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1 Calibration and impact of control strategies
2 for splitting truck platoons at on-ramps:
3 A simulation study on fuel consumption

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Abstract

1
2 Heavy-duty vehicles or trucks contribute in a significant share with global green house emissions and energy
3 consumption in transportation systems. Truck platoon coordination strategies have introduced new technologies for
4 better coordination and management of those intelligent transportation systems (ITS) to account for environmental
5 efficiency. Current control strategies focus their attention on specific factors such as fuel efficiency or safety while
6 neglecting the intrinsic combined effect when interactions exist with conventional vehicles. In this work, a study
7 considering fuel consumption and environmental effects is presented when platooning strategies are operated near
8 merging areas (on-ramps), a consumption model that considers dynamic conditions on each one of the vehicles
9 is calibrated from real data, and a suitable adaptation is provided to the platooning case to taking into drag effect.
10 Different scenarios at the control level are studied to analyze the impact of splitting maneuvers.

1 INTRODUCTION

2 Freight transport systems constitute a key element in the movement of goods between multiple layers of the supply
3 chain, ensuring the development of new economies and industries. The introduction of information technologies
4 within these systems has increased the amount of available information in real-time, therefore enabling the possibility
5 of new services [2, 12]. In particular, in the domain of connected and automated vehicles (CAV) s, heavy-duty
6 vehicle truck platooning has emerged as one outstanding application that introduces vehicle control empowered by
7 vehicle-to-vehicle (V2V) communication in order to coordinate a fleet of heavy-duty vehicles. In this framework,
8 heavy-duty vehicles behave as controlled trucks that adapt their driving maneuvers and conditions to specific traffic
9 situations defined by control strategies [6]. Two main issues can be identified within the platooning problem, the
10 first related to the fleet formation where systems are designed to coordinate a fleet vehicle in order to promote and
11 optimize the platoon creation process. Once the coordination problem is solved, the maneuver is achieved by means
12 of local truck controllers and the analysis and control of those formations is of vital importance to tackle variations
13 on traffic conditions [30].

14 The coordination problem of heavy-duty vehicle platooning in highways is characterized by the control of short
15 spacing between consecutive vehicles, the leading vehicle is manually driven while follower vehicles modify steering
16 and acceleration conditions based on actions of the leader. These maneuvers promote benefits in terms of road capacity
17 while saving costs and enhancing the fuel efficiency of the system. Furthermore, these strategies have shown to work
18 in experimental deployments [1, 7] where results show fuel efficiency improvements around 5%, that can be still be
19 improved due to modifications in vehicles aerodynamics particularly designed for platoon maneuvers [18].

20 Vehicle platooning is a concept that has been studied since the early 90s [31], the U.S., PATH research on heavy-
21 duty vehicle platooning started more than two decades ago. All major truck manufacturers have developed in an
22 independent way technologies that enable platooning, and several field tests have been deployed or are currently
23 taking place in Europe [3], Sweden [1], the U.S. [7, 22], Canada [18], Japan [27] and Australia [29]. Some projects
24 now seek for technology standardization and first road-legal trucks equipped with platooning technology are expected
25 soon.

26 Given the success of platoon strategies, multiple efforts have been put in the development of centralized and distributed
27 control algorithms that optimize several performance indexes such as fuel efficiency [16] or coordination principles [5,
28 14]. Some algorithms have been also created to deal with splitting and overtaking situations and moreover, protocol
29 specifications have emerged describing ways to deploy interaction among CAVs [9, 13]. The aforementioned
30 strategies consider the control of the speed and spacing on each heavy-duty vehicle within the platoon, in some cases,
31 they involve dynamic splitting maneuvers in order to adapt to predefined traffic conditions.

32 Adaptability to specific traffic conditions is an important feature of platoon control strategies applied on CAVs,
33 in particular, when platoons are embedded into real traffic. Optimal strategies can be formulated to promote and
34 maximize network's throughput at cost of modification of the equilibrium condition within the convoy traveling at
35 some desired speed/spacing. Although, variables such as (speed/spacing/acceleration) are regulated and sometimes
36 taken into account as part of the control design [8], the dynamic transitions may propagate spacing perturbations in
37 the formation with respect to a settled equilibrium condition, the upstream effect also impacts the primary objective
38 of the platoon regulation (e.g. the fuel-efficiency). The objective of this paper is therefore to analyze the impact
39 of dynamic transient perturbations on heavy-duty platoon formations from the point of view of the fuel-efficiency,
40 considering platoon formations at network discontinuities.

41 Literature review

42 Platoon strategies have been proposed as a solution for coordination problems in traffic more than 30 years ago,
43 nevertheless, its environmental impact has been highlighted during the past 10 years [7, 11, 21, 35]. Multiple studies
44 have proposed coordinating control strategies at different levels of abstraction [1, 20, 30]. These studies design
45 control laws that can be implemented in a *coordination control* layer placed between the *traffic control* and the *vehicle*
46 *control* layer. Among those strategies, different criteria such as comfort and fuel-efficiency are included as part of
47 the design, regularly expressed as an optimization problem. Finally, the vehicle control layer deals with trajectory
48 planning and coordination among platoons [28]. Some experiments [3, 24, 25] have demonstrated via test beds, the
49 benefit in terms of fuel savings and coordination of the fleet when enabling platoon strategies, however, the impact on
50 traffic conditions has not been formally tested.

1 Considerable efforts have been devoted to partially automate driving maneuvers for vehicles traveling in highways in
2 order to improve their safety and efficiency, while at same time reduce traffic congestion. Immersion of platoons
3 within traffic is of relevant interest nowadays. In [16] an optimal control strategy has been formulated in order to
4 account for fuel-efficiency of small formations. A supervisory control strategy is designed to optimize vehicles'
5 speed according to a cost function that estimates the fuel-consumption based on a dynamical model. A coordination
6 algorithm to create new platoons in terms of the fuel-efficient costs is introduced, finally, an optimal algorithm decides
7 whether the platoon should be created in case it is beneficial for the particular truck.

8 More recently in [9] a splitting strategy has been proposed to manage the platoon adaptability at network discon-
9 tinuities, in particular the case of merges (on-ramps) is studied. Inspired by a transient process that describes a
10 relaxation procedure occurring in real data trajectories [15], the strategy proposes a bi-level controller. Within
11 the traffic control layer, a tactical strategy monitors traffic conditions and commands the gap dynamical opening
12 conditions to an operational strategy by indicating opening gap times and the amount of space headway to be opened.
13 At the vehicle control layer, a centralized predictive control strategy executes the tracking maneuver, by considering
14 truck acceleration as the control input for each truck. Safety and comfort are the two key elements considered within
15 the cost function to be optimized by the controller. The maneuver has been tested in a more general framework where
16 CAV vehicles join the main lane and then incorporated into the platoon in [8].

