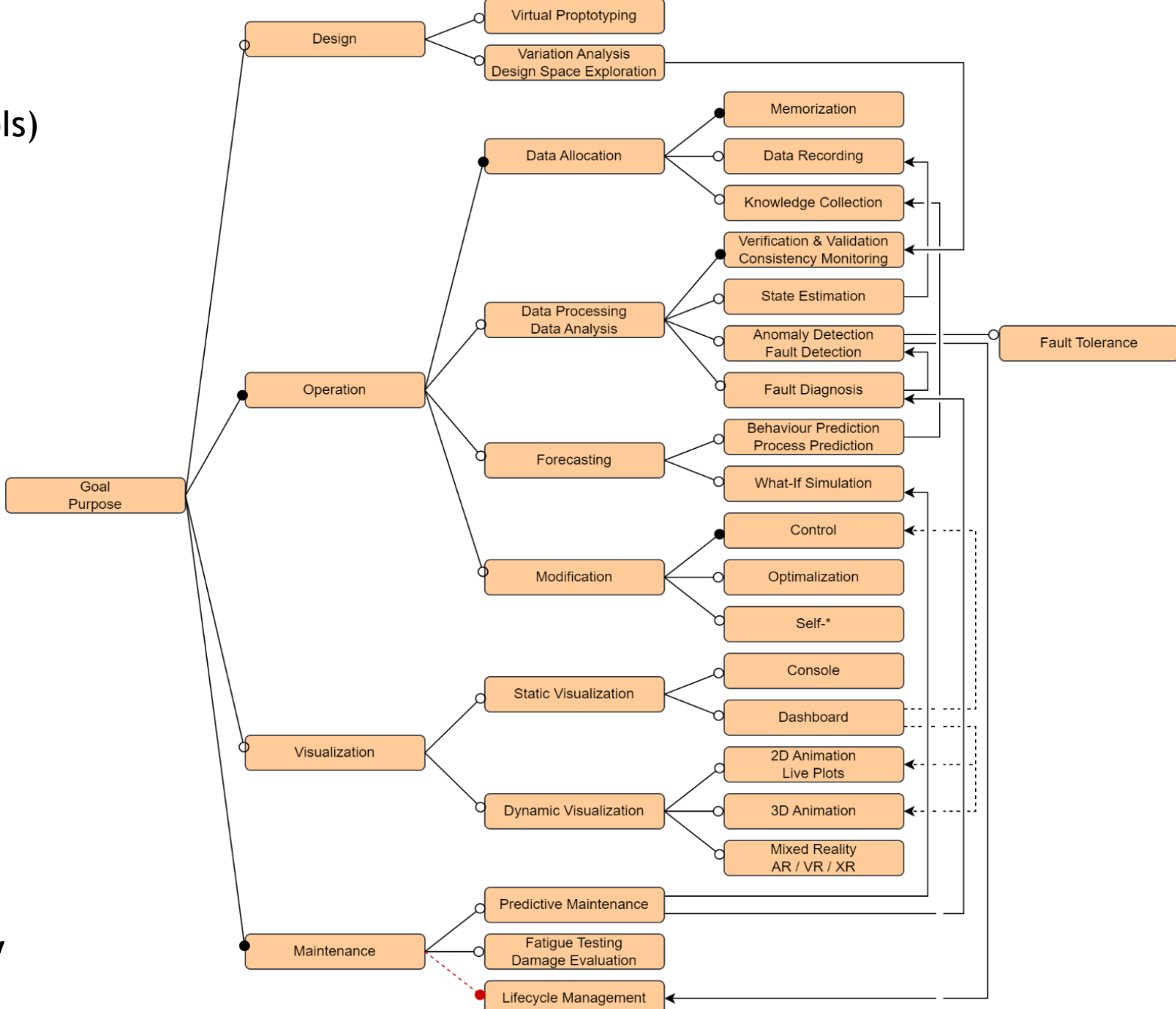
# LFR vs Incubator



"Fault Diagnosis" = "Predictive Maintenance"



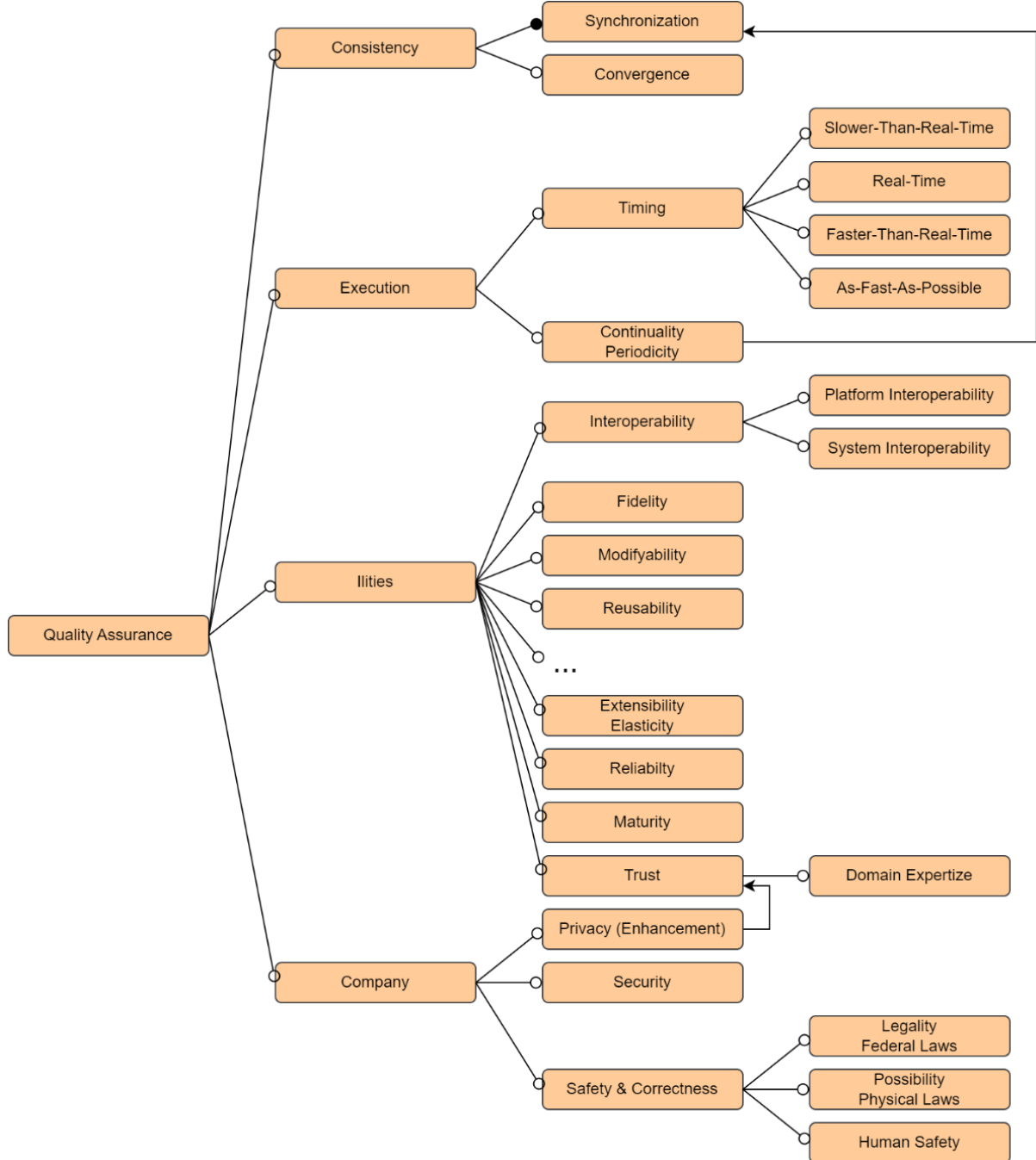
# Goals w.r.t. their Properties of Interest (Pols)



# “feature model” to capture variability

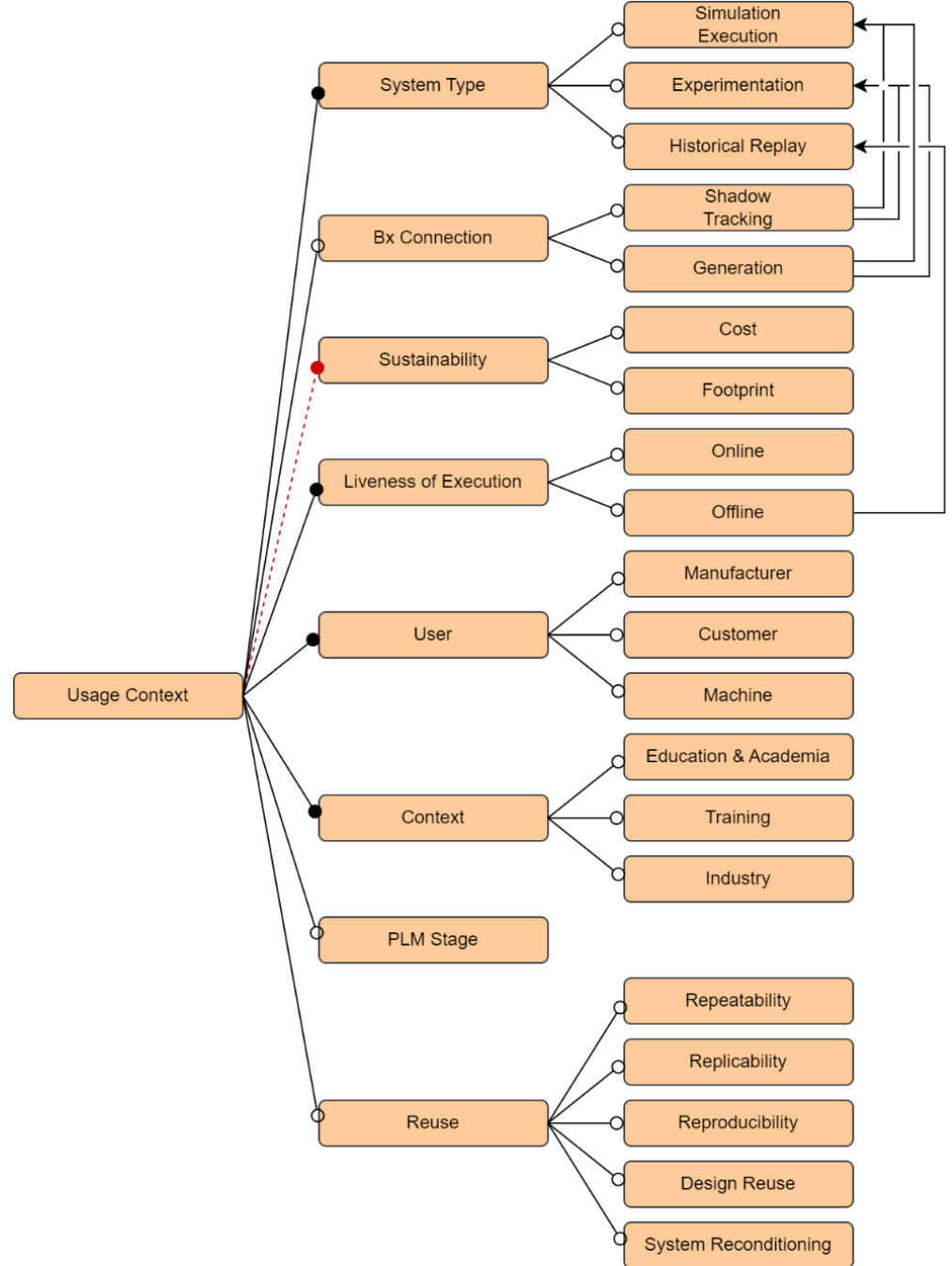


# Quality Assurance



“feature model”  
to capture variability

# Usage Context

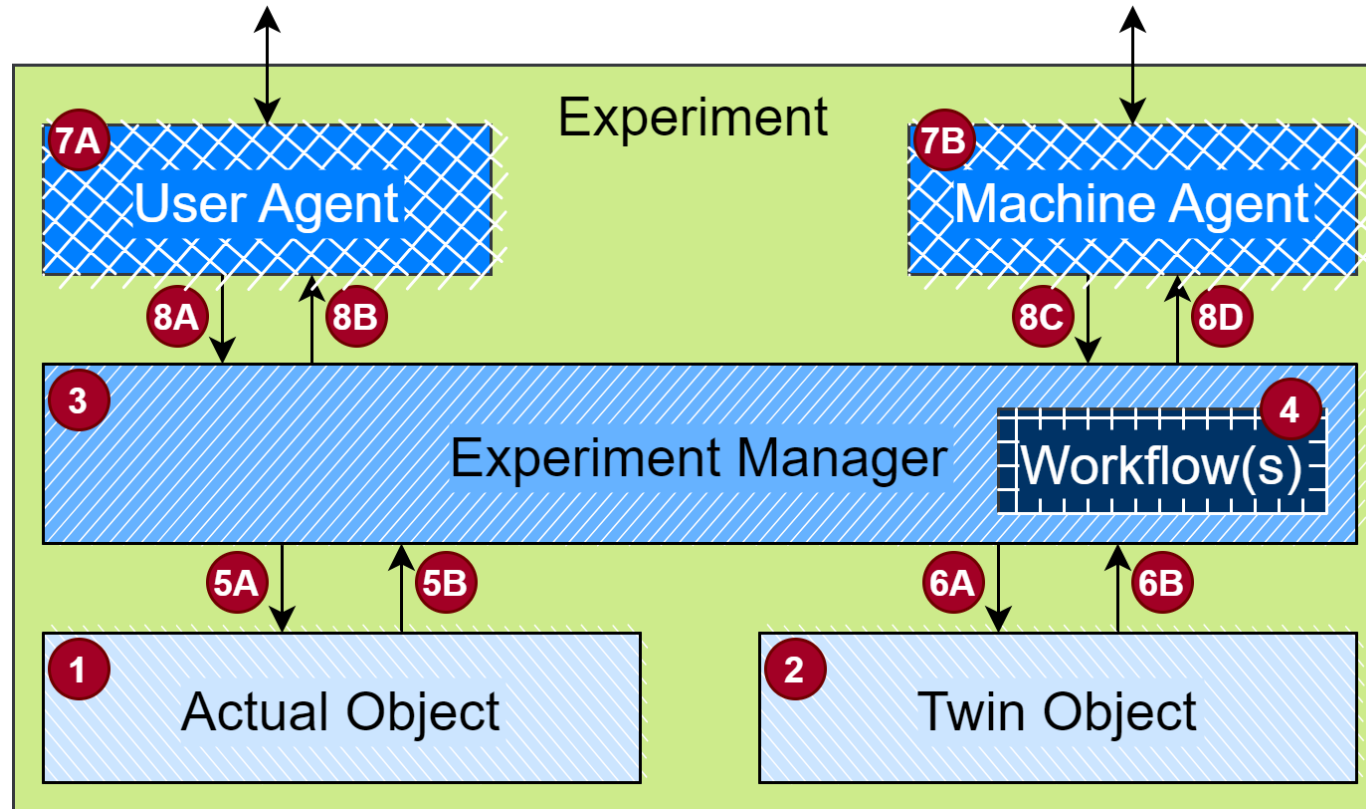


“feature model”  
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# Research Questions

