BlueFactory Copilot: An Autonomous Multi-Agent AI System For Real-Time AGV Swarm Orchestration

Mrs. G. Nandhini[1], Harish C[2], Harish V[3], Hyagreevan G[4], Elumalai P[5]
[1, 2, 3, 4, 5] Dept of Computer Science and Engineering
[1, 2, 3, 4, 5] Kingston Engineering College, Vellore - 632059, India

Abstract- *Traditional Automated Guided Vehicle (AGV) systems rely on centralized controllers and rigid programming, causing collisions, torque overloads, and operational downtime when factory conditions change. Nobody checks if an AGV mission is physically safe before execution—if an operator assigns an impossible task, the drivetrain suffers damage. We built BlueFactory Copilot to solve these problems. It is a lightweight orchestration platform for Bonfiglioli-powered AGVs that runs four intelligent modules in the background: an LLM-based natural language mission designer, a physics-accurate Digital Twin validator, a mesh-network swarm coordinator, and an IoT-driven predictive maintenance engine. When an operator issues a command, the system parses intent via Meta's Llama-3.3 70B through Groq Cloud, simulates the mission against torque/thermal/battery constraints, negotiates paths peer-to-peer with other AGVs, and predicts mechanical wear. If a threat is detected—like torque overload or path conflict—Copilot takes action autonomously: flattening acceleration curves, rerouting via Cooperative A*, or scheduling maintenance. We tested BlueFactory Copilot against dynamic factory scenarios that traditional AGV controllers failed to handle. Our system reduced simulated fleet collisions by 95%, cut unplanned downtime by 30%, and maintained average inference latency under 300ms. The app uses zero local GPU and only standard CPU resources.*

Keywords: AGV, LLM, Digital Twin, Swarm Intelligence, Predictive Maintenance, Multi-Agent Pathfinding, Industry 4.0

I. INTRODUCTION

A. Why Traditional AGV Control Falls Short

Conventional AGV fleets operate under centralized dispatchers that compute routes from static maps. This approach fails when workflows change dynamically or Wi-Fi drops—vehicles freeze, causing cascading blockages. The gap between command issuance and safe execution, called Mean Time To Detect (MTTD) for spatial conflicts, leaves systems vulnerable to deadlocks and mechanical stress.

B. The Forgotten Physics Problem

Here is something nobody talks about—the drivetrain. Think for a moment. When an AGV accelerates a heavy load into a sharp turn, no traditional controller checks if the planetary gearbox can handle the torque. The software is mechanically blind. You can assign an impossible mission right now, and the AGV will attempt it, exceeding peak torque limits and causing permanent damage. This affects industrial fleets every day.

C. What We Built

BlueFactory Copilot is our answer to these problems. It runs as a cloud-assisted orchestration layer on standard edge hardware. You interact via a simple web dashboard or natural language. In the background, four intelligent modules keep coordinating the fleet. Instead of matching predefined routes, Copilot uses a Large Language Model to understand human intent and a physics engine to validate every mission. And here is the key difference—Copilot acts autonomously. If a mission exceeds torque limits, it flattens the acceleration curve. If two AGVs will collide, it negotiates right-of-way locally. If a bearing shows wear signatures, it schedules maintenance before failure.

II. SYSTEM ARCHITECTURE

A. The Four Intelligent Modules

We built four coordinated components that each handle a specific orchestration task:

Module 1 - LLM Mission Designer: This is our human interface. When an operator types or speaks "AGV 2, pick pallet B from Zone A and deliver to Zone C, avoiding the welding area," the module sends the text to Llama-3.3 via Groq API. Within 300ms, the AI returns structured JSON with extracted entities, constraints, and speed parameters. The prompt engineering enforces deterministic output: role assignment, exact tag choices, and strict JSON formatting.

Module 2 - Digital Twin Physics Gate: Before any AGV moves, the parsed mission runs through a mathematical simulation of the Bonfiglioli BlueRoll drivetrain. It calculates acceleration torque ($T_{acc} = I \cdot \alpha$), rolling resistance ($T_{roll} = C_r \cdot m \cdot g \cdot r$), thermal rise, and battery drain. If $T_{total} > T_{peak}$, the mission is automatically modified or rejected.

Module 3 - Swarm Coordination & Mesh Networking: AGVs broadcast position, velocity, and future waypoints via peer-to-peer mesh. Using Cooperative A* in time-space (X, Y, Time), each vehicle reserves nodes in a shared table. When paths conflict, Conflict-Based Search (CBS) locally negotiates resolution—slowing one AGV so both pass without stopping.

Module 4 - IoT Predictive Maintenance: Real-time vibration and temperature streams feed an XGBoost regressor. Fast Fourier Transform (FFT) isolates fault harmonics (GMF, BPFO). The model outputs Remaining Useful Life (RUL) in operational hours, enabling condition-based maintenance scheduling.

B. Three Core Algorithms

Algorithm 1 - Two-Layer Edge-to-Cloud Design: We separated heavy NLP inference (cloud) from latency-critical physics and pathfinding (edge). Thread 1 handles WebSocket telemetry and Digital Twin simulation; Thread 2 manages LLM API calls and UI updates. The edge layer runs daemon threads that terminate cleanly on shutdown.

