

August 15-19, 2005

Högskolan i Skövde



Programme

August 15, ARTES Tutorials of special industry interest

 \circ 8.00 Registration in building G at room 110.

- 9.15 Tutorial: Autonomic Computing for Real-Time Systems, Mike Hinchey, NASA Goddard Space Flight Center, USA
- 10.00 Break
- 10.15 Tutorial continues.
- 12 Lunch
- 13.15 Tutorial: Real-Time Issues in Wireless Sensor Networks, Chenyang Lu, Washington University in St. Louis, USA
- 15.15 Break
- 15.30 ARTES Real-Time doctors presentations
- 15.30 Reliable Avionics, Kristina Forsberg, Saab Avitronics
- 16.00 Håkan Sivencrona, Mecel AB
- 17.00 Time to put up posters.
- 19.00 Dinner at Scandic Billingen, Trädgårdsgatan 10.
- · August 16-17, Real-Time in Sweden 2005
 - 8th biennial SNART conference on real-time systems
- · August 18
 - 8.15 Tutorial: Componenent-based Software Engineering & Design Exploration, Michel Chaudron, Eindhoven University of Technology, The Netherlands.
 - 10.00 Break
 - 10.15 Tutorial: Distribution and fault tolerance, two sides of the same coin, Jan Lindblad, System Architect, Enea Embedded Technology, Sweden.
 - 12.00 Lunch
 - 13.15 Tutorial: Execution time analysis, can it be done? How to do? Jan Lindblad, Enea Embedded Technology, Sweden.
 - 15.00 Break
 - 15-23 ARTES social activity at L\u00e4k\u00f6 castel, boat trip to and dinner at Navens light house.

· August 19

- 8.15 Tutorial: Experimental sensor networking research,
 - Thiemo Voigt and Joakim Eriksson, Swedish Institute of Computer Science, Sweden.
- \circ 10.00 Break
- 10.15 Talk: The future for IT, Karl-Einar Sjödin,
 - Vinnovas unit for information and communication research, participated in the report "Inspiration till Innovation".
- 12.00 Lunch, end of summerschool.

Contents

The 9:th ARTES summerschool

Programme

Content

ARTES++

Participant list

Autonomic Computing for Real-Time Systems, Mike Hinchey,

Real-Time Issues in Wireless Sensor Networks, Chenyang Lu,

Posters

- 1 Analysable Compnents, John Håkansson
- 2 Architectures for Logistics Telemetry Applications, Markus Adolfsson
- 3 *Design of Electrical Architectures for Safety Cases*, Fredrik Törner
- 4 Project ModComp, Jianlin Shi

Monday dinner

Componenent-based Software Engineering & Design Exploration, Michel Chaudron,

Distribution and fault tolerance, two sides of the same coin, Jan Lindblad,

Execution time analysis, can it be done? How to do?, Jan Lindblad,

ARTES social activity

Experimental sensor networking research, Thiemo Voigt and Joakim Eriksson,

The future for IT, Karl-Einar Sjödin

ARTES++

ARTES++ is a Swedish national graduate school in real-time and embedded systems, supported by Swedish Foundation for Strategic Research (SSF). The school is planned to operate from 2004 until 2007 with 20 students annually. Today is 36 students provided support for international mobility, industrial stay, and attending courses. Other activities include courses, an annual summer school and an annual graduate student conference.

Courses fall 2005

- Advanced Real-Time Scheduling, HT'05, 5p.
 Location: MdH, Västerås.
- •Forskningsplanering, HT'05, 3p. Location: 1st workshop in conjunction with ARTES Summerschool in Skövde, then at MdH in Västerås. Time plan: 20/8, 26-27/8, and 14-15/11.
- Hardware/Software Codesign, HT'05, 5p. Location: LIU, Linköping.
- Introduction to Systems Thinking and its Application, HT'05, 5p. Location: University of Skövde. Time plan: 6-8/9 and 18-19/10.
- Real Time Communication, HT'05, 5p. Location: Halmstad University. Time plan: Sept. 13-14, Oct. 4-5, and Nov. 1-2

ARTES graduate student conference in spring 2006

Calls to appear

- * Courses for 2006
- * Invitation to Ph.D. students to apply to the ARTES++ programme for 2006

Applications and questions

should be sent by e-mail to info@artes.uu.se

Send letters to

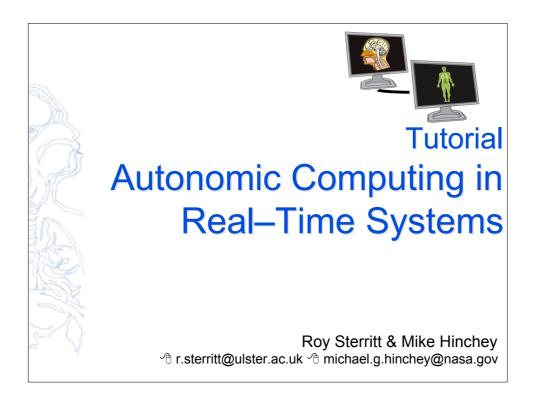
ARTES Box 337 SE 75105 Uppsala Sweden

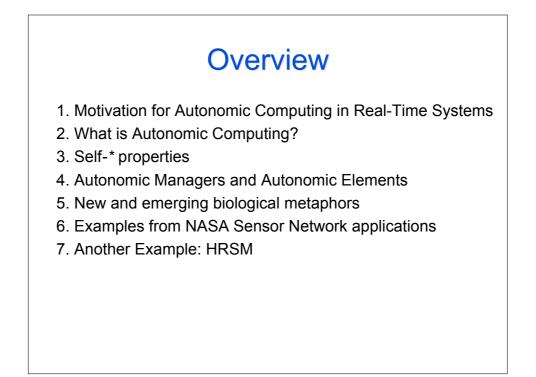
Participants

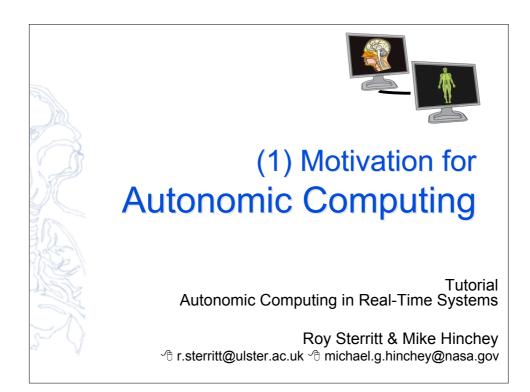
Markus	Adolfsson	Högskolan i Halmstad	m
Mehdi	Amirijoo	Linköpings universitet	m
Martin	Andersson	Lunds universitet	m
Anita	Andler	ARTES, Skövde	an
Raul	Barbosa	Chalmers Tekniska Högskola	rb
Carl	Bergenhem	SP Electronics	Ca
Marcus	Brohede	Högskolan i Skövde	m
Vicente	Casanova	Technical University of Valencia	vc
Michel	Chaudron	Eindhoven University of Technology	m
Sigrid	Eldh	Mälardalens högskola	si
AnnMarie	Ericsson	Högskolan i Skövde	an
Johan	Erikson	Mälardalens högskola	jo
Joakim	Eriksson	SICS	jo
Xing	Fan	Högskolan i Halmstad	xi
Elena	Fersman	Ericsson AB	ele
Kristina	Forsberg	Saab Avitronics	kr
Roland	Grönroos	ARTES, Uppsala	R
Thomas	Gustafsson	Linköpings universitet	th
Sanny	Gustavsson	Högskolan i Skövde	sa
Mike	Hinchey	NASA Goddard Space Flight Center	m
John	Håkansson	Uppsala universitet	jo
Viacheslav	Izosimov	Linköpings universitet	vi
Najeem	Lawal	Mittuniversitetet	Ν
Niklas	Lepistö	Mittuniversitetet	N
Jan	Lindblad	Enea Embedded Technology	ja
Birgitta	Lindström	Högskolan i Skövde	bi
Chenyang	Lu	Washington University in St. Louis	lu
Gunnar	Mathiason	Högskolan i Skövde	gι
Leonid	Mokrushin	Uppsala universitet	le
Robert	Nilsson	Högskolan i Skövde	ni
Susanna	Nordström	Mälardalens högskola	su
Anders	Pettersson	Mälardalens högskola	an
Paul	Pettersson	ARTES, Uppsala	ра
Anil	Reddy	Jönköping University	an
Jianlin	Shi	KTH	jia
Håkan	Sivencrona	Mecel AB	ha
Karl-Einar	Sjödin	VINNOVA	K
Aleksandra	Tesanovic	Linköpings universitet	ale
Fredrik	Törner	Volvo Car Corporation	fto
Martin	Törngren	KTH	m
Thiemo	Voigt	SICS	th
	C		

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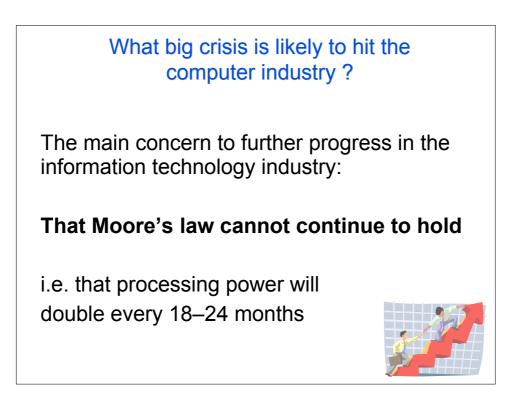
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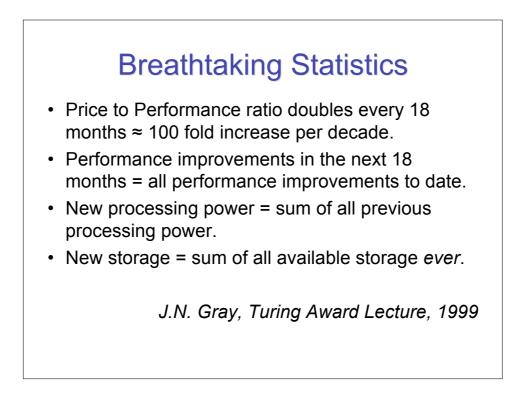












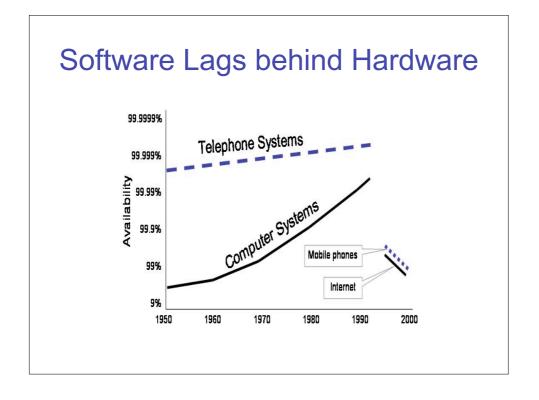
Problem

- Assumptions of continuous improvements in system development, that meet our ever more complex requirements.
- Pervasiveness of software, and our growing reliance on it.

