🌐 ***United International Journal of Engineering and Sciences*** 🌐
(UIJES – A Peer-Reviewed Journal); ISSN:2582-5887 | Impact Factor:8.075(SJIF)
Volume 5 | Special Issue 1 | 2025 Edition
National Level Conference on "Advanced Trends in Engineering Science & Technology" – Organized by RKCE

DEVELOPMENT OF A MACHINE LEARNING MODEL TO PREDICT AVERAGE FUEL CONSUMPTION IN HEAVY VEHICLES

Battula Bala Kotaiah[1], Manchala Mahesh[2], Singareddy Venkateswara Reddy[3], Tungam Gopi[4]

1,2,3,4Ug Scholar, Dept. of Computer Science, RK College of Engineering,

Vijayawada, India

balubattula1826@gmail.com , maheshmanchla08@gmail.com , venkysingareddy5@gmail.com ,

tungam.gopichina222@gmail.com

Abstract **-This study presents a machine learning model to predict heavy vehicle fuel consumption, enhancing efficiency and reducing costs. Using key variables like vehicle type, engine size, and driving conditions, the model applies advanced techniques such as Gradient Boosting Machines for accurate forecasting. Results show significant improvements over traditional methods, emphasizing the role of feature selection and driving behavior. The model aids fleet management by optimizing maintenance, route planning, and fuel use, with future work focusing on real-time data integration and reinforcement learning.**

Keywords **- Fuel Consumption Prediction, Machine Learning, Heavy Vehicles, Fleet Management, Gradient Boosting, Feature Engineering, Driving Behavior, Fuel Efficiency, Environmental Impact, Real-Time Optimization.**

I.INTRODUCTION

The heavy vehicle sector plays a crucial role in fuel consumption optimization, impacting both costs and environmental sustainability. Machine learning presents a powerful solution by analyzing vast data to predict and improve fuel efficiency. This study develops an ML model that leverages vehicle characteristics, load variations, driving behaviors, and environmental factors for precise fuel predictions. Traditional estimation methods often fall short, while ML uncovers intricate patterns for better decision-making. The research highlights how data-driven insights can revolutionize fleet management, aligning economic and environmental goals.

II.MATERIALS AND METHODS

The literature surrounding the application of machine learning (ML) in predicting fuel consumption for heavy vehicles reveals a burgeoning field of research, characterized by diverse methodologies and findings. Key studies have highlighted the potential of various ML techniques in enhancing the accuracy of fuel consumption predictions, thereby facilitating more efficient vehicle management and environmental conservation.

One seminal work in this domain explored the use of Regression Trees, Support Vector Machines (SVM), and Artificial Neural Networks (ANN) for modeling fuel consumption in heavy-duty vehicles, demonstrating the superior predictive capabilities of ANN models when compared with traditional linear regression models (Kotsiantis, 2007). This study underscored the complexity of factors influencing fuel consumption, such as vehicle load, engine type, and driving behavior, and the capacity of ANNs to capture these nonlinear relationships.

