

# **A novel approach to modelling time-between failures of a repairable system**

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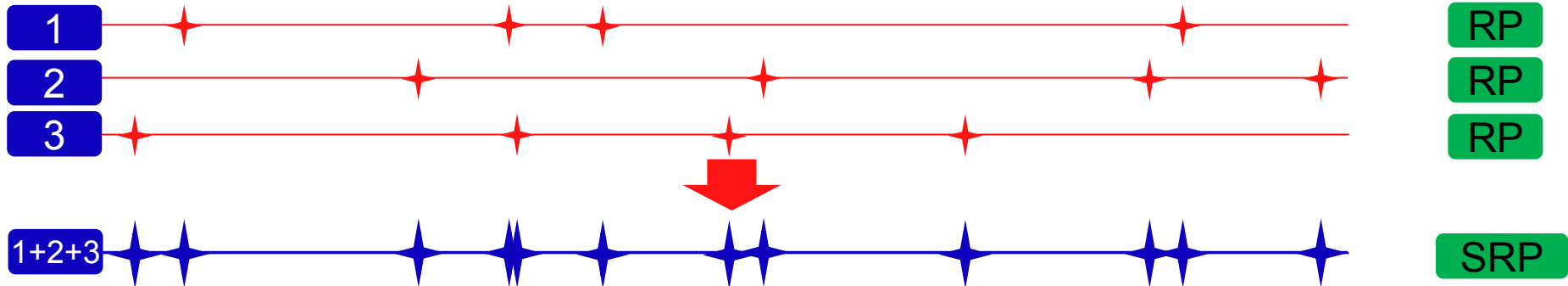
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# The failure process of a multiple component system

- Consider a series system composed of three components

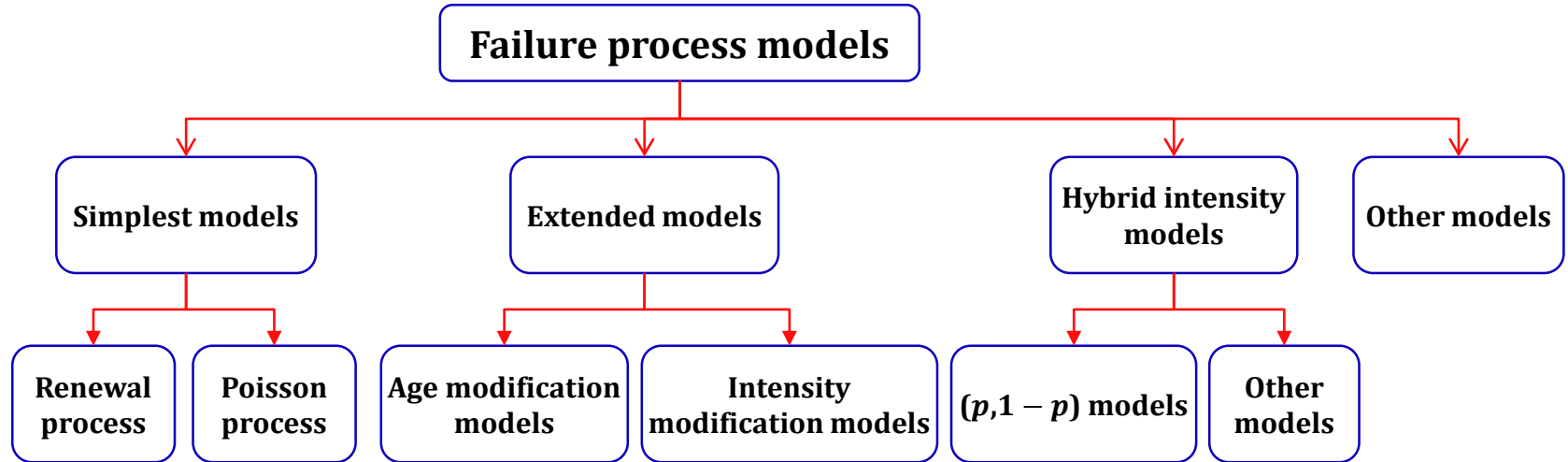


- Assumptions
  - Once a component fails, it is immediately replaced with an identical one,
  - The failure mode is not recorded/unknown
- The failure process of the system is a super-imposed renewal process (SRP).