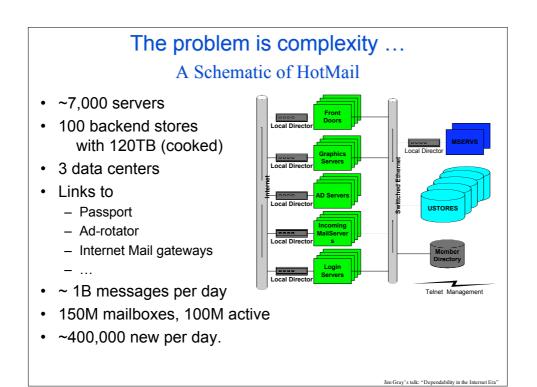
Flawed Assumptions

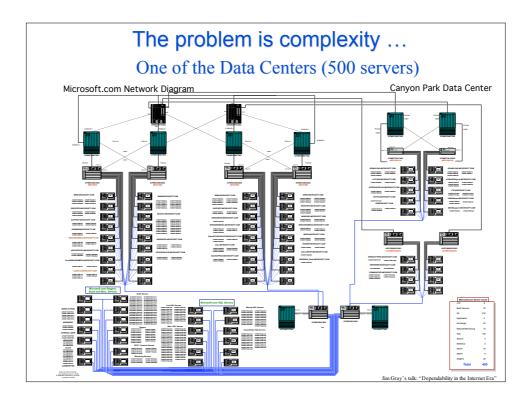
- Human beings can achieve perfection; they can avoid making mistakes during installation, maintenance and upgrades.
- Software will eventually be *bug free*; the emphasis of industry has been to hire better programmers; the emphasis of academia to train better Software Engineers
- MTBF is large (>100 years) and will continue to grow.
- Maintenance costs are a function of hardware costs.

Patterson and Brown, 2001









Complexity

Any intelligent fool can make things bigger and more complex ... It takes a touch of genius and a lot of courage to move in the opposite direction.

Albert Einstein

Conquering Complexity

Today, "complexity" is a word that is much in fashion We have learned very well that many of the systems that we are trying to deal with in our contemporary science and engineering are very complex indeed. They are so complex that it is not obvious that the powerful tricks and procedures that served us for four centuries or more in the development of modern science and engineering will enable us to understand and deal with them...

Herbert A. Simon

Conquering Complexity

... We are learning that we need a science of complex systems and we are beginning to develop it.

Herbert A. Simon

Please raise your hand if you ever...

• trouble connecting to a wired or a wireless network at another work location, hotel or switching from home to work (even with DHCP)?,

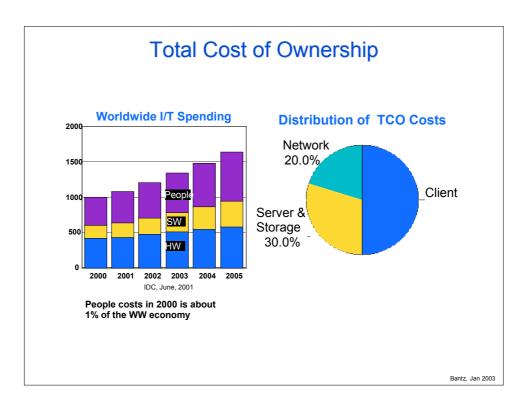
• lost a working connection and shouted across the office has anyone else's network connection gone?,

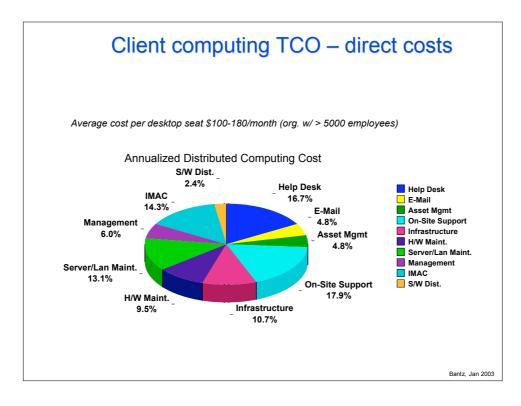
• have gone into the IP settings area in Windows and been confused about the correct settings?,

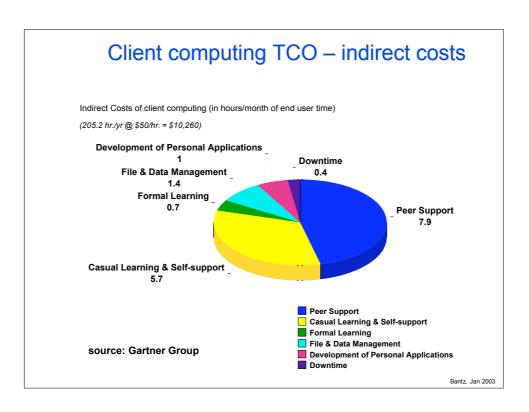
• had a PC which would no longer booted and needed major repair or reinstallation of the OS?,

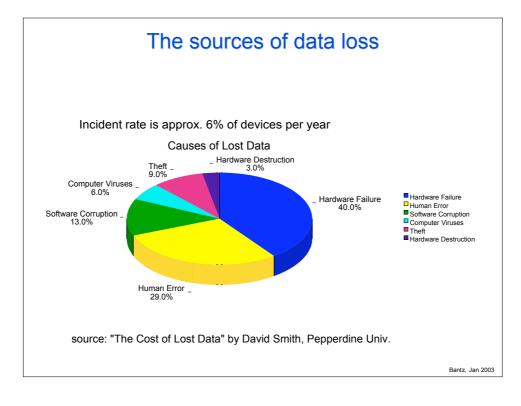
• had a hard-disk crash?

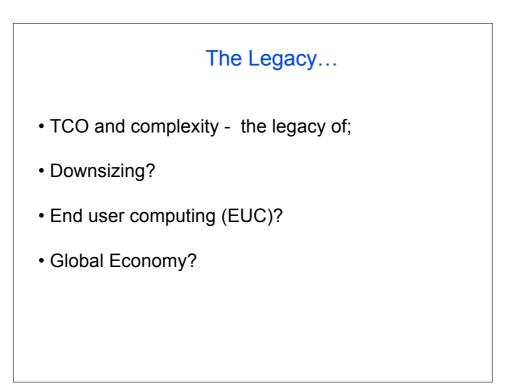
When you consider how many users could honestly be back up and running (with all applications and data) in less than a days work after a hard disk crash or could completely migrate to a new PC in less than a day highlights the indirect (often unaccounted) costs of managing personal computing...