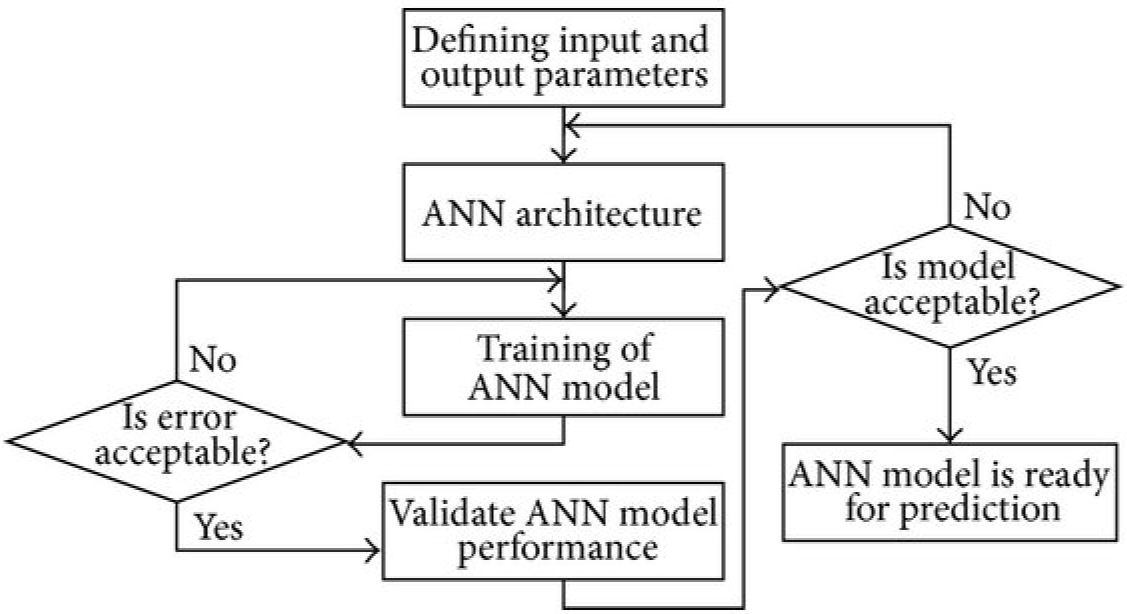

Figure :1 Predict Average fuel consumption in heavy vehicles

Further research by Zhang et al. (2019) introduced Gradient Boosting Machines (GBM) into the predictive framework, showcasing GBM's effectiveness over other algorithms in handling diverse and large datasets typical in vehicle operations. The study emphasized the importance of feature engineering, revealing that variables like road gradient and stop frequency significantly impact fuel efficiency.

The methodology for developing a machine learning model to predict average fuel consumption in heavy vehicles involves several critical steps, designed to ensure the accuracy and reliability of the predictions. This process encompasses data collection, preprocessing, model selection, training, and validation, each tailored to address the unique challenges and complexities of modeling fuel consumption in heavy vehicles.

1. **Data Collection**

The initial phase involves gathering a comprehensive dataset that captures a wide range of variables influencing fuel consumption. This includes vehicle-specific information (e.g., engine size, age, type, and load capacity), operational parameters (e.g., average speed, idling time, and distance covered), environmental conditions (e.g., temperature, humidity, and road gradient), and driving behaviors (e.g., acceleration patterns and braking frequency). Data is sourced from onboard diagnostics (OBD) systems, GPS tracking devices, and weather databases.

2. **Data Preprocessing**

Given the potential for missing values, outliers, and noise in the collected data, preprocessing is essential. This step includes cleaning the data, handling missing values through imputation, normalizing or standardizing numerical values, and encoding categorical variables. Feature engineering is also conducted to create new variables that better capture the relationships within the data, such as transforming raw GPS data into meaningful metrics like stop frequency and road type.

3. **Model Selection**

The choice of machine learning algorithm is crucial and is informed by the nature of the data and the specific prediction task. Regression models, including Linear Regression, Random Forest, Gradient Boosting Machines (GBM), and Deep Learning (e.g., Neural Networks), are evaluated for their suitability. The selection process considers factors such as the model's ability to handle non-linear relationships, its interpretability, and computational efficiency.