17 The present paper focuses on the study of control of formation strategies and its impact from a fuel-efficiency
18 perspective, in particular, a fuel consumption model is calibrated from real truck data trajectories. This model is
19 then extended to a platoon case by considering a the relationship between aerodynamic drag and the space headway
20 affecting platoon model, then the strategy implemented in [8, 9] is deployed in order to split the platoon and integrate
21 vehicle insertions within the opened gap. Effects of splitting a platoon are important in relative long platoons
22 given that perturbations appearing in the middle of a platoon propagate upstream by means of accelerations, hence
23 promoting fuel-consumption.

24 In the remainder of this paper, we first present the vehicle-following model for platoons, then we introduce the
25 existing losses within the platoon. The discussion continues with the formulation of the decision and control strategy.
26 After that, we apply the strategy to derive and analyze multiple scenarios where several splitting maneuvers are
27 presented. The performance of the strategy and the consequences at fuel-efficiency/consumption level are summarized
28 in the results sections. We finally present the main findings and considerations for future research in the conclusion
29 section.

30 FUEL CONSUMPTION MODELS FOR TRUCK PLATOONING

31 This section contains the dynamical model and the fuel-consumption extrapolation model that will serve as a basis for
32 analysis and formulation of the optimal control problem. Fuel consumption remains as one of the main motivations
33 to foster platoon strategies [6]. The close dependency between CO₂ emissions and fuel consumption is also as a
34 key factor to design platoon strategies that reduce pollution generated by freight transport (see [26]). In particular
35 CO₂ emissions / fuel consumption models are tied and can be devised from vehicle dynamics. Furthermore, model
36 parameters can be estimated by using the current probe vehicle systems [33].

37 In order to account for the fuel consumption as part of the platoon strategy, three possible alternatives are available. In
38 the first situation the strategy can be modeled as part of the tactical control strategy (a.k.a traffic control layer) where
39 vehicle to infrastructure (V2I) and vehicle to vehicle (V2V) communication layers can transmit useful information
40 such as headway space that should be augmented or speed regulation that should be regulated. Such variables can
41 define indicators to maintain the fuel efficiency at maximum before the platoon is split to satisfy constraints in the
42 traffic.

43 A second possibility is to include the effects of the platoon strategy as part of the operational control (a.k.a local
44 control layer), in this case the controller estimates fuel consumption according sensor data capturing current dynamic
45 situations. At this level the controller decides for specific real time maneuvers that aim to minimize fuel consumption.
46 This approach benefits from higher accuracy but introduces computational complexity, however, model simplifications
47 can be introduced to address non linearities while preserving the accuracy.

48 For better understanding of the aforementioned alternatives an assessment and study of the effect these models
49 needs to be addressed. For this situation we first propose a simple model based on vehicle dynamics where model
50 parameters can be reconstructed from probe vehicles as in [32, 36]. We describe first the fuel consumption model

1 actuating on a single truck and how a simple principles can be considered to account for fuel efficiency, we then
 2 present the adaptation of this model to a platoon formation where aerodynamic effects play in important role. The
 3 succeeding sections will setup a control strategy for splitting maneuvers and dynamic regulation.

4 **Single truck fuel consumption model**

5 In general it is possible to formulate the model of longitudinal dynamics of a heavy-duty vehicle (See Figure 1) based
 6 on Newton's second law:

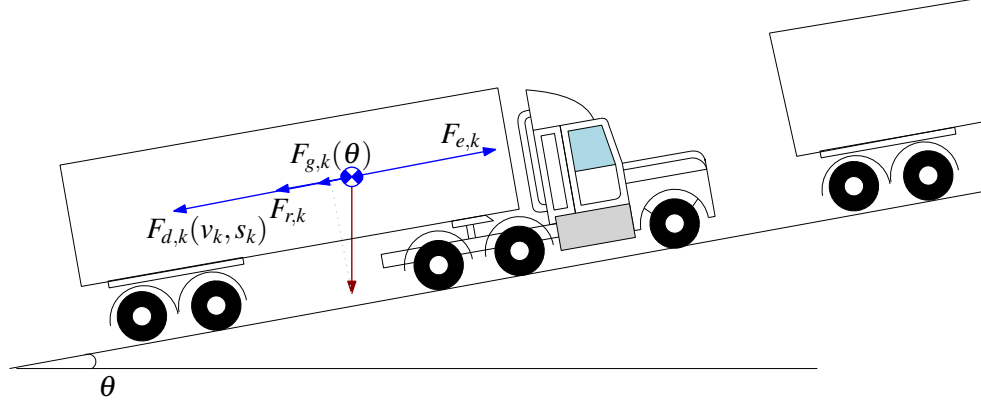


Figure 1: Longitudinal force diagram for a heavy-duty vehicle

$$m_k \dot{v}_k = F_{e,k} + F_{g,k}(\theta) + F_{r,k} + F_{d,k}(v_k, s_k), \quad (1)$$

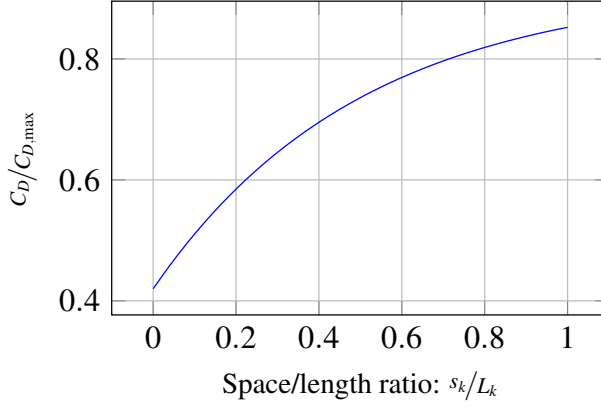
7 where v_k, s_k represent the speed and space headway correspondingly for a single vehicle indexed k . The expression
 8 contains the *inertial force* $m_k \dot{v}_k$, the external force $F_{e,k}$ coming from the power exerted by the motor to promote
 9 movement in the vehicle, the *up/downhill-slope force* which conditions the nature of the terrain, the *static friction*
 10 force $F_{r,k}$ determined by the road parameters as well as the surface contact between the vehicle and the road. Finally,
 11 $F_{d,k}(v_k, s_k)$ the *aerodynamic drag* is responsible of wind effects upon the vehicles. In case of platoons, it has been
 12 shown experimentally the dependence of this force in terms of the speed and the space headway [21]. The majority of
 13 aerodynamic drag of a ground-vehicle consists of “form” or “pressure” drag generated by the pressure differential
 14 between the front (high pressure field) and the rear (low pressure field) surfaces of the vehicle [21]. The aerodynamic
 15 benefit of platooning is primarily the result of the change in the aerodynamic pressure fields over the front and rear
 16 surfaces of vehicles present in a platoon configuration.

