

Part 4: Advanced demonstrators

eFMI®: A beginner's overview and hands-on
– 16th International Modelica Conference – 8th 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











Simple battery management system (BMS)

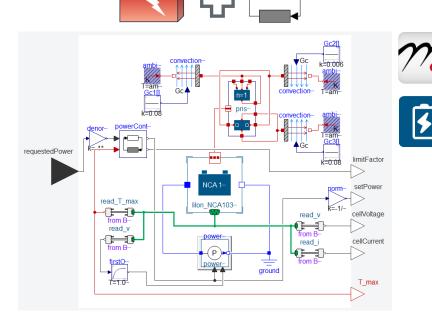
BMS operating a passive-cooled battery to meet power requests as good as possible without endangering the battery due to overheating:

- BMS = battery cell model + control logic
- Battery cell model: Hard real-time simulation of electric & thermal behavior of battery (prediction model, virtual sensor)
- Control logic: Limits requested power to ensure safe operation based on simulated cell core temperature
- Inputs: Power request
- Tunable parameters: Ambient temperature
- Outputs: Actually provided power & battery status (cell core temperature, voltage, current, etc)

Cell model from commercial Dymola Battery library:

 From stock model of real battery reused (Panasonic NCA 103450 2350mAh)

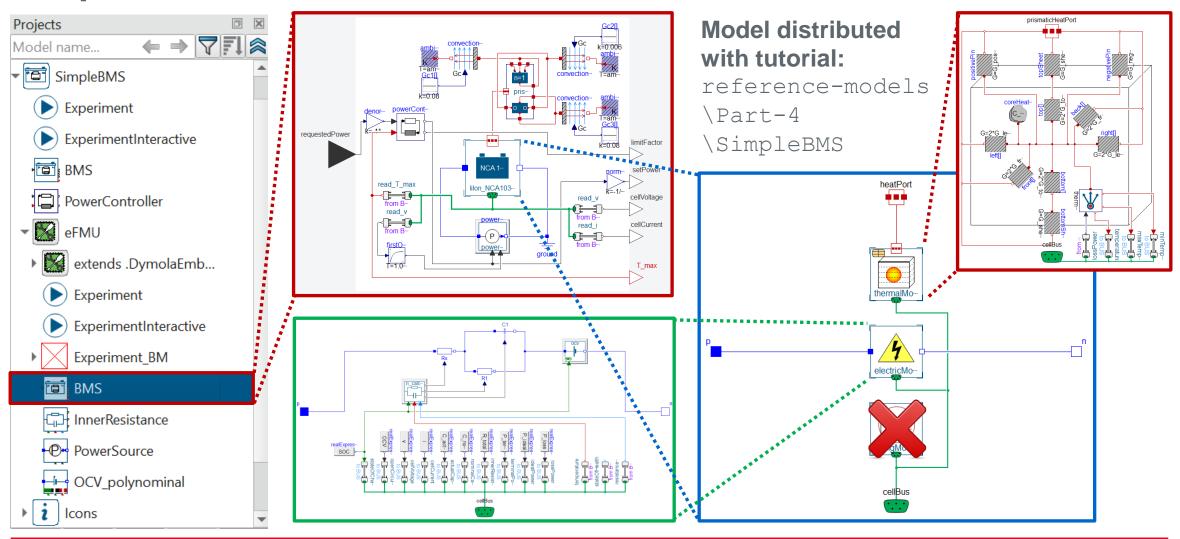








Simple BMS: Model





Simple BMS: Embedded target

BMS deployed on Arduino® Uno Rev3:

- 32 KB flash memory, 2 KB SRAM, 16 MHz (BMS requires ~50% of program and data memory)
- Sampling period 10 ms, one DoStep() requires ~2 ms

Dymola (via eFMPy) supports export of production code container as Arduino® sketch:

- Template comments denote where in- and outputs have to be connected and recalibration is possible
- Code for scheduling and to test execution-times is generated
- Arduino® IDE can be used for further development, deployment and hardware-in-the-loop (HiL) testing







Simple BMS: Demo



Check it out yourself at the Dassault Systèmes booth!





