

AN AUTOML BASED COMPARATIVE EVALUATION OF MACHINE LEARNING METHODS FOR THE DETECTION OF THE ECCENTRICITY FAULTS OF INDUCTION MOTORS BY USING VIBRATION SIGNALS

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Abstract

Induction motors (IMs) are the most widely used electrical machines in industrial applications. However, they are subject to various mechanical and electrical faults. Eccentricity faults are among the common mechanical faults of IMs. This study compares the performance of four commonly used ML methods, including k-nearest neighbours (k-NN), decision tree (DT), support vector machine (SVM), and random forest (RF) along with the statistical features in detecting eccentricity faults of IMs with an automated machine learning (AutoML) model. The aim of using AutoML in this study is to fully automate the process of detection of eccentricity faults of IMs by selecting the classifier with the highest accuracy rate and shortest computation time along with the most effective feature(s). The eccentricity fault analyzed in this study was experimentally implemented in the laboratory. Three-axis vibration signals were collected for healthy and eccentricity faulty IM. The proposed study preprocesses the three-axis vibration signals to determine the statistical features that are used as input to the ML methods. The proposed study offers the best ML method among the four studied algorithms and the need for expert knowledge of ML and eccentricity fault detection. The proposed AutoML model offers the DT method along with the z-axis rms feature for the highest accuracy rate and the shortest computation time in detecting the eccentricity fault.

Keywords: Induction motors, eccentricity faults, machine learning techniques, fault detection, vibration analysis, AutoML.

1. Introduction

Electrical motors are the most widely used electrical machines in industrial applications. *Induction motors* (IMs) are the most popular electrical motors. IMs are preferred due to their low cost, high reliability, and simplicity. However, IMs are not free from faults despite their advantages. Unexpected faults of IMs can lead to interruptions in production lines, significant financial losses, and reduced revenues. The accurate detection and diagnosis of faults of IMs prevent undesired results and long downtimes [1]. The faults of the IM can be broadly classified into mechanical and electrical. The mechanical faults of IMs include air gap eccentricity, misalignment, bearing faults, and gearbox-related faults. The electrical faults are related to the stator and rotor. Stator-related faults consist of open-circuit, short-circuit, and insulation failure, while rotor-related faults consist of broken rotor bars and broken or cracked end-rings. There are various surveys on the distribution and root cause of faults of IMs [2–4]. These surveys show that the distribution and root cause of faults various with the power rating and the supply voltage of IMs. The distribution of the faults of 0.75 kW to 150 kW IMs is given in Fig. 1 [4].

Eccentricity faults occur due to an imbalanced distance in the air gap between the rotor and stator. Due to the short air-gap distance of IMs, the changes originating from eccentricity in the air gap are more important than in other machines. Even though the percentage of eccentricity

faults is comparatively lower than the percentage of other faults of IMs, the eccentricity faults may lead to other types of faults, such as bearing faults and bending of the motor shaft, which may lead to excessive vibration and increased temperature. In addition, the rotor may rub the stator and damage the lamination and windings [5–7]. Therefore, this study focuses on the detection of eccentricity faults.

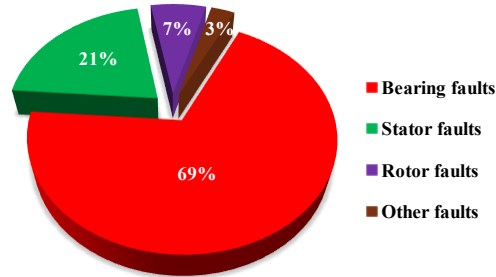


Fig. 1. Distribution of faults of IMs.

The fault diagnosis methods of IMs can be classified as model-based, signature-extraction-based, and knowledge-based. The model-based methods are based on the mathematical models of IMs. The signature-extraction-based methods extract the relevant signatures from monitoring signals. The knowledge-based methods are based on ML models used in this study.

The most widely utilized monitoring signals for detecting faults of IMs include stator current, voltage, vibration, air-gap torque, angular speed, instantaneous power, and magnetic flux signals. The monitoring signals can be processed in the time-domain, frequency-domain [8, 9], or time-frequency [10–13] domains to detect the faults of IMs. Statistical features such as rms, crest factor, kurtosis, spectral kurtosis, skewness, peak value, p2p value, shape factor, impulse factor, and clearance factor are employed in the time-domain analysis to assess the health of IMs [14]. The frequency-domain methods provide successful results in the analysis of stationary signals. Nevertheless, they are ineffective in analysing nonstationary signals where the spectrum and period of the signals change. Time-frequency analysis methods are preferred in the analysis of nonstationary signals.

The *Fast Fourier transform* (FFT) based methods are among the commonly used frequency-domain-based signal processing methods [15]. *Continuous wavelet transform* (CWT) [16], *empirical mode decomposition* (EMD) [17, 18], *discrete wavelet transform* (DWT) [19, 20], and *wavelet packet transform* (WPT) [21] and their variants are commonly used time-frequency domain methods. Time-domain methods use statistical features along with ML models in the detection of faults.

An experimental comparison of various ML-based classification methods for detecting rotor faults of IMs is presented in [22]. The study uses time-domain and frequency-domain features of current signals. The performance of the study is evaluated by processing of the stator current signals of an IM under various loading levels based on ML classification methods. A comprehensive review of condition monitoring of IMs based on ML methods is presented in [23].