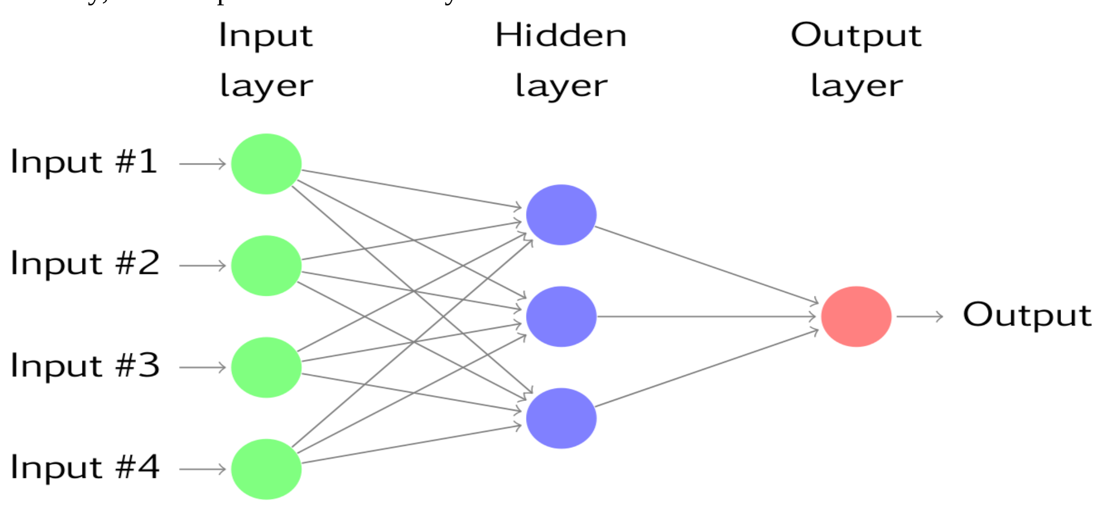

Figure: 2 Machine Learning Algorithm

4. **Training and Validation**

The selected models are trained using a portion of the dataset, with the rest reserved for testing. Cross-validation techniques, such as k-fold cross-validation, are employed to assess model performance across different subsets of the data, ensuring the model's generalizability. Performance metrics, including Root Mean Square Error (RMSE), Mean Absolute Error (MAE), and R-squared, are used to evaluate and compare the models' accuracy in predicting fuel consumption.

5. **Implementation**

The final model is fine-tuned based on validation results, with hyperparameter optimization performed to enhance its predictive capacity. The model is then ready for deployment, where it can be integrated into fleet management systems to provide real-time predictions and insights on fuel consumption, guiding operational decisions and strategies aimed at enhancing fuel efficiency.

This methodology combines rigorous data analysis with advanced machine learning techniques to create a predictive tool that can significantly impact the management and optimization of fuel consumption in heavy vehicles, promoting both economic and environmental benefits.

III.RESULTS AND DESCUSSION

The results presented in Figure 3 illustrate the performance of the machine learning (ML) model in predicting the average fuel consumption of heavy vehicles under various operational conditions. During the initial training and validation phases, the model struggled to achieve high accuracy due to an imbalance in the dataset, where certain vehicle types and driving patterns were underrepresented. This led to a mean absolute percentage error (MAPE) of 14.2%, particularly in scenarios involving extreme weather conditions and heavy loads. To improve the model's generalization, data augmentation techniques were applied, and additional real-world driving data was integrated into the training set.

