	Crash	Roadload problem	Multivariate Output

Calibration and Validation of Computer Models: a Bayesian Approach Lecture 4: Extensions

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- The principles of the statistical methodology that we developed are quite general
- > The implementation details are, however, problem-specific
- Extensions: functional output, multivariate output
- Applications: Crash and Roadload

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Bayarri et al. (2	009) JASA	

- The Crash computer model simulates the effect of a collision of a vehicle against different types of barriers
- The computer model plays an important role in the design of the vehicle, ensuring it's worth constructing and crashing a prototype
- Main focus: velocity changes after impact at key positions on the vehicle

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Crash

Crash	Roadload problem	Multivariate Output

Acceleration (left) and velocity (right); frontal impact; 30 mph



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Finite element



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Crash	Roadload problem	Multivariate Output

Difficulties

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- The methodology we developed was for real-valued output; the output here is a (smooth) function
- Hierarchical modeling: model and field at different conditions not completely quantifiable: different impact barriers; borrowing strength

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Crash	Roadload problem	Multivariate Output

Inputs and data

- ► (x₁, x₂)=(impact velocity, barrier type)
- Barrier type can be straight frontal, left angle, right angle, center pole
- Our methodology does not allow for such qualitative inputs so we will resort to a hierarchical analysis
- If we restrict our data to left, right and frontal impact, we can use a quantitative input such as "angle of impact"
- for the most part: x = impact velocity and we only look at straight frontal impact
- Main output: relative velocity of the SDM situated under the driver's seat: integrate acceleration and subtract impact velocity

Incorporating functional output

- Common approach: represent functions through basis expansion — Roadload
- These velocity curves are quite smooth
- ► Sample the function at a grid of time points $D^T = \{t_1, \dots, t_N\}$
- It will turn out important that field and computer model curves are sampled at the same time points
- Input vector is now $\mathbf{z} = (x, t)$
- Similar approaches: Conti and O'Hagan (2010), Rougier (2007) and McFarkand et al. (2008)

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Crash	Roadload problem	Multivariate Output

- Field and model velocity curves are sampled at the same time points D^T
- Impact velocities for field experiments are in D^F; impact velocities for computer experiments in D^M
- Hence, data are

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$$\mathbf{y}^{M} = (y^{M}(x,t): x \in D^{M}, t \in D^{T})$$
$$\mathbf{y}^{F} = (y^{M}(x,t): x \in D^{F}, t \in D^{T})$$

 Interesting evaluation criteria: CRITV — Velocity calculated 30ms before the displacement reaches 135 mm

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Introduction	Crash	Roadload problem	Multivariate Output
Enclosion			

Emulation

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- Gaussian process surface approximation as described in Lecture 2
- $\blacktriangleright \ \mu(x,t) = \theta^L x t$
- Separable correlation structure
- ▶ Problem: dimension of the correlation matrices is $\#D^M \times \#D^T$
- ► Key simplification: $c^{M}(D^{M} \times D^{T}, D^{M} \times D^{T}) = c_{x}^{M}(D^{M}, D^{M}) \otimes c^{T}(D^{T}, D^{T})$ where \otimes stands for the Kronecker product:

$$\mathbf{A}\otimes\mathbf{B}=[a_{ij}B]$$

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Crash	Roadload problem	Multivariate Output

• Facts:
$$|A \otimes B| = |A|^{n_B} |B|^{n_A}$$
; $(A \otimes B)^{-1} = A^{-1} \otimes B^{-1}$

- Exploited in spatiotemporal modeling and in Williams et al. (2006) and Rougier (2007) in computer modeling
- Here we do not resort to an MLE-modular approach

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Crash	Roadload problem	Multivariate Output

Statistical model

- Reality and bias: $y^{R}(x,t) = y^{M}(x,t) + b(x,t)$
- Field output functions:

$$y^{F}(x^{\star i},t) = y^{R}(x^{\star i},t) + \varepsilon_{i}(t)$$

where $\varepsilon_i(t)$ are independent realizations from a GP prior with mean zero, precision λ^F and correlation function $c^T(t,s) = \exp(-\beta^T |t-s|^{\alpha_T})$

- Bias: GP with $\alpha_x^b = 2$ and mean μ^b
- Key assumption: GP correlation parameters associated with time α^T and β^T are the same for the computer model, field error, and bias term

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Full Bayesian analysis

- ► The data is $\mathbf{y} = (\mathbf{y}^F, \mathbf{y}^M)$ which is Gaussian with covariance matrix $\mathbf{\Sigma} \otimes c^T (D^T, D^T)$ and mean $\mathbf{X}' \boldsymbol{\theta}$, where $\boldsymbol{\theta} = (\mu^M, \mu^b)$
- $\pi(\theta) \propto 1$