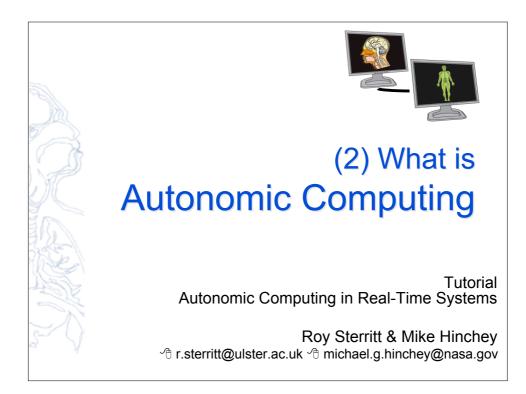


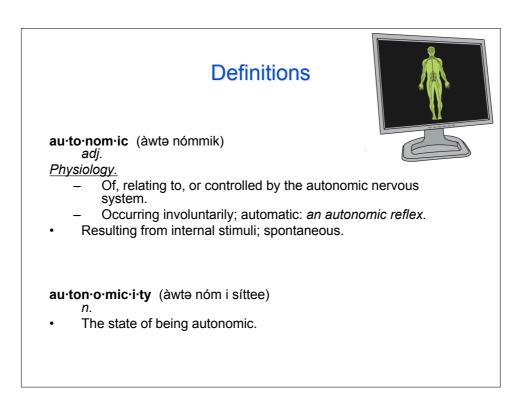


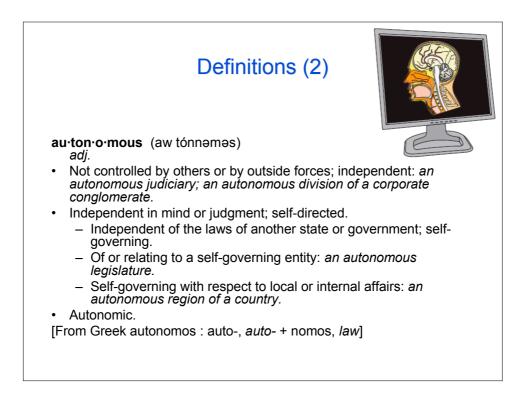


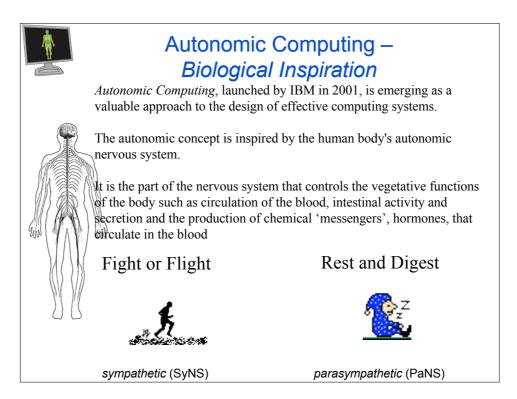




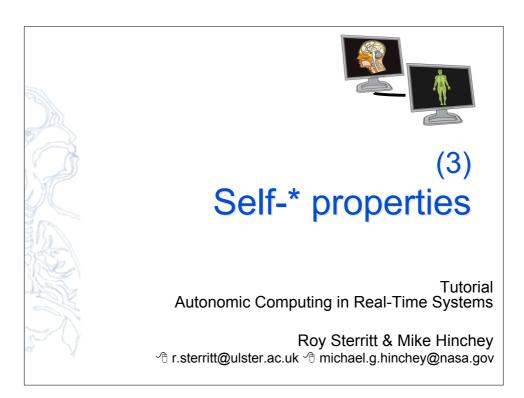


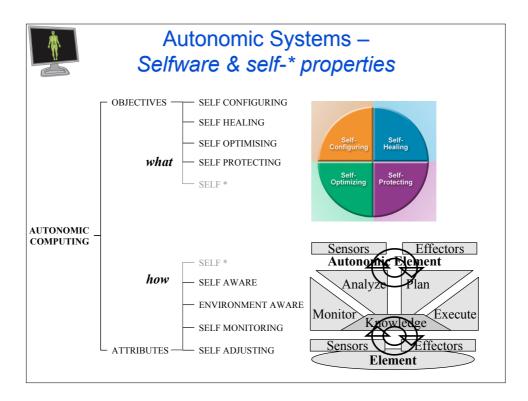


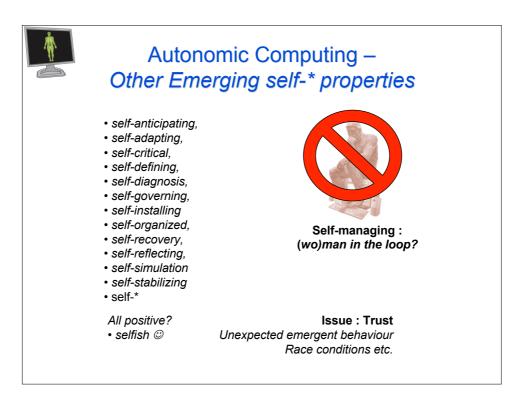






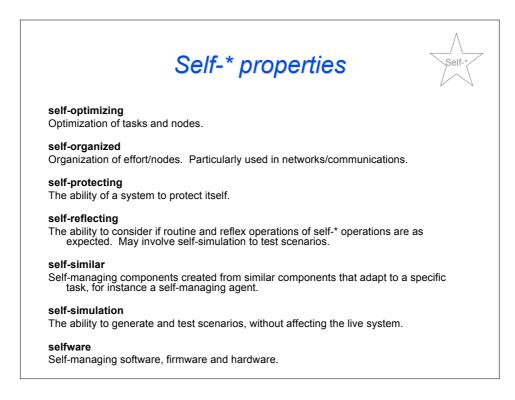


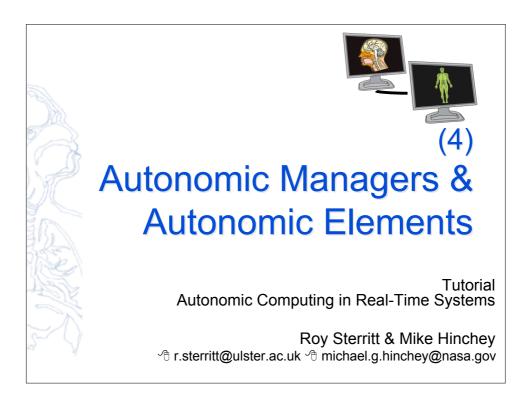


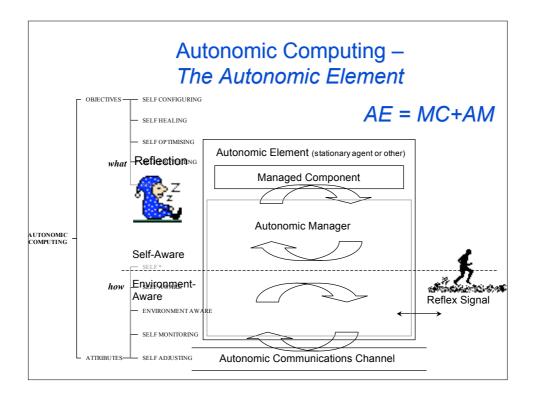




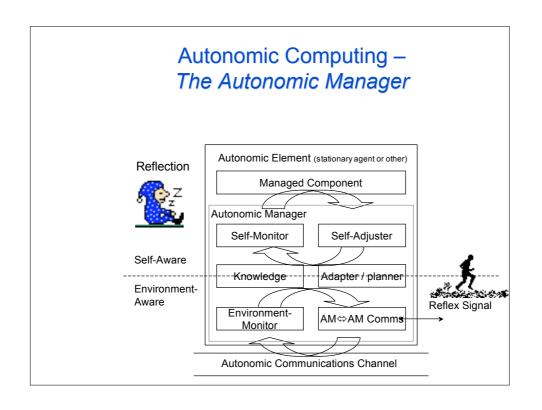


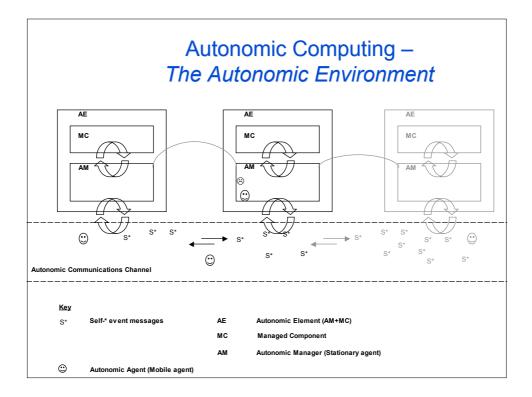




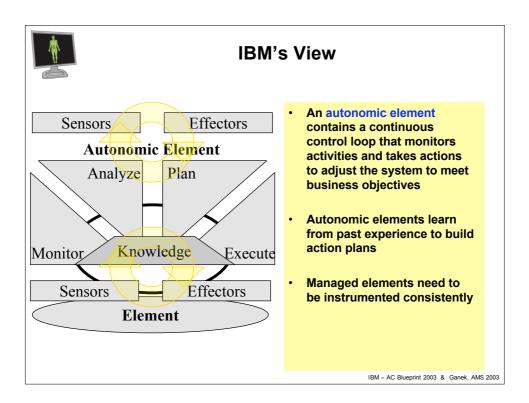


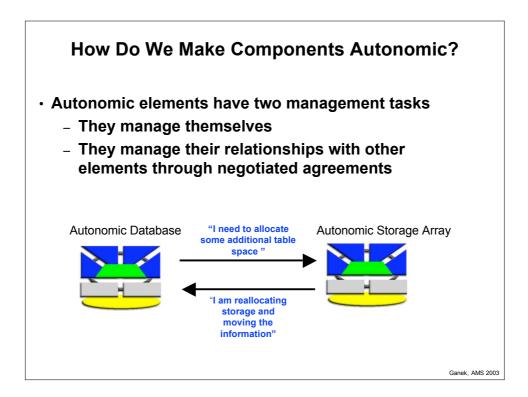
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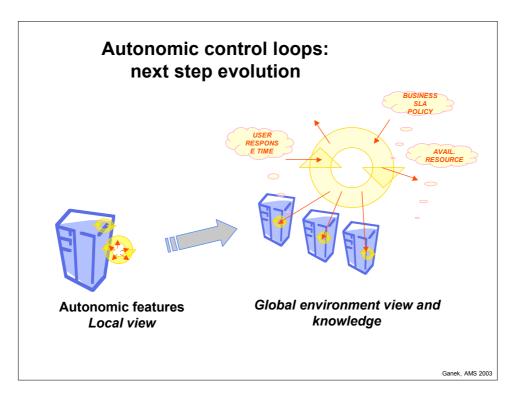


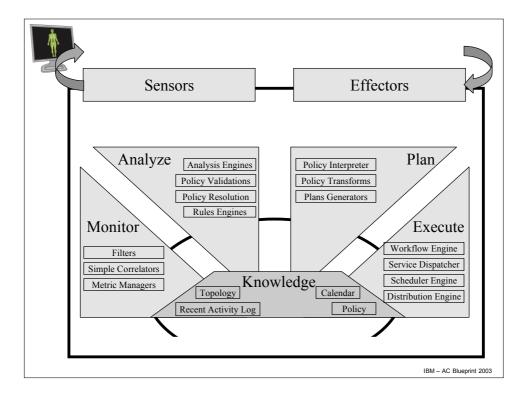


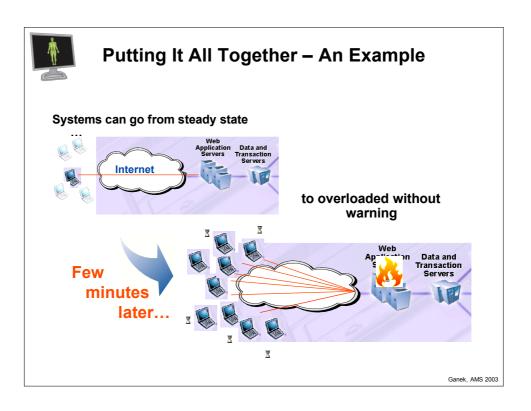
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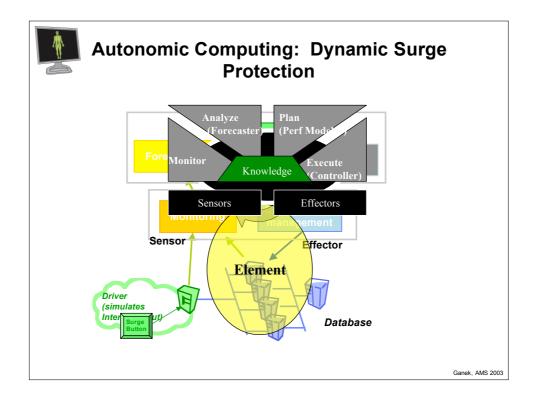


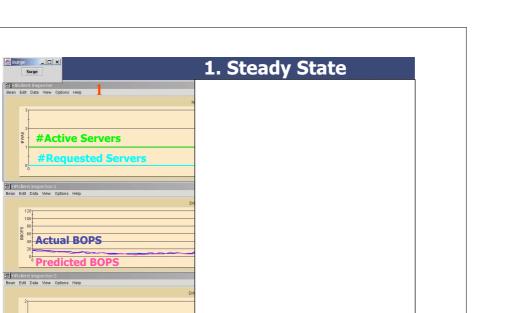


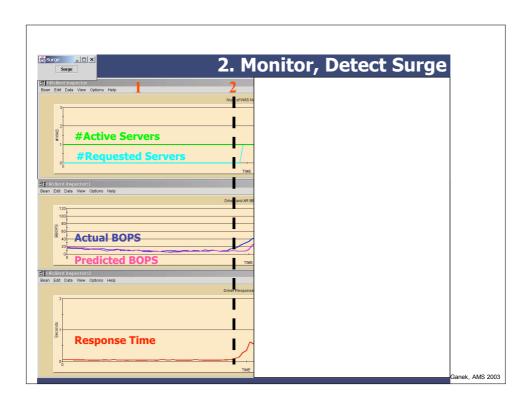








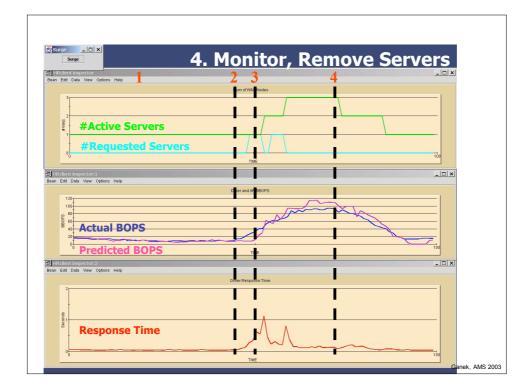




Response Time

anek, AMS 2003

3. F	orecast, Provi	sion Servers	
51 FIRClient inspector Bean Edit Data View Options Help 1	2 3 rum of WAS lades		
2			
#Active Servers #Requested Servers	₽_₽{/_		
Z∱HRClient Inspectors1 Bean Edit Data View Options Heip	TIME		
^o Predicted BOPS			
野HRCHent Inspector12 Bean Edit Data View Options Help	Driver Response Time		
Becond			
Response Time			
	TIME		Ganek, AMS 2







Reflex and Healing

A concept inspired by biological systems is the dual approach of *reflexes* and *healing*. Animals have a reflex system, where the nerve pathways enable rapid response to pain.