The widely used ML methods are k-NN, DT [24], SVM [25], RF methods [26], *principal component analysis* (PCA) [27], *artificial neural networks* (ANN) [28–30], and *singular value decomposition* (SVD) [31].

The use of ML for a specific detecting or classification task requires expert knowledge in the field of the task and ML to choose the appropriate classifier and the best feature(s) with respect to accuracy rate and computation time. Manually selecting the appropriate classifier and the best feature(s) for the detection of faults of IMs with various signals requires expert knowledge and longer computation time.

The proposed study compares the performance of four ML methods, including k-NN, DT, SVM, and RF, using the AutoML model to detect the eccentricity faults of IMs using three-axis vibration signals concerning the accuracy rate and computation time along with the statistical features.

The contribution of the proposed study is to determine the most effective feature(s) and the ML method with the highest accuracy rate and shortest computation time automatically and reduce the need for expert knowledge in fault detection.

The paper is organized as follows: Section 2 briefly reviews the classification methods and data preprocessing. Sections 3 and 4 describe the implementation of the eccentricity faults and data collection system, respectively. The details of the proposed AutoML model are given in Section 5. The results and the performance of the proposed method are described in Section 6. The paper concludes with Section 7.

2. The classification methods and data preprocessing

Machine learning methods have been widely used in detecting and classifying faults of IMs in recent years [32]. ML methods are mainly preferred in analysing vibration signals (which are nonstationary) for the detection of faults of IMs.

2.1. The classification methods

Four different ML-based classification methods, including k-NN, DT, SVM, and RF, are used in this study. Each of these methods is described below.

2.1.1. K-nearest neighbours

The k-NN algorithm is a supervised ML algorithm. Recently, it has been widely used to solve classification problems. The k-NN algorithm is a nonparametric classifier. It does not need a training model for implementation and is therefore referred to as a lazy learner. Each dataset is labelled based on its n-classifications. The method evaluates the similarity among new and present datasets. The k parameter, generally an odd number, is the number of nearest neighbours [33]. A sample classification process of the k-NN algorithm structure is given in Fig. 2. The k parameter of the k-NN algorithm is tuned by an iterative search method. The search method is performed on a randomly selected twofold separate dataset called train and test in each iteration. The k-NN classification tasks are performed for both the test and training dataset separately by varying the value of k from 2 to 10, as shown in Fig. 3. The value of k is chosen as 3 based on the results given in Fig. 3. The new data class is determined by calculating the distance to its 3-nearest neighbours. Euclidean, Manhattan, and Minkowski are the distance methods used in k-NN. The Euclidean distance method is used in this study. The Euclidean distance can be calculated in (1) and (2).

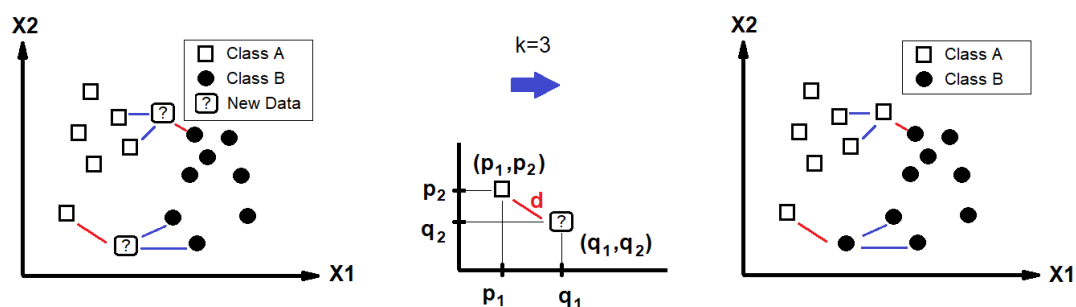


Fig. 2. A Sample classification process of k-NN algorithm.

$$d(p, q) = \sqrt{\sum_{i=1}^n (p_i - q_i)^2}, \quad (1)$$

$$d = \sqrt{(q_1 - p_1)^2 + (p_2 - q_2)^2}, \quad (2)$$

where p_i is the existing data point, q_i is the new data point, n is the number of dimensions, and d is the Euclidean distance.

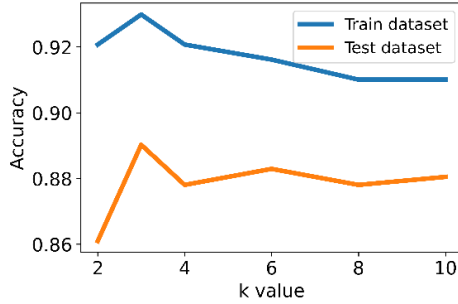


Fig. 3. The determination of the k parameter in the k -NN classifier model in the proposed study.

2.1.2. Decision tree

Decision tree, a widely used classification algorithm in data mining and ML [24], reaches a decision and conclusion with a tree model. The tree model has nodes and branches. Branches are formed by the decisions made at the node. The last nodes of the tree are called leaf nodes. A classification label is assigned to the leaf nodes. Optimum points separate the classes. Figure 4 shows the separation process of the classes in the DT algorithm. The location of the data based on the optimum points is evaluated with the DT. The classification is evaluated at the extreme point of the DT. DT naturally supports classification problems with more than two classes. The most commonly used measures for DT are the Entropy and Gini indexes given in (3) and (4) [34].