# Literature review

- The GP has been extensively studied since its introduction in 1988, mainly due to its elegance and convenience in deriving mathematical properties in applications



# Limitations in the existing models

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- Limitations of the practical application of SRP (super-imposed renewal process):
  - In reality, the number of failures of a system is limited
  - Too many parameters in the SRP
  - uncertainty of the parameters in a model becomes large
- A limitation in the existing models: Only considering the same effectiveness of maintenance upon failures in the lifecycle of a system
  - Replacing different components causes different effectiveness of maintenance
- A possible solution
  - Constraint: unknown failure modes + limited number of failures
  - Solution: use the Exponential Smoothing methods in failure intensity function

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- where:  $\hat{x}_n$  is the last period's forecast;  $x_n$  is the last periods actual value; and  $0 < \alpha < 1$
- We modify the simple exponential smoothing method and think of the following method

$$\hat{x}_{n+1} = \frac{1}{p} \sum_{i=0}^{p-1} \alpha^i x_{n-i}$$

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- Understanding the time series from a failure process perspective
  - $x_n$  is the time to the  $n$ th failure, i.e., it is the time to the latest failure, i.e., “*youngest failure*” ...,  $x_{n-p+1}$  is the time to the  $(n - p + 1)$ th failure, i.e., “*older failure*”
  - $\alpha^i x_{n-i}$  implies that more weight on the oldest failure



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# Two forecasting models

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- We consider two models
  - **The exponential smoothing of intensity model (ESI)**
  - **The simply moving average of intensity model (SMI)**

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- At the 2<sup>nd</sup> failure, we assume another component, component 2 say, fails
- At the 3<sup>rd</sup> failure, we assume component 3 fails
- At the 4<sup>th</sup> failure, we assume component 1 fails, ...





# The exponential smoothing of intensity model

- Assume a real-world system is composed of  $m$  components. The reliability of each component is unknown.
- We approximate the failure process of the above system with that of the following virtual system.
- Assume a system composed of  $m$  components with failure rate functions  $\frac{1}{m}\rho^{m-1}\lambda_0(t), \frac{1}{m}\rho^{m-2}\lambda_0(t), \dots, \frac{1}{m}\lambda_0(t)$ , respectively. That is, before the 1<sup>st</sup> failure of the system, the failure intensity function of the system is assumed to be

$$\lambda(t|\mathcal{H}_{t-}) = \frac{1}{m} \sum_{k=0}^{m-1} \rho^{m-k-1} \lambda_0(t)$$

# The exponential smoothing of intensity model

- Then for  $1 \leq N_t < m$ , we have

$$\lambda(t|\mathcal{H}_{t-}) = \frac{1}{m} \left( \sum_{k=0}^{N_t-1} \rho^{m-k-1} \lambda_0(t - T_{N_k-k}) + \sum_{k=N_t}^{m-1} \rho^{m-k-1} \lambda_0(t) \right)$$

| $t \in (0, T_1]$                      | $t \in (T_1, T_2]$                          | $t \in (T_2, T_3]$                          | $t \in (T_3, T_4]$                          |
|---------------------------------------|---|---|---|
| $\frac{1}{m} \lambda_0(t)$            | $\frac{1}{m} \rho^{m-1} \lambda_0(t - T_1)$ | $\frac{1}{m} \rho^{m-2} \lambda_0(t - T_1)$ | $\frac{1}{m} \rho^{m-3} \lambda_0(t - T_1)$ |
| $\frac{1}{m} \rho \lambda_0(t)$       | $\frac{1}{m} \lambda_0(t)$                  | $\frac{1}{m} \rho^{m-1} \lambda_0(t - T_2)$ | $\frac{1}{m} \rho^{m-2} \lambda_0(t - T_2)$ |
| $\frac{1}{m} \rho^2 \lambda_0(t)$     | $\frac{1}{m} \rho \lambda_0(t)$             | $\frac{1}{m} \lambda_0(t)$                  | $\frac{1}{m} \rho^{m-1} \lambda_0(t - T_3)$ |
| $\dots$                               | $\dots$                                     | $\dots$                                     | $\dots$                                     |
| $\frac{1}{m} \rho^{m-1} \lambda_0(t)$ | $\frac{1}{m} \rho^{m-2} \lambda_0(t)$       | $\frac{1}{m} \rho^{m-3} \lambda_0(t)$       | $\frac{1}{m} \rho^{m-4} \lambda_0(t)$       |

