

## Part 2: Running use-case introduction

**eFMI®: A beginner's overview and hands-on**  
– 16<sup>th</sup> International Modelica Conference – 8<sup>th</sup> of September 2025 –



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# eFMI® tutorial – Agenda

Part 1: eFMI® motivation and overview (40 min)

**Part 2: Running use-case introduction (10 min)**

Part 3: Hands-on in Dymola and Software Production Engineering (25 min)

*Coffee break (30 min)*

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Part 4: Advanced demonstrators (20 min)

Part 5 (industry case-study): eFMI based thermal management system

(TMS) development for fuel cell electric vehicles (FCEV) (20 min)

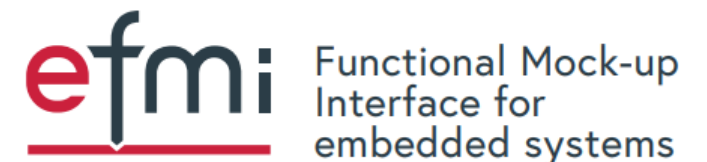
Part 6: Outlook and conclusion (5 min)



**Tutorial leader:**  
**Christoff Bürger**



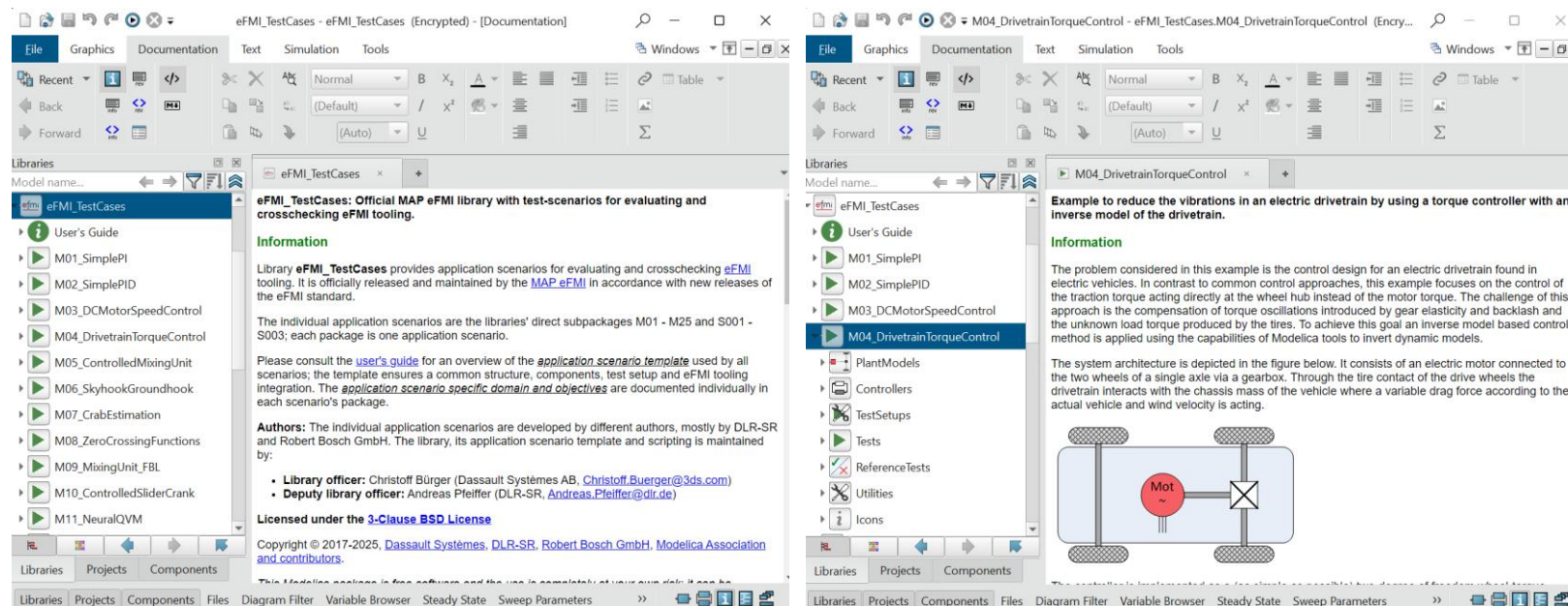
**Presenter:**  
**Daeoh Kang**



# M04: Origin, scenario and objective

As running use-case for the hands-on we use M04 of the `eFMI_TestCases` library

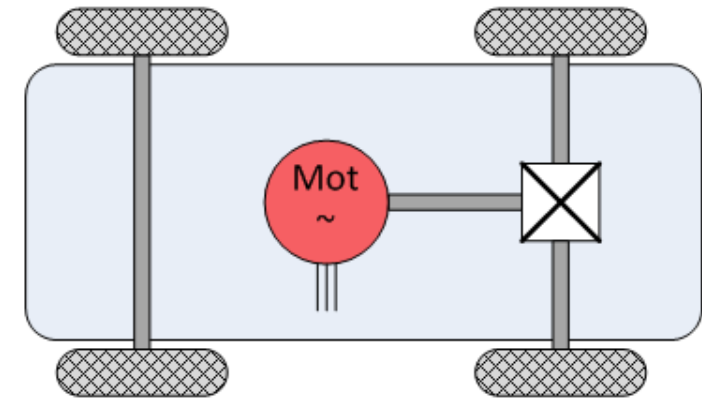
- Open source Modelica library (<https://github.com/modelica/efmi-testcases>); MAP eFMI published & included in Dymola
- Used by MAP eFMI to conduct official eFMI tooling cross-checks
- Library is ordinary Modelica & tool agnostic
- M04: Developed by DLR & performance assessed by BOSCH



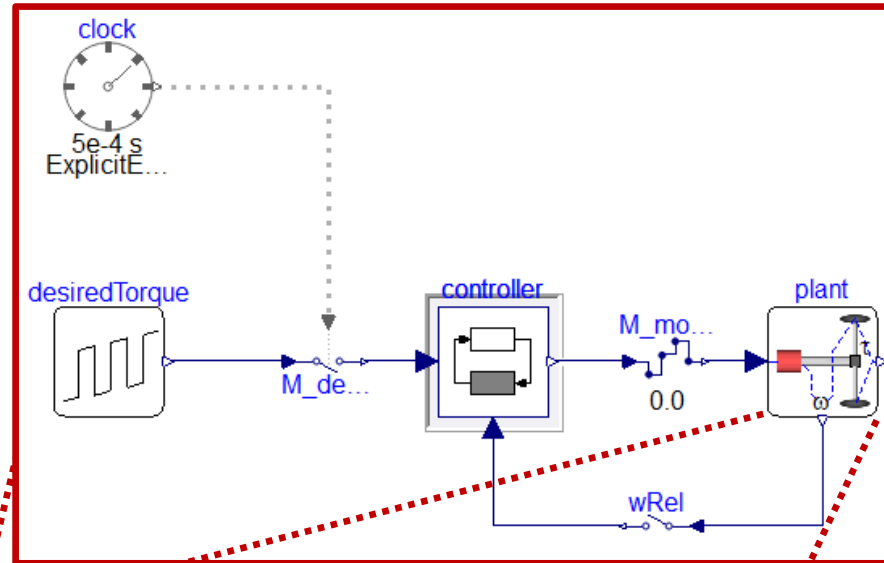
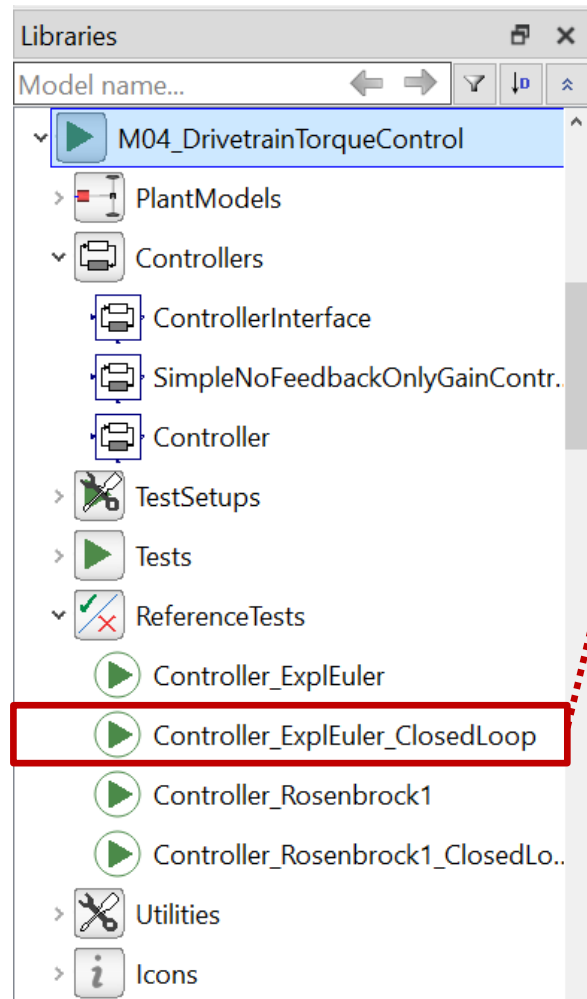
# M04: Origin, scenario and objective