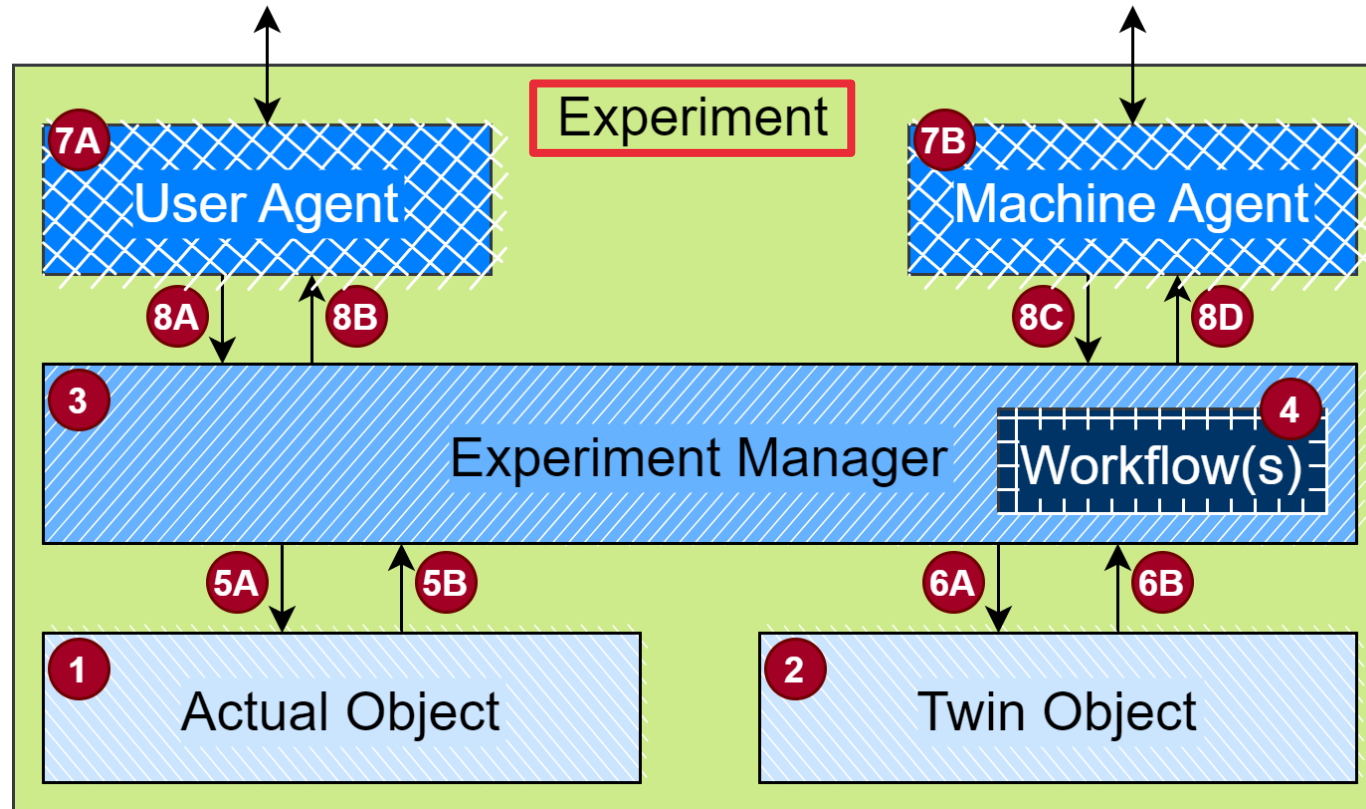
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# Conceptual Architecture(s)



presence conditions  
to capture variability

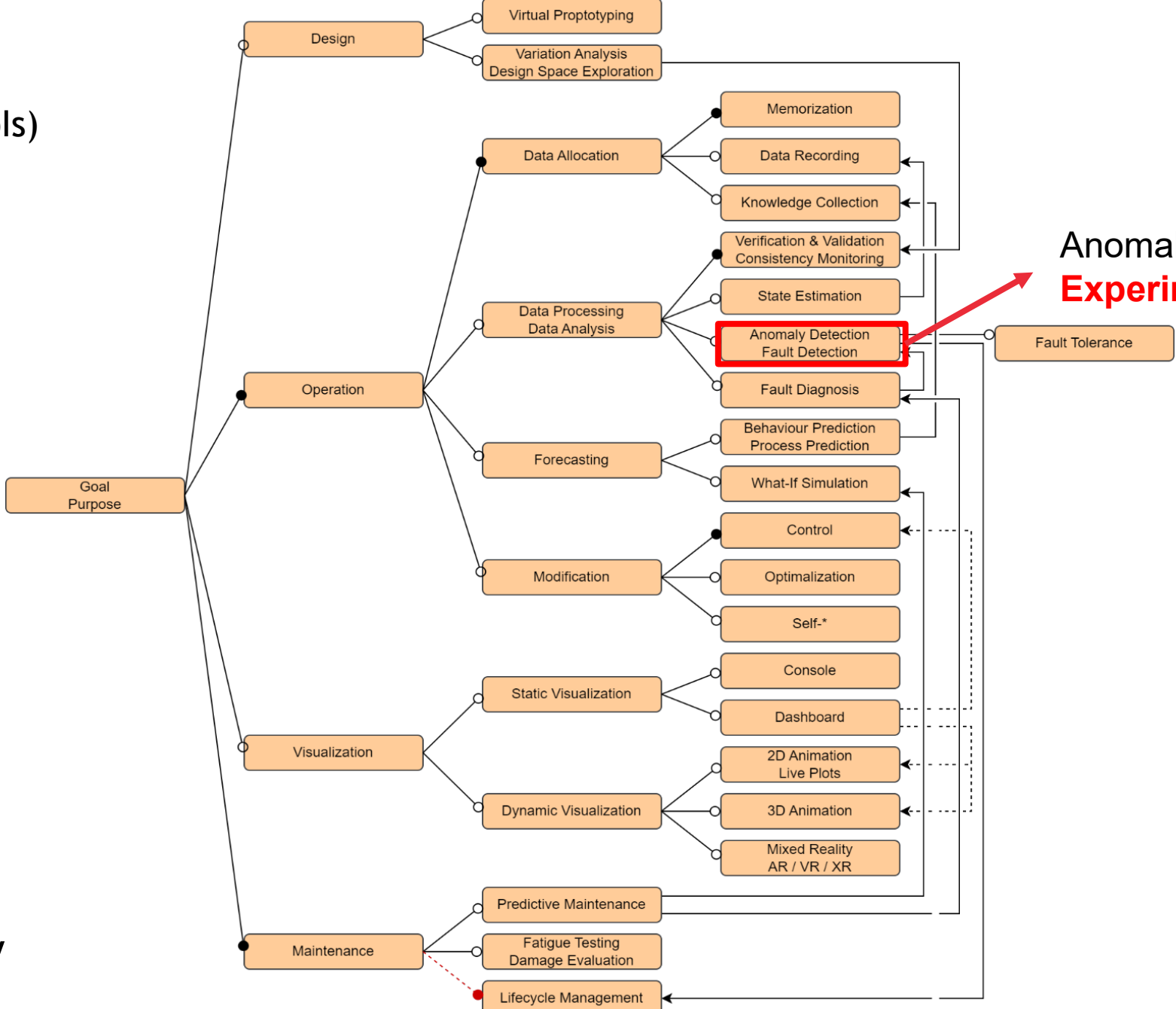
# Conceptual Architecture(s)



presence conditions  
to capture variability

An **experiment** is an intentional set of (possibly hierarchically composed) activities, carried out on a specific SuS in order to accomplish a specific set of goals.

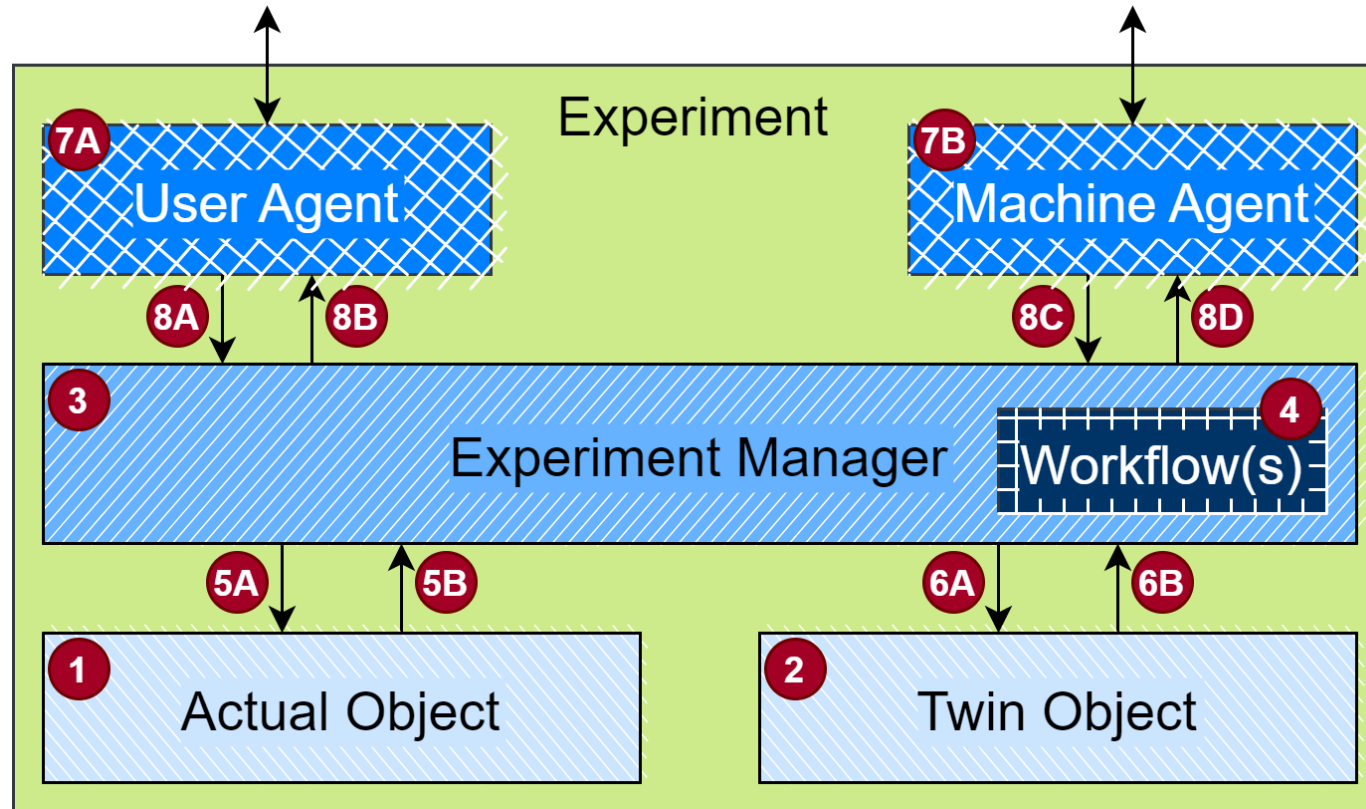
Goals w.r.t. their Properties of Interest (Pols)