17 The relationship eq. (1) expresses the general forces actuating over a vehicle in movement. For small values of road
 18 grade ($\theta \approx \sin(\theta)$), eq. (1) can be alternatively detailed as:

$$\dot{v}_k = g_k(u_k, s_k, v_k) = \underbrace{\frac{F_{e,k}}{m_k}}_{u_k} - g(\mu + \theta_k) - \frac{1}{2} \frac{\rho A}{m_k} C_D(s_k) v_k^2, \quad (2)$$

19 where, m_k corresponds to the vehicle's mass, A the effective frontal cross section of the vehicle, ρ the density of air, μ
 20 the static friction coefficient between the truck and the road, and C_D the aerodynamic drag coefficient. θ_k represents
 21 the road grade. Although several studies have been conducted to analyze and understand the vehicle aerodynamics [4,
 22 35], few studies have correlated its dependence with the headway space [11] when there exists a platoon situation.
 23 For this case, we consider the model presented in [28], illustrated in Figure 2 whose parameters α_1, α_2 could be fit
 24 from data captured by radar and gps sensors installed in heavy-duty vehicles eq. (3).

25 The dynamic model eq. (2) establishes the basis to devise the fuel consumption model. The power required to
 26 overcome the driving resistance is composed by the *idle* power P_0 and the power executed by the motor. This term
 27 can be adapted from [26] as:



$$\frac{C_D(s_k)}{C_{\max}} = 1 - \frac{\alpha_1}{\alpha_2 + s_k/L_k} \quad (3)$$

Figure 2: Normalized drag coefficient as a function of the normalized spacing

$$P(v_k, \dot{v}_k, s_k, \theta_k) = P_0 + \max(v_k F_{e,k}(v_k, \dot{v}_k, s_k, \theta_k), 0). \quad (4)$$

1 The term $F_{e,k}$ can be obtained from eq. (2) and replaced into eq. (4) as it considers acceleration phases as the ones
 2 generating the big proportion of the fuel consumption. The *energy density* describes the relationship between the
 3 energy stored in a specific volume of fuel with respect to the energy that can be transformed into mechanical power
 4 (see. [Sect-20.4 26]). The power P and the energy density as a fuel consumption indicator by:

$$\dot{F}C_k = \frac{P(v_k, \dot{v}_k, s_k, \theta_k)}{\gamma \omega_{\text{cal}}} \left[\frac{\text{g}}{\text{s}} \right], \quad (5)$$

5 where ω_{cal} is the energy density for the specific motor fuel, and γ is the motor efficiency. By plugging eq. (2) into
 6 eq. (4) and consequently in eq. (5) the fuel consumption rate can be expressed in terms of the dynamic variables of
 7 the model. We provide a simplified a generic equation in this case as a linear combination of parameters embedding
 8 vehicle and fuel parameters of the model as:

$$\dot{F}C_k = \beta_3 v_k^3 + \beta_2 v_k \theta_k + \beta_1 v_k + \beta_0 \dot{v}_k v_k. \quad (6)$$

9 Dependency on s_k has been included within a fixed parameter β_3 for calibration purposes. Fuel consumption data
 10 collected in most of the experiments does not account for spacing information [6]. Our assumption considers that
 11 trucks collecting fuel consumption data are not in platoon mood due to the current development of these technologies.
 12 The effects of eq. (3) are included in the experimental evaluation where simulation data is used to analyze for the
 13 control maneuver.

Platoon consumption function: eq. (6) accounts for the consumption of a single truck. In a more general sense, the
 model for the total fuel consumption of the platoon can be considered as the cumulated consumption of all the trucks
 within the platoon as:

$$\dot{F}C(t) = \sum_{k \in \mathcal{J}_{\text{CAV}}} \dot{F}C_k(t). \quad (7)$$

14 Calibration of fuel consumption model

The model presented in eq. (5) contains many parameters that are not frequently measured or require exhausting tests
 to be determined. Among them, the type of truck, fuel type, altitude and road grade, slope and truck load. Recent
 approaches like [32] have considered explanatory variables in terms of the power P measure in the motor in order to
 determine the coefficients that fit a good model. Inspired by [32] we follow a similar procedure, in eq. (6) a generic
 form of the fuel-consumption is expressed in terms of the explicit explanatory variables that can be monitored via
 on board devices installed in regular trucks. Let introduce the vector $\boldsymbol{\beta} = (\beta_3 \ \beta_2 \ \beta_1 \ \beta_0)^T$ containing the set of

parameters and the set of fuel consumption measurements $\bar{\mathbf{z}} = (\bar{z}^{(1)} \quad \bar{z}^{(2)} \quad \dots \quad \bar{z}^{(n)})^T$ particularly taken at some specific moments in time. An ordinary least squares (OLS) estimator can be then formulated as a multiple linear regression problem with explanatory variables $\mathbf{h} = (v_k^3 \quad v_k \theta_k \quad v_k \quad \dot{v}_k v_k)^T$.

$$\hat{\boldsymbol{\beta}} = \min_{\boldsymbol{\beta}} \sum_{j=1}^n (\bar{z}^{(j)} - \boldsymbol{\beta}^T \mathbf{h})^2, \quad (8)$$