Algorithm 2 - Token-Optimized Scheduling: The Groq API has rate limits. We batch LLM requests, truncate long conversational inputs, and use sliding-window context management. Mesh telemetry updates only on trajectory changes, reducing network congestion by ~60%.

Algorithm 3 - Deterministic Prompt Engineering: Every LLM prompt includes: (1) role assignment ("You are BlueFactory Copilot, an AGV dispatcher"), (2) exact output schema ("Return ONLY valid JSON with keys: agv_id, pickup_zone, dropoff_zone, speed_mode, avoid_zones"), and (3) few-shot examples. This ensures 0% format violations during execution.

III. METHODOLOGY

A. How We Use the AI Model

We use Meta's Llama-3.3 70B through Groq's LPU cloud. This model understands complex spatial constraints and implicit instructions. When we send a request, we include a system prompt defining the factory map boundaries and a user prompt with the operator's command. Average inference time: 280ms.

B. Where We Get Our Data

BlueFactory Copilot does not train models from scratch. The LLM uses Meta's pre-trained knowledge; the XGBoost maintenance model uses simulated Bonfiglioli lifecycle data. Runtime data comes from: operator voice/text commands, AGV telemetry (position, velocity, battery), IoT sensors (vibration FFT peaks, temperature), and Digital Twin calculations.

C. How We Clean the Data

Before processing: LLM inputs are regex-sanitized and wrapped in engineered prompts; vibration data uses Hanning windowing before FFT; mesh packets throttle updates to trajectory changes only; battery SOC uses Extended Kalman Filter smoothing to reject voltage-sag noise.

D. The User Interface

We built the dashboard using React.js with Tailwind CSS. It has three views: (1) Live 2D Swarm Map with congestion heatmap, (2) Digital Twin Telemetry Panel showing torque/temperature gauges, and (3) Predictive Health Bar Chart ranking AGVs by RUL. Alerts pulse yellow (warning) or red (critical).

E. How Users Deploy Copilot

Deployment is lightweight. The user runs setup.bat which: creates a Python virtual environment, installs dependencies via requirements.txt, loads the XGBoost model from pickle, and launches the FastAPI backend + React frontend. Docker Compose enables one-command deployment; Kubernetes readiness supports enterprise scaling.

F. How We Store Statistics and Generate Reports

Mission logs, telemetry, and maintenance alerts write to mission_history.json and maintenance_alerts.json. Clicking "Export Report" uses fpdf to generate a PDF with timestamped missions, AI verdicts, torque calculations, and RUL predictions—color-coded green (safe) or red (action required).

IV. TESTING AND RESULTS

A. Test Cases We Ran

Test 1 - LLM Mission Parsing: We issued "AGV 3, deliver pallet X to Zone F but avoid corridor 5 due to spill". Within 300ms, the system returned valid JSON with avoid_zones: ["corridor_5"] and speed_mode: "cautious". The Digital Twin accepted the mission. Test passed.

Test 2 - Digital Twin Validation: We assigned a heavy-load sharp-turn mission exceeding BlueRoll peak torque. The Twin calculated $T_{total} > T_{peak}$, automatically flattened the acceleration curve, and updated the JSON before execution. Test passed.

Test 3 - Swarm Conflict Resolution: We simulated two AGVs approaching the same intersection. Mesh broadcasting detected the conflict at t=8s; CBS negotiated that AGV-1 would slow by 15% while AGV-2 maintained speed. No collision, no full stop. Test passed.

Test 4 - Predictive Maintenance Detection: We injected synthetic bearing wear harmonics into vibration data. The FFT+XGBoost pipeline flagged elevated BPFO amplitude and reduced RUL by 120 hours. Dashboard displayed amber alert. Test passed.

B. Quantitative Results

Metric	Result
Collision reduction vs. centralized control	95%
Unplanned downtime reduction	30%
Average LLM inference latency	< 300 ms
Digital Twin simulation time per mission	< 50 ms
Local CPU usage (edge orchestration)	0.4% avg
GPU usage	0% (cloud-offloaded)
False positive maintenance alerts	2.1%

C. What Works Well

The LLM understands intent, so operators need no programming skills. The Digital Twin guarantees hardware protection—no torque overloads ever reach the drivetrain. Swarm coordination eliminates server-dependent deadlocks. Every alert explains why in plain English. Deployment requires no enterprise servers.

D. Current Limitations

The LLM module requires internet for Groq API access (fallback to manual UI exists). Very complex multi-AGV formations increase Cooperative A* computation time. The XGBoost model requires periodic retraining as hardware ages. Currently Windows/Linux only; macOS support pending.

V. CONCLUSION

We built BlueFactory Copilot to solve a real problem—traditional AGV software is mechanically blind and centrally fragile. Our system uses an LLM to understand human intent and a physics engine to validate every mission before execution. It runs four modules that coordinate swarm behavior and predicts mechanical wear autonomously.

The numbers show it works. On dynamic scenarios where centralized controllers caused gridlock (0% collision avoidance), Copilot reduced collisions by 95%. It validates missions in under 50ms. It uses almost no local GPU. And it explains every decision in plain English.

The most important contribution is the Digital Twin safety gate. No consumer AGV controller does this today. Thousands of industrial robots suffer drivetrain damage from software-assigned overloads. Copilot closes that gap.

The three algorithms we developed—edge-cloud separation, token-optimized scheduling, and heuristic prompt engineering—can be reused for other LLM-powered industrial robotics applications.

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