Anomaly Detection  
Experiment

“feature model”  
to capture variability

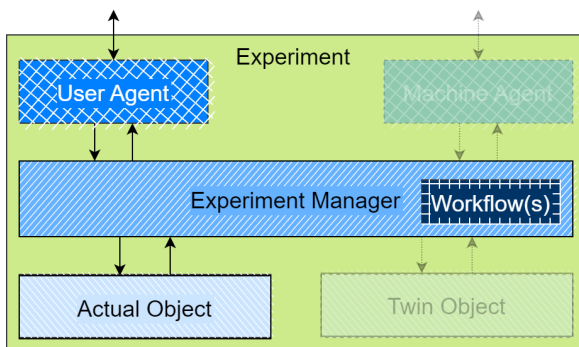
# Conceptual Architecture(s)



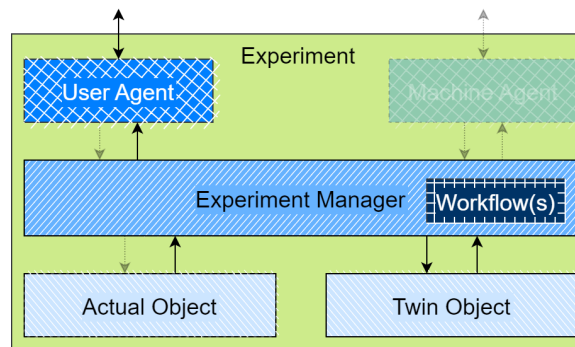
presence conditions  
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many definitions/alternatives of “Digital Twin”  
→ use “**Twinning**” to cover all definitions

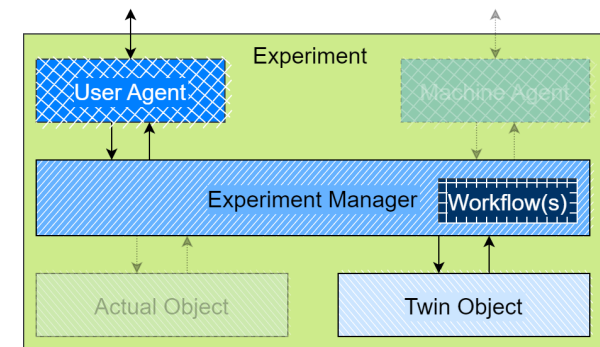
Sensing ← ... everything in between ... → Simulation



...

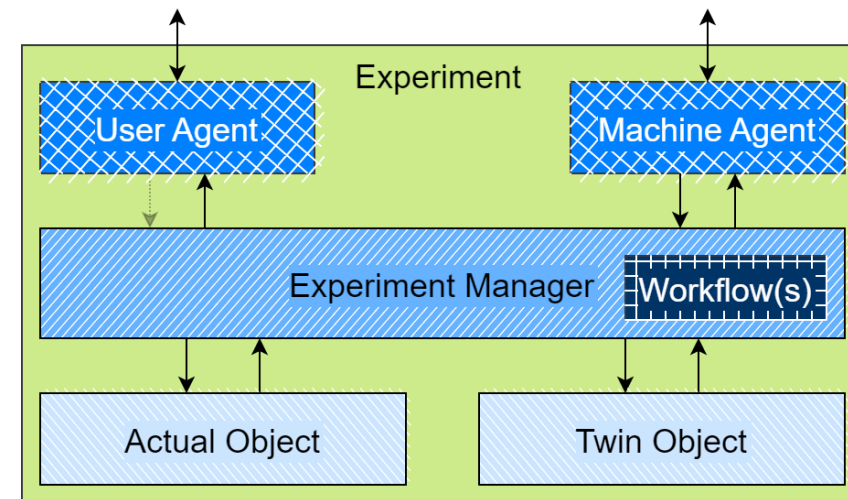
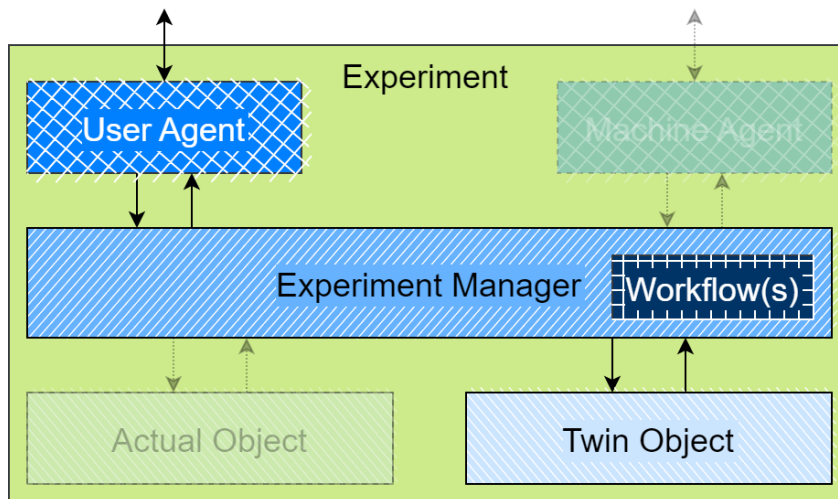
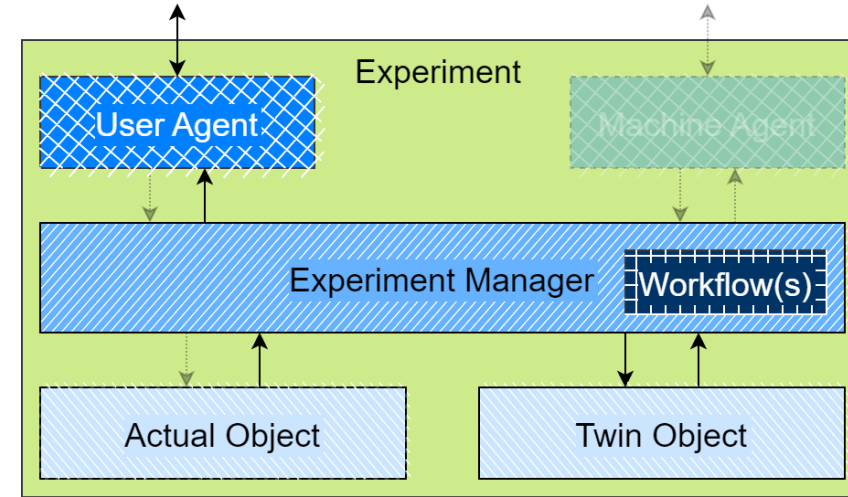
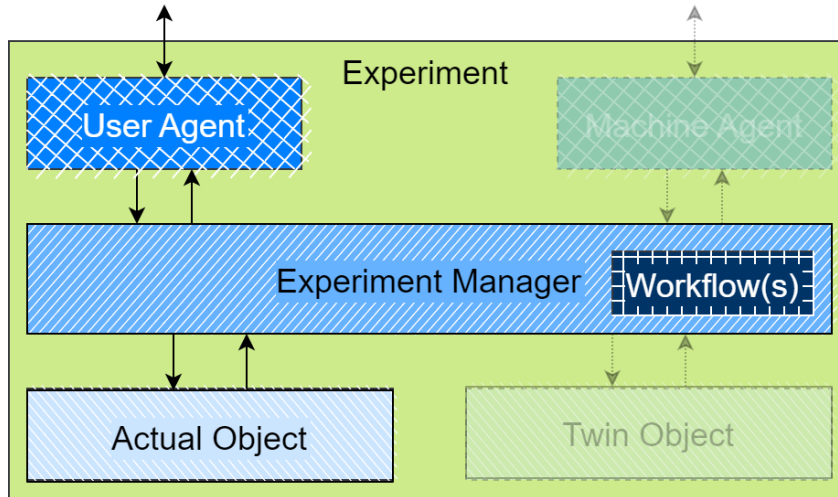


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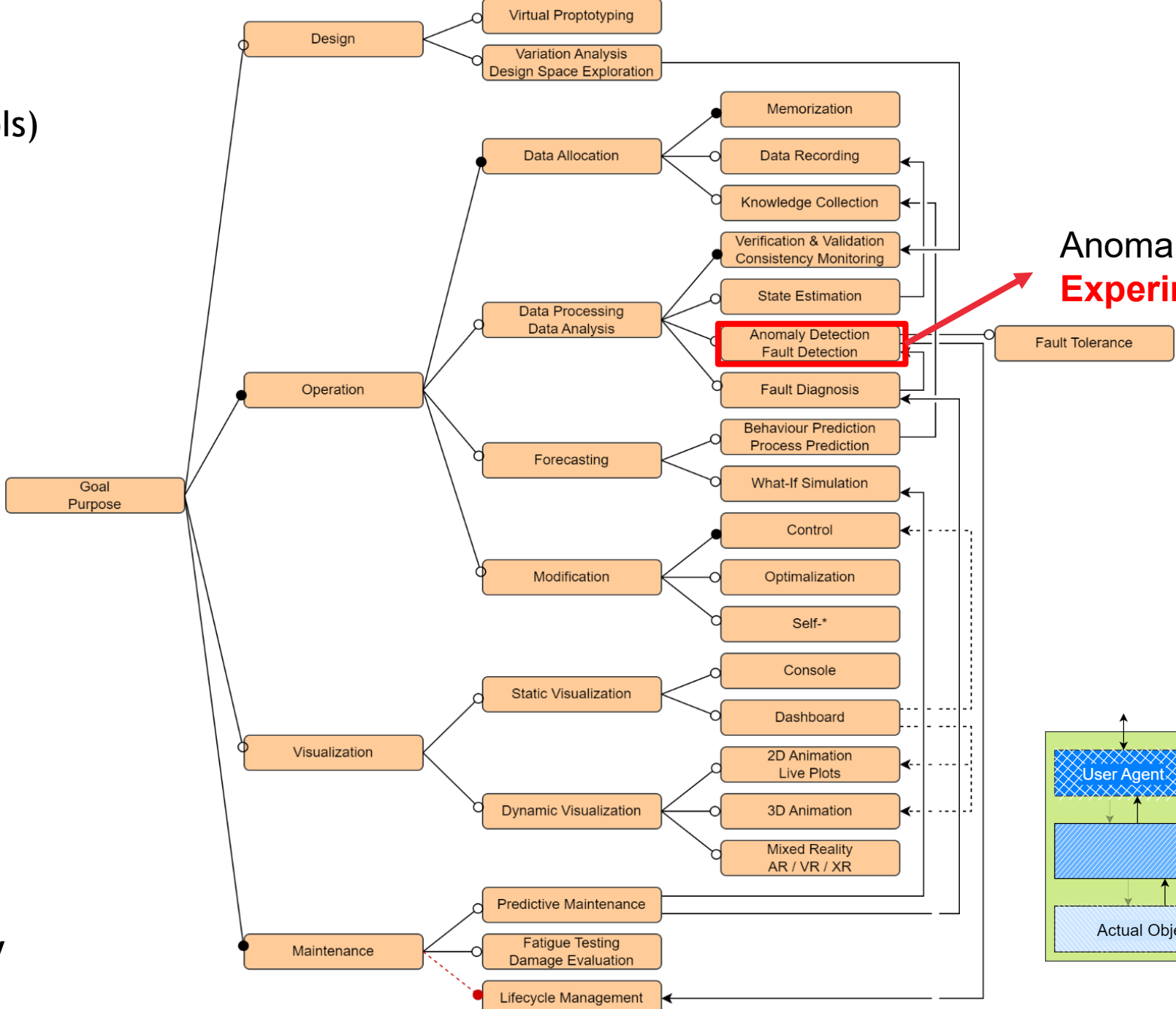




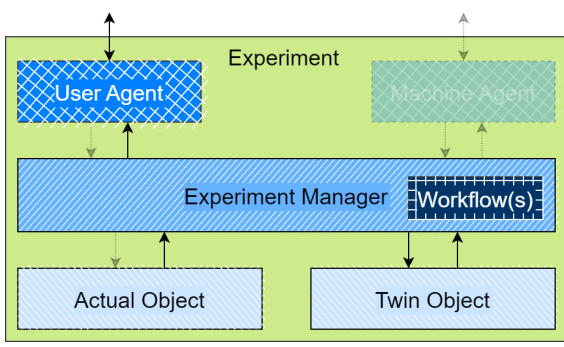
# Conceptual Architecture Example(s)



Goals w.r.t. their Properties of Interest (Pols)