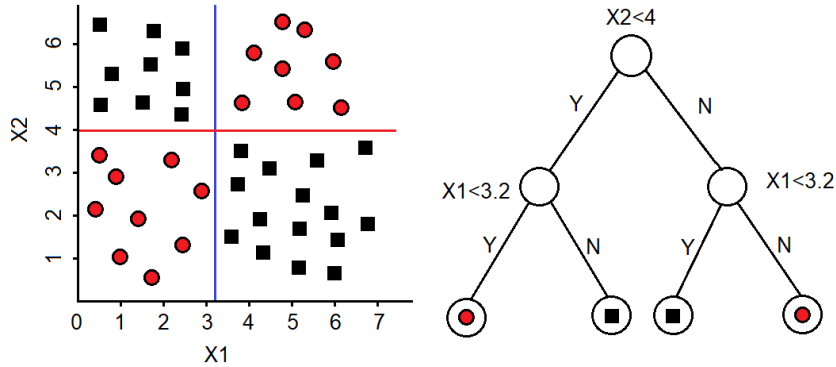


Fig. 4. A Sample of the separation process of the classes in the DT algorithm.

$$E = - \sum_{i=1}^n x_i \log_2(x_i), \quad (3)$$

$$Gini = 1 - \sum_{i=1}^n x_i^2, \quad (4)$$

where x_i is the probability corresponding to n possible states.

2.1.3. Support vector machine

Support vector machine is a statistical learning theory-based, effective, and flexible supervised ML algorithm widely used in classifying, regression, and detecting outliers [35]. As can be seen from Fig. 5, SVM generates hyperplanes that separate the classes correctly. Support

vectors can be defined as the data points closest to the hyperplane. The location of the dividing line is determined based on data points. The *optimal hyperplane* (OH) is the decision plane that divides the different classes. Max. Margin is the maximum distance between support vectors of other classes (Fig. 5). The classes above the *positive hyperplane* (PH) belong to healthy, and those below the *negative hyperplane* (NH) belong to faulty (healthy class refers to healthy IM, faulty class refers to eccentricity faulty IM). The OH, PH, NH, and maximum margin can be calculated by (5). This study uses a *support vector classifier* (SVC) based on the SVM library.

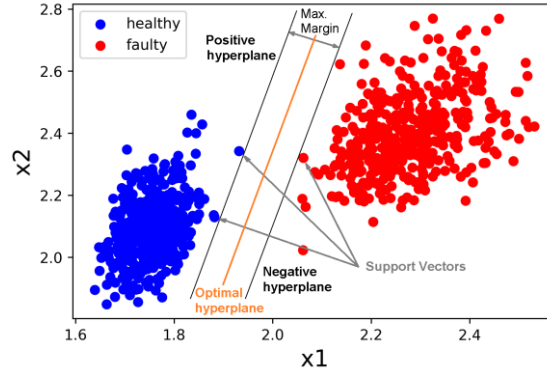


Fig. 5. A sample of decision plane that divides the different classes in SVM algorithm.

$$\begin{aligned}
 OH; \vec{w} \cdot \vec{x} + b &= 0, \\
 PH; \vec{w} \cdot \vec{x} + b &= 1, \\
 NH; \vec{w} \cdot \vec{x} + b &= -1, \\
 max. marg &= 2/\|w\|,
 \end{aligned}
 \tag{5}$$

where \vec{w} is the weight, \vec{x} is the data value, and b is the bias.

2.1.4. Random forest

Random forest is a tree-based ensemble learning method [36] that uses multiple decision tree structures to make decisions. Each node in the DT operates on a random subset of features to calculate the output. The structure of the RF classifier used in the proposed study is given in Fig. 6, and details of the RF can be found in [26].

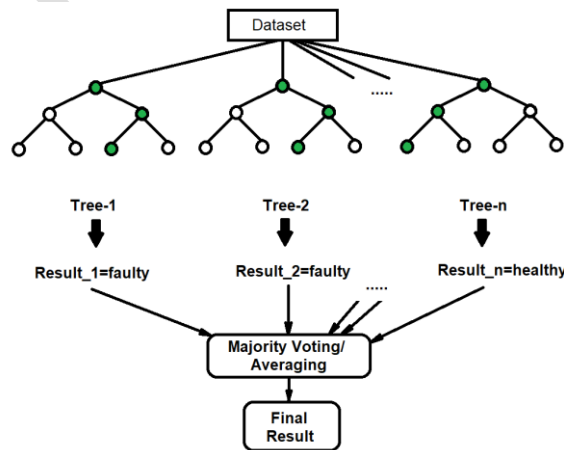


Fig. 6. RF algorithm structure.

The parameters of classifiers, including k-NN, DT, SVC, and RF, used in the proposed study are given in Table 1. The values of the parameters were chosen by trial and error with respect to the optimum performance of classifiers.

Table 1. Parameters of classifiers.

Classifier	Parameter	Value
k-NN	k	3
	weights	uniform
	algorithm	auto
	metric	euclidean
DT	max_depth	5
SVC	kernel	linear
RF	n_estimators	10
	max_depth	5

2.2. Data preprocessing

At the data preprocessing stage, p2p, rms, skewness, kurtosis, crest factor and mean features are calculated and used as input to each ML classifier. Each of these features is given below.