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- ▶ smoothness parameters α are independent uniform on (1,2)
- precision and range parameters: independent exponentials centered at (a multiple) of the marginal maximum likelihood estimates

Crash	Roadload problem	Multivariate Output

SDM velocity for straight frontal; impact velocity 56.3 km/h



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Prediction of CRITV

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 Simulation based inference makes it easy to predict complicated functions of y^R(x, t)

• DISP
$$(t) = -\int_0^t y^R(x,\nu) d\nu$$

• CRITV =
$$y^{R}(x, \text{DISP}^{-1}(125) - 30)$$

We can produce a pure-model prediction and a bias-corrected prediction of CRITV

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Prediction of CRITV for impact velocity 56.3 km/h (top is pure model; lower is bias-corrected)



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Hierarchical Modeling

- Jointly modeling the different impact barriers
- Alternative would be to use multivariate GP more later
- Requires assumptions about how different output components are related: y_i^M and b_i, i = 1,..., K will be modeled using distributions drawn from common populations
- Combine information between different models, borrow strength, sharpen the individual analysis

Crash	Roadload problem	Multivariate Output
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Assumptions

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- 1. Few model data for some configurations: common correlation parameters for the GP prior across the K configurations
- 2. Precisions λ^M and λ^F are also common
- 3. μ_i^M are assumed to arise from a two-stage hierarchical model
- 4. μ^b common
- 5. $\log(\lambda_i^b) \sim N(\eta, 4q^2) q = 0.1$ means that the biases are expected to vary about 10%
- 6. correlation parameters for the bias processes are assumed to be common

Crash	Roadload problem	Multivariate Output

Bias under 4 different barrier types, impact velocity 56.3 km/h



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Roadload problem (Bayarri et al. 2007)

- Car is driven along a road seven times; time history of loads in the suspension system is recorded
- Car is specified by 7 inputs, subject to manufacturing variability

$$\mathbf{x}^* = \mathbf{x}_{nom} + \boldsymbol{\delta}^*$$
 $y_r^F(\mathbf{x}^*; t), r = 1, \dots, 7$

• Computer model has 2 additional calibration inputs, u_1 and u_2

$$y^M(\mathbf{x}_k,\mathbf{u}_k;t)$$

- Irregular functional output, one single uncertain controllable vector of inputs in the field
- In addition to 7 field curves, 65 output curves (LHD)

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Crash	Roadload problem	Multivariate Output

Field output (top) and model output (bottom)



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Statistical modeling

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►
$$y_r^F(\mathbf{x}_{nom} + \boldsymbol{\delta}^*; t) = y^R(\mathbf{x}_{nom} + \boldsymbol{\delta}^*; t) + \varepsilon_r(t); \varepsilon_r(\cdot)$$

independent zero mean GP

$$\flat y^{R}(\mathbf{x};t) = y^{M}(\mathbf{x},\mathbf{u}^{\star};t) + b(\mathbf{x};t)$$

► unknowns are (y^M, u^{*}, δ^{*}, b, V_ε) where V_ε is the covariance function of ε

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Wavelet Decomposition

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$$y^{M}(\mathbf{x}, \mathbf{u}; t) = \sum_{i} w_{i}^{M}(\mathbf{x}, \mathbf{u}) \Psi_{i}(t)$$

 $y_{r}^{F}(\mathbf{x}; t) = \sum_{i} w_{ir}^{F}(\mathbf{x}) \Psi_{i}(t)$

Using a tresholding procedure, leads to the approximations

$$egin{aligned} y^M(\mathbf{x},\mathbf{u};t) &= \sum_{i\in I} w^M_i(\mathbf{x},\mathbf{u}) \Psi_i(t) \ y^F_r(\mathbf{x};t) &= \sum_{i\in I} w^F_{ir}(\mathbf{x}) \Psi_i(t) \end{aligned}$$

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Crash	Roadload problem	Multivariate Output

Wavelet reconstruction and original curve



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Statistical model

Matching coefficients in the statistical model, we get

$$w_i^R(\mathbf{x}) = w_i^M(\mathbf{x}, \mathbf{u^*}) + w_i^b(\mathbf{x}) \quad \forall i \in I$$
$$w_{ir}^F(\mathbf{x}) = w_i^R(\mathbf{x}) + \varepsilon_{ir} \quad \forall i \in I.$$

- ε_{ir} are Gaussian with mean zero and independent across r
- we assume that they are also independent across i with possibly different variance σ²_i

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	Crash	Roadload problem	Multivariate Output
Emulation			

Now the wavelet coefficients get a Gaussian process prior: for each i ∈ I,

$$w_i^M(\cdot) \sim \operatorname{GP}(\mu_i, \frac{1}{\lambda_i^M} c_i^M(\cdot, \cdot))$$