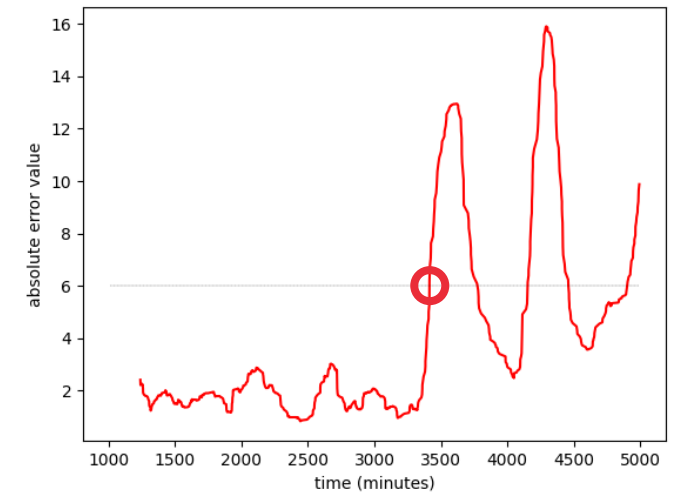
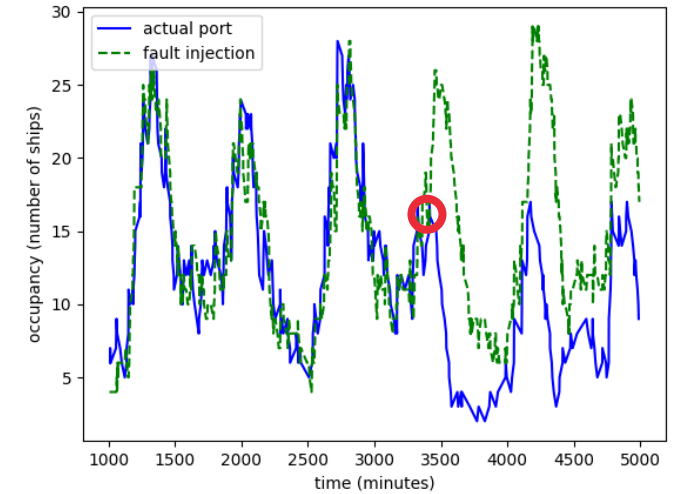
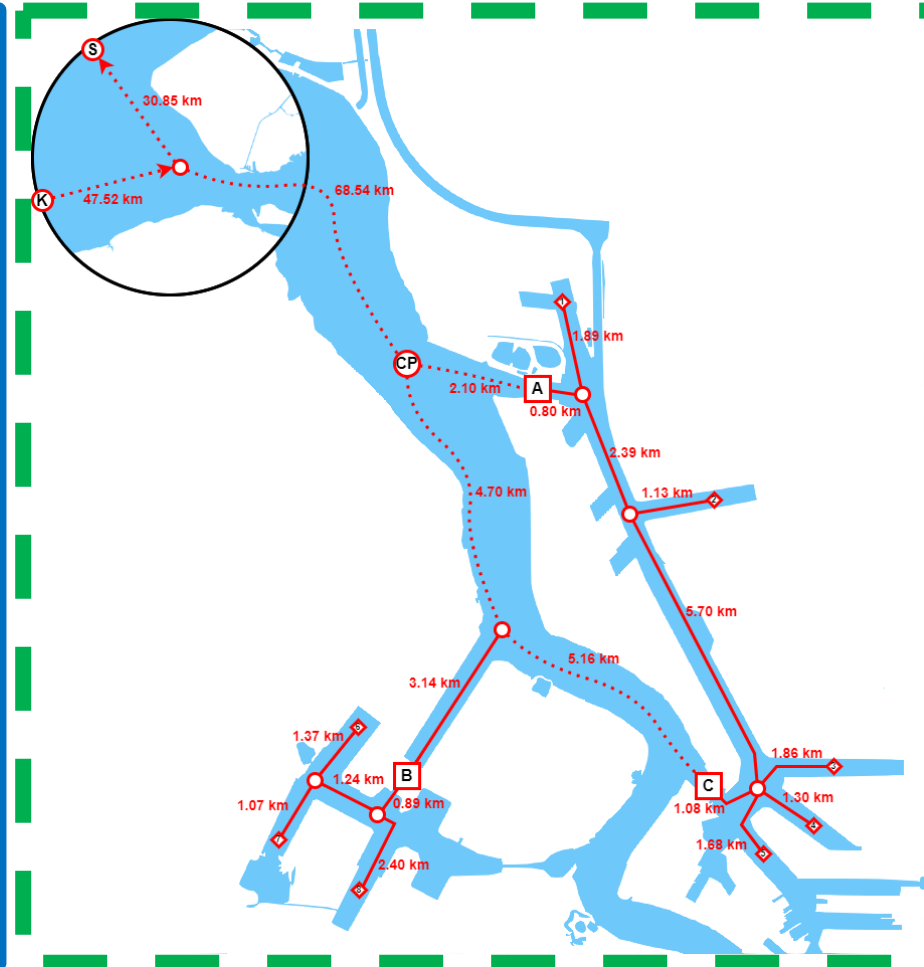
Anomaly Detection Experiment



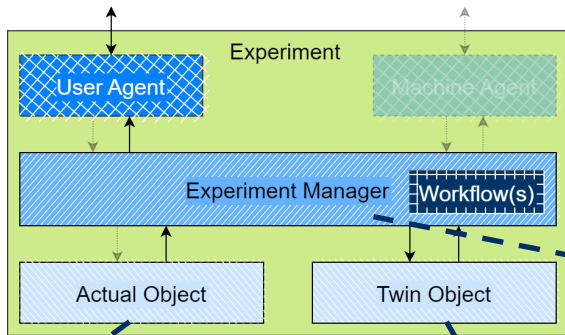
“feature model” to capture variability

## Proof-of-Concept: Port of Antwerp

# Anomaly Detection

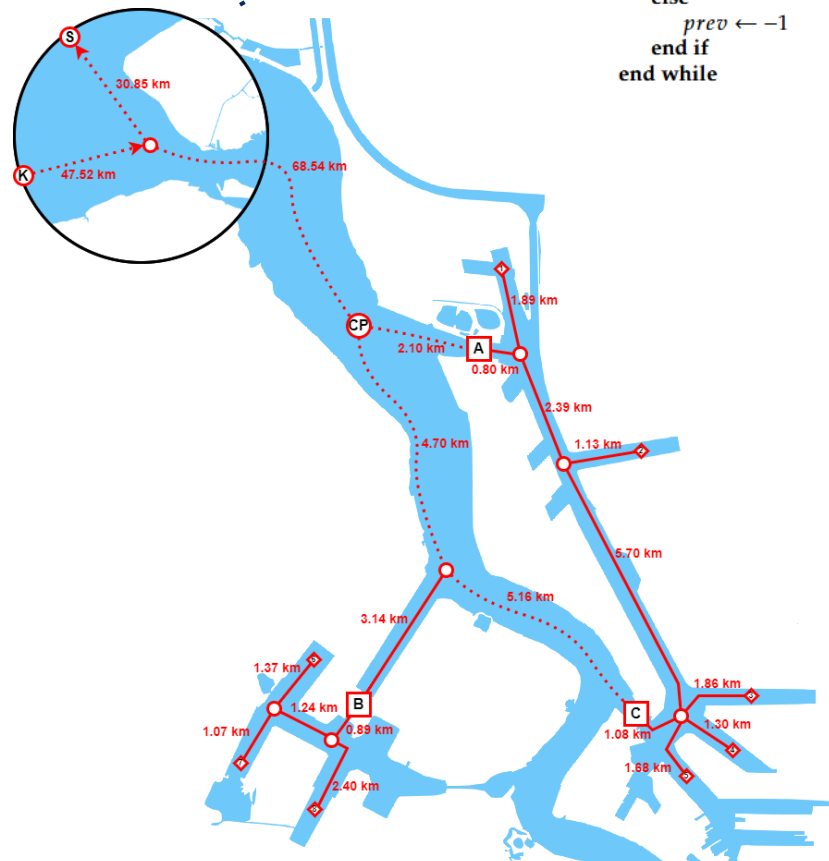


Proof-of-Concept:  
Port of Antwerp

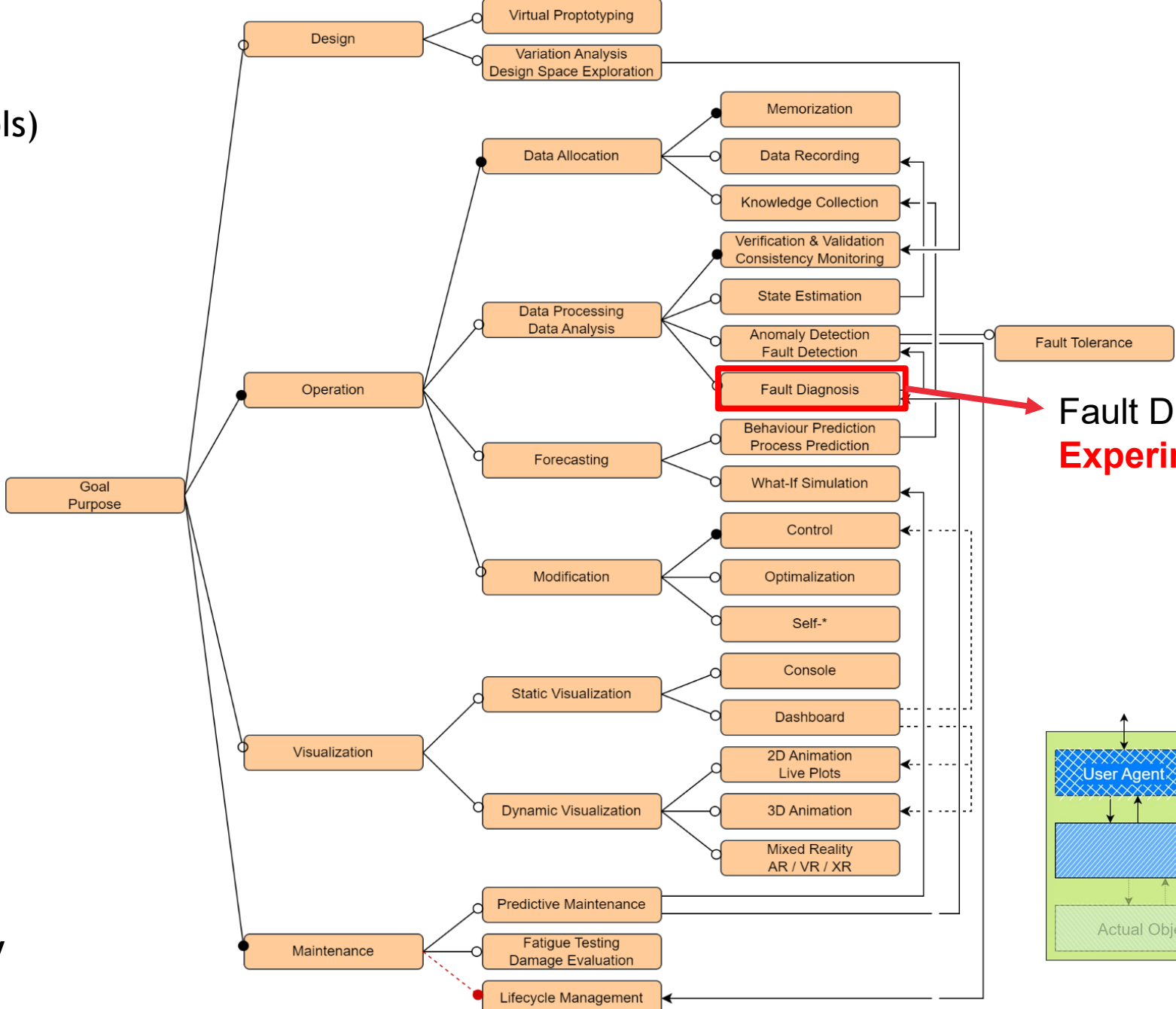


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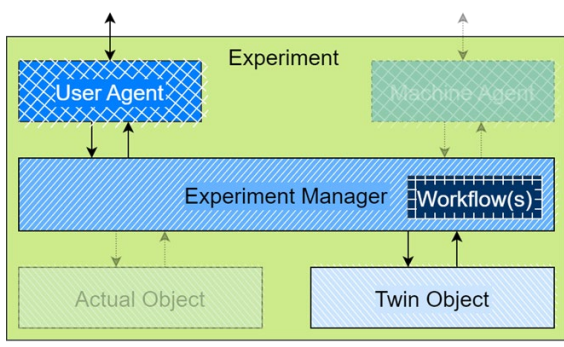
D ← Drop-off value for the error.
M ← Maximal allowed time above D.
prev ← -1
while system is running do
  occA ← Occupancy value of the AO.
  occT ← Occupancy value of the TO.
  T ← Current execution time.
  error ← |occA - occT|
  if prev > 0 and T - prev > M then
    Raise an anomaly.
  end if
  if error > D then
    if prev < 0 then
      prev ← T
    end if
  else
    prev ← -1
  end if
end while
    