# The exponential smoothing of intensity model

- Then for  $1 \leq N_t < m$ , we have

$$\lambda(t|\mathcal{H}_{t-}) = \frac{1}{m} \left( \sum_{k=0}^{N_t-1} \rho^{m-k-1} \lambda_0(t - T_{N_k-k}) + \sum_{k=N_t}^{m-1} \rho^{m-k-1} \lambda_0(t) \right)$$

- Then for  $N_t \geq m$ , we have

$$\lambda(t|\mathcal{H}_{t-}) = \frac{1}{m} \sum_{k=0}^{m-1} \rho^{m-k-1} \lambda_0(t - T_{N_k-k})$$

| $t \in (T_{N_t-1}, T_{N_t}]$                      | $t \in (T_{N_t}, T_{N_t+1}]$                      | $t \in (T_{N_t+1}, T_{N_t+2}]$                    |
|---|---|---|
| $\frac{1}{m} \lambda_0(t - T_{N_t-m})$            | $\frac{1}{m} \rho^{m-1} \lambda_0(t - T_{N_t})$   | $\frac{1}{m} \rho^{m-2} \lambda_0(t - T_{N_t})$   |
| $\frac{1}{m} \rho \lambda_0(t - T_{N_t-m+1})$     | $\frac{1}{m} \lambda_0(t - T_{N_t-m+1})$          | $\frac{1}{m} \rho^{m-1} \lambda_0(t - T_{N_t+1})$ |
| $\frac{1}{m} \rho^2 \lambda_0(t - T_{N_t-m+2})$   | $\frac{1}{m} \rho \lambda_0(t - T_{N_t-m+2})$     | $\frac{1}{m} \lambda_0(t - T_{N_t-m+2})$          |
| ...   | ...   | ...   |
| $\frac{1}{m} \rho^{m-1} \lambda_0(t - T_{N_t-1})$ | $\frac{1}{m} \rho^{m-2} \lambda_0(t - T_{N_t-1})$ | $\frac{1}{m} \rho^{m-3} \lambda_0(t - T_{N_t-1})$ |

# The exponential smoothing of intensity model

$$\lambda(t|\mathcal{H}_{t-}) = \begin{cases} \frac{1}{m} \sum_{k=0}^{m-1} \rho^{m-k-1} \lambda_0(t), & \text{if } N_t = 0, \\ \frac{1}{m} \left( \sum_{k=0}^{N_t-1} \rho^{m-k-1} \lambda_0(t - T_{N_t-k}) + \sum_{k=N_t}^{m-1} \rho^{m-k-1} \lambda_0(t) \right), & \text{if } 1 \leq N_t < m, \\ \frac{1}{m} \sum_{k=0}^{m-1} \rho^{m-k-1} \lambda_0(t - T_{N_t-k}), & \text{if } N_t \geq m. \end{cases}$$

- In this model, we have parameter  $\rho$  and parameters in  $\lambda_0(t)$ .  $\lambda_0(t)$  may be the power law, for example,

$$\lambda_0(t) = \alpha\beta t^{\beta-1}$$

on which the number of parameters in total is 3

# The number of parameters

Denote  $G_k(t)$  as the probability distribution of time to the  $k$ -th failure,  $T_k$ , of the component with intensity function  $\lambda_0(t)$ .