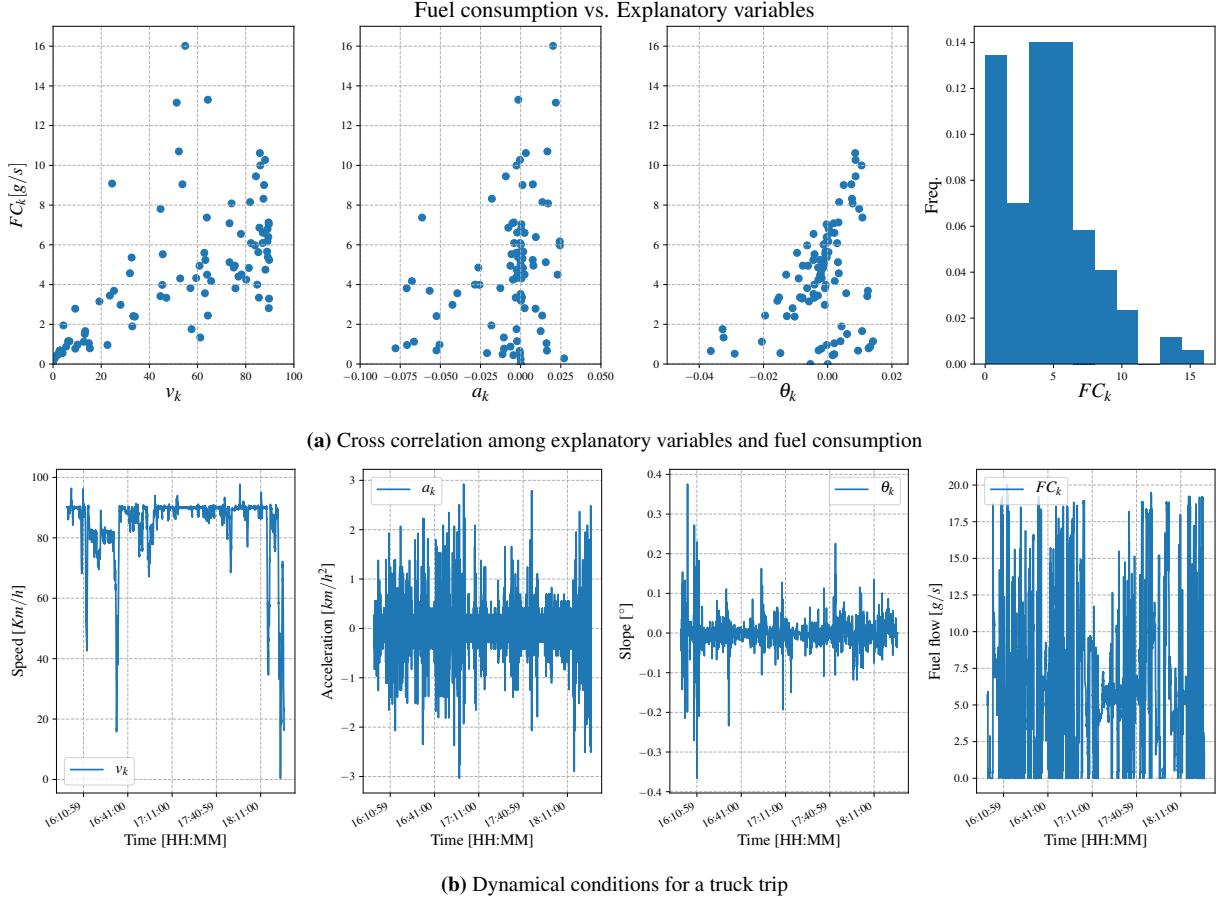


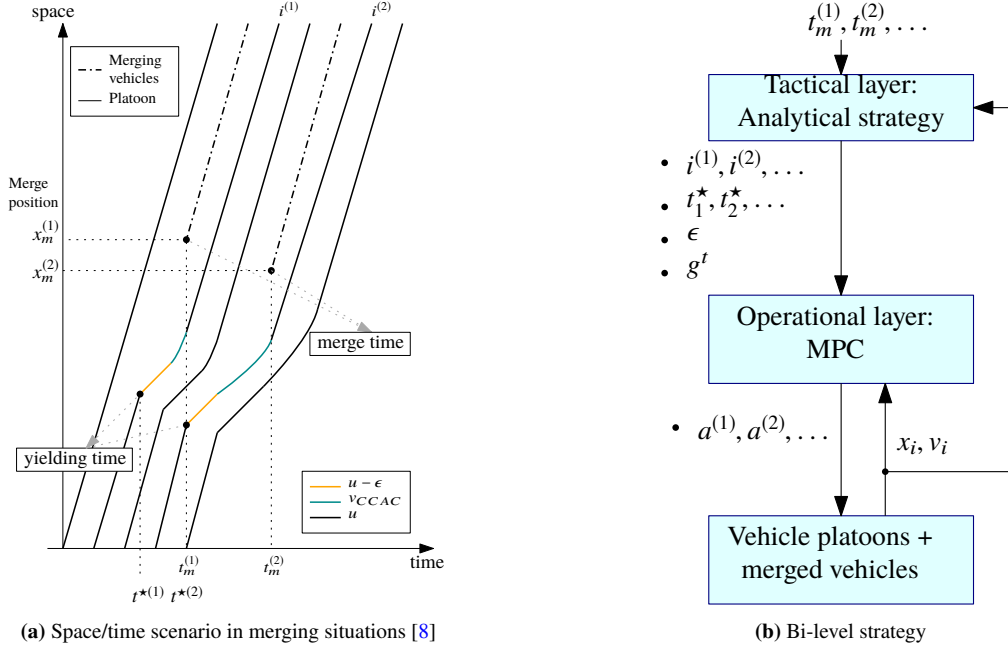
Figure 3: Correlation matrix for explanatory variables presented in the regressor eq. (8). The experiment collects data from the National project EQUILIBRE [17] where individual trucks collect fuel consumption trips along with dynamic state information

- 1 Figure 3 illustrates the experimental relationship existing for a particular trip between v_k , \dot{v}_k , θ with respect to fuel-
- 2 efficiency FC_k . The collection of the data here presented is a subset of the full trip information observed in Figure 5a.
- 3 The information presented in between 16h00 and 18h00 reveals a truck traveling at maximum speed most of the time
- 4 and experiencing some height increase at the beginning near 16h30. This information is useful enough to obtain a
- 5 full range of possible values complete enough to calibrate the fuel consumption model. As it can be observed the
- 6 relationships from experimental data demonstrate high correlation between the set of explanatory variables (speed,
- 7 acceleration, slope) and the dependent variables (fuel consumption). In the case of the experimental data, headway
- 8 spacing information is not available, hence, for the purpose of calibrating the coefficients $\boldsymbol{\beta}$ within the regressor, we
- 9 consider spacing information on its maximum value since vehicles collecting data were in regular traffic and not
- 10 necessary in a platoon formation. Then the relationship eq. (3) calibrated with data from [16] serves as a modeling
- 11 for the case where vehicles enter into a platoon formation.

1 PLATOON CONTROL STRATEGY

2 Let us consider an existing platoon of CAV s in an equilibrium condition approaching the merging section. At
 3 some specific point a lane reduction situation forces vehicles to merge into the formation. In order to account for
 4 adaptability of the platoon, we consider the bi-level control strategy initially proposed in [9, 10] designed for unique
 5 splitting and adapted in [8] for multiple splitting scenarios.

6 Bi-level control strategy



(a) Space/time scenario in merging situations [8]

(b) Bi-level strategy

Figure 4: Bi-level control strategy [9] and its operation

7 For the control design problem, a hierarchical decision-making paradigm is often pursued [9]. The control strategy
 8 there proposed, is composed by two levels (See. Figure 4). At the tactical level, the layer takes information from
 9 V2V communication regarding positions and speeds of vehicles in the platoon, and positions and speeds of merging
 10 vehicles (if they are equipped with V2V communication) or real time traffic information via V2I communication
 11 when they cross over fixed road-based sensor. A model-based strategy is used to determine the optimal vehicle
 12 indexes $y^{(i)}$ in the platoon to yield gaps for merging vehicles and time instants when they should start the yielding
 13 process; the speed drop ϵ that they should accept compared with respect to the equilibrium speed is also provided.
 14 The tactical layer also provides the desired state for the vehicles in the platoon once they reach the merging position,
 15 notably the desired time gap of the yielding trucks expressed as a headway space reference to be attained. The tactical
 16 decisions are then sent to the operational layer, where a model predictive controller determines the commanded
 17 accelerations (see 3.3) that regulate the speeds and positions of CAVs (heavy-duty trucks) in the platoon.

