## Machine Learning for Cyber Physical Systems: the Good and Bad Uses

Overview
Cyber-physical Systems (CPS) integrate computing, networking, and control
facilitate smart-world systems. Machine Learning schemes, which have proven effective in numerous fields (robot automation, prediction, etc.) can be leveraged as intelligent solutions for problems
the complex and dynamic CPS.
Reinforcement Learning can make precise decisions automatically to maxim cumulative reward via systematic trial-and-error interactions in an unkno
environment. Reinforcement
Learning Methods (Z)       Industrial     Transportation       CPS (X1)     CPS (X2)       Others (X3)
Reinforcement Learning     Systems (Y1)     Model-base       Co-design (Y2)     I     I
Vetworking Control Computing Model-free
Co-design Cyber-Phys Systems (X)
Targets (Y)
Research Focus
Investigate existing research works that consider research problems in CPS an apply/adapt reinforcement learning algorithms as solutions.
Use reinforcement learning algorithms (e.g., Q-learning) to improve the performan
of Transportation CPS and Industrial CPS. Outline several promising future research directions for reinforcement learning
CPS, as well as machine learning in both good and bad uses.
Our Contributions
<ul><li>Propose a three-dimensional framework to investigate existing research works terms of CPS domains, targets, and reinforcement learning methods.</li><li>Conduct two case studies leveraging reinforcement learning to: (1) solve routi efficiency problems in Transportation CPS, and (2) improve control performance</li></ul>
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Two Case Studies	
Applying Q-learning to solve the routing efficiency problems in vehicul networks in Transportation CPS	ar
<ul> <li>Q-learning setup:</li> </ul>	
System states contain three parameters (i.e., vehicle distance, velocity diffe channel bandwidth).	erei
Actions are changing the modulation types (e.g., BPSK, QPSK, 16QAM, ar for all vehicles in the communication distance.	nd
Reward function is defined by the number of hops to the destination and th rate.	he
<ul> <li>Simulation setup:</li> </ul>	
> 200 vehicles, random data transmission rate, and vehicle velocity betw (Km/H) in three traffic conditions: <i>one-way road</i> (all vehicles move in one <i>two-way road</i> (all vehicles move in two (opposite) directions in two lanes), <i>road</i> (vehicle junction area).	di
Applying Q-learning to improve control system performance in Industrial C	CPS
<ul> <li>Q-learning setup:</li> <li>System states are temperature and trend of temperature change.</li> </ul>	
> Actions are changes to the rate of temperature increase/decrease.	
> Reward function is defined by the stability of the physical plant.	
Physical system (i.e., continuous stirred-tank reactor (CSTR)):	
> A feeder supplies raw material to the reactor.	
The flow rate of the steam pipe is controlled by the controller to heat the maintain a target reaction temperature.	e re
Experimental Results	
Q-learning for Networking	
In the top figure, we compare the Packet Delivery Rate of the rein learning-based ad hoc on-demand distance vector (RLAODV), ad hoc of distance vector (AODV) and ad hoc on-demand distance vector and li	on-
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