```



Goals w.r.t. their Properties of Interest (Pols)

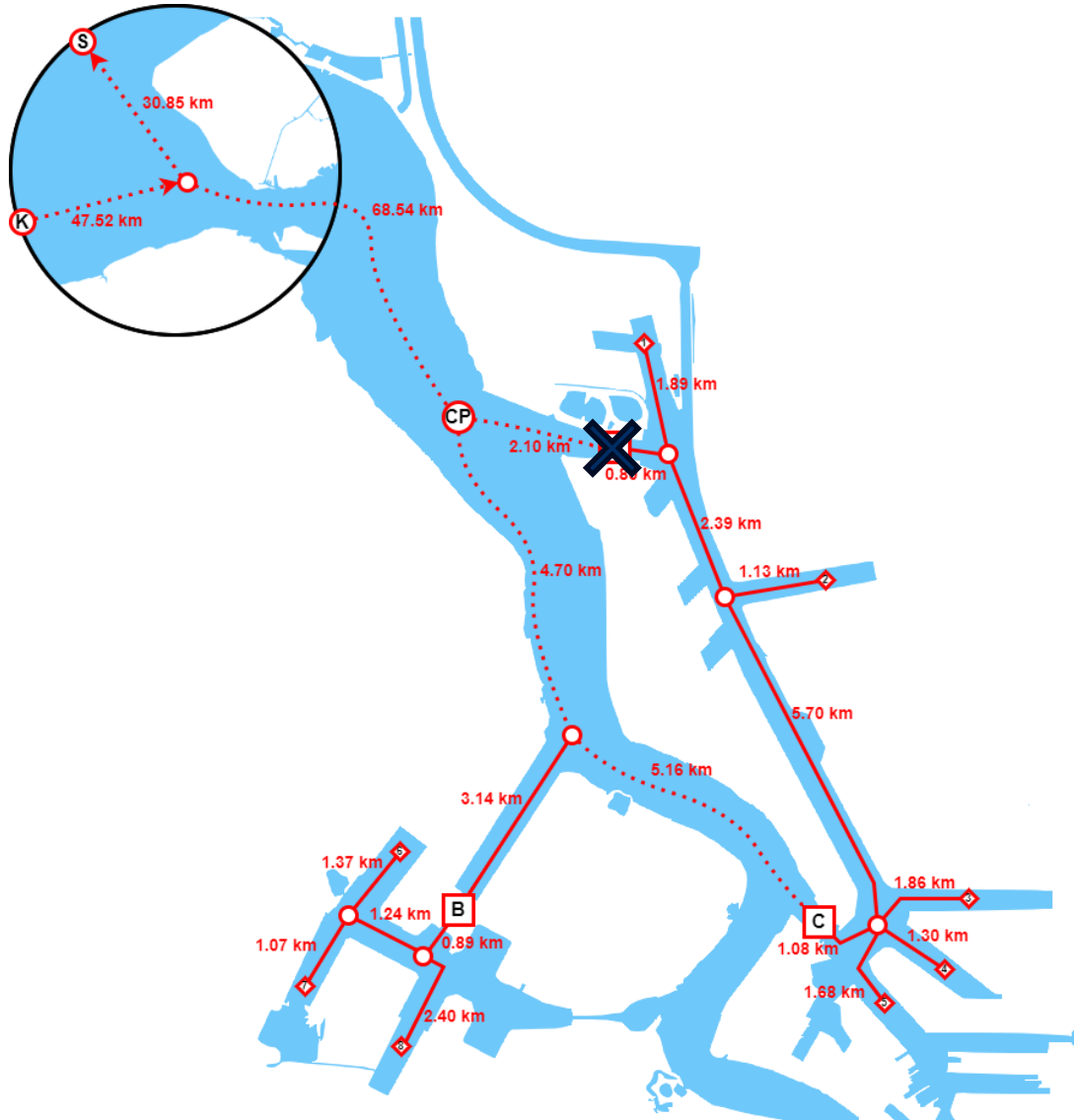


**Fault Diagnosis Experiment**

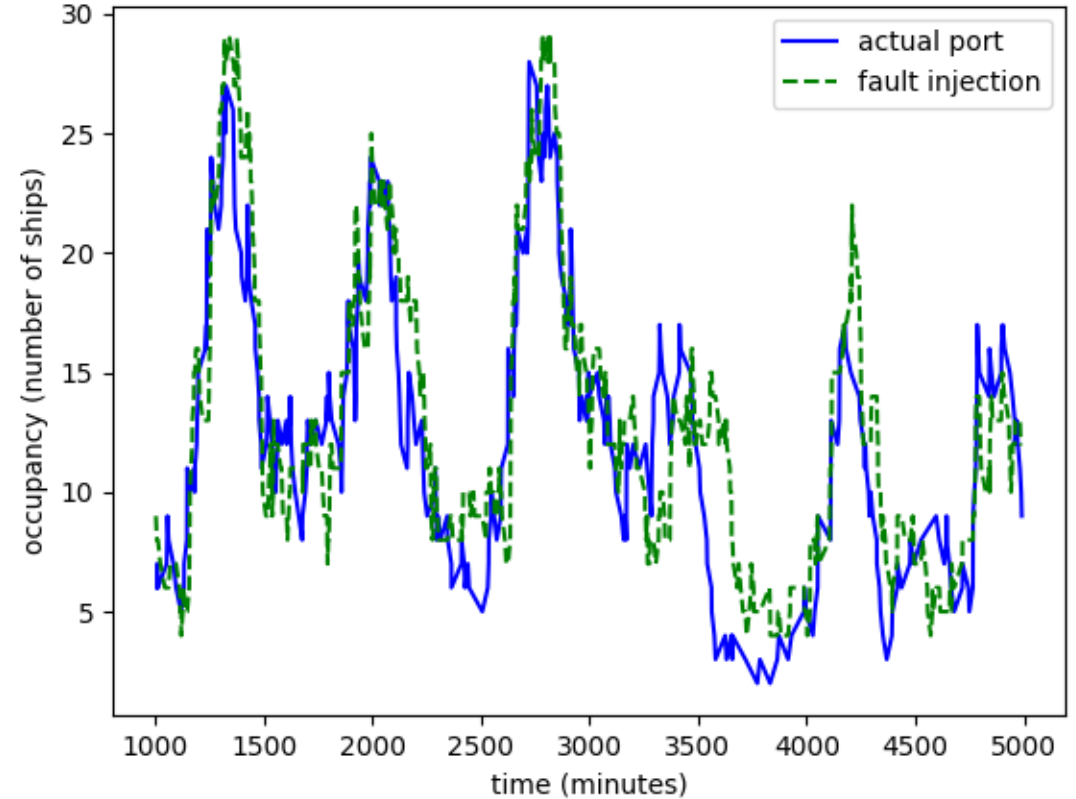


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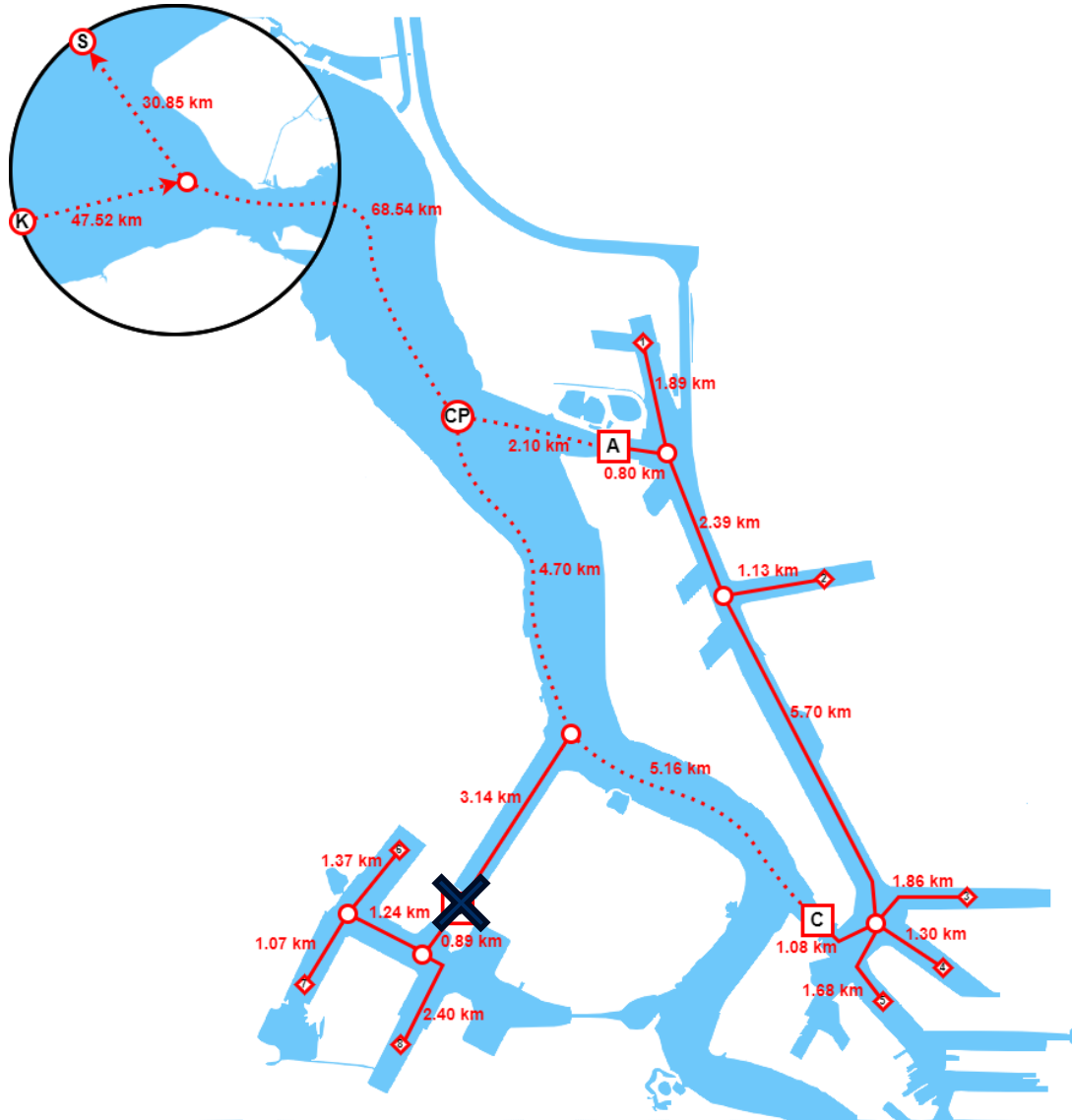
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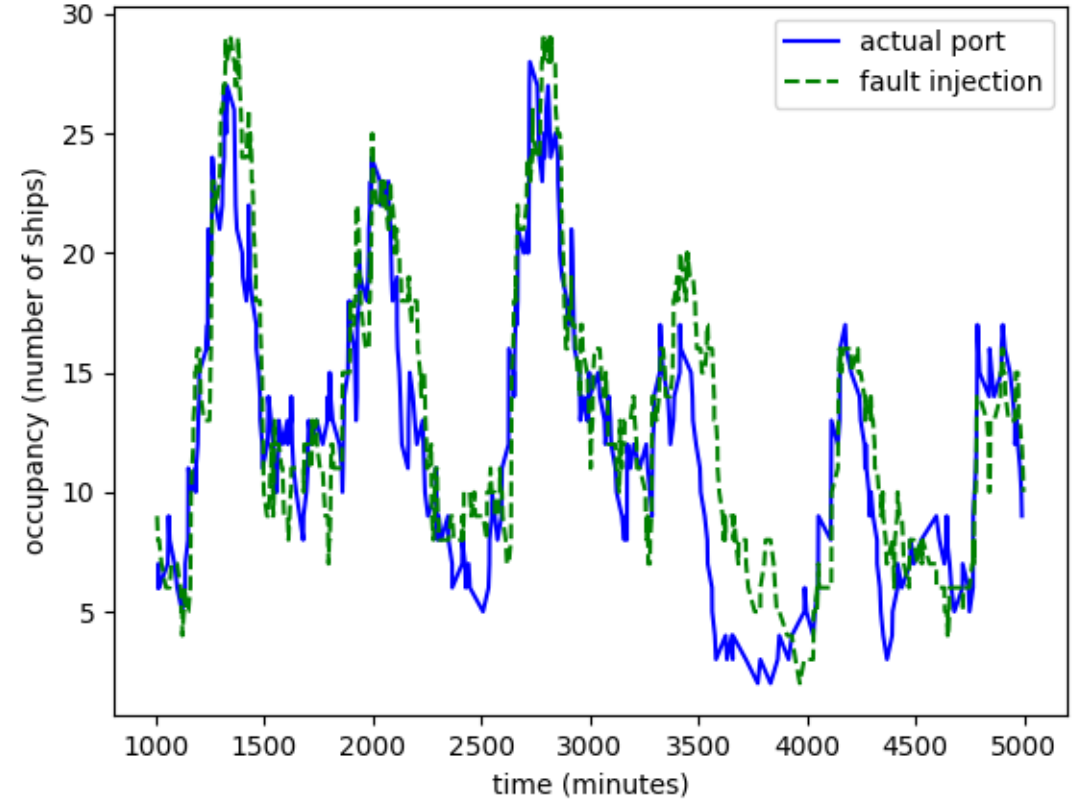
**DTW Score = 317**  
**NDW Score = 437.25**



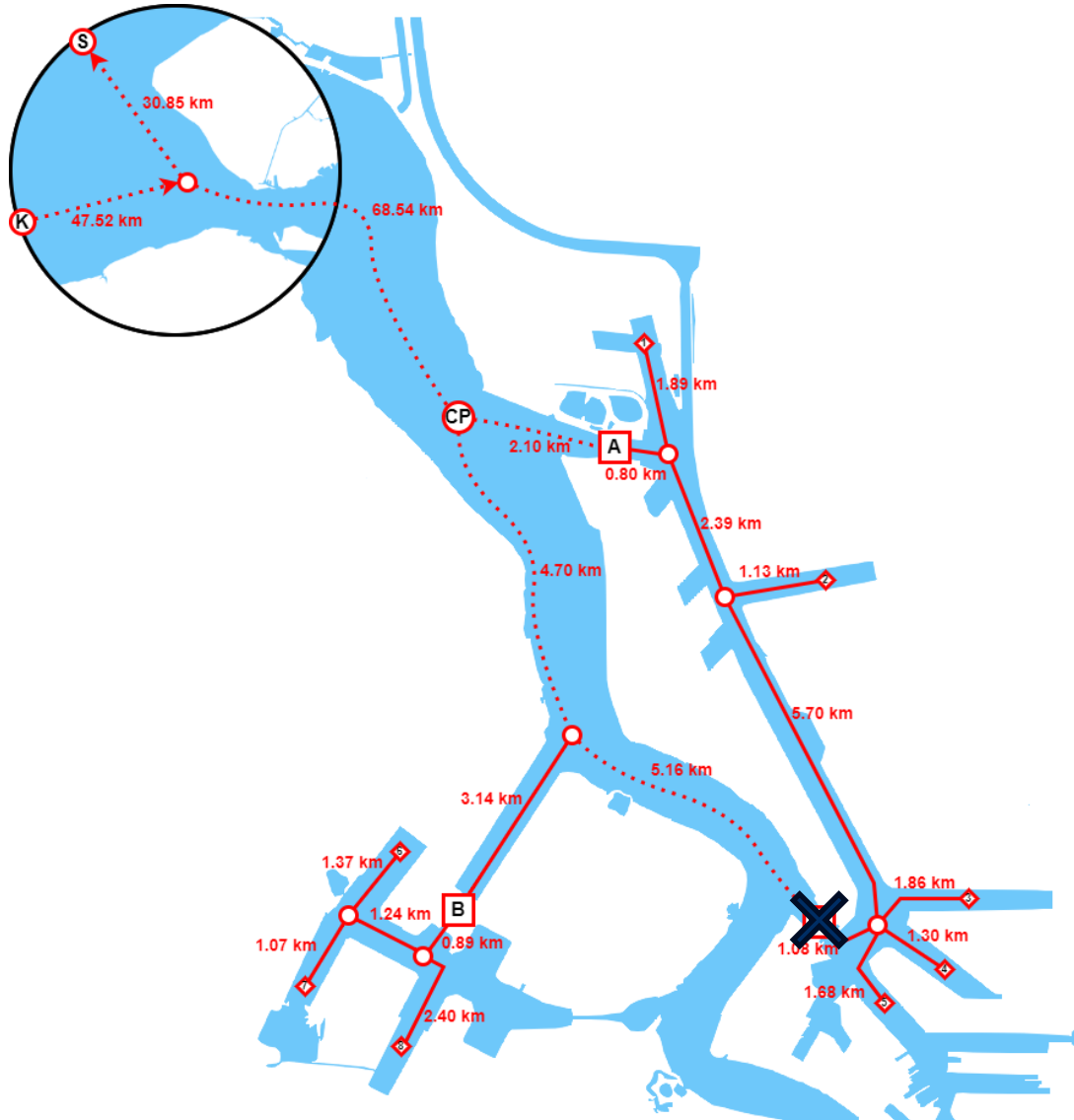
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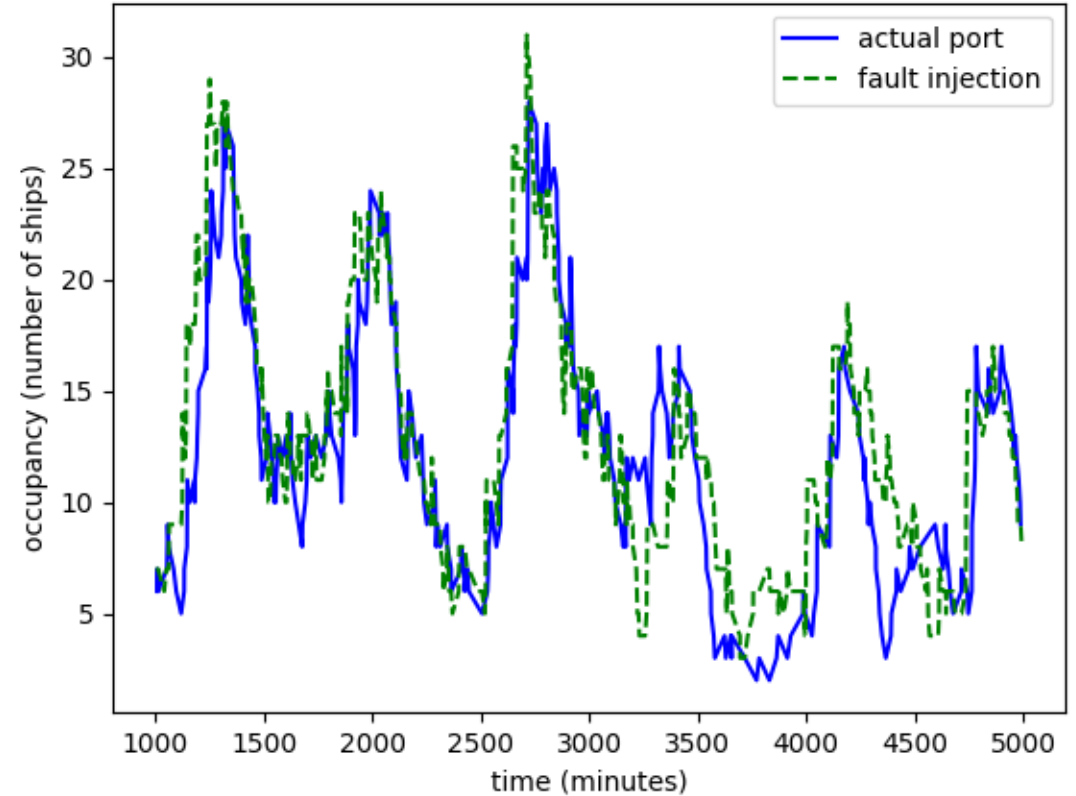