2.2.1. Peak to peak

Peak-to-peak is the difference between the highest and the lowest value of the amplitude of a signal. In this study, the p2p value of the vibration signal is calculated and used as input to the classification methods.

2.2.2. Root mean square

Root mean square of a signal is called rms. The rms of a discrete signal or distribution with N samples is given in (6).

$$x_{rms} = \sqrt{\frac{1}{N} \sum_{i=1}^N |x_i|^2}. \quad (6)$$

2.2.3. Skewness and kurtosis

Skewness is a measure of symmetry in the distribution of a dataset. If the distribution of the dataset looks the same to the right and left of the center point, it is said to be symmetric. The term “positively skewed” or “right skewed” refers to a distribution concentrated to the left with its tail on the right side. If the distribution is concentrated to the right and with its tail on the left side, it is called a “negatively skewed” or “left skewed” distribution. If the skewness of the distribution is between -0.5 and 0.5, the results are called to be symmetrical. The data are highly skewed if the skewness is less than -1 or greater than 1. The skewness of a symmetrical distribution is 0.

Kurtosis is a measure of outliers present in the distribution of a dataset. It detects whether a dataset has a light or heavy tail compared to a normal distribution. Heavy tails or outliers are common in datasets with a high kurtosis value. Low kurtosis datasets tend to have light tails or no outliers. The skewness (s) and kurtosis (k) values of a dataset or a signal (x) can be calculated as given in (7) and (8), respectively.

$$s = \frac{N}{(N-1)(N-2)} \sum_{i=1}^N \frac{(x_i - \mu)^3}{\sigma^3}, \quad (7)$$

$$k = \frac{N(N+1)}{(N-1)(N-2)(N-3)} \sum_{i=1}^N \frac{(x_i - \mu)^4}{\sigma^4} - \frac{3(N-1)^2}{(N-2)(N-3)}, \quad (8)$$

where N is the total number of the samples, μ is the mean, and σ is the standard deviation.

2.2.4. Crest factor

Crest factor of a signal is the ratio of the peak value of a signal to its rms value. It is a measurement of the extreme peaks of a signal. The crest factor (cf) of a signal (x) can be calculated by (9).

$$cf = \frac{|x_{peak}|}{x_{rms}} \quad (9)$$

2.2.5. Mean

Mean is the sum of the values of the N sample of a signal divided by the number of samples. It can be calculated as given in (10).

$$\mu = \frac{1}{N} \sum_{i=1}^N x_i \quad (10)$$

In this study, the rms, p2p, kurtosis, skewness, crest factor, and mean features of the three-axis vibration signals of a three-phase, 3-kW, two-pole IM under 100% loading level are used as input to the k-NN, DT, SVM, and RF classifiers to detect the eccentricity fault. The implementation of the eccentricity fault of IM is given in the next section.

3. Implementation of eccentricity fault

Eccentricity faults occur in IMs due to an imbalanced distance in the air gap between the rotor and stator. Eccentricity faults are classified into static, dynamic, and mixed eccentricity [37]. The rotor and stator centers are not aligned in the static eccentricity.

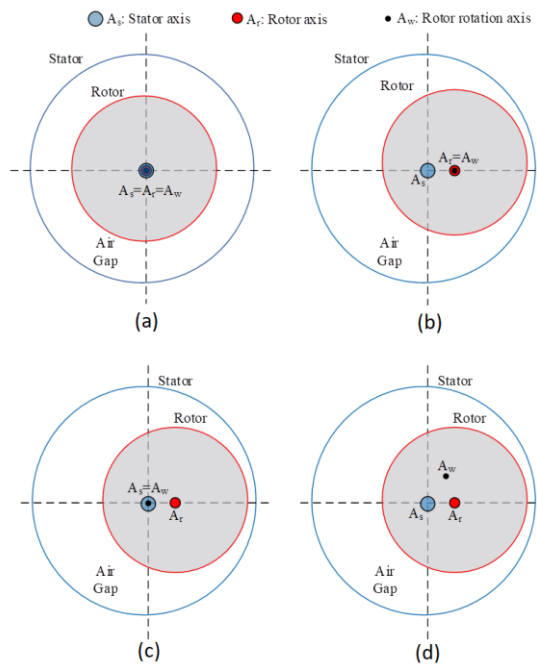


Fig. 7. Types of eccentricity: (a) healthy, (b) static eccentricity, (c) dynamic eccentricity, and (d) mixed eccentricity.

The dynamic eccentricity fault indicates that the rotor and the stator centers are not aligned, and the air gap length varies as the rotor rotates. The rotor rotates around both the rotor and stator centers. The mixed eccentricity fault contains static and dynamic eccentricity faults, and the rotor rotates around a different center from the stator and rotor centers. The types of eccentricity faults are graphically illustrated in Fig. 7.

The eccentricity fault analyzed in the proposed study has been implemented by widening the housing of the bearings of the IM. The center of the rotation is shifted 0.2 mm by using bushings produced from a *polylactic acid* (PLA) filament by 3D printing. Figure 8 shows the dimensions of the designed bushings. The details of the implementation of the eccentricity faults are given in [38].