**Lemma 1** *For a given  $m$ , if  $\int_0^\infty \lambda_0(u) dG_k(u) < \infty$ , then  $E[\lambda(t|\mathcal{H}_{t-})] < \infty$  for  $t \rightarrow \infty$ .*

**Lemma 2**  *$\lambda(t|\mathcal{H}_{t-})$  may show monotonicity under some conditions, as shown below.*

- *If  $\lambda_0(t)$  is an increasing function in  $t$ , then  $\lambda(t|\mathcal{H}_{t-})$  is an increasing function for  $t \in (T_{N_t}^+, T_{N_{t+1}}^-)$ ;*
- *If  $\lambda_0(t)$  is a decreasing function in  $t$ , then  $\lambda(t|\mathcal{H}_{t-})$  is a decreasing function for  $t \in (T_{N_t}^+, T_{N_{t+1}}^-)$ .*

# The moving average of intensity model

- If  $\rho = 1$ , then

$$\lambda(t|\mathcal{H}_{t-}) = \begin{cases} \lambda_0(t), & \text{if } N_t = 0, \\ \frac{1}{m} \left( \sum_{k=0}^{N_t-1} \lambda_0(t - T_{N_t-k}) + (m - N_t)\lambda_0(t) \right), & \text{if } 1 \leq N_t < m, \\ \frac{1}{m} \sum_{k=0}^{m-1} \lambda_0(t - T_{N_t-k}), & \text{if } N_t \geq m. \end{cases}$$

**Lemma 3** • If  $\lambda_0(t)$  is an increasing function in  $t$ , then  $\lambda(t|\mathcal{H}_{t-}) \leq \lambda_0(t)$ ;

• If  $\lambda_0(t)$  is an decreasing function in  $t$ , then  $\lambda(t|\mathcal{H}_{t-}) \geq \lambda_0(t)$ ;

• If  $\lambda_0(t) = \lambda_0$ , where  $\lambda_0$  is a constant, then  $\lambda(t|\mathcal{H}_{t-}) = \lambda_0$ .

# Comparison

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- RP (renewal process)
- NHPP-PL (non-homogeneous Poisson process with the power law)
- GP (geometric process)
- Kijima I (virtual age process I)
- Kijima II (virtual age process II)
- $ARI_m$  (Arithmetic Reduction of Intensity model)
- $ARA_m$  (Arithmetic Reduction of Age model)
- BBIP (Bounded Bathtub Intensity Process)
- Model II (Wu & Scarf, 2017)
- ESI (Exponential Smoothing of Intensity model)
- MAI (Moving Average of Intensity model)

# Number of parameters and performance metrics

- The numbers of parameters

Table 2: The number of unknown parameters in each model.

|     | RP | NHPP-PL | GP | Kijima I | Kijima II | ARI <sub>m</sub> | ARA <sub>m</sub> | BBIP | Model II | ESI | MAI |
|-----|----|---------|----|----------|-----------|------------------|------------------|------|----------|-----|-----|
| $q$ | 2  | 2       | 3  | 3        | 3         | 3                | 3                | 4    | 4        | 3   | 2   |

- Performance metrics

$$\text{AIC} = -2 \log(L) + 2q,$$

$$\text{AIC}_c = -2 \log(L) + 2q + \frac{2(q+2)(q+3)}{n-q-2},$$

$$\text{BIC} = -2 \log(L) + q \log(n),$$



**$n$ : the number of systems;  $m$ : the number of components in each system**

Table 3: The means and standard deviations of  $(-\log(L))$  from 30 repetitions.