Reflexes cause a rapid, involuntary motion, such as when a hot surface is touched.

The effect is that the system reconfigures itself, moving away from the danger to keep the component functioning.

On a much longer timescale, the body will heal itself. Resources from one part of the system are redirected to rebuild the injured body part, including repair of the reflex response network.

Source: Bapty et al, ECBS 2003

Å	Autonomic Element &	Autonomic Computing Environment			
	Autonomic Element (stationary agent or other)				
	Managed Component				
	Autonomic Manager				
	Self-Monitor Self-Adjuster				
Self-Aware					
	KnowledgeAdapter/planner				
Environment- Aware	Environment-	Reflex Signal			
	Monitor				
-	Autonomic Communications Channel				
-					
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Embedded Systems : Heart-Beat Monitoring (HBM)

The typical approach for system management is based on events which are generated and sent under fault or problem conditions.

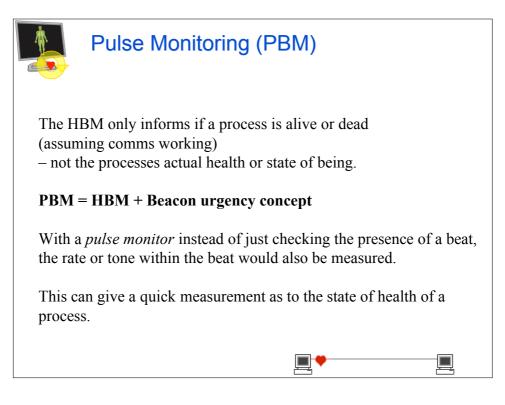
In the embedded system space the opposite is typically the case.

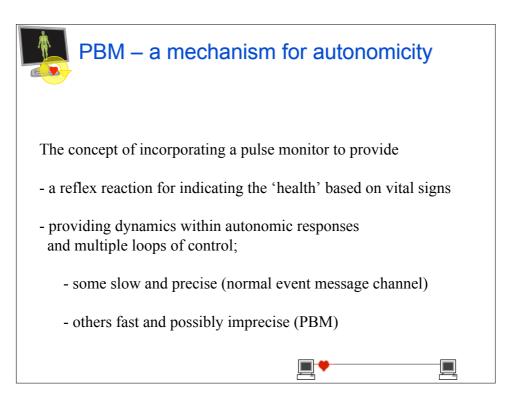
A system management action occurs when something does not occur.

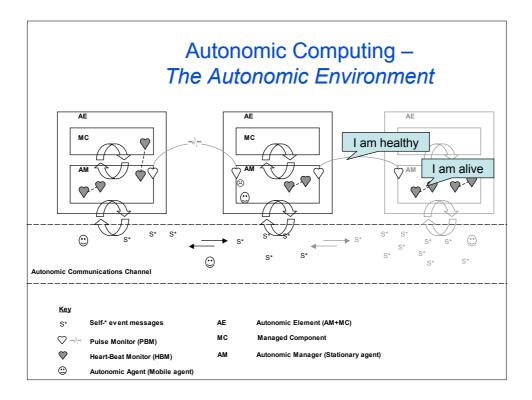
An example is the fault tolerant mechanism of a heartbeat monitor (HBM), through a combination of the hardware (the timer) and software (the heartbeat generator) an 'I am alive' signal is generated periodically to indicate all is well The absence of this signal indicates a fault or problem. Some embedded processors have a hardware timer which, if not periodically reset by software, causes a reset/restart. This allows a particularly blunt, though effective, recovery from a software hang.

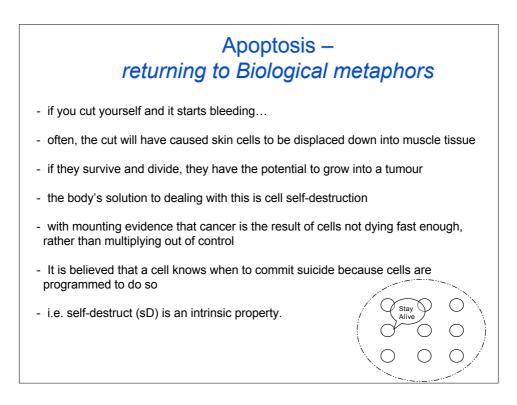
This approach offers the advantage that through continuous monitoring problem determination becomes a proactive rather than a reactive process.

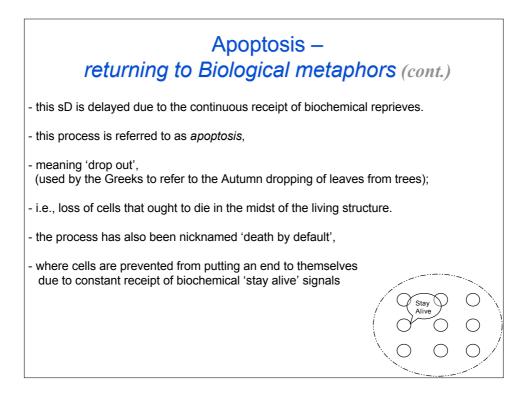
	NASA's Beacon Monitoring			
NASA				
A similar concept used by				
NASA is the Beacon monitor,				
deep space craft send back a				
signal containing a urgency level				
tone				
Nominal	All functions as expected no need to downlink.			
Interesting	Interesting – non-urgent event. Establish comms when convenient.			
Important	Comms need to take place within timeframe or else state could deteriorate.			
Urgent	Emergency. A critical component has failed. Cannot recover autonomously and intervention is necessary immediately.			
No Tone	Beacon mode is not operating.			



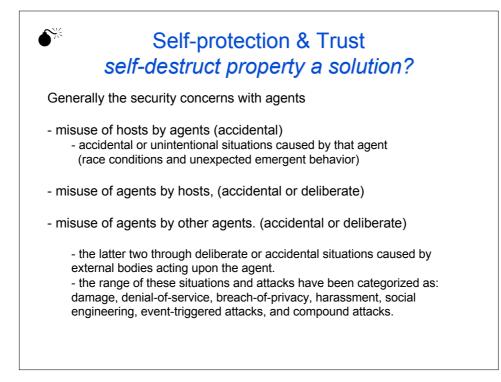




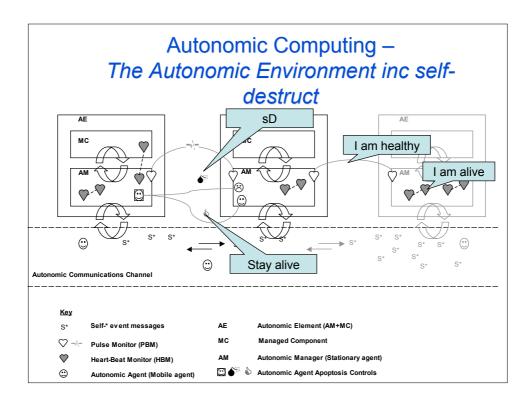


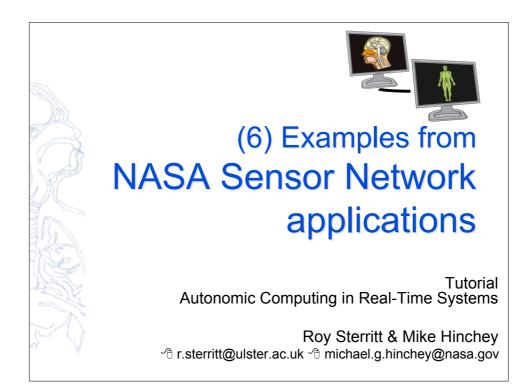


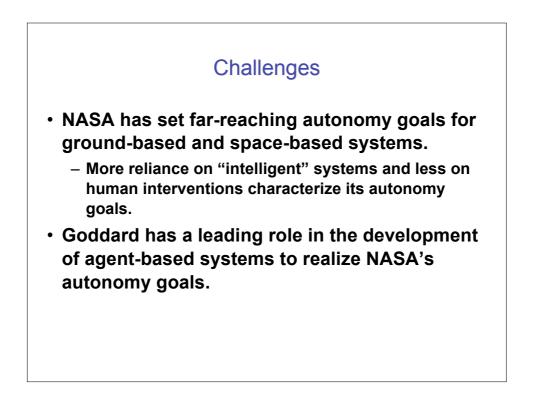
Self-protection & Trust Security issues with Agents Greenburg (1998) highlighted the situation simply by recalling the situation where the server omega.univ.edu was decommissioned - its work moving to other machines. - When a few years later a new computer was assigned the old name, - to the surprise of everyone email arrived, much of it 3 years old. - the mail had survived 'pending' on Internet relays waiting for omega.univ.edu to come back up. The same situation could arise for mobile agents; these would not be rogue mobile agents they would be carrying proper authenticated credentials. The mobile autonomic agent could cause substantial damage, e.g., deliver an archaic upgrade (self-configuration) to part of the network operating system resulting in bringing down the entire network