**DTW Score = 288**  
**NDW Score = 436.91**



## Proof-of-Concept: Port of Antwerp



**DTW Score = 252**  
**NDW Score = 433.66**

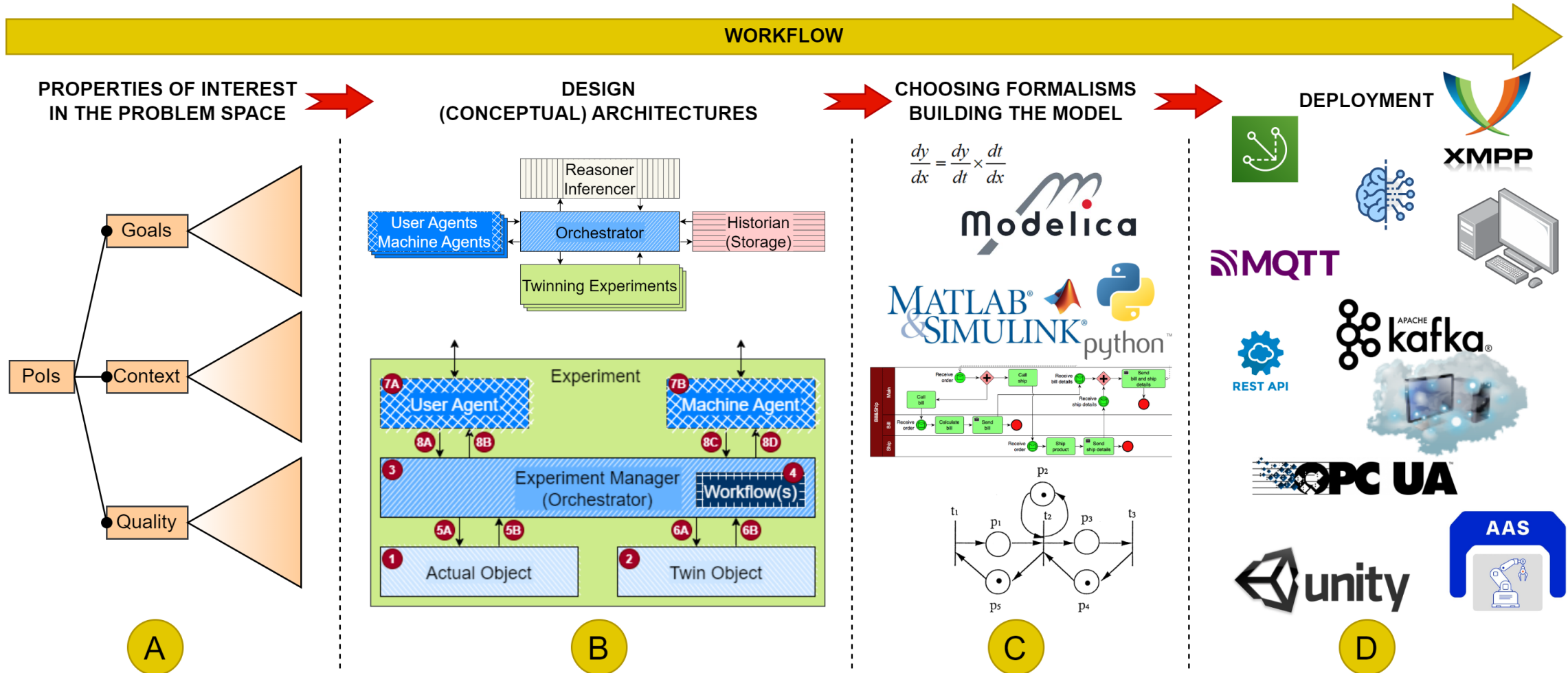




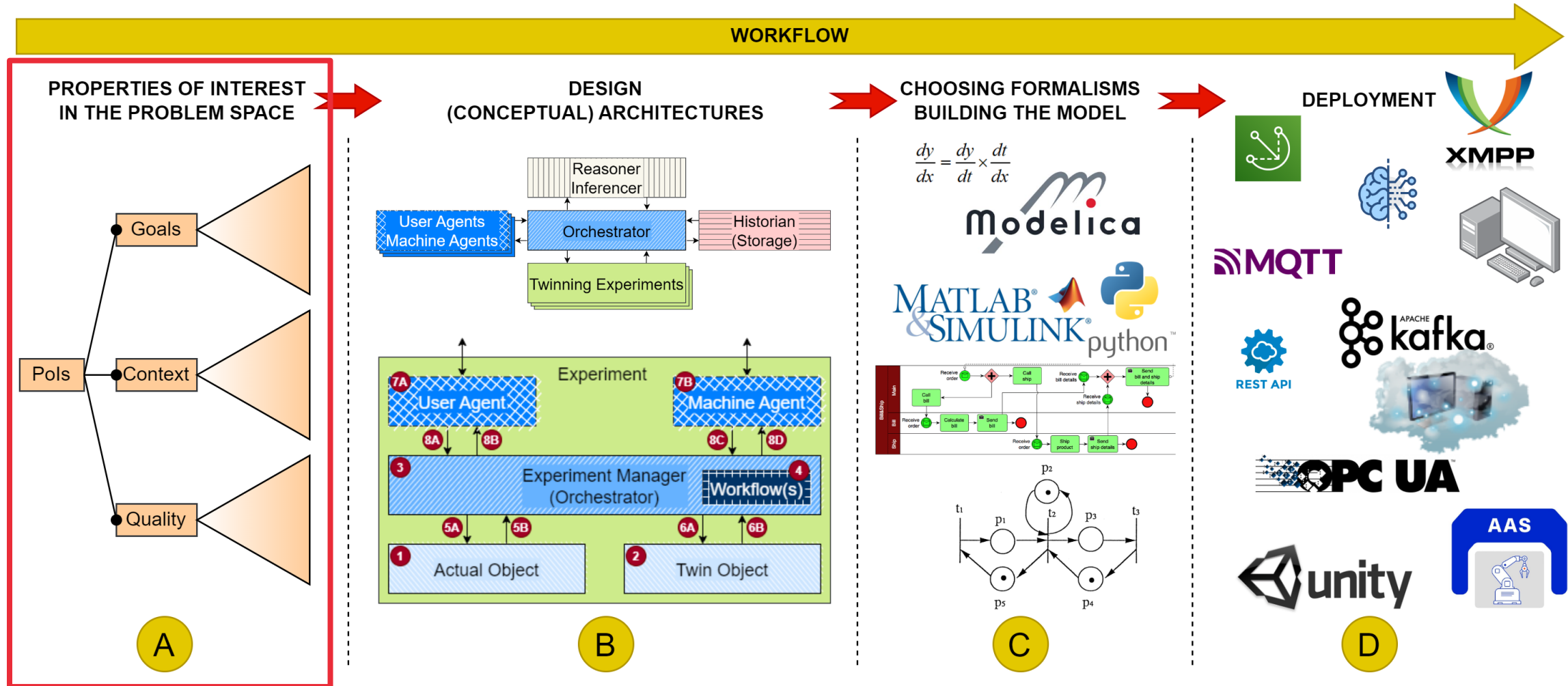
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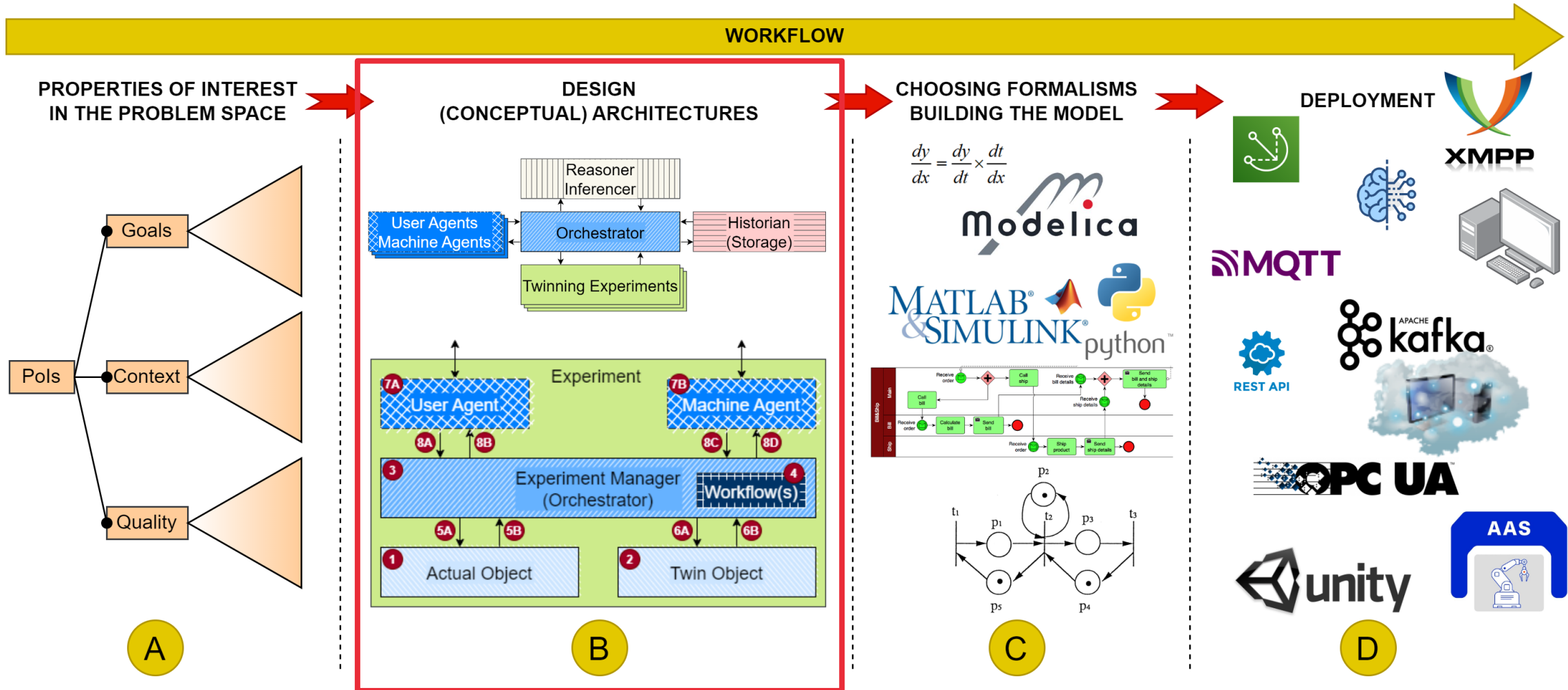
# Stages of Twinning Variability



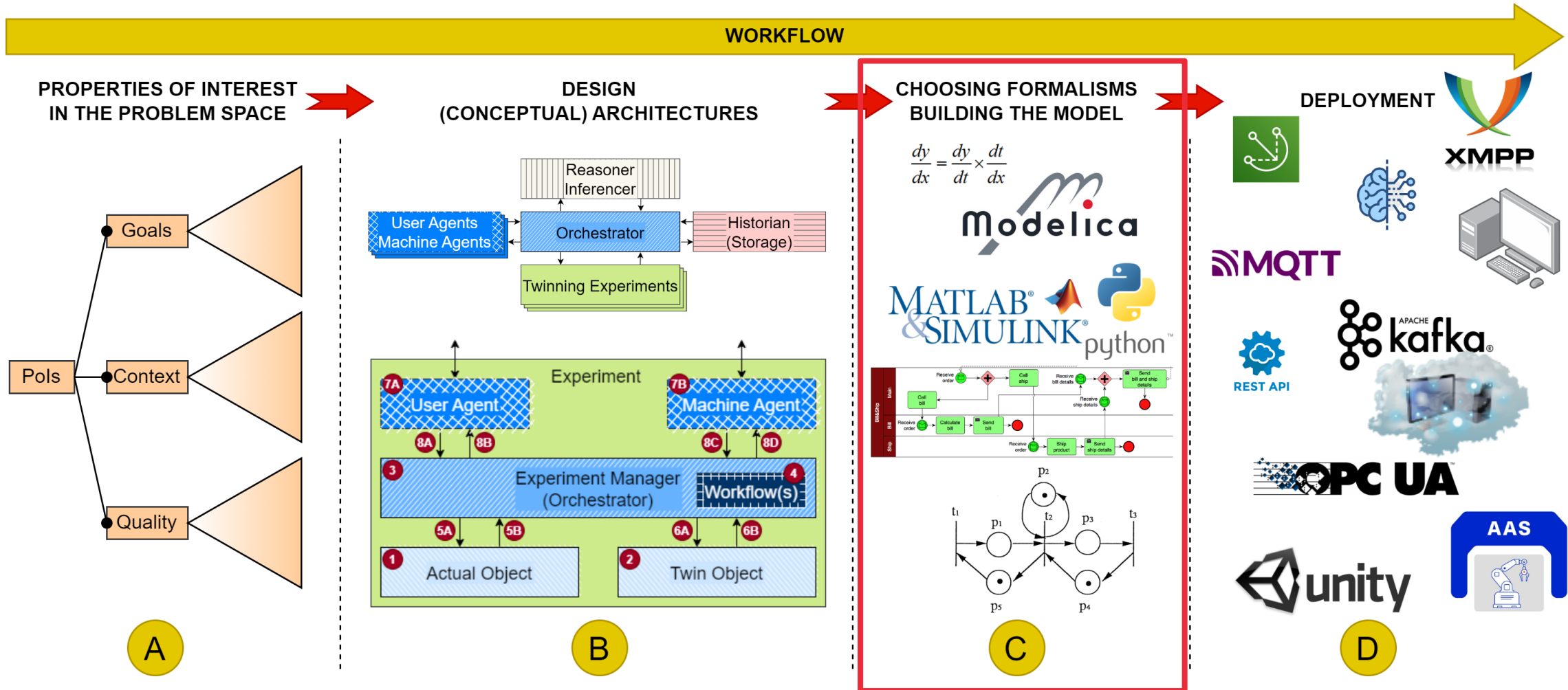
# Stages of Twinning Variability – The Problem Space



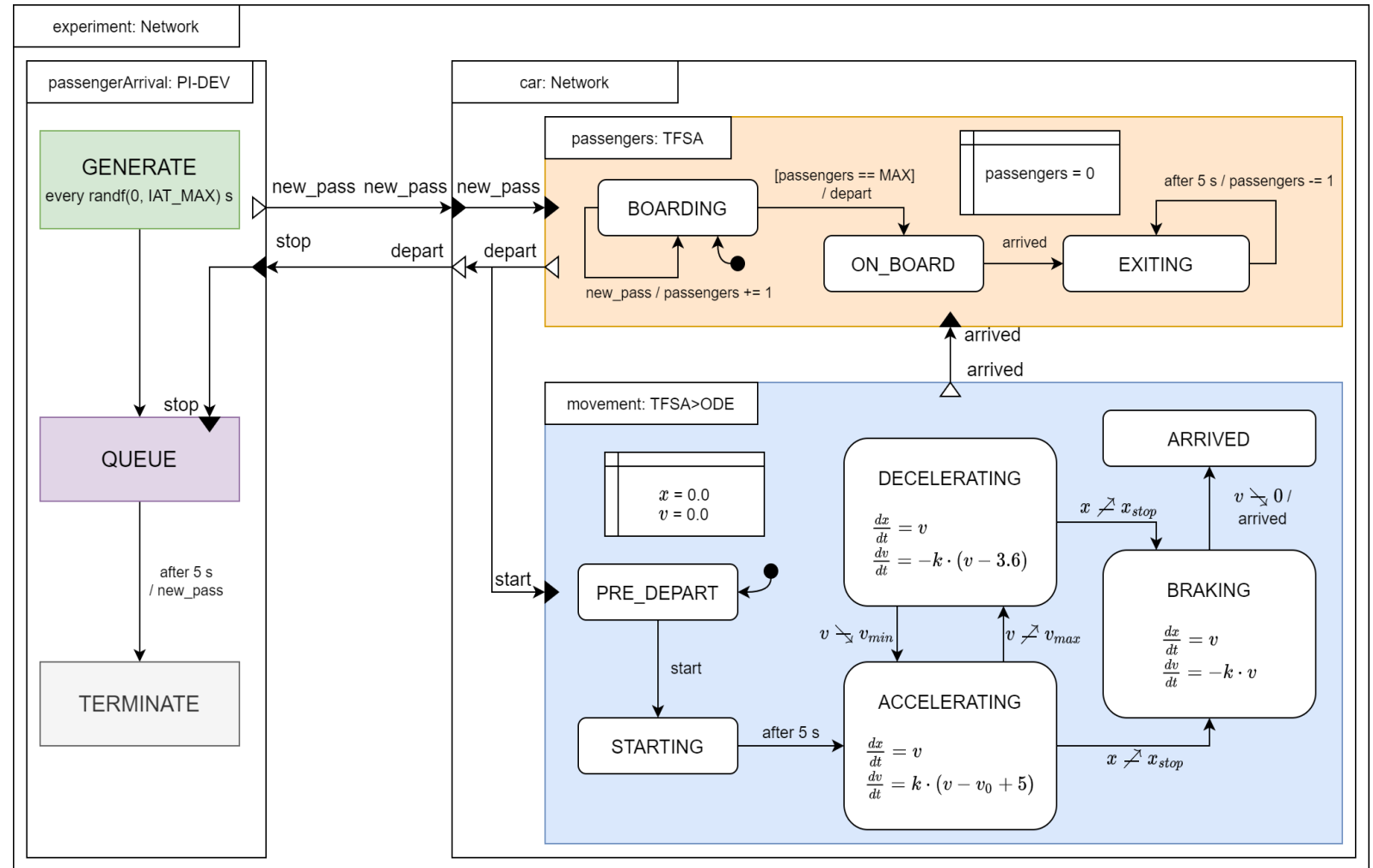
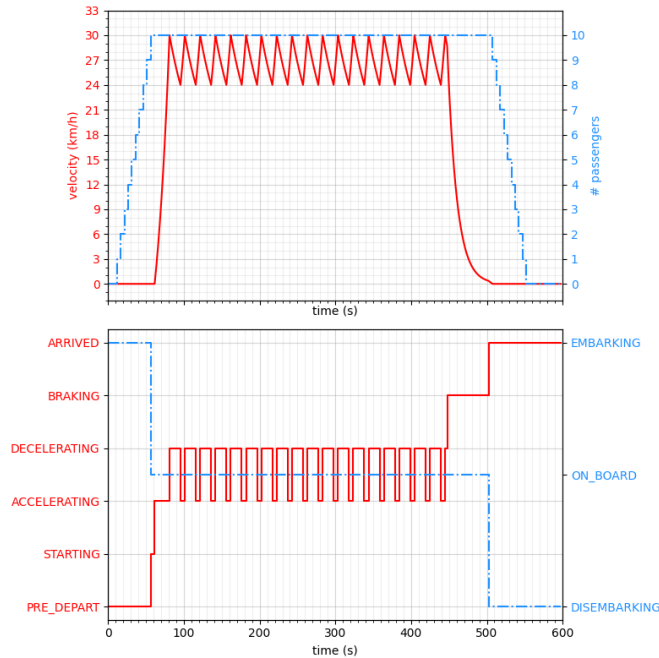