|     |     | Estimated values of $(-\log(L))$ |         |         |          |           |                  |                  |         |            |         |         |
|-----|-----|----------------------------------|---------|---------|----------|-----------|------------------|------------------|---------|------------|---------|---------|
|     |     | Nine existing models             |         |         |          |           |                  |                  |         | New models |         |         |
|     |     | $q = 2$                          |         | $q = 3$ |          |           |                  | $q = 4$          |         | $q = 3$    | $q = 2$ |         |
| $n$ | $m$ | RP                               | NHPP-PL | GP      | Kijima I | Kijima II | ARI <sub>m</sub> | ARA <sub>m</sub> | BBIP    | Model II   | ESI     | MAI     |
| 15  | 5   | 45.33                            | 42.40   | 43.08   | 41.65    | 41.17     | 40.82            | 41.20            | 42.18   | 40.60      | 40.82   | 41.00   |
|     |     | (5.07)                           | (4.47)  | (4.21)  | (4.25)   | (4.35)    | (4.21)           | (4.29)           | (4.21)  | (4.23)     | (4.25)  | (4.28)  |
|     | 15  | 28.73                            | 24.79   | 26.72   | 24.18    | 23.96     | 24.15            | 24.25            | 24.32   | 23.14      | 23.84   | 24.02   |
|     |     | (4.21)                           | (3.38)  | (3.23)  | (3.57)   | (3.68)    | (3.72)           | (3.72)           | (3.23)  | (3.65)     | (3.77)  | (3.67)  |
|     | 25  | 23.16                            | 19.35   | 21.62   | 18.32    | 18.33     | 18.36            | 18.31            | 18.96   | 17.53      | 18.01   | 18.24   |
|     |     | (3.95)                           | (3.58)  | (3.04)  | (3.84)   | (3.74)    | (3.83)           | (3.80)           | (3.47)  | (3.96)     | (3.89)  | (3.87)  |
| 30  | 5   | 91.80                            | 86.67   | 88.15   | 86.02    | 85.46     | 85.30            | 85.51            | 86.34   | 85.09      | 85.22   | 85.33   |
|     |     | (9.10)                           | (8.13)  | (8.10)  | (8.08)   | (7.99)    | (8.33)           | (8.16)           | (8.10)  | (8.10)     | (8.06)  | (8.17)  |
|     | 15  | 57.69                            | 50.53   | 53.60   | 49.96    | 49.34     | 50.02            | 49.92            | 49.98   | 48.42      | 49.06   | 49.23   |
|     |     | (7.70)                           | (6.03)  | (5.99)  | (6.19)   | (6.14)    | (6.15)           | (6.12)           | (5.98)  | (6.23)     | (6.13)  | (6.18)  |
|     | 25  | 45.03                            | 36.95   | 41.76   | 36.46    | 35.97     | 36.26            | 36.26            | 36.52   | 35.22      | 35.67   | 35.84   |
|     |     | (7.32)                           | (5.57)  | (5.45)  | (5.66)   | (5.81)    | (5.92)           | (5.79)           | (5.44)  | (5.83)     | (5.93)  | (5.95)  |
| 45  | 5   | 136.12                           | 127.52  | 130.17  | 126.61   | 125.76    | 125.60           | 125.71           | 127.20  | 125.15     | 125.41  | 125.56  |
|     |     | (13.97)                          | (11.82) | (12.19) | (11.69)  | (11.63)   | (11.75)          | (11.66)          | (11.84) | (11.31)    | (11.68) | (11.62) |
|     | 15  | 84.94                            | 74.17   | 79.01   | 73.65    | 73.12     | 73.99            | 73.52            | 73.49   | 72.15      | 72.75   | 72.96   |
|     |     | (11.66)                          | (7.87)  | (8.77)  | (7.95)   | (8.75)    | (8.24)           | (7.93)           | (7.86)  | (7.73)     | (8.06)  | (8.02)  |
|     | 25  | 64.92                            | 52.24   | 59.85   | 51.72    | 51.31     | 51.69            | 51.62            | 51.68   | 50.57      | 51.09   | 51.30   |
|     |     | (12.03)                          | (6.77)  | (9.13)  | (6.94)   | (7.07)    | (7.20)           | (7.11)           | (6.71)  | (7.00)     | (7.02)  | (7.09)  |

# Real world cases

Table 4: The real-world datasets.