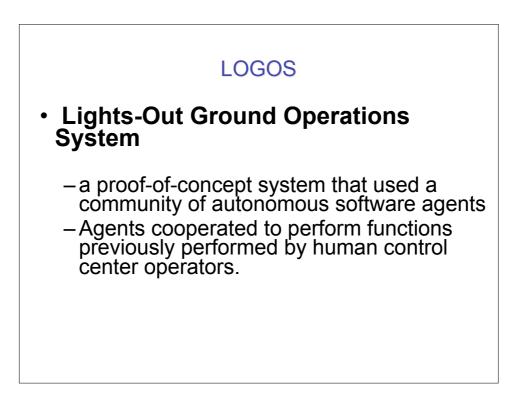


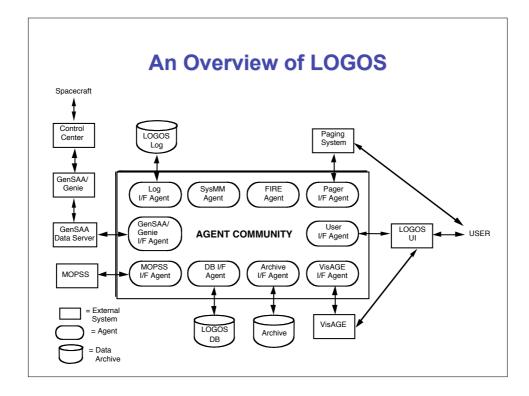




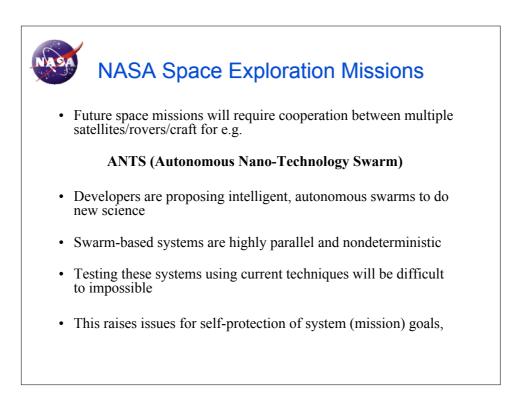


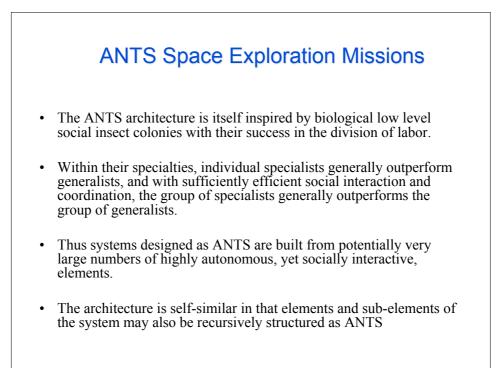


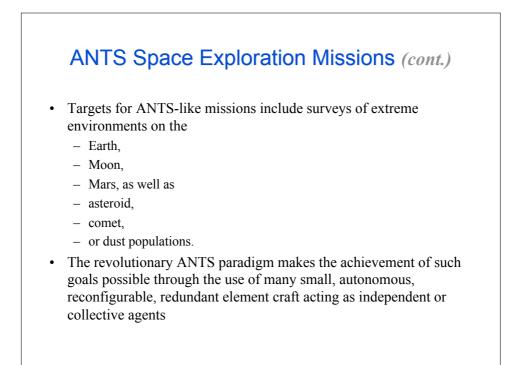


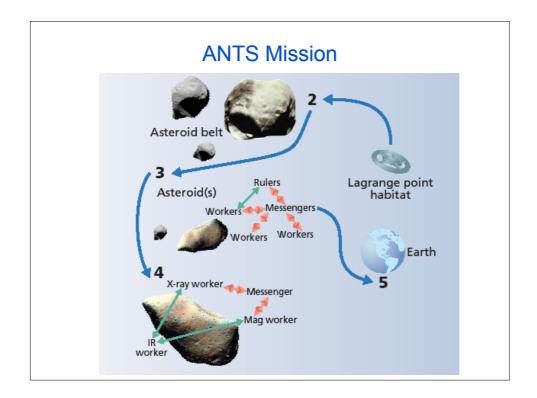


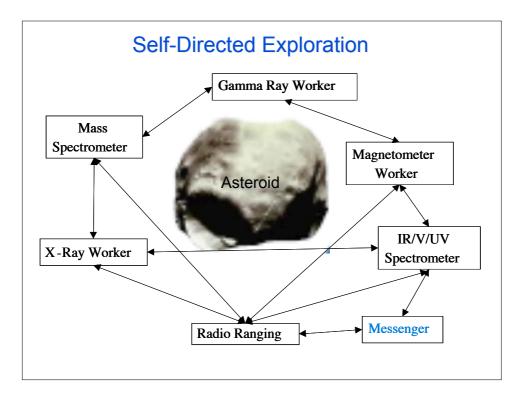
LOGOS						
Self- configuring	Self-healing	Self- optimizing	Self-protecting			
LOGOS self configures when it gets informed that a spacecraft pass is about to occur.	LOGOS self- heals by providing solutions to anomalous situations in the s/c component of itself and through human intervention.	LOGOS self- optimizes itself through the process of interacting with a human operator in dealing with a problem that it cannot initially handle.	LOGOS self- protects in a very limited fashion. An element of self-protection is the authentication of its users.			

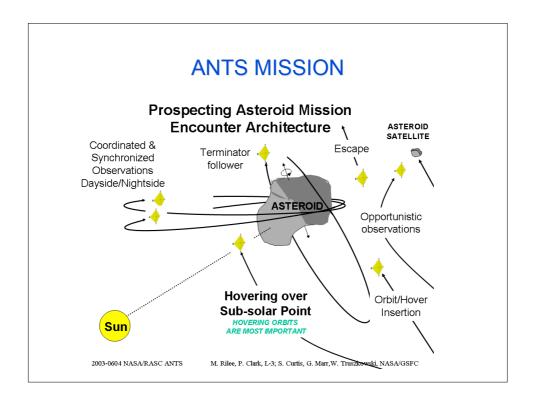




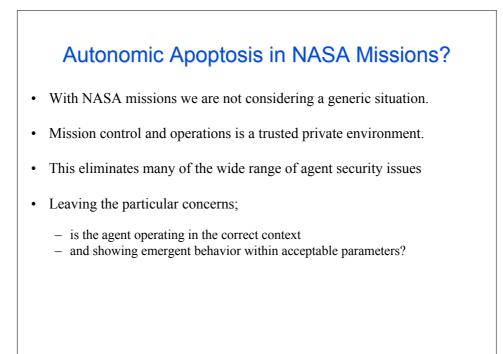


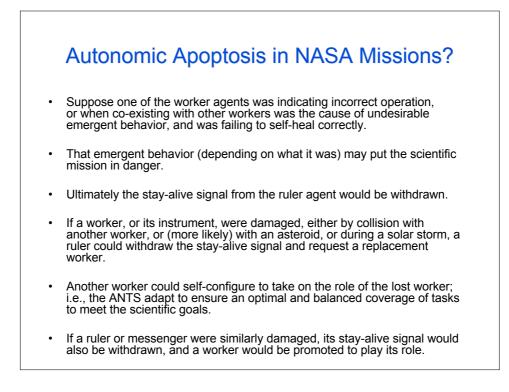




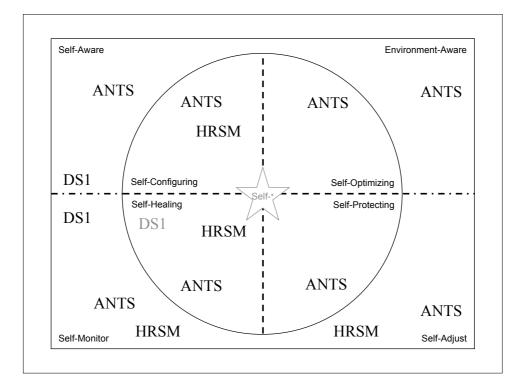


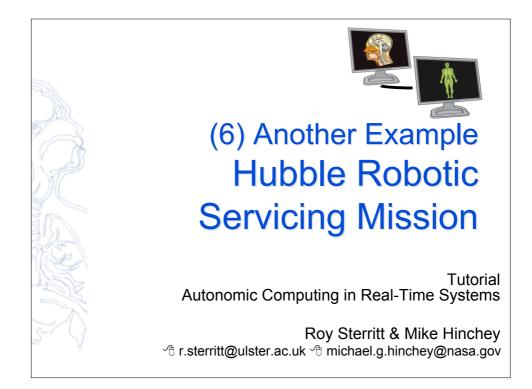
Difficulty of Testing Swarms Emergent properties that may not be known Highly distributed and parallel Large number of interacting entities Worse than exponential growth in interactions Intelligent entities (capabilities increase over time) Total or near total autonomy What if things do go wrong?

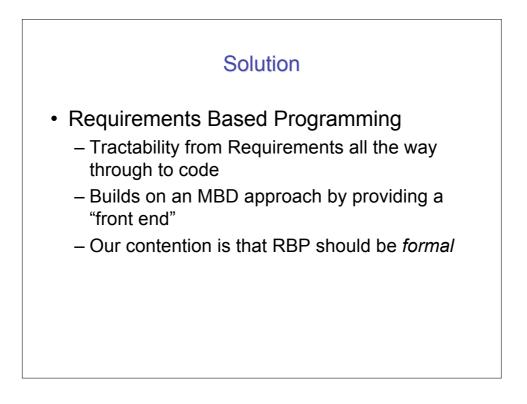


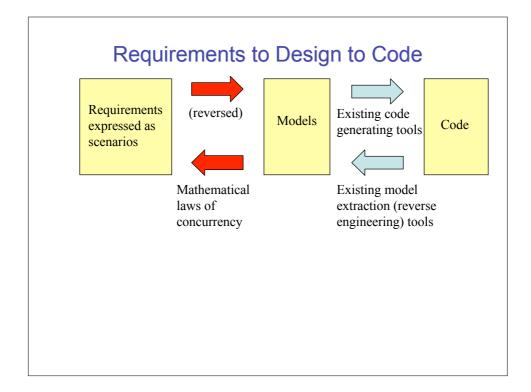


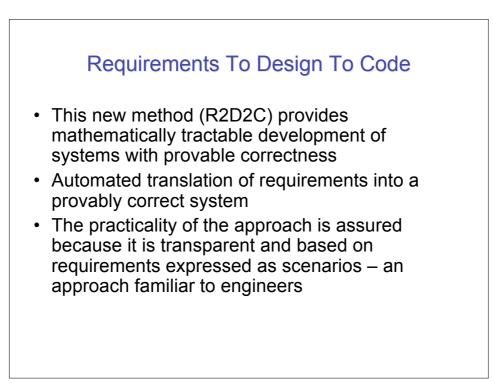
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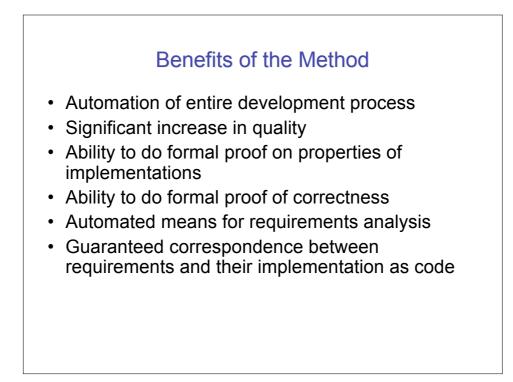