As an illustration example in Figure 4a, assuming anticipated merging times $t_m^{(1)}, t_m^{(2)}, \dots$ of two vehicles from the
 on-ramp can be estimated by the infrastructure system or transmitted by the CAVs willing to be integrated into the
 platoon on the main carriageway, the tactical layer determines the yielding vehicle index $i^{(1)}, i^{(2)}, \dots$ in the platoon
 that should adapt their actual vehicle-following behavior in order to allow the merge of new vehicles. Given a merging
 time $t_m^{(1)}$, a desired time gap g^t , and specifying the speed drop ϵ it is possible to determine the yielding vehicle $y^{(1)}$
 and the optimal anticipation time $t^{*(1)}$ to start the yielding maneuver. In particular, as shown in [9]:

$$t^{*(1)} = \frac{S^c - (g^t + L/u) \cdot u}{\epsilon} - \frac{\epsilon}{2 \cdot a_{\max}}, \quad (9)$$

18 where S^c is the critical headway defined for safety at the merge, L the length of the truck, a_{\max} the maximum allowed

1 acceleration. Figure 4a illustrates this condition, in this case, two vehicles are required to merge at positions $x_m^{(1)}, x_m^{(2)}$.
 2 In order to guarantee the secured and comfortable merge with a minimal impact on traffic conditions, the tactical
 3 layer should identify the yielding vehicles within a set $\mathcal{I}_{CAV} = \{i^{(1)}, i^{(2)}, \dots, i^{(n)}\}$ in the formation and yielding start
 4 times $t^{*(1)}, t^{*(2)}, \dots$, transmit these decisions to the operational layer where a constant time gap control strategy can
 5 operate in a coordinated way (a.k.a) cooperative adaptive cruise control (CACC) to optimize performance indexes
 6 in the network such as flow or total travel distance. The order in which indexes $i^{(j)}$ and yielding times $t^{*(j)}$ are
 7 determined is important within the formulation since potential decisions taken by leaders may impact the actions
 8 taken upstream drivers when seeking to achieve a successful merge, in general this condition can be expressed as
 9 $t^{*(j)} \approx f(t^{*(j-1)})$.

10 The tactical decisions of the yielding vehicles index $y^{(i)}$, yielding start time $t^{*(i)}$, and design parameters of acceptable
 11 speed drop ε and desired time gap g^t are used to reformulate the optimal control problem within the operational
 12 layer. To this end, we distinguish whether the merging vehicle is a CAV or a conventional vehicle. If the merging
 13 vehicle is a CAV, the problem is transcribed into a cooperative merging problem, where the new platoon of length
 14 $N + j$ is formed virtually. If the merging vehicles is a conventional vehicle, the yielding vehicle tracks the speed of
 15 the conventional vehicle after merge as the leader. Given multiple merges are allowed we consider the condition
 16 of operation before the merging vehicles. The hierarchical framework uses a simple car following model to decide
 17 optimal tactical decisions and using a more detailed model to predict and control operational acceleration dynamics of
 18 vehicles to guarantee the possibility for the merging vehicle to join the platoon under safe and comfortable conditions,
 19 with limited impact on mainline traffic. This dynamical effect occurring during acceleration impact the aggregated
 20 fuel consumption described in eq. (7), therefore the index of yielding vehicles impacts the fuel-efficiency of the
 21 system.

22 Operational layer

Let us consider the situation of multiple vehicles driving a lane $\ell-$ and willing to merge into the lane $\ell+$, where
 platoon CAVs are located. Based on a dynamic model that considers the drag effects as eq. (2), the selection of a
 controller that optimizes a safety and traffic performance based on decisions from the top level layer is desirable. For
 the sake of simplicity, it is considered the CAV vehicle is permanently connected to the cruise control strategy. This
 means that even when vehicles insert from $\ell-$ within the platoon in $\ell+$ connectivity infrastructure for CAVs holds its
 properties along the time. Given that one of key aspect is to regulate the spacing policy s_k , the performance of the low
 level control strategy is formulated in terms of the error. The system state from the perspective of a vehicle platoon
 with n CAV (including the leader with index $k = 1$) can be described by the gap errors $\mathbf{e}_s = (e_{s,1} \ e_{s,2} \ \dots \ e_{s,n})^T$
 and speed errors $\mathbf{e}_v = (e_{v,1} \ e_{v,2} \ \dots \ e_{v,n})^T$ between consecutive vehicles, e.g.

$$e_{s,k}(t) = \begin{cases} s_1(t) \\ s_k(t) - s_k^r(t) \end{cases}, \quad e_{v,k}(t) = \begin{cases} u - v_1(t) & k = 1 \\ v_{k-1}(t) - v_k(t) & k = \{2, \dots, n\} \end{cases} \quad (10)$$

CAV Model. As a basis for the control we consider a second order model describing the dynamic behavior of the
 spacing between consecutive vehicles and the input acceleration. In this case,

$$\underbrace{\begin{pmatrix} \dot{s}_k(t) \\ \dot{v}_k(t) \end{pmatrix}}_{\mathbf{x}_k} = \underbrace{\begin{pmatrix} v_{k-1}(t) - v_k(t) \\ g_k(t) \end{pmatrix}}_{f(\mathbf{x}_k, \mathbf{x}_{k-1}, u_k)}, \quad \forall i \in \mathcal{I}_{CAV} \quad (11)$$

23 where $s_k(t) = x_{k-1}(t) - x_k(t)$ represents the spacing between the i^{th} vehicle and its leader, $g_k(t)$ represents vehicle's
 24 acceleration to be determined by the control law and the aerodynamic drag effect. Note that when the fuel consumption
 25 is considered as in 3 non linear effects are introduced in the model. For the sake of simplicity in the analysis of
 26 this study the non-linearity introduced by $g_k(t)$ is estimated at each time step as if $s_k(t)$ remains constant during the
 27 prediction horizon. This strategy will account the fuel consumption eq. (5) as a perturbation at a given time t .

By considering the full state vector as $\mathbf{x} = (\mathbf{s}^T \ \mathbf{v}^T)^T$, $\mathbf{s} = (s_1 \ s_2 \ \dots \ s_n)^T$, $\mathbf{v} = (v_1 \ v_2 \ \dots \ v_n)^T$ the full

system dynamics can be written as:

$$\begin{pmatrix} \dot{\mathbf{s}}(t) \\ \dot{\mathbf{v}}(t) \end{pmatrix} = \underbrace{\begin{bmatrix} 0 & M \\ 0 & 0 \end{bmatrix}}_{\mathbf{A}} \begin{pmatrix} \mathbf{s}(t) \\ \mathbf{v}(t) \end{pmatrix} + \underbrace{\begin{bmatrix} 0 \\ I \end{bmatrix}}_{\mathbf{B}} \mathbf{u}(t) + \begin{bmatrix} 0 \\ E_1 \end{bmatrix} u_1(t) + \begin{bmatrix} 0 \\ E_2 \end{bmatrix} \mathbf{d}, \quad (12)$$

where I corresponds to the identity matrix of size n , $E_1 = (1 \ 0 \ \dots \ 0)^T$, is the first element canonical basis of \mathbb{R}^n , $M \in \mathbb{R}^{n \times n}$ the coupling matrix

$$M = \begin{pmatrix} 0 & 0 & \dots & 0 \\ -1 & 1 & \dots & 0 \\ \vdots & \ddots & \ddots & 0 \\ 0 & \dots & -1 & 1 \end{pmatrix}.$$

1 In eq. (12) u_1 denotes a system disturbance, (e.g. perturbation in the traffic speed) which has a final effect on the
 2 acceleration of the leading vehicle v_1 in the platoon while \mathbf{d} captures the dragging effects established for a certain
 3 space policy and a particular road grade, $E_2 = I \cdot \left(g\theta - \frac{1}{2} \frac{\rho A}{m_k} C_D(\mathbf{s}) \right)$ is the corresponding weight for this perturbation.
 4 The objective in order to regulate the space is to command the individual acceleration of each vehicle according to a
 5 control policy. Multiple strategies have been proposed in the literature [19, 23]. In this case we study a predictive
 6 control strategy due to its flexibility to deal with constraints in the control signal and the space of state space of the
 7 system. This strategy allow the integration of multiple criteria for qualifying the performance of the control, and they
 8 can be implemented in a centralized or a distributed way.