## M04: Electric vehicle drivetrain torque controller to reduce drivetrain vibrations

- **Objective:** control of traction torque acting directly at the wheel hub (instead of motor torque, as common approach)
    - Control input: desired torque at wheel mounting
    - Sensor input: relative velocity between motor side & wheel speed (as common in anti-lock braking systems (ABS))
  - **Challenge:** compensate torque oscillations due to gear elasticity & backlash; unknown load torque produced by tires
  - **Solution:** use of inverse model of elastic drivetrain (virtual sensor) to feed simple PI controller
    - Inverse model (feed-forward controller): approximated, simple plant model ⇒ **easy to model**
    - PI controller (feed-back controller): model from stock/MSL ⇒ **easy to parameterize** (thanks to “correction” by virtual sensor input)
- ⇒ Combination of both controllers: **robust performance, even if modeling errors & sensor noise exist**
- ⇒ Production code (eFMU) = virtual drivetrain sensor + PI controller

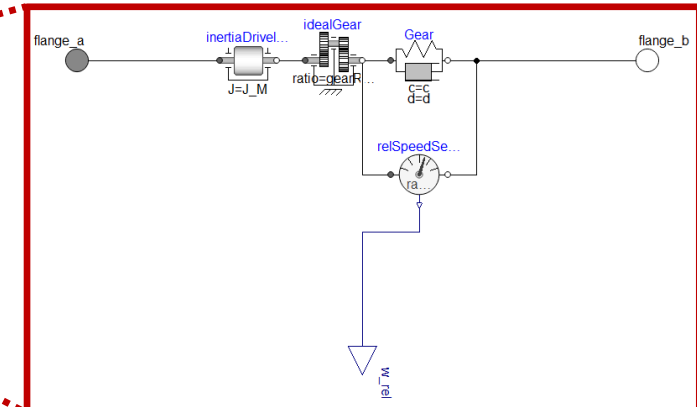
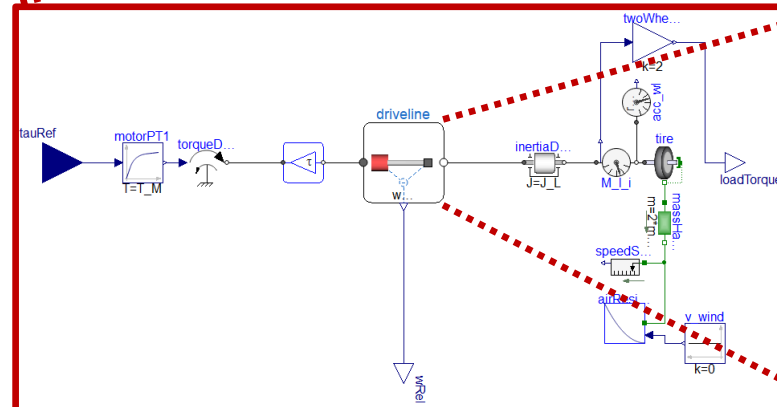