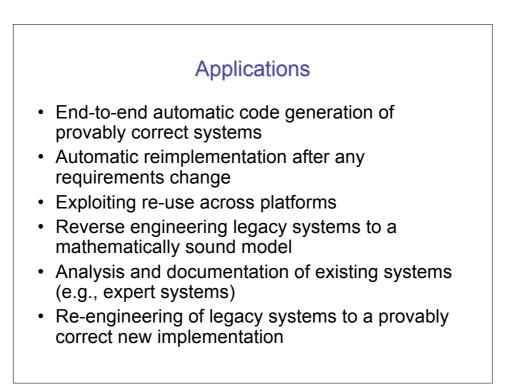


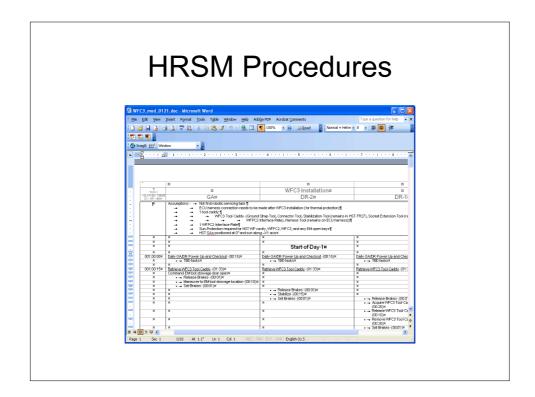




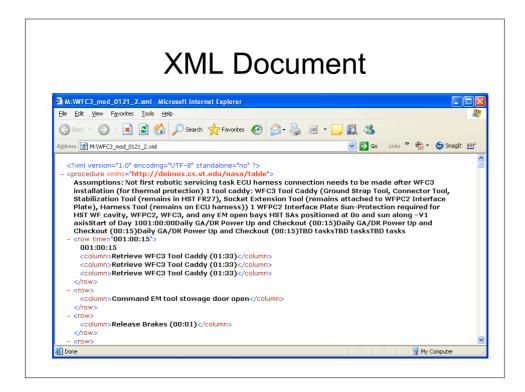








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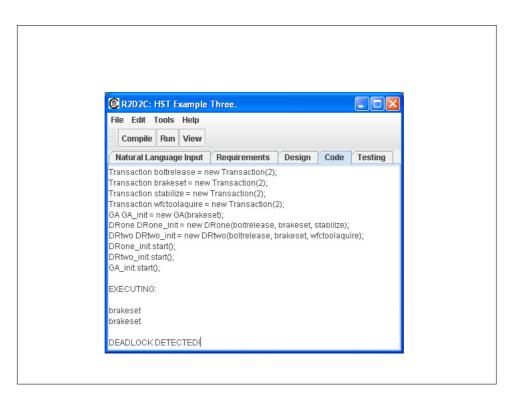
Natural Language Input for R2D2C

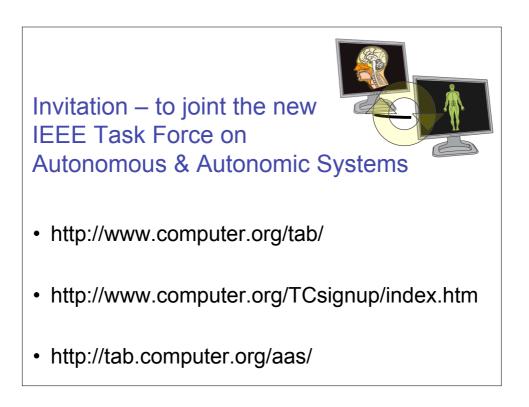
-- Actor 1
0: <retrieve>(wfc3_tool_caddy)
3: <command>(em_tool_stowage_door)
4: <release>(brakes)
5: <maneuver>(, <to> em_tool_stowage_location)
6: <set>(brakes)
18: <install>(wfc3_tool_caddy, <at> hst_worksite)
21: <release>(brakes)
22: <maneuver>(, <to> hst_wfc3_tool_caddy_stowage_location)
23: <command>(em_tool_stowage_door)
24: <set>(brakes)
31: <install>(stabilization_tool, <in> hst_fr27)
43: <retrieve>(wfpc2_interface_plate)
46: <release>(brakes)
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Real-Time Issues in Wireless Sensor Networks

Chenyang Lu Department of Computer Science and Engineering Washington University in St. Louis http://www.cse.wustl.edu/~lu

Many mission-critical applications require wireless sensor networks to interact with physical environments under stringent timing constraints and severe resource constraints. Examples include intruder tracking, medical care, fire monitoring, and structural health monitoring. This tutorial presents our research on a range of real-time issues in wireless sensor networks including (1) packet scheduling algorithms for end-to-end real-time communication; (2) power management protocols for energy-efficient real-time data collection; and (3) spatiotemporal query services for mobile users. This tutorial also discusses research challenges in the area of real-time wireless sensor networks.

Biography

Dr. Chenyang Lu is an Assistant Professor in the Department of Computer Science and Engineering at Washington University in St. Louis. He received the Ph.D. degree from University of Virginia in 2001, the M.S. degree from Chinese Academy of Sciences in 1997, and the B.S. degree from University of Science and Technology of China in 1995, all in computer science. He is author and co-author of more than 40 refereed technical papers and a recipient of the NSF CAREER Award. His current research interests include wireless sensor networks, adaptive QoS control, and realtime embedded systems and middleware.

References

C. Lu, B.M. Blum, T.F. Abdelzaher, J.A. Stankovic, and T. He, <u>RAP: A Real-Time</u> <u>Communication Architecture for Large-Scale Wireless Sensor Networks</u>, IEEE Real-Time and Embedded Technology and Applications Symposium (RTAS'02), September 2002.

O. Chipara, C. Lu, and G.-C. Roman, <u>Efficient Power Management based on</u> <u>Application Timing Semantics for Wireless Sensor Networks</u>, International Conference on Distributed Computing Systems (ICDCS'05), June 2005.

C. Lu, G. Xing, O. Chipara, C.-L. Fok, and S. Bhattacharya, <u>A Spatiotemporal Query</u> <u>Service for Mobile Users in Sensor Networks</u>, International Conference on Distributed Computing Systems (ICDCS'05), June 2005.

S. Bhattacharya, G. Xing, C. Lu, G.-C. Roman, B. Harris, and O. Chipara, <u>Dynamic</u> <u>Wake-up and Topology Maintenance Protocols with Spatiotemporal Guarantees</u>, International Conference on Information Processing in Sensor Networks (IPSN'05), April 2005.





Analysable Components



John Håkansson, Department of Information Technology, Uppsala University

SaveCCM: An Analysable Component Model for Real-Time Systems

SaveCCM is a component model defining the graphical language and run-time framework of the SAVE component technology, SAVEComp



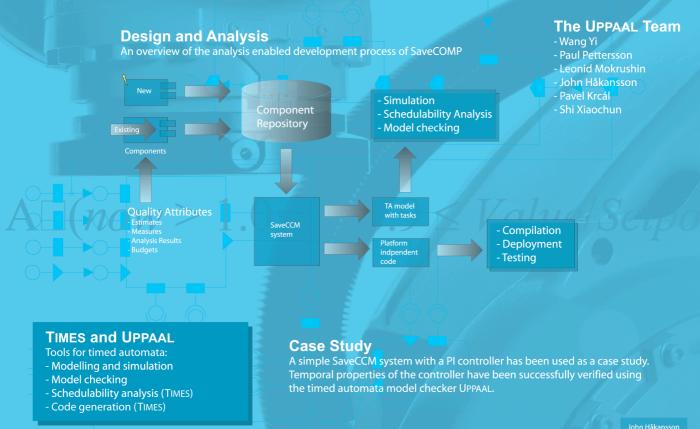
The SAVE component technology is developed with safety critical vehicular systems in mind. It is similar to the Rubus component model, with additional focus on quality attributes and independence of underlying operating system.

Component Based Development

CBD is a promising approach for embedded systems. Typical for embedded software is the presence of resource constraints in multiple dimensions. An essential dimension is time, since many embedded systems have real-time requirements.

The SAVE Project

SAVE is a national programme supported by SSF. The goal is to establish an engineering discipline for systematic development of component-based software for safety critical embedded systems.



www.uppaal.com, www.timestool.com



Architectures for Logistics Telemetry Applications



Me surrendering to my

Markus Adolfsson markus@x3-c.com

son Sebastian's wish to hug / wrestle his dad

Halmstad University & XCube Communication AB Industrial PhD student

What is telemetry?

Tech Encyclopedia defines the concept of Telemetry as "Transmitting data captured by instrumentation and measuring devices to a remote station where it is recorded and analyzed. For example, data from a weather satellite is telemetered to earth"



3

5

State-of-the-art Technology

Embedded Active RFID-tags placed on the packets measure one or more attributes (e.g., temperature, humidity, acceleration). The ARFID tags form a wireless sensor network that periodically sends their measurements to a master node. The master node forwards its received measurements to the central datastorage along with both time- and position-stamps to enable audit tracking of shipments.



2

Suitable model for Logistics?

Logistic applications striving for "live-tracking" fit well into the telemetry model. E.g., cold-chain surveillance for dairy products and meat transports where there is a great need to monitor such applications by logging entire shipments, but also to alert when cold-aggregates break down, pallets are left too long on docking bays, etc.



4

World-wide, multi-modal tracking

The goal of these kinds of applications is to be able to track and monitor goods worldwide, regardless of the good's current carrier is a truck (*land*), a ship (*marine*), or an airplane (*air*). From a system-perspective, it is still the same shipment.

Lage Haracenter

A multi-variable optimization problem

How can an architecture for logistics telemetry applications be modeled? What requirements are there and how do they relate to each other? How can maximum lifetimes be achieved in the deployed, heavily constrained monitoring devices, still conforming to the requirements defined for the application? Real-time requirements enabling efficient detection of new devices in the wireless sensor network, but also to guarantee that measurements reach the application user in time (e.g., ordinary measurements vs. alerts).

Design of Electrical Architectures for Safety Cases ARTES++ Summerschool 2005

Participants

PhD Student	Fredrik Törner
Academic supervisor	Peter Öhman, Chalmers
Industrial supervisor	Per Johannessen
Research Program	Programrådet för fordonsforskning

Electrical Architecture

Architecture is defined according to IEEE-1471 as:

"The fundamental *organization* of a system embodied in its components, their *relationships* to each other, and to the environment, and the *principles* guiding its design and evolution"

An architecture is the basis for vehicle functionality and aims to fulfill non-functional requirements such as safety and cost.

Figure 1 shows 26 ECUs distributed in a car connected by CAN and MOST. Together they realizes the electrical system in an XC90, supporting several hundred customer functions.

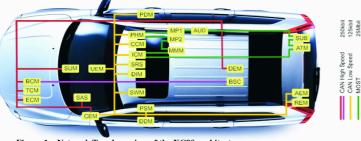


Figure 1 – Network Topology view of the XC90 architecture

Problems

Functionality in today's cars are evolving towards solutions more dependent on electronics. New advanced safety and convenience functionality demands implementation in embedded, real-time electronics.

Integration between systems are necessary to maximize functionality and decrease cost by utilize inherent redundancy between sensors and processors. This brings a high complexity to the systems and raises high demands on the architecture in aspect of reliability and available bandwidth.