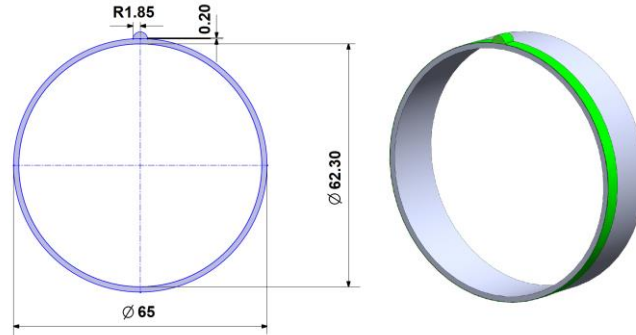


Fig. 8. Dimensions of the designed bushings.

4. Data collection system

A picture of the experimental test-bench and the schematics of the data collection system are given in Fig. 9 and Fig. 10, respectively [38, 39]. A two-pole, 3-kW IM was used in the experimental study. A 5-kVA synchronous generator and a variable resistive load were used to load the IM. A three-axis accelerometer (PCB356A31), along with an amplifier, was used to measure the vibration signals. The measured vibration signals were recorded by a *National Instrument* (NI) cDAQ 9174 data acquisition system through a NI 9227 module with a sampling frequency of 25 kHz. The data were collected in two test cases. In the first case, the vibration signals were recorded from the motor in healthy condition. In the second case, the vibration signals were recorded from the eccentricity faulty motor. The IM was loaded at 100% and running at 2850 rpm in both cases.

Three-axis (x,y,z) vibration signals were recorded for 41 seconds by a sampling frequency of 25 kHz. The signals were divided into packages of 0.1seconds (2500 samples). Figure 11 shows the z-axis normalized vibration signal with a duration of 0.1 seconds. The features of each package are calculated, and the results are used to compose a dataset of 410 rows.

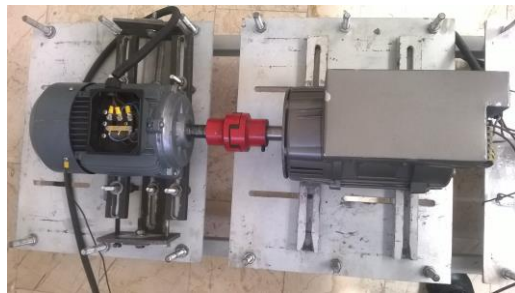


Fig. 9. Experimental test-bench.

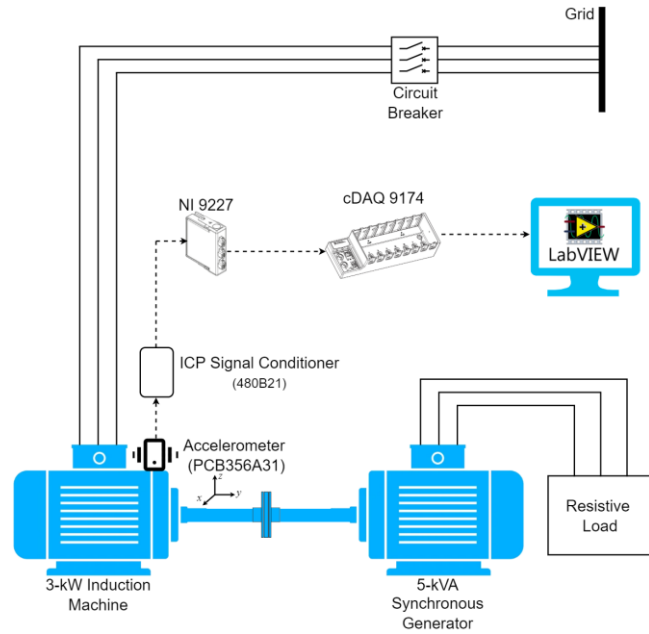


Fig. 10. Schematic of the experimental test-bench.

The p2p, rms, skewness, kurtosis, crest factor, and mean values of the signal were calculated for each row. A dataset with 820 rows (410 rows from healthy motor and 410 rows from eccentricity-faulty motor) representing these features was obtained. Seventy percent (70%) of the dataset was used for training, and 30% of the dataset was used for testing.

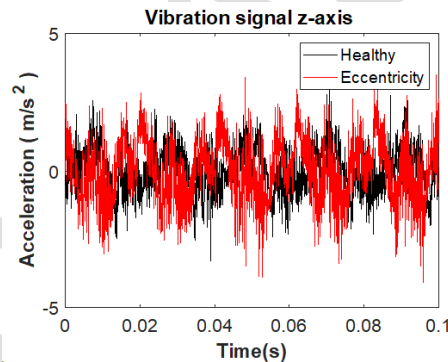


Fig. 11. The z-axis vibration signal.

5. AutoML

The proposed AutoML model is given in Fig. 12. It is an automated solution to classification problems that reduce the manual efforts of experts in the field of fault detection of IMs. The aim of using AutoML in this study is to fully automate the process of detection of eccentricity fault of IMs by selecting the classifier with the highest accuracy rate and shortest computation time along with the most effective feature(s). In the detection process of faults of IMs it may not be necessary to use many statistical features which require long computational time. Some features may not contribute to the accuracy rate of the detection process of the faults. It may be necessary to detect and/or eliminate the statistical features in the training process that have not significant effect on the accuracy rate of the detection of faults manually in order to reduce the computational time. The proposed AutoML first detects the most effective feature(s). Then it uses these features in the testing process in order to reduce the computational time. Therefore,

using the proposed AutoML model reduces the overall computational time of the fault detection process.