# M04: Plant model & test scenario

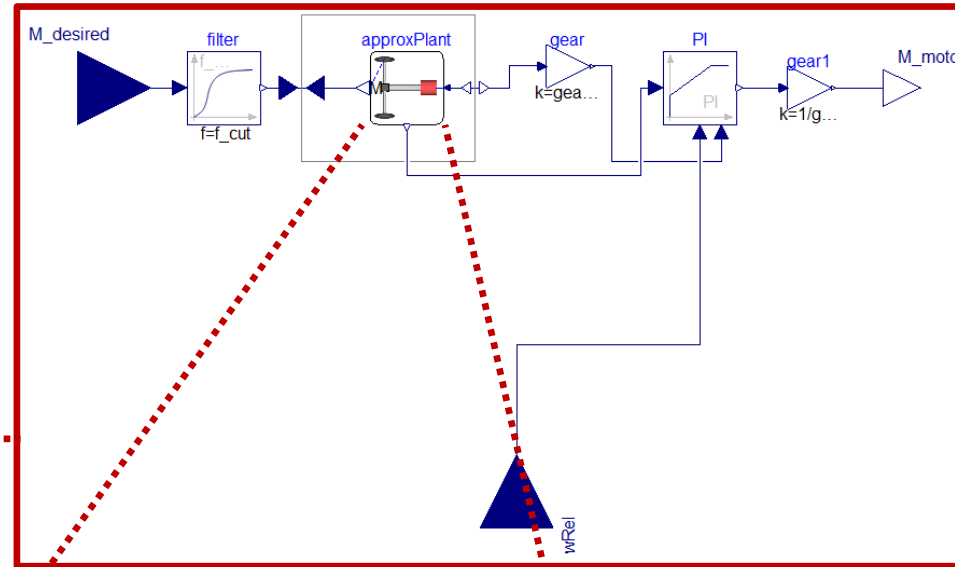
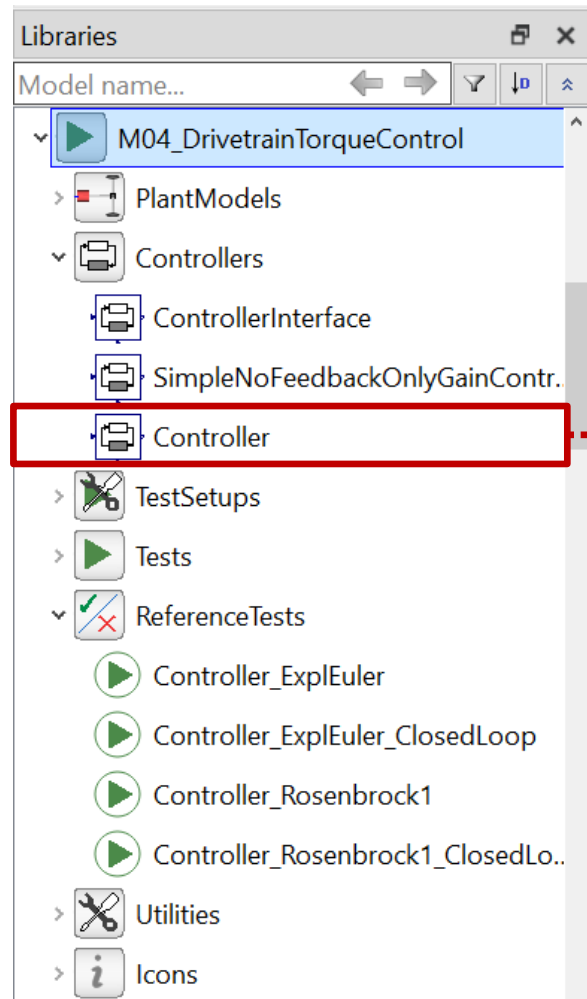


Closed loop with sampled controller and simple plant model just for eFMU testing.

Plant model not realistic industrial detail, but such is also not required to test correctness of eFMI *tooling*.