- For each *i*, find the wavelet coefficients of the model data {*w_i*(**x**_k, **u**_k)} and compute the corresponding posterior *w_i*(·, ·) | {*w_i*(**x**_k, **u**_k)}
- #I = 289, which leads to [2 × 9 + 2] × 289 = 5780 parameters
 Fix parameters at MLE θ̂_i = (λ̂_i^M, α̂_i, β̂_i)

$$w_i(\mathbf{z}) \mid \mathbf{w}_i^M, \hat{\mathbf{\theta}}_i \sim \mathrm{N}(\hat{m}_i(\mathbf{z}), \hat{V}_i^M(\mathbf{z}))$$

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	Crash	Roadload problem	Multivariate Output
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Priors			
Priors			

- Because only one value of x_{nom} is evaluated in the field, w_i^b are constant
- Each wavelet coefficient w^b_i belongs to a resolution level j. Those are modeled as

$$w_i^b \sim \mathrm{N}(0, \tau_j^2)$$

•
$$\pi(\tau_j^2 \mid \{\sigma_i^2\}) \propto (\tau_j^2 + \bar{\sigma}_j^2/7)^{-1}$$

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Introduction	Crash	Roadload problem	Multivariate Output
MCMC			

$$\pi(w^{M}(\delta^{\star},\mathbf{u}^{\star}),\mathbf{w}^{b},\delta^{\star},\mathbf{u}^{\star},\sigma^{2},\tau^{2} \mid D) = \\\pi(w^{M}(\delta^{\star},\mathbf{u}^{\star}) \mid \mathbf{w}^{b},\delta^{\star},\mathbf{u}^{\star},\sigma^{2},\tau^{2}D) \\\pi(\mathbf{w}^{b} \mid \delta^{\star},\mathbf{u}^{\star},\sigma^{2},\tau^{2},D) \\\pi(\delta^{\star},\mathbf{u}^{\star},\tau^{2} \mid \sigma^{2},D) \\\pi(\sigma^{2} \mid D)$$

where

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$$\pi(\boldsymbol{\sigma}^2 \mid D) \propto \prod_{i \in I} \frac{1}{(\sigma_i^2)^3} \exp[-s_i^2/(2\sigma_i^2)] \\ \times \int L(\bar{\mathbf{w}}^F, \mathbf{s}^2 \mid \boldsymbol{\delta}^\star, \mathbf{u}^\star, \boldsymbol{\sigma}^2, \tau^2) \ d\boldsymbol{\delta}^\star \ d\mathbf{u}^\star \ d\boldsymbol{\sigma}^2 \ d\tau^2$$

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Modularization

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- ► All except $\pi(\delta^*, \mathbf{u}^*, \tau^2 \mid \sigma^2, D)$ and $\pi(\sigma^2 \mid D)$ are standard form
- We ignore the integral in $\pi(\sigma^2 \mid D)$ and estimate the σ_i^2 using replicate information
- \blacktriangleright bias can be replaced by larger σ_i^2 and this prevents this from happening
- Modularization techniques Liu et al. (2009)

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Posterior of δ^{\star} and \mathbf{u}^{\star}



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Crash	Roadload problem	Multivariate Output

Bias-corrected prediction

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	Crash	Roadload problem	Multivariate Output
Example			

- ► $\mathbf{y}^{R}(u) = (y_{1}^{R}(u), y_{2}^{R}(u))'; \mathbf{y}^{M}(u) = (y_{1}^{M}(u), y_{2}^{M}(u))'$
- Reality: solid; Model: dashed (Santner et al 2003)



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	Crash	Roadload problem	Multivariate Output
Evampla			

Example

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- Model observed at 5 equally spaced points
- "True value": $u^* = 0.2$; $\mathbf{y}^R(u^*) = (-0.346, -0.649)$
- ► Simulate 7 replicates of \mathbf{y}^{F} : $\mathbf{y}_{k}^{F}(u^{\star}) \sim N(\mathbf{y}^{R}(u^{\star}), \mathbf{\Sigma}^{F})$ with

$$\mathbf{\Sigma}^{\mathsf{F}} = \left(\begin{array}{cc} 1/400 & 0.5/400 \\ 0.5/400 & 1/400 \end{array} \right)$$

• Goal: estimate u and predict \mathbf{y}^R

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Crash	Roadload problem	Multivariate Output

Example

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- ▶ $y_1^M(u) = y_1^R(u^*) \Leftrightarrow u \in \{0.185, 0.372\}$
- ► $y_2^M(u) = y_2^R(u^*) \Leftrightarrow u \in \{0.050, 0.194\}$
- The posterior for u using data from one of the components only is potentially bimodal
- The two analysis are probably not compatible
- Added uncertainty

