
*Opportunities and Challenges in Software
Engineering for the Next Generation Automotive*

Cyber Physical Systems

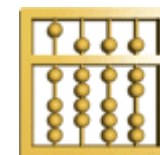
Electro Mobility

Manfred Broy

Lehrstuhl für Software & Systems Engineering



Technische Universität München
Institut für Informatik



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Change of paradigm in the design of E/E systems

There is a high degree of

- **innovation** and **functionality**

but also

- increasing **costs** and **complexity**

in the design of E/E systems asking for new approaches and paradigms in engineering and development:

- **Systems Engineering**
 - ◇ instead of assembling components - **integration** of subsystemsrequires emphasis on
 - ◇ **requirements engineering**
 - ◇ **architecture** and **integration**
 - ◇ comprehensive **quality assurance**
- **Function orientation**
 - ◇ instead of developing **components** developing **functions**
 - ◇ **functional view** part of architecture

Paradigm shift development E/E

... and new development principles:

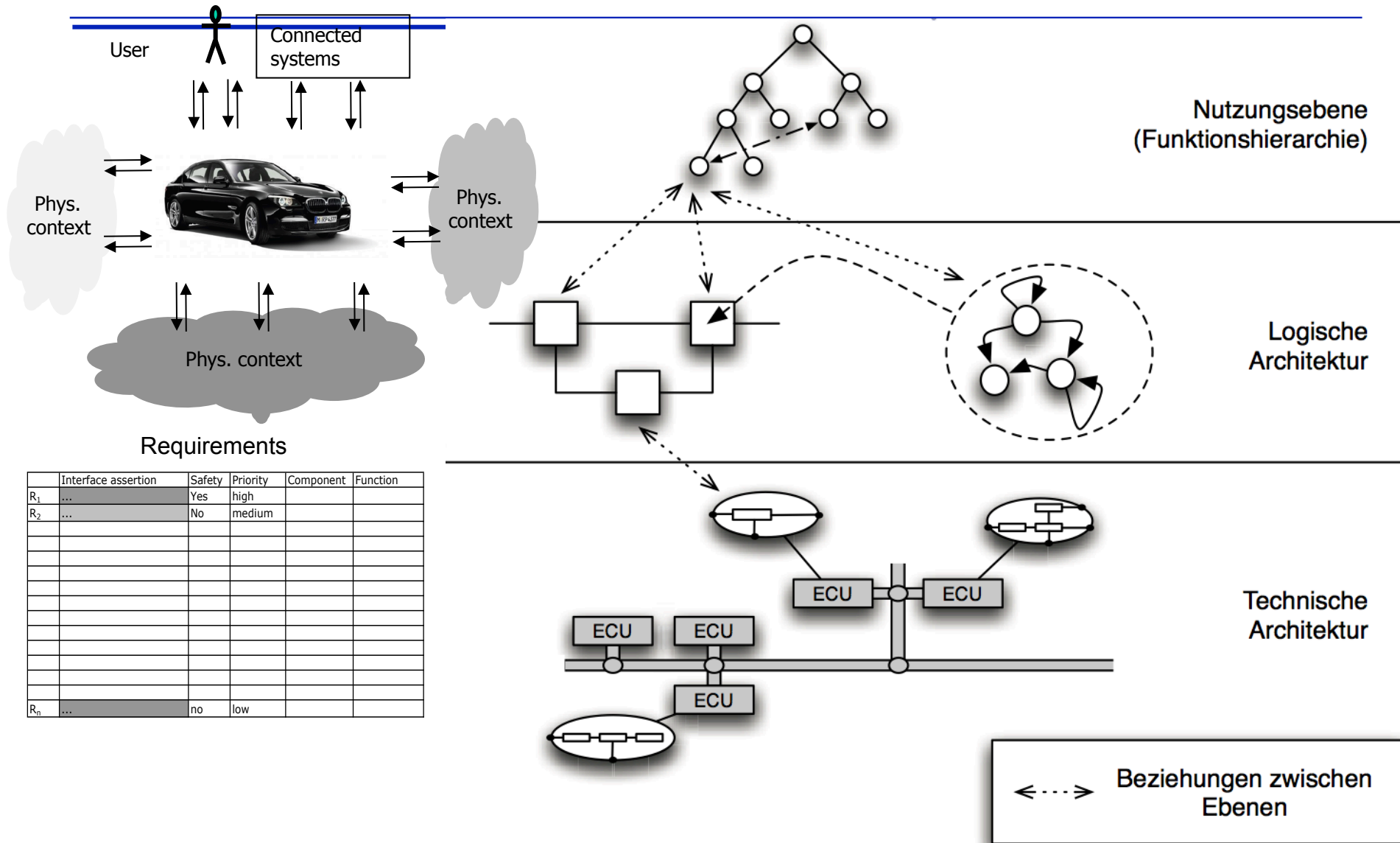
- Front loading
 - ◇ shift in expenditure on early phases
 - ◇ instead of eliminating errors in the integration error prevention
- Model based development
 - ◇ structuring
 - ◇ automation
 - ◇ seamless use of all models
Example: Functional models for testing, diagnostics, maintenance
- Artefact orientation - PLM E/E
 - ◇ archiving of all development results in databases
- Product lines
 - ◇ modular function construction kit
 - ◇ mastering variability
 - ◇ systematic reuse at all levels