9 Predictive control strategy

10 The platooning system seeks an optimal control trajectory $\mathbf{u}(\cdot)$ in the finite prediction horizon $[t_0, t_0 + T_p]$ that
 11 minimizes a cost function [34], which can be formulated as the following mathematical optimization problem:

$$\begin{aligned} \min_{\mathbf{u}_{[t_0, t_0 + T_p]}} & \int_{t_0}^{t_0 + T_p} \mathcal{L}(\mathbf{x}(t), \mathbf{u}(t)) dt \\ \text{s.t.} & \quad \mathbf{x} \in \mathcal{X} \\ & \quad \mathbf{u} \in \mathcal{U} \\ & \quad \dot{\mathbf{x}} = \mathbf{A}\mathbf{x} + \mathbf{B}\mathbf{u} \end{aligned} \quad (13)$$

where \mathcal{L} denotes the so-called running cost with $c_j, j = 1, 2, 3$ weight factors defined as

$$\mathcal{L}(\mathbf{x}(t), \mathbf{u}(t)) = \mathbf{e}_s^T \mathbf{e}_s + \mathbf{e}_v^T \mathbf{e}_v + \mathbf{u}^T \mathbf{u} = \sum_{k=1}^n c_1 e_{s,k}^2(t) + c_2 e_{v,k}^2(t) + c_3 u_k^2(t) \quad (14)$$

At each time instant t_0 , the problem eq. (13) is solved online with an efficient algorithm based on Pontryagin's Principle [34], which entails the Hamiltonian \mathcal{H} as follows:

$$\mathcal{H}(\mathbf{x}, \mathbf{u}, \boldsymbol{\lambda}) = \mathcal{L}(\mathbf{x}, \mathbf{u}) + \boldsymbol{\lambda}^T \cdot \mathbf{f}(\mathbf{x}, \mathbf{u}) \quad (15)$$

12 where $\boldsymbol{\lambda} = (\lambda_{s,1}, \lambda_{v,1}, \dots, \lambda_{s,n}, \lambda_{v,n})^T$ denotes the so-called *co-state* or *marginal cost* of the state \mathbf{x} . Using the
 13 Hamiltonian, we can derive the *necessary condition* for optimality with: $\mathbf{u}^* = \arg \min_{\mathbf{u}} \mathcal{H}(\mathbf{x}, \mathbf{u}, \boldsymbol{\lambda})$.

Furthermore, the co-state has to satisfy the following dynamic equation:

$$-\frac{d}{dt} \boldsymbol{\lambda} = \frac{\partial \mathcal{H}}{\partial \mathbf{x}} = \frac{\partial \mathcal{L}}{\partial \mathbf{x}} + \boldsymbol{\lambda}^T \cdot \frac{\partial \mathbf{f}}{\partial \mathbf{x}} \quad (16)$$

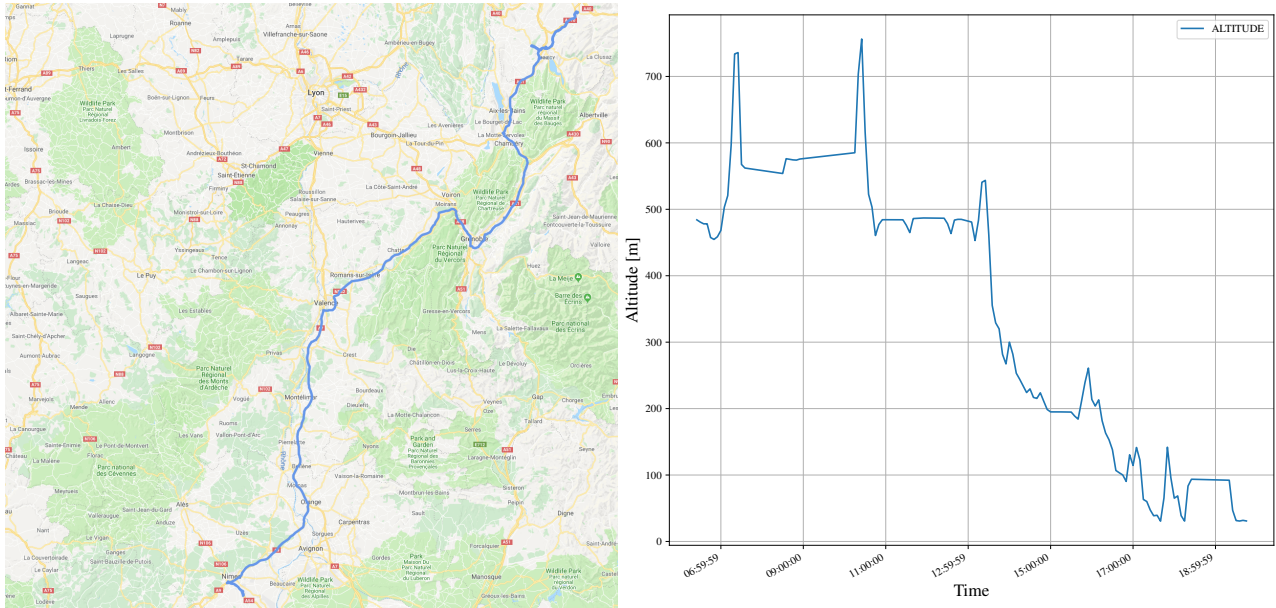
14 subject to the terminal conditions of $\boldsymbol{\lambda}(t_0 + T_p)$. The optimal control problem is transcribed to a set of coupled
 15 ordinary differential equations of (11) and (16). An iterative algorithm is proposed to solve the problem efficiently
 16 (see [8, 34]).

1 **EXPERIMENTAL SETUP**

2 The experimental setup consists in two main phases. During the first part, the evaluation of the dynamic model eq. (6)
 3 calibrated from real data is presented. Then based on this model, the corresponding extension to the platoon case is
 4 done by providing the effects via the function eq. (3). In a second part a simulated situation where platoons are split
 5 at different vehicle index (a.k.a. yielding index) is presented. The evaluation of the impact on fuel consumption is
 6 summarized by the end of the section where we provide some recommendations. ¹.