Possible solutions to this are real-time communication protocols such as FlexRay. These technologies will be necessary but they are not the complete solution. The integration itself needs to be implemented in a way that does not decrease the safety of the vehicles occupants.

The OEM, who will have the integrator role, will be responsible for the complete vehicles safety, and will have to show this property to a number of stakeholders: e.g. government, customers and liability courts.

Safety Case

In order to show how and why a system is safe an argumentation is needed. A safety case is the collection of justifications why the system is safe and a safety argumentation combining them. The justifications can be of several types e.g. Hazard Analysis results, FMEA results, verification protocols. The exact contents are dependent on the product and its context. **Figure 2** visualize a possible structure of a safety case.

New legislation are demanding safety cases for some systems in the automotive industry, currently there are requirements for brake and steering systems. Safety cases can also be used in product liability cases, providing a solid argumentation of the safety for a system.

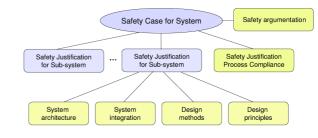


Figure 2 – Safety Case structure

Steff Process

In order to handle development of safety critical systems a few standards exists that may be applied to the automotive industry.

IEC61508 is the defacto safety standard today but is found difficult and inappropriate to use in the automotive industry. MISRA is a standard developed for the automotive industry and FAKRA is a possible upcoming ISO standard currently under development. **Figure 3** shows an overview of what could be included in a safety

case according to MISRA.

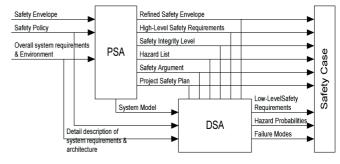


Figure 3 – Overview of safety process

Research Questions

How is a safety case best developed for distributed control systems in the automotive industry? How can a safety case be developed to support the design of

electrical architectures?

Project start	Lic			



Project ModComp



Model-Based Development and Competence Integration

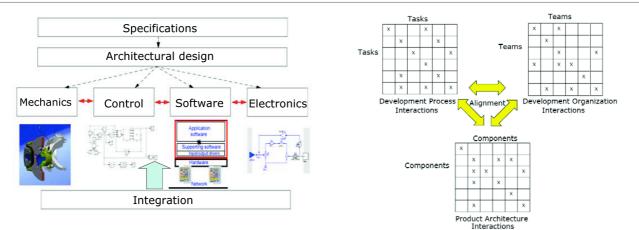
Introduction:

This project is a collaboration between KTH and Volvo Car Corporation (VCC). The project will develop knowledge, supporting methods and prototype tools for efficient development of complex mechatronical products. The focus in the project is on automotive embedded control systems. Central problems in developing such products include how to handle the large teams with many competences involved, fragmented information, and difficulties in integration. The aim is to enhance the understanding about the work procedures, to improve management of the complexity within the development of mechatronics products, and to eventually provide practical means for efficient integration.

The project runs from 2004 through 2006.

Expected Contributions:

- Documentation and analysis of the current industrial situation.
- State of the art for multi-domain model based development and integration.
- Requirement specification for a data management and integration platform.
- Methodology and ontology with respect to integration in mechatronics system and organizational development.
- Contributions to a research platform for model and tool integration.
- Improved product development at VCC through new work methods implementation and use of new tools.



Technology and competence integration in the mechatronics. The overall question posed in the project: How to manage the model/tool integration and the competence integration in the mechatronics products development?

- Some questions and challenges for multidisciplinary development of automotive embedded control systems:
- What are the design trade-offs and communication required between different competences?
- What are appropriate work procedures?
- · What services should CAE tools provide?
- How can data in different tools, representing different aspects or views, be managed and integrated?

Contact: Jianlin Shi, Doctoral Student Jianlin@md.kth.se, +46-8-790 6776 Diana Malvius, Doctoral Student malvius@md.kth.se, +46-8-790 7806 Ola Redell, Doctor Ola@md.kth.se, +46-8-790 8343



www.md.kth.se

Participants:

KTH, Department of Machine Design:

Mechatronics - Professor Jan Wikander (Project leader) Embedded control system - Professor Martin Törngren, Junior Researcher Ola Redell, PhD student Jianlin Shi Integrated product development - Professor Margareta Norell, Assistant professor Sofia Ritzén, PhD student Diana Malvius

Volvo Car Corporation:

Niklas Vemdahl and Nils Edeus

Project home page: ttp://www.md.kth.se/RTC/modcomp

This project is funded by the Swedish Agency for Innovation System (VINNOVA) Monday dinner

Scandic Billingen Trädgårdsgatan 10 at 19.00

Scandic Billingen byggdes år 1888 och har sedan dess varit känt för sin vackra arkitektur och trivsamma atmosfär. Hotellet är centralt beläget vid järnvägsstationen och med centrum runt hörnet.

Meny

Päron- och chevrétoast serveras med en knaprig serranoskinka

Chateau Briand serveras med kraftig rödvinsås samt en ost- och potatismuffin och rostade grönsaker

Husets chokladkaka serveras med grädde smaksatt med likör.



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Component-Based Software Engineering

ARTES Summerschool Skovde, August 2005

M.R.V. Chaudron

<u>M.R.V.Chaudron@tue.nl</u> <u>www.win.tue.nl/~mchaudro/</u> Technische Universiteit Eindhoven

CBSE 2005



Introduction CBSE & Reuse

- Motivation
- Concepts, Definitions, Terminology

CBSE 2005



Observations on the practice of SE

About 80% of software engineering deals with changing existing software

It is not the strongest of the species that survive, nor the most intelligent, but the ones most responsive to change. -- Charles Darwin

Time to market is an important competitive advantage: incorporate successful innovations quickly

→ Systems should be built to facilitate change
 → easy removal and addition of functionality



4

Problems of Software Engineering

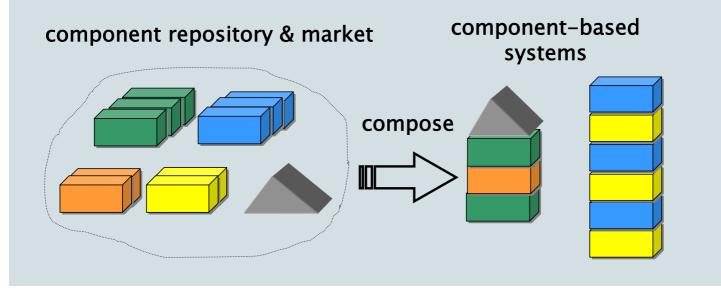
- · The size & complexity of software increases rapidly
- Single products become part of product families
- Software is upgraded after deployment
- The time-to-market must decrease significantly
- The cost of products must be reduced



The CBD-'Solution'

Systems should be assembled from existing components

Idea dates (at least) to the1968 NATO Conference Douglas McIlroy: Mass Produced Software Components



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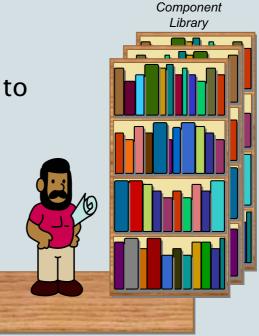
Why Components?

Following other engineering disciplines (civil and electrical), software engineering is looking to develop

a catalogue of <u>software</u> <u>building blocks</u>

connection standards

Confusing or helpful?





What is CBSE?

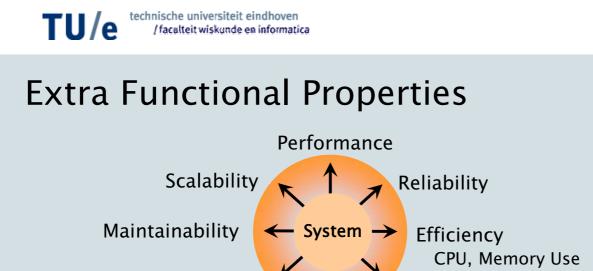
based on definition of SEI in CMU/SEI-2000-TR-008

Component-based Software Engineering is concerned with the *rapid assembly* and *maintenance* of component-based systems, where

- components and platforms have certified properties
- these certified properties provide the basis for *predicting* properties of systems built from components.

Predictability is a *key* property of mature engineering disciplines. It enables feedback on design and adaptation;

i.e. development time is reduced because we can analyze prior to building



Essential system engineering problem:

- a plurality of contradictory goals
- a plurality of means (technology, process) each of which provides a varying degree of help or hindrance in achieving a given goal

Timeliness

Schedulability

CBSE 2005



Business Drivers for CBD

Improve Productivity:

Build more software using fewer resources through enabling the assembly of systems from components that may be independently developed by different parties.

Independent in time and space

- \rightarrow independent from ultimate application
- \rightarrow independent from (future) peer-components

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Motivations for CBSE

- Productivity
- Quality
- Time-to-market
- Maintenance

Strategic business goals that increase

- Turnover
- Market share

reduce

- Cost of development
- Cost of ownership



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CBSE & Software Productivity

Increase competitiveness (sw/€):

- Reduce cost of development
- Increase software/€

Limited human talent (sw/people):

- Increase software/person
 - \Rightarrow reuse existing solutions, rather than invent them

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CBSE & System Quality

Improve Quality:

Idea: Assuming that a collection of high-quality components is available, assembling these should yield systems of high-quality.

- 1. The cost of establishing the high quality of components is amortized over multiple use.
- 2. Multiple use of a component increases the likelihood of finding and removing errors.



CBSE & Maintenance

The use of CBD requires good modular design.

This modularity provide quality properties like

- comprehensibility/understandability
- maintainability
- flexibility
- ...

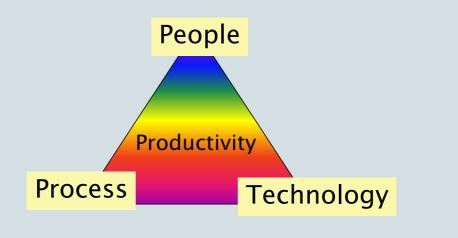


CBSE & Time-to-market

If the reuse of a component requires less time than the development of a component, systems can be built faster.

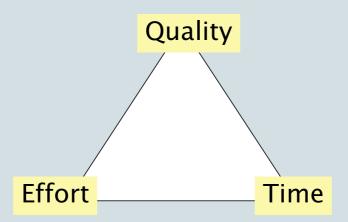








Dependent dimensions



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Technical Drivers for CBSE

Flexibility

Interoperability

Reliability

System Qualities Adaptability

Maintainability

Integration

CBSE may help improve system qualities



Reuse-based Software Engineering

- Reuse-based SE has many business drivers in common with CBSE:
 - increase productivity & quality
 - reduce time-to-market,
 - reduce development cost

However, reuse imposes less technical- and design-constraints on the unit of reuse (*asset*).

CBSE enables Reuse, Reuse is not sufficient for CBSE.