# Stages of Twinning Variability – Architectures



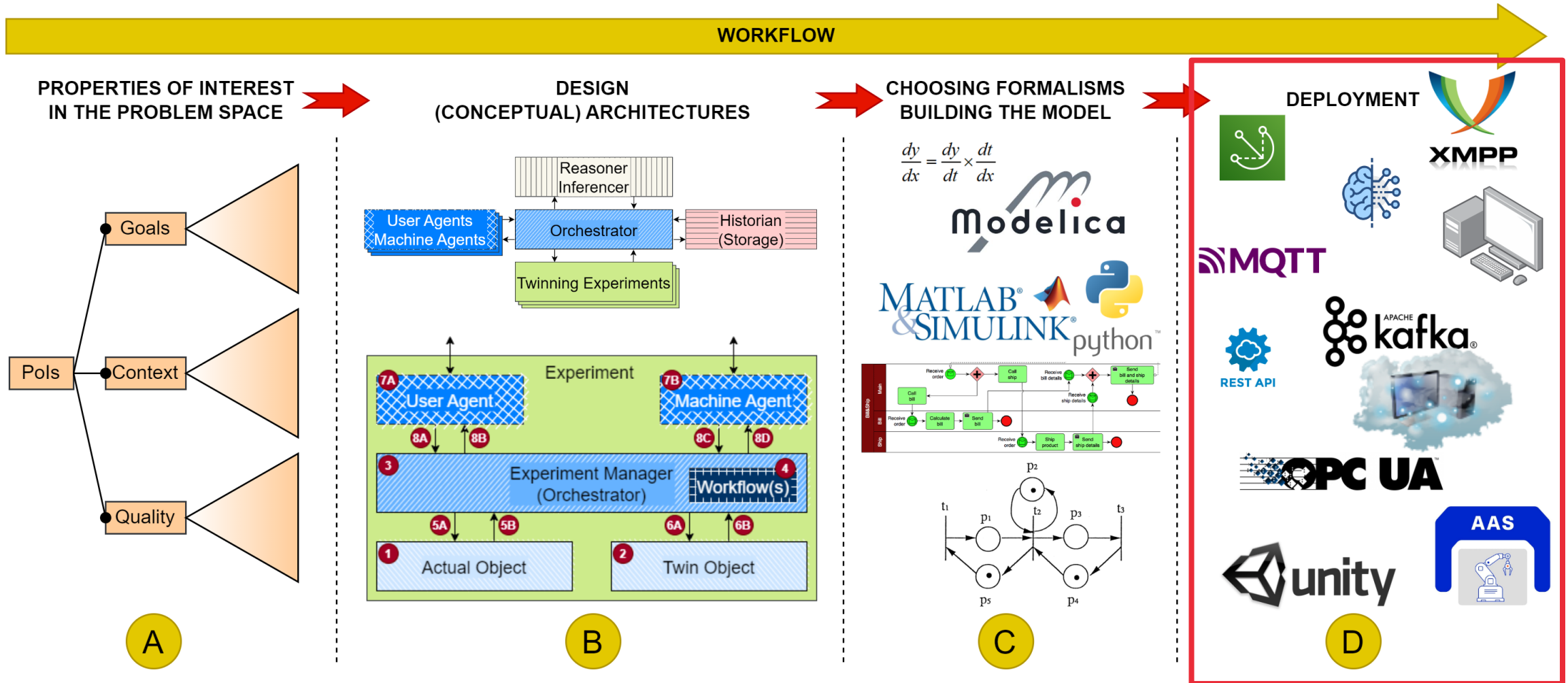
# Stages of Twinning Variability – Modelling



# MPM: Using the most appropriate...



# Stages of Twinning Variability – Deployment



# Proof-of-Concept: 1D Behaviour of a Ship



$$\begin{cases} F_R = \frac{1}{2} \cdot \rho \cdot v^2 \cdot S \cdot C_f \\ C_f = \frac{0.075}{(\log_{10}(Re) - 2)^2} \\ Re = \frac{v \cdot L}{k} \end{cases}$$

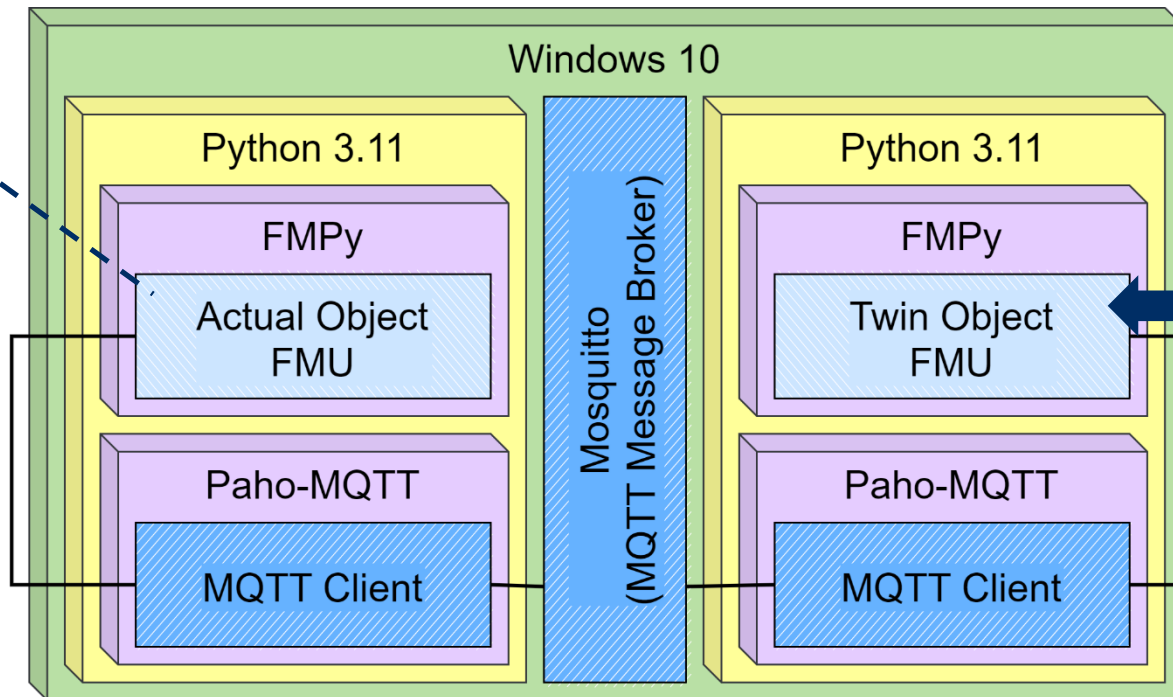
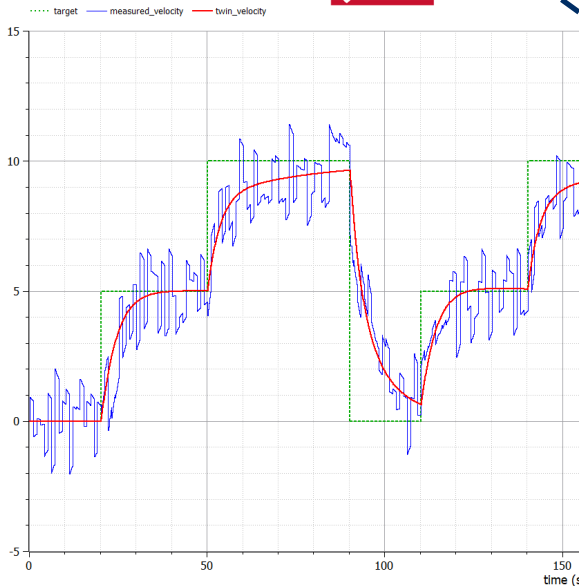
# Deployment