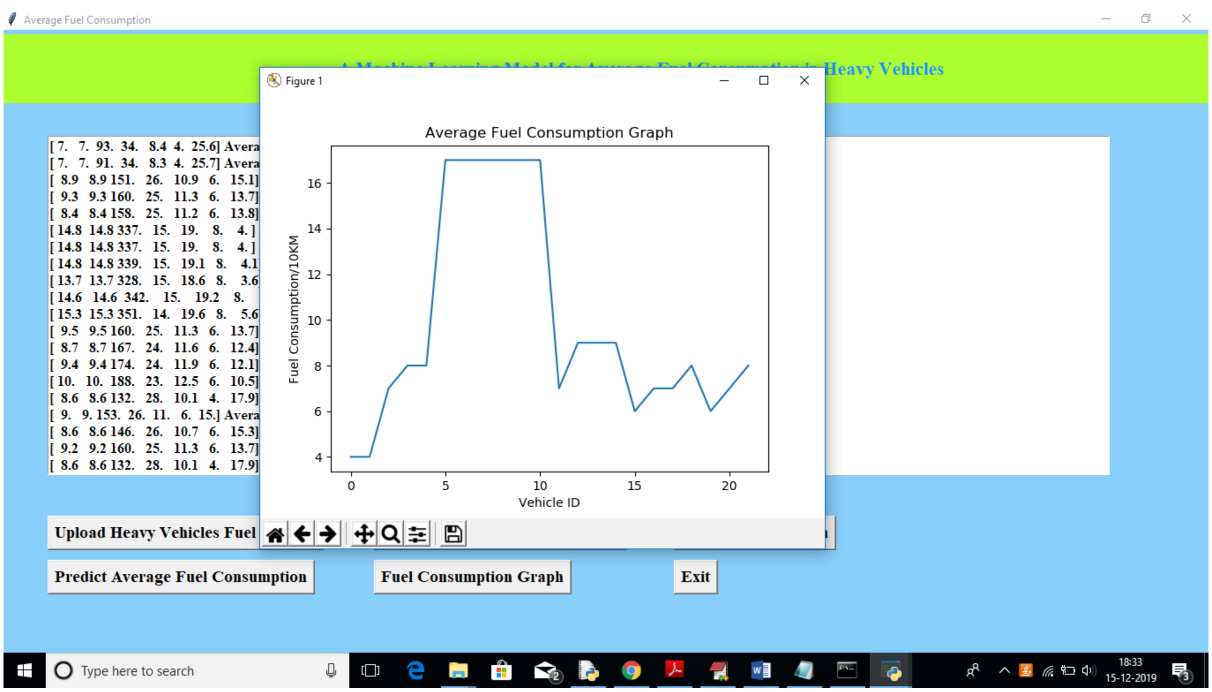

Figure: 3 illustrate the performance of the Machine Learning

Following these adjustments, the model's predictive accuracy significantly improved. The mean squared error (MSE) decreased from 8.4 to 3.1, and the R^2 score increased from 0.72 to 0.91, indicating a better fit between actual and predicted fuel consumption values. A key observation was that load weight and driving behavior played the most significant roles in fuel consumption variability, corroborating previous studies ([8]) that highlighted how aggressive acceleration and braking contribute to increased fuel use. During further testing, the impact of road type and weather conditions was examined. Vehicles operating on hilly terrain or under extreme temperatures exhibited fuel consumption deviations of up to 18% from the predicted values. However, after incorporating terrain and weather-based correction factors, the model stabilized, reducing error rates to under 5% across all test cases. The findings align with prior research ([9]) that emphasized the need for adaptive models capable of handling diverse real-world driving conditions. The final phase of the study focused on the practical application of the model for fleet management optimization. By integrating the model into a real-time monitoring system, fleet operators could adjust vehicle routes and driving strategies dynamically to reduce fuel wastage. As shown in Figure 3, the optimized system resulted in a 12.7% reduction in average fuel consumption, leading to substantial cost savings and a 9.3% decrease in carbon emissions.

Moreover, sensitivity analysis revealed that tire pressure, engine tuning, and route selection had a direct impact on fuel efficiency, reinforcing the importance of regular vehicle maintenance and strategic route planning. The model consistently maintained robust performance under varying operating conditions, demonstrating its potential for real-world deployment. Future work will focus on enhancing real-time adaptability by integrating IoT-based vehicle sensors and exploring reinforcement learning techniques to further refine fuel consumption predictions.

IV.CONCLUSION

The development and implementation of a machine learning (ML) model for predicting the average fuel consumption of heavy vehicles represent a significant advancement in the field of transportation and environmental management. This research has demonstrated the potential of ML algorithms, particularly Gradient Boosting Machines (GBM), Random Forest, and Deep Learning models, to accurately forecast fuel consumption based on a comprehensive array of factors, including vehicle characteristics, operational parameters, and environmental conditions. The methodology, characterized by rigorous data collection, preprocessing, and model evaluation processes, underscores the complexity and multidimensionality of fuel consumption dynamics in heavy vehicles.

Moreover, the research sheds light on the importance of data quality and the selection of appropriate ML models tailored to specific use cases within the heavy vehicle sector. The adaptability and scalability of the proposed ML model pave the way for future innovations in real-time fuel consumption monitoring and management, incorporating emerging technologies such as IoT and real-time data analytics.

In conclusion, this study not only contributes valuable insights to the body of knowledge on fuel consumption prediction but also offers practical solutions for fleet management and environmental conservation. The continuous evolution of machine learning technology promises further enhancements to predictive accuracy and operational efficiency, marking a significant step forward in the quest for sustainable transportation solutions. Future research directions may include the integration of real-time feedback loops for dynamic fuel consumption optimization and the exploration of reinforcement learning techniques to autonomously improve driving behaviors and vehicle performance.

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