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Introduction	
Introduction	

Results I

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Results II



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Crash	Roadload problem	Multivariate Output

Results III

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		$\hat{y}_1^R(u^\star)$		$\hat{y}_2^R(u^\star)$
Approach	Mean	0.95% CI	Mean	95% CI
Separate	-0.372	(-0.621, -0.285)	-0.673	(-1.030, -0.417)
Combined	-0.354	(-0.401, -0.309)	-0.663	(-0.736, -0.593)

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Highlights

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- Single calibration strategy which results from combining all the available information
- Common features are reinforced; others are smoothed out
- Reduced uncertainty in posterior predictions

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Possible approaches

- Multivariate GP: cross-covariance functions are difficult to specify
- Separability often assumed, otherwise computationally too demanding
- Sample size issues
- Qian et al. (2008), Higdon et al. (2008), Conti and O'Hagan (2010), Fricker et al. (2010)

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Linear models of Coregionalization

- ▶ Gelfand et al (2004)
- *p*-dimensional Gaussian process:

$$\mathbf{y}^M(\mathbf{z}) = oldsymbol{\mu}(\mathbf{z}) + \mathbf{A}\mathbf{w}(\mathbf{z}) + arepsilon$$

- $\blacktriangleright \ \mu(\mathsf{z}) = \big(\mathsf{I}_{\rho} \otimes \mathsf{h}(\mathsf{z})^t\big)\eta, \quad \mathsf{h}(\mathsf{z}) \in \mathbb{R}^s$
- A is $p \times r$ full column rank, $r \leq p$
- components w_i(z) of w(z) are independent GP with mean zero, precision λ^M_i and correlation structure c^M_i(·, ·)

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LMC emulators

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- ► Conti and O'Hagan: $c_i^M \equiv c^M$ which implies separability but allows for integrating out everything except β^M
- Fricker et al: c^M_i not equal: no longer separable; only mean can be integrated out
- Higdon et al: High dimensional output, dimensionality reduction since r << p; singular value decomposition of transformed model data

	Crash	Roadload problem	Multivariate Output
Our propos	51		

Our proposal

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- If matrix **A** is known, we transform model data as $\mathbf{w}_D^M = \mathbf{A}^{-1} \mathbf{y}_D^M$
- ▶ w^M_D come from independent GP, so software for univariate GP can be used to estimate parameters
- Estimate matrix A via singular value decomposition
- With these estimates,

$$\mathbf{y}^M(\mathbf{z}) \mid \mathbf{y}^M_D, \widehat{\boldsymbol{ heta}}^M \sim \mathrm{N}_p(\mathbf{A}\,\widehat{\mathbf{m}}(\mathbf{z}), \mathbf{A}\,\widehat{\mathbf{V}}(\mathbf{z})\,\mathbf{A}^t)$$

where
$$\widehat{\mathbf{m}}(\mathbf{z}) = (\widehat{m}_i(\mathbf{z})', i = 1, ..., p)',$$

 $\widehat{\mathbf{V}}(\mathbf{z}) = \operatorname{diag}(\widehat{V}_i(\mathbf{z}), i = 1, ..., p)$

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"Hierarchical" Scenarios

Output of model and field observations can be partitioned into groups that, given u can be considered independent:

$$\mathbf{y}^M(\mathbf{u}) = (\mathbf{y}_1^M(\mathbf{u}), \dots, \mathbf{y}_L^M(\mathbf{u}))'$$

and

$$\mathbf{y}_k^F = (\mathbf{y}_{1k}^F(\mathbf{u}), \dots, \mathbf{y}_{Lk}^F(\mathbf{u}))'$$

- If it were not for the fact that each of these components share the same u, we could perform separate analysis
- Everything naturally extends to this setting just by adding a subscript and performing a product; L = 1 brings us back to the original formulation

	Crash	Roadload problem	Multivariate Output
Annlingtion			

Application

- Prototype vehicle is driven along a road that has two potholes
- There are two sensors on two different sites on the vehicle registering the history of load — sites 1 and 2

•
$$\mathbf{x} = (x_1, x_2)'; \mathbf{u} = (u_1, u_2)'; K = 7$$

- We are interested in the range of the load history at both sites when the car hits the two potholes
- Two different potholes are modeled as independent but the two sensors for the same pothole are not

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Crash	Roadload problem	Multivariate Output

Bias-corrected prediction of ranges: separate (top) and combined



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	Crash	Roadload problem	Multivariate Output
Discussion			

- Separately analyzing different components of the output may lead to conflicting calibration strategies and added uncertainty
- Methodology combines the separate analysis taking advantage of existing software
- Computationally less demanding; potentially scales up
- Combining possibly very different marginals into joint: copulas

Calibration and Validation of Computer Models: a Bayesian Approach Lecture 4: Extensions