7 **Fuel consumption model calibration**

8 For the calibration of the model eq. (3) via the OLS estimator eq. (8) a set of data from the European project
 9 EQUILIBRE (<http://www.projetequilibre.fr>) was used. In the experimental setup, a single truck following the
 10 trajectory indicated in Figure 5a was considered. The truck follows a long trip (400km) composed mainly by highway
 11 sections with variation in the road grade and altitude, as illustrated in Figure 5b. Gps position, vehicle dynamics
 12 (speed, acceleration), fuel-consumption and NOx emissions are monitored and collected during the full trip.



(a) Gps trajectory of the platoon

(b) Height profile

Figure 5: Scenario description for calibration of the fuel consumption model

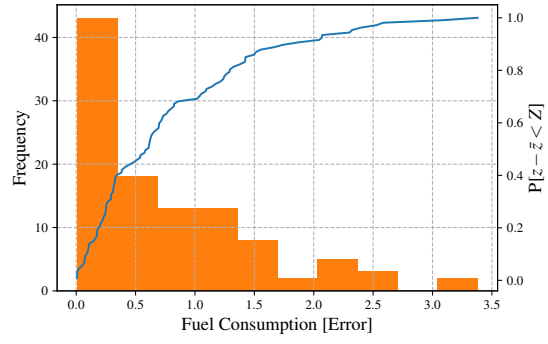
13 The calibration of the individual fuel consumption model is based on real data collected at high sampling frequency
 14 5 Hz. The original measurements were averaged at a coarser sampling time 1 min in order to fill missing values
 15 existing at some specific points. All units in the data were treated in the SI system. The results of the optimal
 16 problem eq. (8) are presented in the Table 1 where we also present the standard deviation for each one of the
 17 coefficients. To test the efficiency of the estimated model we analyze the behavior of the Figure 6. In the figure the
 18 experimental cumulative distribution is shown as well as the histogram of the distribution of the error. As it can be
 19 observed, the tends to observe errors around $2.0[g/s]$ with a probability of 80% indicating the good performance of
 20 the precomputed model.

21 **Platoon scenario description**

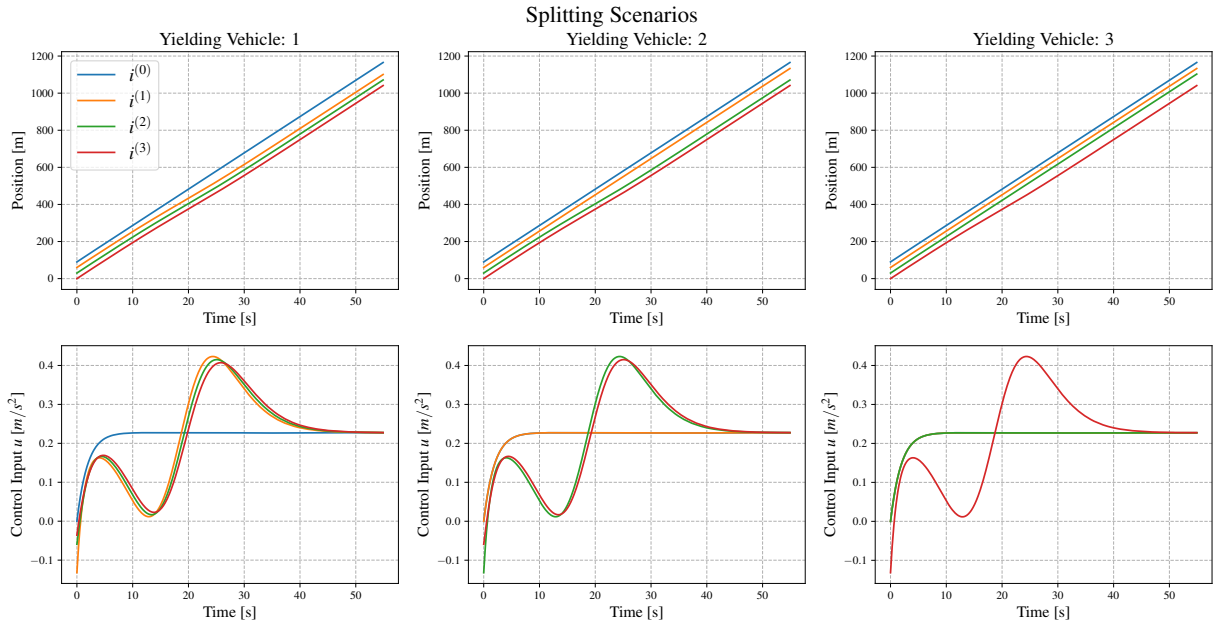
22 For the control scenario we consider a test in which 4 heavy duty vehicles follow a platoon formation at constant
 23 speed of $80 \frac{km}{h}$. In each scenario the platoon is split at different vehicle index. The situation is better reflexed in
 24 Figure 7 where the positions illustrate each one of the yielding vehicles opening gaps for vehicles willing to merge.
 25 The strategy is controlled by the algorithm explained in the precedent sections. Each column in Figure 7 illustrates

¹All results for visualization and reproduction of the results are available at <https://github.com/research-licit/Energy-Impact-Platoon>

Multiple Linear Regression	
Coefficient	Value
$\hat{\beta}_0$	4.6171
$\hat{\beta}_1$	0.4658
$\hat{\beta}_2$	12.5903
$\hat{\beta}_3$	-0.0004

Table 1: Multiple linear regression results

Figure 6: (ECDF) Experimental cumulative density function for the error

- 1 the dynamic evolution of state and control input of the system for each vehicle within the platoon.


Figure 7: Control scenario

In order to address the assessment on the fuel consumption indicator the fuel consumption of each truck is computed according to eq. (6) based on the parameters $\hat{\beta}$, and the total consumption is then aggregated (see eq. (7)). Since the dynamic conditions create large fluctuations within the fuel consumption index we examine the cumulated fuel consumption given by:

$$\int_0^T FC(\tau) d\tau \quad (17)$$

- 2 where T corresponds to the simulation time. Let denote the vehicle index $i^{(k)}$ as the position occupied by each one of
 3 the trucks in a specific platoon formation, and $y^{(k)}$ yielding index denoting the vehicle which is ordered to decelerate in
 4 order to open a determined gap. The direct effect on the global consumption can be observed in Figure 8. In particular,
 5 in Figure 8a the cumulated fuel consumption is normalized with respect to the situation where trucks are traveling
 6 individually and no platoon is created. In this case the fuel efficiency computed as $100 \cdot (1 - FC_{\text{platoon}}/FC_{\text{not-platoon}})$
 7 represents the benefit gained by the effect of creating a platoon. It can be observed that the efficiency is higher when
 8 the vehicle that decelerates is close to the leading vehicle. The situation holds for different time gap policies which
 9 represents larger spacing between trucks. This situation can be explained due to the fact that the control is designed

1 to create regulated decelerations that diminish the fuel consumption and more over they are cumulated upstream in
 2 space once the truck is ordered to decelerate.
 3 A second aspect important when assessing the platoon is how fuel saving is distributed along a platoon, in particular
 4 when multiple providers offer this type of service. In Figure 8b the normalized cumulated fuel consumption distributed
 5 is presented along a specific platoon formation. The situation aims to explain how fuel savings are distributed once
 6 a platoon is created. Each group of columns represents a percentage of the total cumulated fuel consumption for
 7 the platoon. The value is normalized with respect to the situation where no platoon is created (light bars on the
 8 background). At first glance, it can be seen the total cumulated fuel consumption is diminished when platoons are
 9 created and it is reduced starting from the yielding vehicle which is the first to decelerate. In this case the split
 10 situation benefits from the deceleration to save fuel for the yielding truck and all the following ones. The results for
 11 multiple gaps are presented in Table 2 where the situation has been examined for different gap openings. As a main
 12 observation it can be concluded that the total distribution of the fuel consumption slightly changes with respect to the
 13 yielding index, and it presents slow variations 1 ~ 2% for different gap policies.