```

package Ship
model Plant
import Con = Modelica.Constants;
Modelica.Blocks.Interfaces.RealInput FT annotation( ... );
Modelica.Blocks.Interfaces.RealOutput v(start = 0) annotation( ... );
Modelica.Blocks.Interfaces.RealOutput x(start = 0) annotation( ... );
parameter Real mass = 32000;
//parameter Real area = 263; //261;
parameter Real L = 21.54;
parameter Real B = 5.33;
parameter Real D = 1.47;
//parameter Real FT = 400;
parameter Real density = 1025;
parameter Real viscosity = 1.188 * 10 ^ (-6);
Real Re(start = 0.0);
Real CF(start = 0.0);
Real area = 2 * Con.pi * ((L * B) ^ 1.6 + (B * D) ^ 1.6 + (L * D) ^ 1.6) ^ (1 / 1.6) / 3;
equation
if v < 0.000001 then
  Cf = 0;
  Re = 0;
else
  Re = v * L / viscosity;
  Cf = 0.075 / (log10(Re) - 2) ^ 2;
end if;
der(v) = (FT - 0.5 * density * CF * area * v * v) / mass;
der(x) = v;
annotation( ... );
end Plant;
    
```



fmi



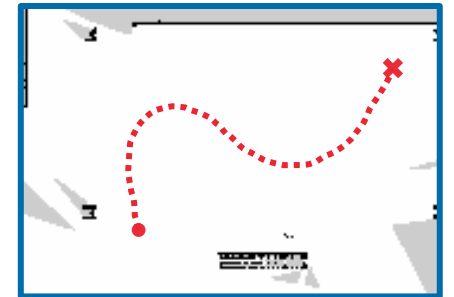
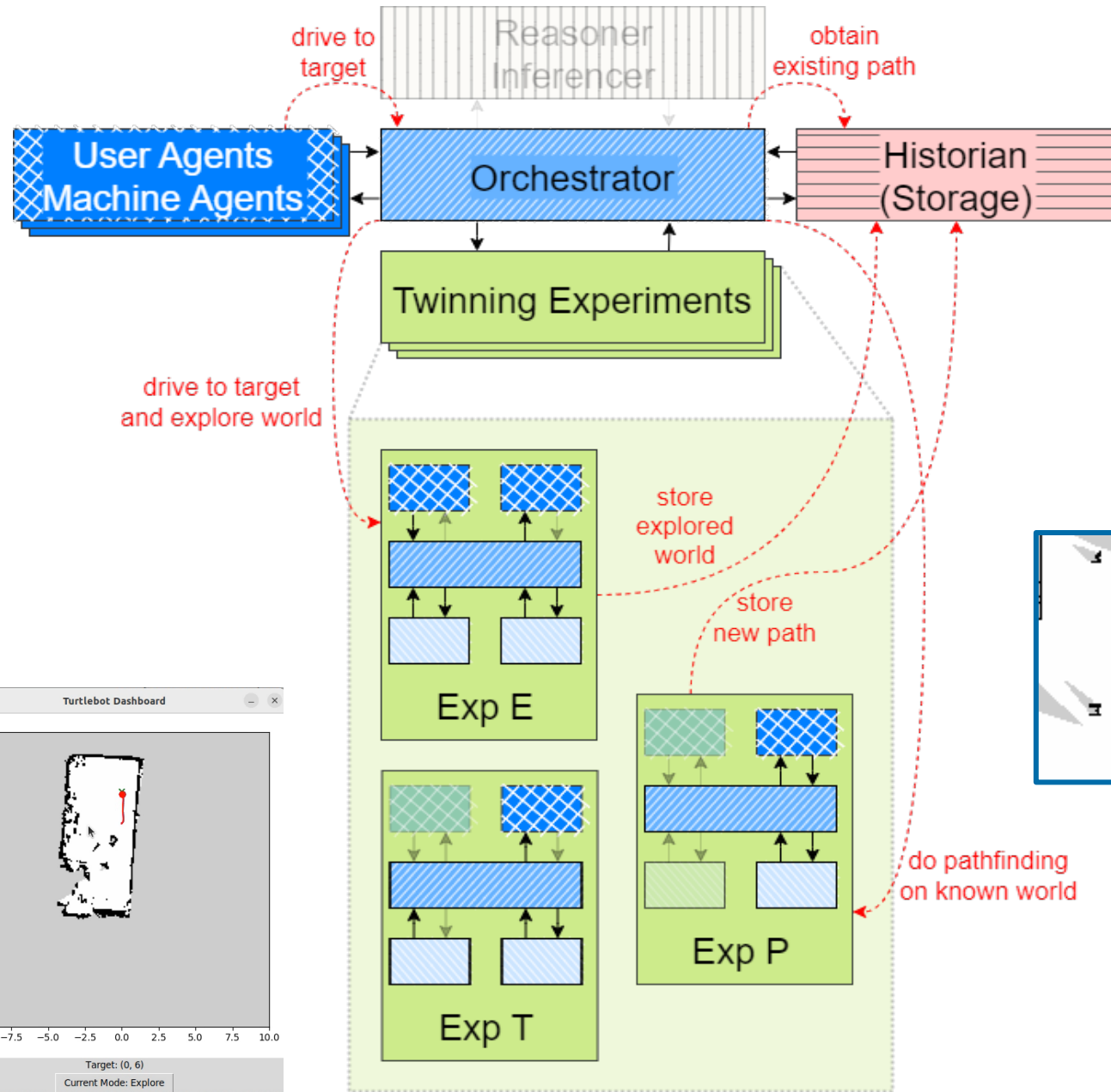
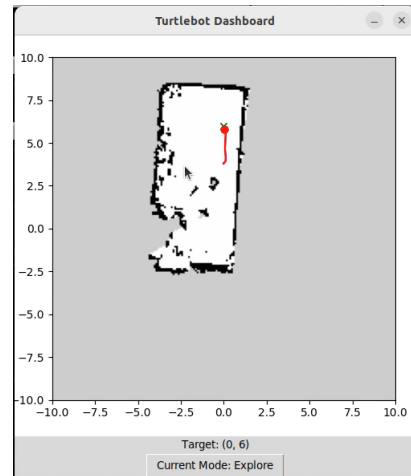
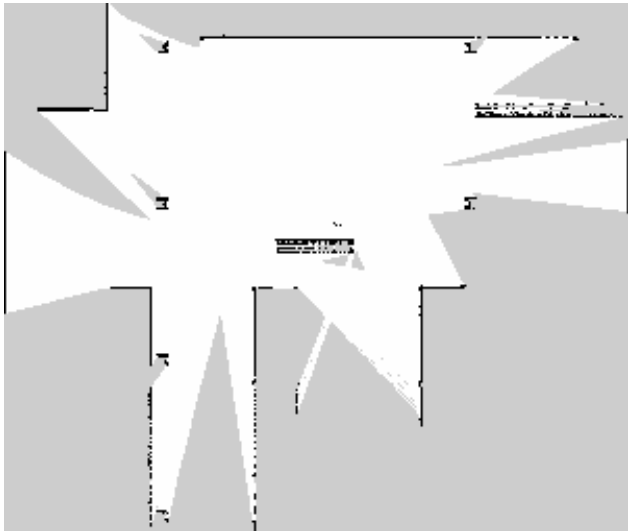
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# Research Questions

- **RQ1:** *What are the most common reasons/definitions for (creating) Digital Twins (DTs)?*
- **RQ2:** *Given the large number of existing DTs in the literature, can we unify?*
- **RQ3:** *What is the relationship between specific DT requirements, the system architecture, the used models, and the eventual deployment?*
- **RQ4:** *How to quantitatively support deployment choices?*
- **RQ5:** *How can we combine multiple DTs into a larger system?*

# Proof-of-Concept: Turtlebot





University of Antwerp  
| Faculty of Science



<https://shorturl.at/0lXEI>

# Stages of Twinning Variability