| No. | Dataset                    | $n$ | Data source              | Model          |
|-----|----------------------------|-----|--------------------------|----------------|
| 1   | Hydraulic system (LHD 1)   | 23  | Kumar and Klefsjö (1992) | NHPP-PL        |
| 2   | Hydraulic system (LHD 3)   | 25  | Kumar and Klefsjö (1992) | NHPP-PL        |
| 3   | Hydraulic system (LHD 9)   | 27  | Kumar and Klefsjö (1992) | NHPP-PL        |
| 4   | Hydraulic system (LHD 11)  | 28  | Kumar and Klefsjö (1992) | NHPP-PL        |
| 5   | Hydraulic system (LHD 17)  | 26  | Kumar and Klefsjö (1992) | NHPP-PL        |
| 6   | Hydraulic system (LHD 20)  | 23  | Kumar and Klefsjö (1992) | NHPP-PL        |
| 7   | Air conditioner (TBF 7909) | 24  | Proschan (1963)          | HPP            |
| 8   | Air conditioner (TBF 7912) | 30  | Proschan (1963)          | HPP            |
| 9   | Air conditioner (TBF 7913) | 27  | Proschan (1963)          | HPP            |
| 10  | Air conditioner (TBF 7914) | 23  | Proschan (1963)          | HPP            |
| 11  | Compressor                 | 24  | Yanez et al. (2002)      | Kijima model I |
| 12  | Main propulsion motor      | 24  | Yanez et al. (2002)      | Kijima I       |
| 13  | Powertrain System 510      | 55  | Guida and Pulcini (2009) | BBIP           |
| 14  | Powertrain System 514      | 35  | Guida and Pulcini (2009) | BBIP           |
| 15* | Diesel engine              | 56  | Lee (1980)               | NHPP-WLL       |

\* In dataset 15, there is a value 0, which is replaced with 0.5 in this paper.

# Model performance on the real-world datasets

Table 5:  $-\log(L)$  of each model on the real-world datasets.

| No.                | Estimated value of $(-\log(L))$ |        |               |          |               |                  |                  |               |               |               |               |
|--------------------|---------------------------------|--------|---------------|----------|---------------|------------------|------------------|---------------|---------------|---------------|---------------|
|                    | Nine existing models            |        |               |          |               |                  |                  |               |               | New models    |               |
|                    | $q = 2$                         |        | $q = 3$       |          |               |                  | $q = 4$          |               |               | $q = 3$       | $q = 2$       |
|                    | RP                              | NHPP   | GP            | Kijima I | Kijima II     | ARI <sub>m</sub> | ARA <sub>m</sub> | BBIP          | Model II      | ESI           | MAI           |
| 1                  | 129.99                          | 128.50 | 129.50        | 128.46   | 128.50        | 128.44           | 128.46           | 129.09        | <u>128.02</u> | 128.32        | 129.38        |
| 2                  | 148.72                          | 146.96 | 148.72        | 146.96   | 145.47        | 145.31           | 145.32           | 146.22        | 144.94        | <u>144.20</u> | 144.94        |
| 3                  | 166.55                          | 163.64 | 165.39        | 163.52   | 163.65        | 163.48           | 163.49           | 164.36        | 163.96        | <u>163.45</u> | 163.97        |
| 4                  | 158.05                          | 157.09 | 157.99        | 157.09   | 155.89        | 155.54           | 155.86           | 156.23        | 155.21        | <u>154.91</u> | 155.44        |
| 5                  | 151.20                          | 149.33 | 150.96        | 149.32   | 149.12        | 148.38           | <u>148.36</u>    | 149.81        | 148.98        | 148.87        | 149.14        |
| 6                  | 137.27                          | 136.86 | 137.12        | 136.73   | 135.65        | 135.55           | 135.65           | 136.61        | <u>134.77</u> | 135.29        | 135.80        |
| 7                  | 125.37                          | 126.30 | <u>124.48</u> | 125.37   | 125.37        | 125.05           | 125.37           | 125.96        | 125.37        | 125.37        | 125.37        |
| 8                  | 151.94                          | 150.43 | 151.14        | 150.41   | 150.42        | 150.37           | 150.42           | 150.64        | <u>150.20</u> | 150.24        | 151.33        |
| 9                  | 143.96                          | 144.22 | 143.10        | 143.96   | 143.10        | <u>141.19</u>    | 142.75           | 143.81        | 141.80        | 142.07        | 142.15        |
| 10                 | 119.60                          | 119.66 | 119.21        | 119.52   | 119.56        | 118.68           | 119.57           | 119.47        | <u>117.98</u> | 118.58        | 119.55        |
| 11                 | 191.06                          | 189.30 | 190.95        | 189.32   | 188.90        | 188.70           | <u>187.82</u>    | 189.22        | 188.78        | 188.12        | 188.85        |
| 12                 | 183.88                          | 182.44 | 182.70        | 181.63   | 182.45        | <u>181.55</u>    | 181.85           | 183.29        | 182.37        | 182.45        | 182.91        |
| 13                 | 543.26                          | 543.57 | 543.19        | 542.28   | <u>541.88</u> | 543.32           | 543.58           | 542.52        | 542.35        | 542.35        | 542.87        |
| 14                 | 356.18                          | 357.05 | 356.06        | 355.88   | 355.07        | 354.55           | 357.06           | <u>353.77</u> | 354.74        | 353.98        | 355.04        |
| 15                 | 369.29                          | 368.31 | 369.14        | 368.31   | 368.00        | <u>367.06</u>    | 367.68           | 367.70        | 367.89        | 367.75        | 368.07        |
| $-\log(L)^*$       | 205.09                          | 204.24 | 204.64        | 203.92   | 203.53        | 203.14           | 203.55           | 203.91        | 203.16        | <u>203.06</u> | 203.65        |
| AIC*               | 414.17                          | 412.48 | 415.29        | 413.83   | 413.07        | 412.29           | 413.10           | 415.83        | 414.32        | 412.13        | <u>411.31</u> |
| AIC <sub>c</sub> * | 415.20                          | 413.50 | 417.07        | 415.62   | 414.85        | 414.08           | 414.88           | 418.64        | 417.13        | 413.91        | <u>412.33</u> |
| BIC*               | 416.89                          | 415.19 | 419.36        | 417.90   | 417.14        | 416.36           | 417.16           | 421.25        | 419.74        | 416.20        | <u>414.02</u> |