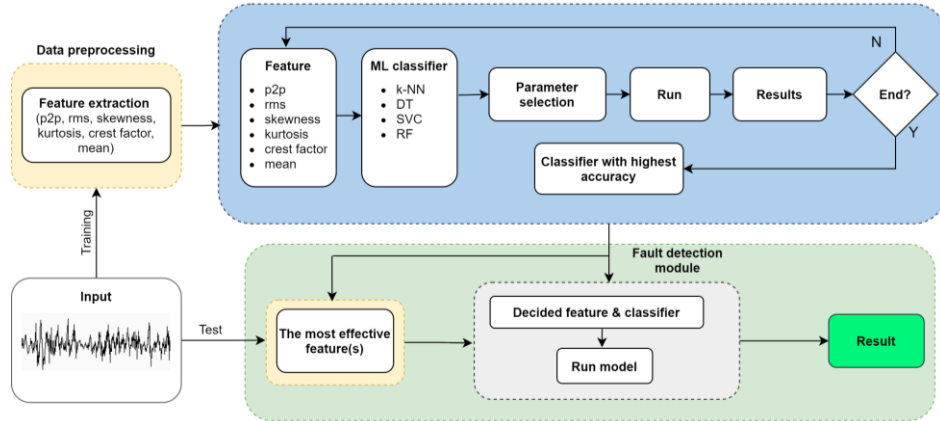


Fig. 12. Proposed AutoML model.

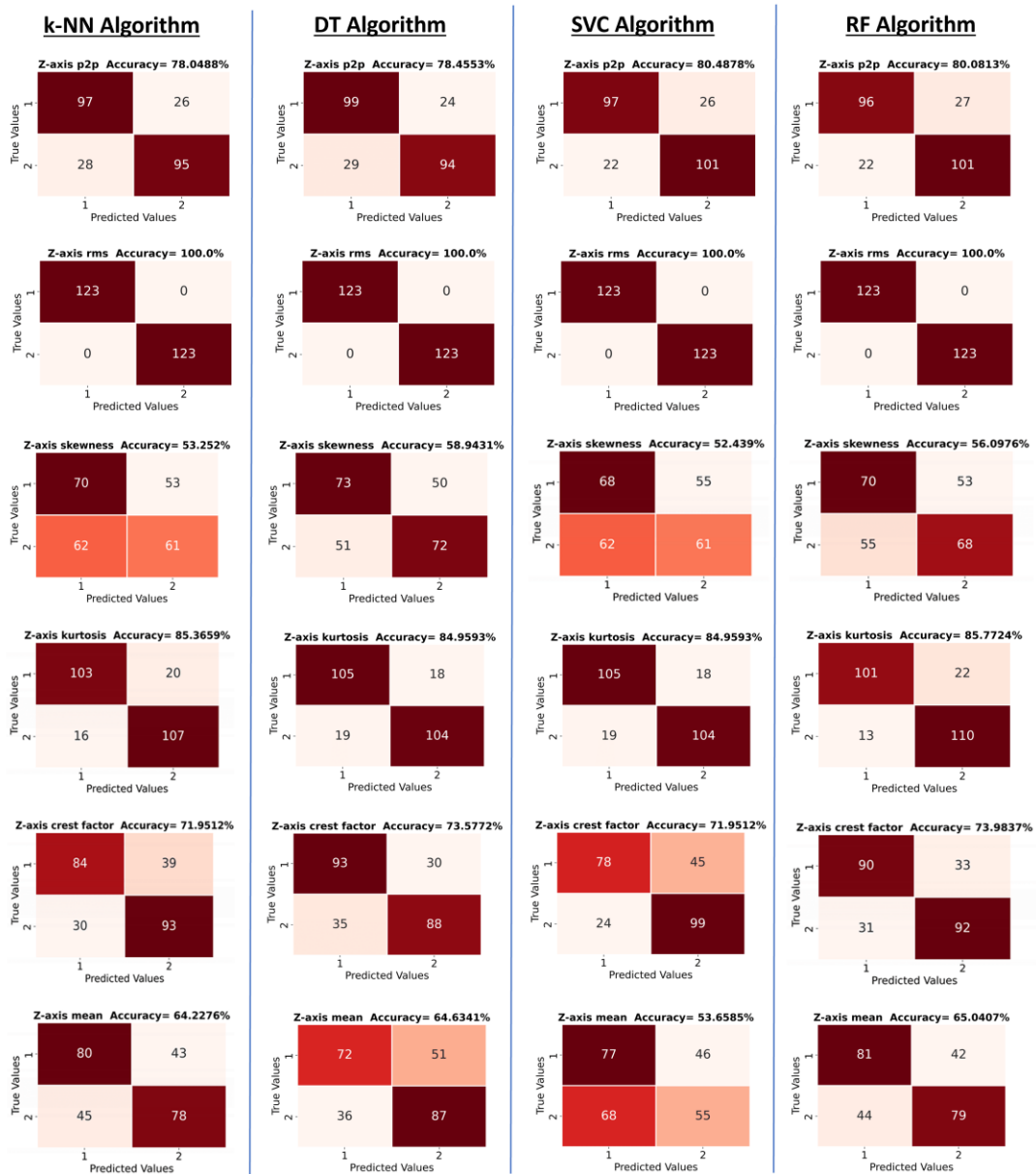


Fig. 13. Z-axis confusion matrix (1: healthy, 2: faulty).