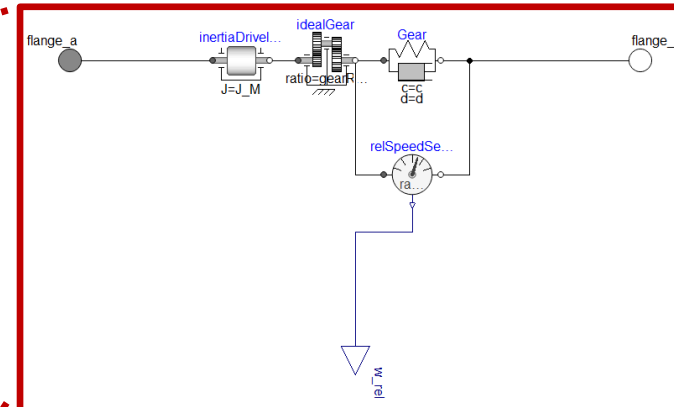
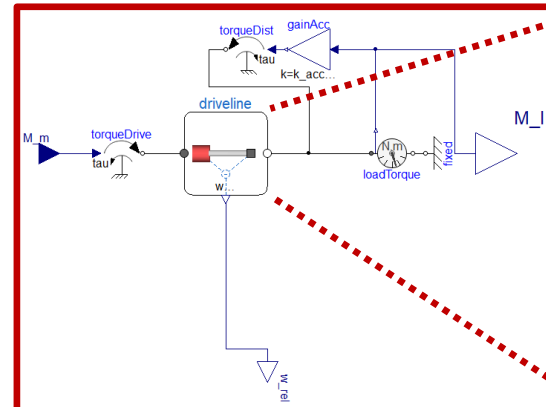


## M04: Controller



Approximated, i.e., reduced  
inverse model.

But with acausal physics (e.g., rotational flange connectors).



## M04: A simple, but good eFMI introductory example

M04 is a good demonstrator to motivate eFMI:

- Simple  $\Rightarrow$  comprehensible generated manifests, GALEC & production codes (can be fully understood and related back to original model by humans)
- Not just imperative control, but also leverage on acausal physics (advantage of virtual sensor improving PI controller performance obvious)
- Scratches the need for *reduced* plant models as inverse model (general challenge to address real-time requirements)
- Easy to foresee advantage for realistic industrial demonstrators (high-level graphical modeling scales development-wise, acausal physics ease to model the right thing)





## M04: Good introductory example, but we can more...

M04 is a good demonstrator to motivate eFMI.

But we can much more:

- We have eFMI applications with 20 000 and more equations yielding 12 MB GALEC code optimized to 290 kB target binaries, mixed system of equations, wild mix of imperative control in block diagram style & physics etc, but they are NDA protected!
- E.g., EMPHYSIS demonstrator: full drivetrain as virtual sensor (Volvo Cars)
- In Part 4 of the tutorial we will have a short look into more advanced examples
  - Public available M11: neural quarter car vehicle model for vertical dynamics, adding unknown non-linearities of suspension spring and damper via neural networks
  - Battery management system (BMS) simulating battery temperature to limit power-requests using a realistic battery model from the commercial Dassault Systèmes Battery library





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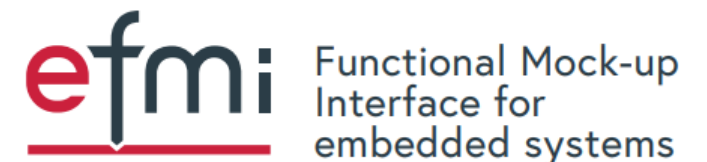
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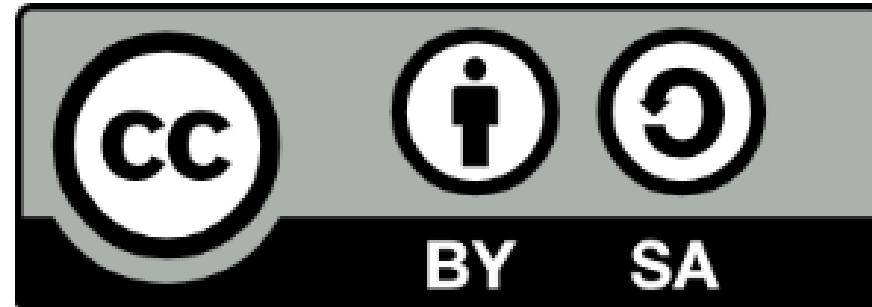
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