Christopher Stromberger



Torsten Sommer

DASSAULT
SYSTEMES



Neural quarter vehicle model (QVM)

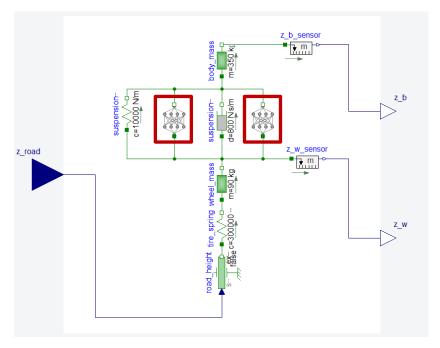
Prediction model for the vertical dynamics of a quarter vehicle model (QVM) incorporating the unknown non-linear behavior of the suspension (spring and damper) via neural networks:

- Open-source (eFMI_TestCases.M11_NeuralQVM)
- Trained non-linear suspension behavior additive to linear physics
- NNs as Modelica models of eFMI.NeuralNetworks package (open-source library for equation-based NNs, but no training)
- NN parameters (weights & biases) can be online recalibrated (eFMI tunable parameters)
- Dymola preserves multi-dimensional tensor-flows in generated GALEC code (not scalarized)

Typical use-cases of QVM predictors:

- Semi-active suspension control
- Suspension & wheel fault detection

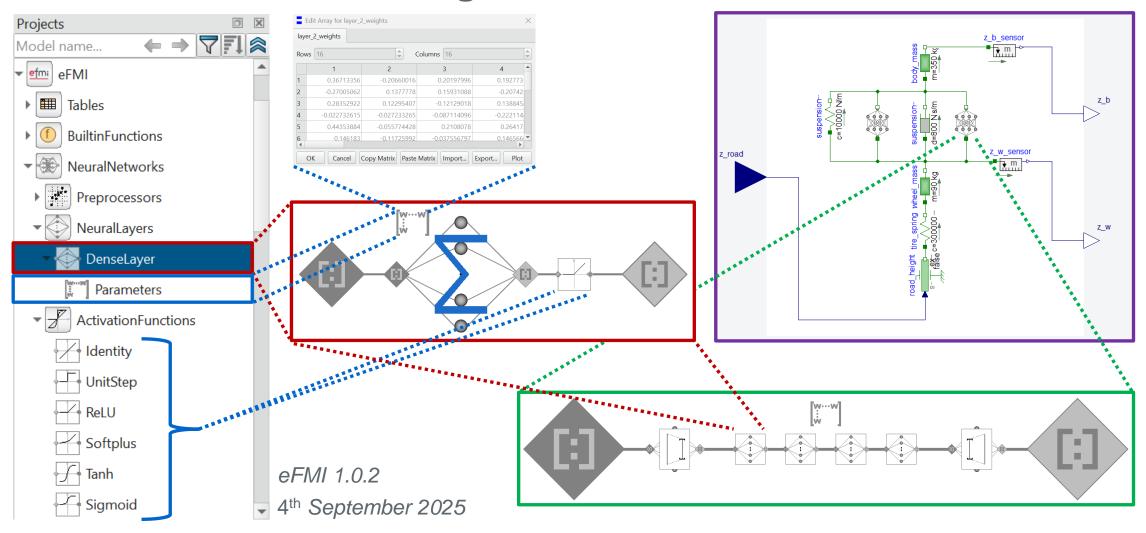
Paper: Kamp, Bürger, Rein, Brembeck.
"Hybrid Simulation Models for Embedded
Applications: A Modelica and eFMI approach".
Wednesday, 9:15, Control & Al session





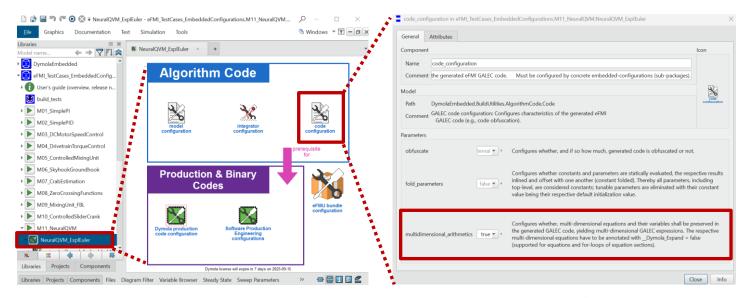


Neural QVM: NN modeling





Neural QVM: Tensor-flow & multi-dimensional GALEC code



Dymola 2026x prototype:

Preserve multi-dimensional equations (avoid scalarization).

NN code size dominated by weights & biases:

~29.3 KB GALEC

~4.8 KB data memory (32-Bit floating-point values)

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Scalarized GALEC code for QVM ≈117 KB
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Multi-dimensional GALEC code for QVM ≈2.77 KB



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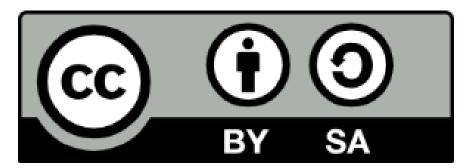
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