6. Results

An AutoML model was used to diagnose the eccentricity fault of an IM based on three-axis vibration signals (Fig. 12). The AutoML model automatically selects the most effective statistical feature(s) (among p2p, rms, skewness, kurtosis, crest factor, and mean) and the classifier with the highest accuracy and shortest computation time. The fault detection module uses selected statistical feature(s) and classifier as input with the new dataset to detect eccentricity fault.

A confusion matrix was used to assess the performance of each classifier (along with statistical features) run by the AutoML model. The confusion matrices of the classification ML methods of the vibration signals of the z-axis are given in Fig. 13. Label-1 describes the healthy motor, and Label-2 describes the eccentricity faulty motor. The results show that the rms feature provides the highest accuracy rate (100%) in all four classifiers. It can be seen from Fig. 13 that the k-NN algorithm predicted 97 of 123 data samples of healthy motors correctly, and 26 data samples were predicted incorrectly for the z-axis p2p feature. Out of 123 data samples of the eccentricity faulty motor, 95 were predicted correctly, and 28 were predicted incorrectly. Thus, the average accuracy of the k-NN model for the z-axis p2p feature is 78.0488%, as shown in Fig. 13. The accuracy rates of the other classifiers concerning statistical features (p2p, rms, skewness, kurtosis, crest factor and mean) can be seen from Fig. 14.

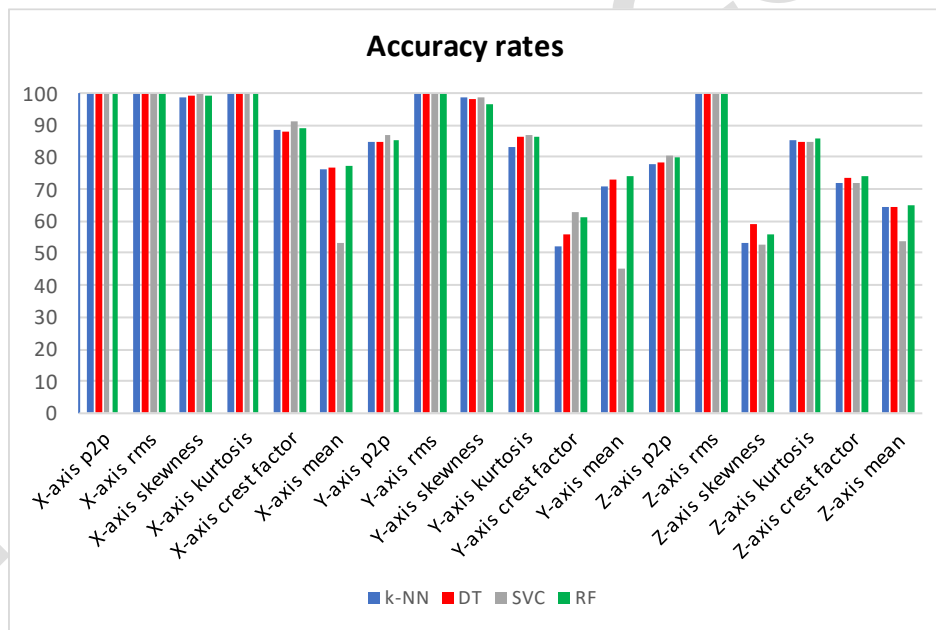


Fig. 14. Accuracy rates of the four classifiers for all features.

The proposed AutoML model assesses the performance of four classifiers based on these results along with the computational time automatically.

The results are given in Table 2 and Fig. 15. It can be seen from Table 2 that 100% accuracy is achieved in all classifiers for the rms feature on the x, y, and z-axis. The variation of the rms level of three-axis vibration signals (healthy and eccentricity faulty) with respect to time is shown in Fig. 16. The p2p and kurtosis features in the x-axis provide 100% accuracy in all classifiers. DT method with z-axis rms feature provides the highest accuracy rate and the shortest computation time.

Table 2. Accuracy rates and computation times.