\* The value with \* on its right upper corner represents the mean of the value.

# Results

Table 6: Results of the performance comparison from Table 5.

| No.       | ESI              |                                  | MAI     |                        |
|-----------|------------------|----------------------------------|---------|------------------------|
|           | $-\log(L)$       | $-\log(L)$ of the "q = 3" models | AIC     | AIC <sub>c</sub> & BIC |
| 1         | Model II         | ESI                              | NHPP-PL | NHPP-PL                |
| 2         | ESI              | ESI                              | MAI     | MAI                    |
| 3         | ESI              | ESI                              | NHPP-PL | NHPP-PL                |
| 4         | ESI              | ESI                              | MAI     | MAI                    |
| 5         | ARA <sub>m</sub> | ARA <sub>m</sub>                 | MAI     | MAI                    |
| 6         | Model II         | ESI                              | MAI     | MAI                    |
| 7         | GP               | GP                               | MAI     | MAI                    |
| 8         | Model II         | ESI                              | NHPP-PL | NHPP-PL                |
| 9         | ARI <sub>m</sub> | ARI <sub>m</sub>                 | MAI     | MAI                    |
| 10        | Model II         | ESI                              | MAI     | MAI                    |
| 11        | ARA <sub>m</sub> | ARA <sub>m</sub>                 | MAI     | MAI                    |
| 12        | ARI <sub>m</sub> | ARI <sub>m</sub>                 | NHPP-PL | NHPP-PL                |
| 13        | Kijima II        | Kijima II                        | MAI     | MAI                    |
| 14        | BBIP             | ESI                              | ESI     | MAI                    |
| 15        | ARI <sub>m</sub> | ARI <sub>m</sub>                 | MAI     | MAI                    |
| Frequency | 4×Model II       | 8×ESI                            | 10×MAI  | 11×MAI                 |

**Thank you.**

**Questions?**