(%)	Gap policy: 1.2s			Gap policy: 1.8s			Gap policy: 2.4s		
Yielding vehicle i_k	$y^{(1)}$	$y^{(2)}$	$y^{(3)}$	$y^{(1)}$	$y^{(2)}$	$y^{(3)}$	$y^{(1)}$	$y^{(2)}$	$y^{(3)}$
$i^{(0)}$	27.03	27.03	27.03	27.03	27.03	27.03	27.03	27.03	27.03
$i^{(1)}$	51.05	51.29	51.29	50.80	51.29	51.29	50.57	51.29	51.29
$i^{(2)}$	75.07	75.31	75.56	74.59	75.07	75.56	74.11	74.83	75.56
$i^{(3)}$	99.09	99.33	99.58	98.37	98.95	99.34	97.66	98.38	99.10

Table 2: % of Cumulated FC distributed along the platoon normalized with respect to a non platoon situation

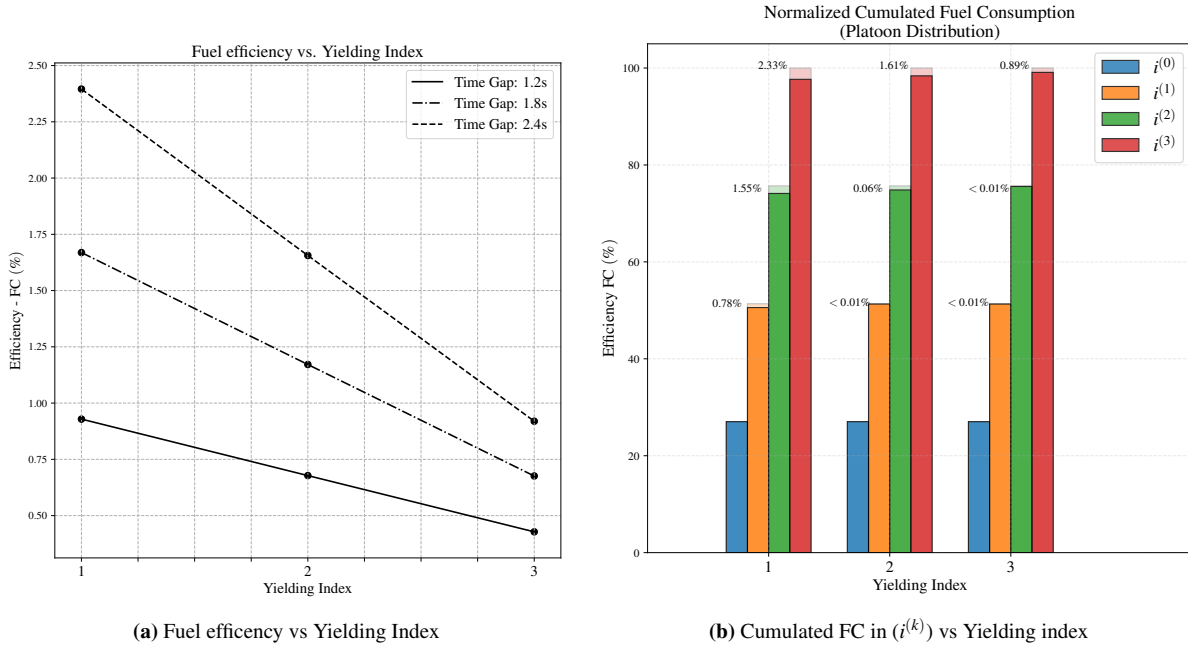


Figure 8: Cumulated fuel consumption for platoon strategies (Aggregated results)

14 Discussion and perspectives

15 Benefits of platoon formations can be perceived at simulation level for splitting cases, meaning that splitting maneuvers
 16 allow the adaptability of the platoon formation to traffic conditions while preserving fuel consumption with certain
 17 degree of degradation.

1 The proposed framework also paves the way for further research. We have presented an analysis on the fuel
2 consumption for truck-platoon formations based on a hierarchical control strategy where the main objective is to
3 treat the problem of merges under the presence of connected and automated vehicles. Results show that splitting the
4 platoon towards the leader could lead to preserve in great majority the fuel efficiency of the platoon.

5 Future research interests account for the design of controls strategies that include the fuel consumption as part of their
6 control objective, this integration can be done at different levels. When performed at tactical level the design can be
7 added as part of the decision criteria for the merging time and yielding index of the vehicle. At operational level the
8 problem could can be integrated in the term \mathcal{L} of the control problem which can be enriched with fuel consumption
9 criteria to be minimized. Moreover, for regulated splitting maneuvers, accelerations can be bounded so that the fuel
10 savings are preserved.

11 The length of the platoon is also a parameter of interest, while the effect of efficiency was here tested in specific
12 length situations, the increment in terms of total vehicles joining a platoon conducts to more significant quantities in
13 terms of fuel-efficiency. Variations of this parameter may lead to better design of coordinating strategies since long
14 platoons may increase the small saving effects shown in Figure 8b.

15 CONCLUSION

16 The previous work has presented the evaluation of fuel consumption models upon platoon formations. We have
17 introduced a fuel consumption model with parameters that can be calibrated from real data via a simple multiple
18 regression analysis. The integration of the fuel consumption model to the platoon strategies is adapted considering
19 small perturbations for a model predictive control strategy. The analysis of split maneuvers in order to account
20 for traffic adaptability has been presented, it is expected from platoon strategies to maximize network capacity by
21 modifying spacing policies, nevertheless, the impact on fuel-efficiency may be degraded.

22 The results of the paper can conduct to some benefits on splitting strategies. It anticipates and control traffic
23 surrounding merging maneuvers, which smooths traffic dynamics during the fuel consuming transient period, and
24 which avoids unsafe over-reactive deceleration/acceleration maneuvers. The main difficulty is found that in order to
25 preserve significant savings within the platoon strategy the platoon formation should be maintained for long periods
26 in time and space, more over a small gap policy is required in order to minimize the drag effect. In order to coordinate
27 platoon formations that account for fuel savings we promote the research on supervisory strategies which can include
28 the variable as part of the design.

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