Classifiers		k-NN		DT		SVC		RF	
Axis	Features	Acc. %	Computation time (ms)	Acc. %	Computation time (ms)	Acc. %	Computation time (ms)	Acc. %	Computation time (ms)
x	p2p	100.0	0.27599	100.0	0.41840	100.0	0.81929	100.0	6.45560
	rms	100.0	0.28550	100.0	0.55220	100.0	0.71800	100.0	6.20580
	skewness	98.78	0.48739	99.18	0.76020	99.59	2.51289	99.18	9.66030
	kurtosis	100.0	0.30470	100.0	0.57490	100.0	0.88449	100.0	6.66619
	crest factor	88.62	0.30919	87.80	0.61649	91.46	2.88339	89.02	7.32989
	mean	76.02	0.50439	76.83	0.84809	53.25	6.70240	77.24	7.42250
y	p2p	84.96	0.31549	84.55	0.49739	87.00	3.86299	85.37	7.61540
	rms	100.0	0.39599	100.0	0.50620	100.0	0.89520	100.0	6.63830
	skewness	98.78	0.29029	97.97	0.45840	98.78	1.36980	96.75	6.71940
	kurtosis	83.33	0.30259	86.59	0.55210	87.00	2.55489	86.18	7.06109
	crest factor	52.03	0.28500	56.10	0.71570	63.00	5.70450	61.38	6.96750
	mean	70.73	0.29349	73.17	0.48080	45.12	5.33049	73.98	7.17030
z	p2p	78.05	0.27829	78.46	0.54360	80.49	3.98959	80.08	6.75470
	rms	100.0	0.28330	100.0	0.22620	100.0	0.83749	100.0	6.04900
	skewness	53.25	0.26860	58.94	0.51310	52.44	5.50910	56.10	6.89360
	kurtosis	85.37	0.28739	84.96	0.44789	84.96	2.59359	85.77	6.84169
	crest factor	71.95	0.28320	73.58	0.60120	71.95	4.06170	73.98	7.40819
	mean	64.23	0.27590	64.63	0.55240	53.66	5.34979	65.04	6.88089

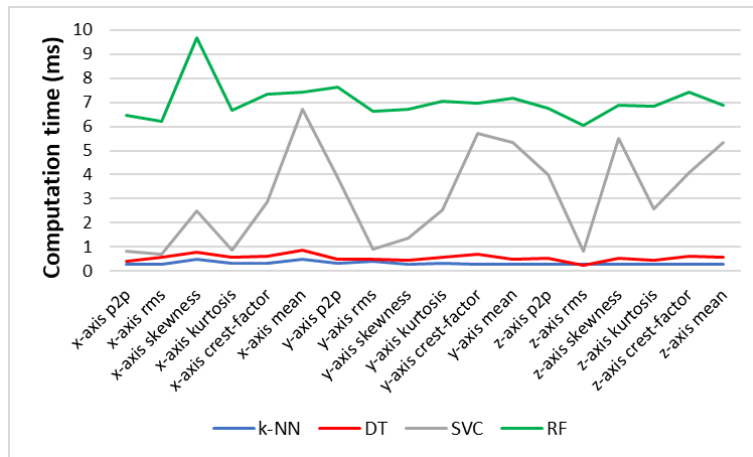


Fig. 15. Computation times of the classifiers with respect to features.

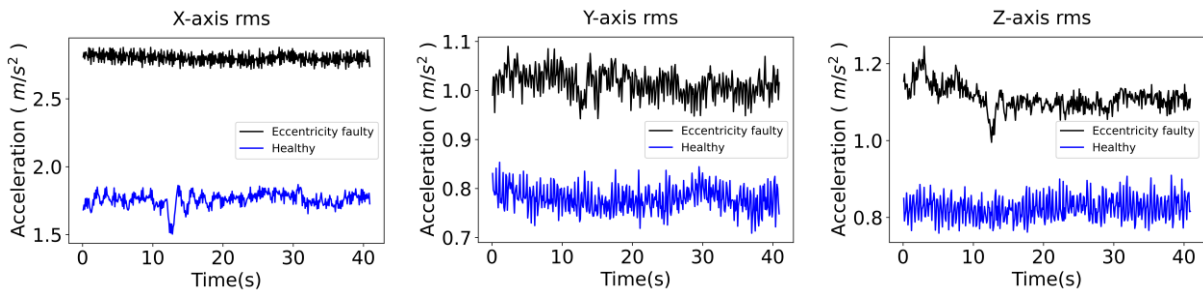


Fig. 16. The rms level of three-axis vibration signals.

7. Conclusions

Eccentricity faults are among the common mechanical faults of IMs. There are various methods of monitoring and detecting eccentricity faults of IMs. ML methods are among the most effective detection methods. This study proposed an AutoML model that compares the performance of four ML methods, including k-NN, DT, SVC, and RF, in the detection of eccentricity faults of IMs.

The performance of each ML method (as given in Fig. 15) in detecting eccentricity faults was compared by the proposed AutoML model. The classifier with the highest accuracy and the shortest computation time is selected automatically by the proposed AutoML method. The proposed method offers the best ML method with appropriate statistical feature(s) among the four studied algorithms and reduces the need for expert knowledge of ML and eccentricity fault detection.

The results show that the x-axis p2p, x-axis rms, x-axis kurtosis, y-axis rms and z-axis rms features of the vibration signals provide the highest accuracy rates (100%) in all ML methods. The y-axis mean feature provides the lowest accuracy rate in SVC. The SVC classifier gives higher accuracy rates in the x-axis crest factor, y-axis kurtosis, and y-axis crest factor in all ML methods, as shown in Fig. 14. It can also be seen that the accuracy rate of the RF method is higher in the x-axis mean, y-axis mean, and z-axis mean features in all ML methods. The proposed AutoML model offers DT method and z-axis rms feature as input to the fault detection module in this study for the highest accuracy rate and the shortest computation time in the detection of eccentricity fault.

Even though the proposed AutoML model is used for the detection of eccentricity faults of IM by using four ML methods, it can be used to detect other faults of IMs, including bearing faults, misalignment, and broken rotor bars with other ML methods. In this study, vibration signals are used for the detection of the faults. The proposed model can also be used with other signals, including current, voltage, torque, *etc.*

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