Comprehensive architecture - what is it

Views onto structure - structuring views of a system

- context - domain model
 - ◇ relevant properties of the system environment
- functional view - system level interface
 - ◇ functionality - function hierarchy
 - ◇ dependencies
 - ◇ non-functional requirements (quality: safety, reliability, performance, ...)
- logical component view
 - ◇ architecture of components - component hierarchy
 - ◇ Logic of the signal / message flow between components
- technical view
 - ◇ deployment, scheduling

Structured architecture views: abstraction levels



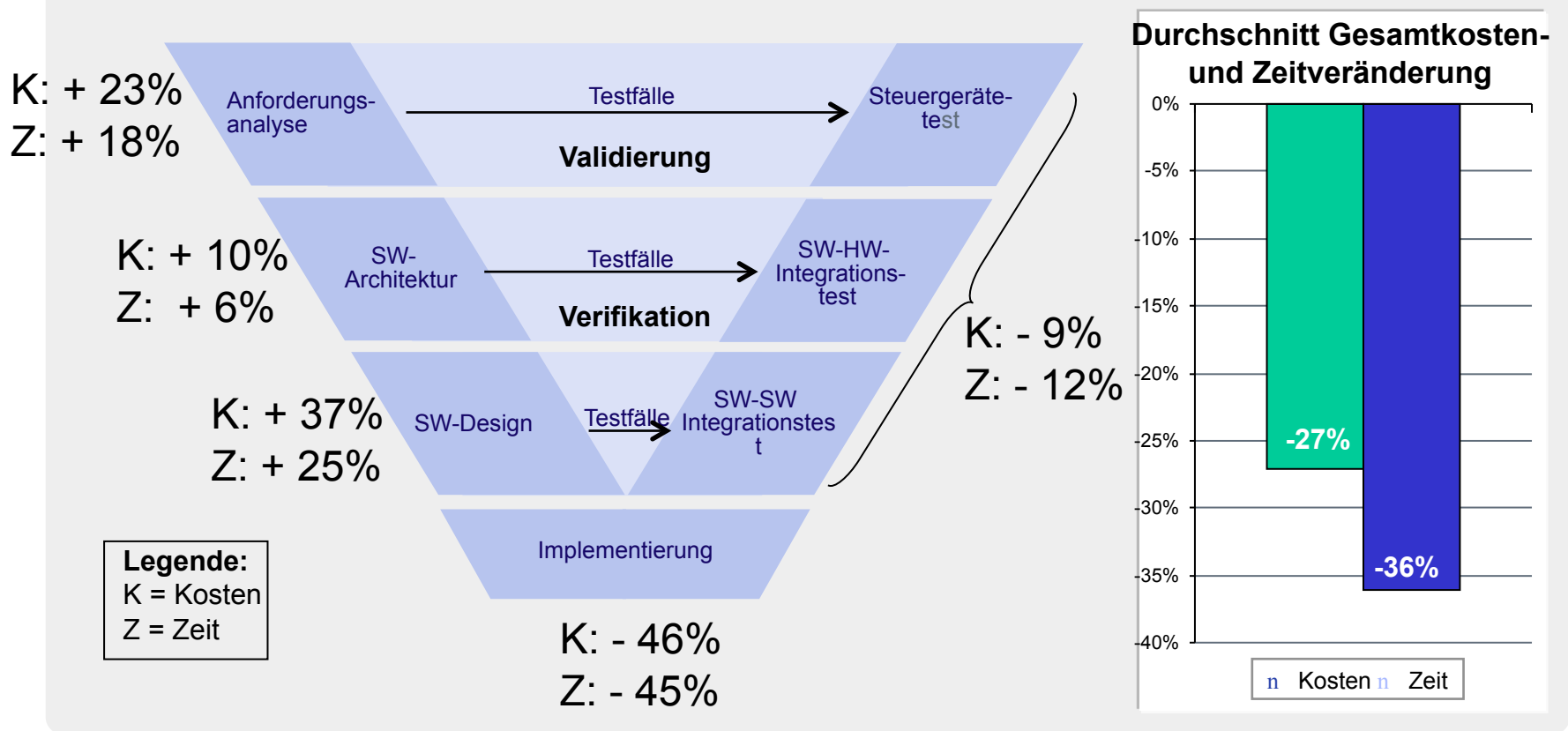
Comprehensive architecture as backbone

- organisation of engineering
 - ◇ roles
 - ◇ process
 - ◇ artefacts - PLM
 - ◇ requirements
- early system verification & validation
 - ◇ simulation
 - ◇ test
- supplier management
 - ◇ contracts and specifications
 - ◇ integration of supplier designed sub-systems
- quality assurance
 - ◇ test
- systematic reuse
 - ◇ product lines

Gesamtsicht – Kosten- und Zeitveränderung (Diss. Kirstan)

Die Frontloading-Effekte der modellbasierten Entwicklung sind deutlich in den Kostenveränderungen der einzelnen Entwicklungsphasen zu sehen.

Kosten- und Zeitveränderungen durch die modellbasierte Softwareentwicklung entlang der einzelnen Entwicklungsphasen und in Gesamtsicht



Result: function based structuring/architecture

Modeling:

- Function hierarchy
 - ◇ Structured list of all functions
 - user functions
 - system functions
 - ◇ Mode view
 - ◇ Modular specification of each function
 - dependencies by modes
- Logical components (sub-systems)
 - ◇ Tracing: understanding which of the sub-systems and which of their properties contribute to which function
- Technical level
 - ◇ Automatic generation of code
 - Parameterized by technical architecture

Seamless usage:

- Analysis
 - ◇ feature interactions
 - ◇ completeness of specification
- Validation
- Simulation
- Generation of system test cases
- Configuration planning
 - ◇ when is which function available
- Impact analysis
- Generation of integration test cases

Research

- Consistent modelling of all aspects of an E/E Architecture
 - ◇ form of variants
 - ◇ generating the implementation for different platforms
 - ◇ automated Quality Assurance
 - ◇ calibration functions
- Integration of data and services into global networks of embedded systems
 - ◇ Cyber -Physical Systems
 - ◇ interoperability
 - ◇ service modelling
- The vehicle as a hub in the network
- Car 3.0 - the semantic car
 - ◇ recording all data and functions in the vehicle from semantic point of view