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Reusable Assets

Virtually any product of the SE process can be reused:

- Requirements
- Architectures
- Designs
 - design patterns, interfaces
- Source Code
 - ranging from to libraries, patterns, to modules, to macros, coding conventions, ...
- Test Scripts



Questions?

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What is a software component?

How can you recognize a software component?

Suggestions from the audience?

Reflect on differences between civil and electrical engineering on the one hand and software engineering on the other hand

Cross-cutting concerns



What is a Component?

Probably more definitions than for 'software architecture'

A software component is a unit of composition with contractually specified *interfaces* and *explicit context dependencies* only

A software component is *independently deployable* and subject to *composition* by third parties.

Clemens Szyperski, 1997



What is *independent deployment*?

A software component is a unit of *independent deployment*

→ no dependencies on peer-components
 → some 'meaningful' functionality by itself components tend to be 'large grained'

 \rightarrow never partially deployed

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What is a Component?

A reusable software component is a logically cohesive, loosely coupled module that denotes a single abstraction.

Grady Booch, Software Components with Ada, 1987

Tries to provides some design guidance. What is cohesive? loosely coupled? single abstraction?



Object Technology and CBSE

"OT is Neither Necessary Nor Sufficient for CBSE"

- OT was a useful and convenient starting point for CBSE
- OT did not express full range of abstractions needed by CBSE (*insufficiency*)
- It is possible to realize CBSE without employing OT(non-necessity)

CBSE might induce substantial changes in approach to system design, project management, and organizational style

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What is a Component?

"A binary unit of independent production, acquisition, and deployment that interacts to form a functioning system."

- C. Szyperski, *Component Software*

"A component is an independently deliverable package of operations."

- Texas Instruments Literature

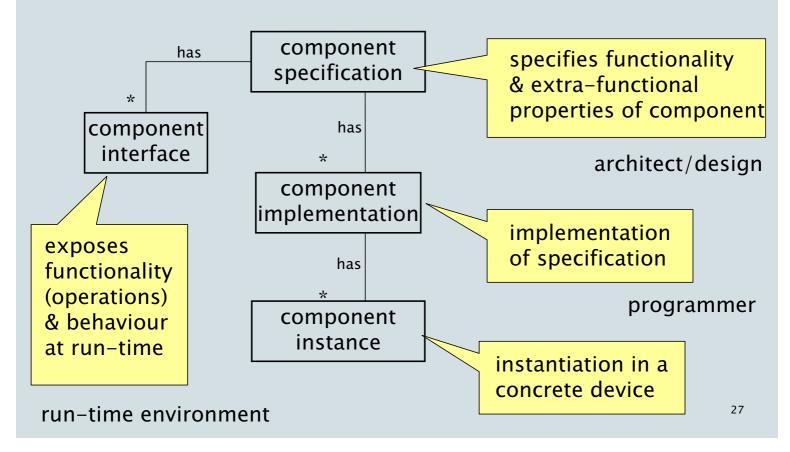
"A replaceable unit of development work which encapsulates design decisions and which will be composed with other components as part of a larger unit." – Desmond D' Souza, in *Catalysis*

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Useful Distinction





It depends (on what?)

It depends to some degree on what you want to do with components:

- REPLACING one part of an implementation with another:
 - then adhering to a well defined specification is sufficient
 - at run-time, then mechanisms are needed for
 - registering, locating / binding components
- EXTEND components
 - extend interfaces, merge implementations



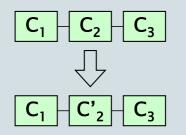
It depends (on what?)

- TRADING (use across multiple organizations)
 - $\boldsymbol{\cdot}$ need mechanism for
 - hiding intellectual property
 - certification
- ► RE-USE
 - need repository for searching / matching, versioning
 - economics impact granularity
- Application domain BUSINESS/EMBEDDED
 - type and granularity of component



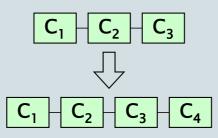
Different usage requirements

Substitutability



complete specification

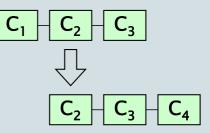
Extensibility



extensible architecture

Decomposability

CBSE 2005



generic components, flexible architecture

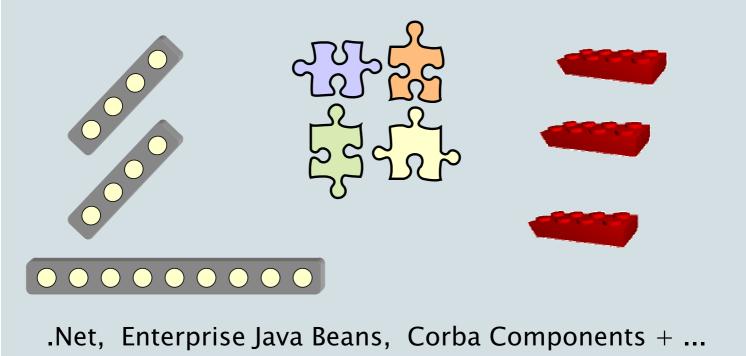


Lego + Fisher Technik + Meccanno + Ministek + ...



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A component can be used within the scope of a component-model



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Component Model

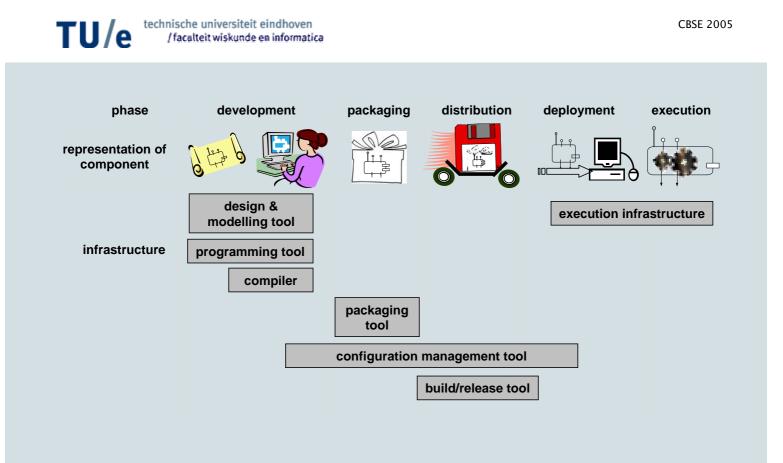
Definition A *component model* specifies the standards and conventions that are needed to enable the composition of independently developed components.

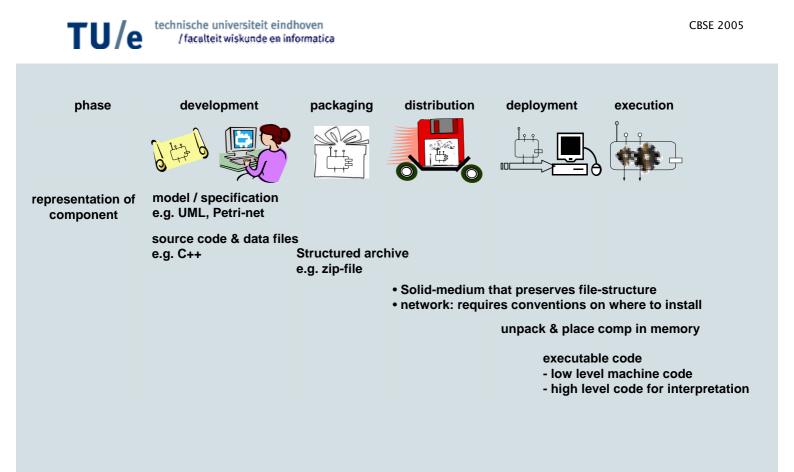


Multitude of Component Models

- Q: Why are there so many component models?
- A: because there are many different requirements
 - Technically: on component-systems
 - Organizationally: development process

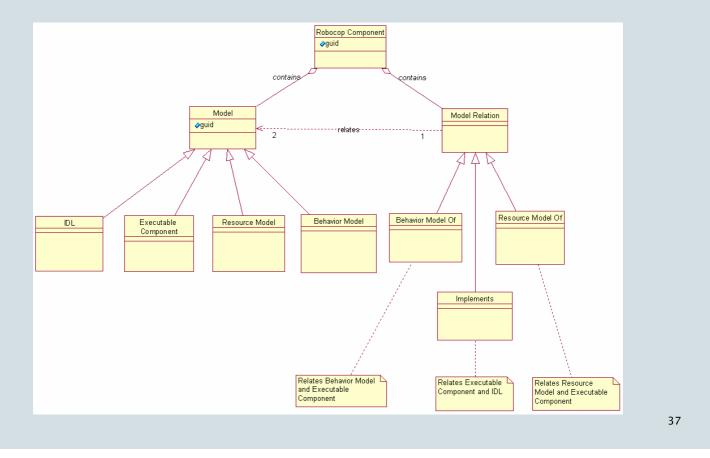








Component Packaging (UML)





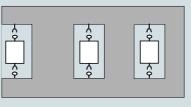
Architecture vs. Generic Components

Architectural component



there is exactly one component

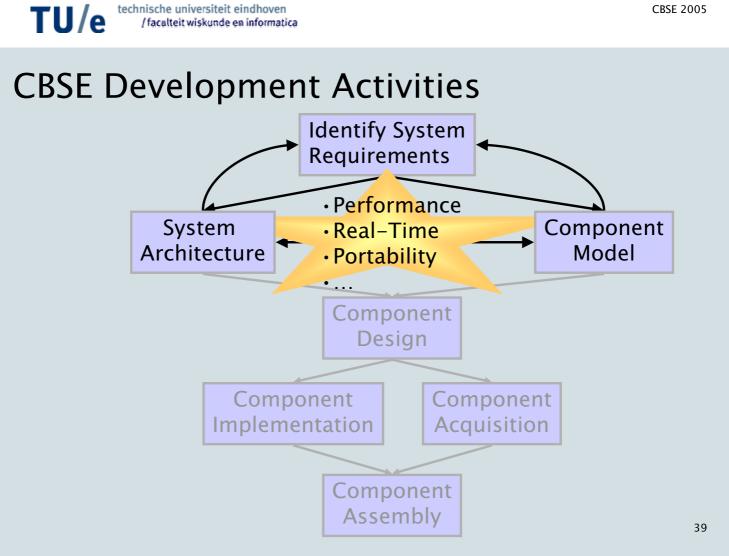
Framework component 'plug-in'



Generic component



several components fit at a every component fits that fits each place in the system particular place in the system at every place





Different types of requirements

- When to compose?
 - At what stage is flexibility needed?
 - Design-, compilation-, run-time
- Different extra-functional requirements



Aspects of Component Models

- A component model is a set of agreements that is needed to enable the *combination* of components.
- A component model typically addresses
- Life-cycle management: instantiation, (de)activation, removal
- Binding mechanisms
- Interaction style
- Data exchange format
- · Process model

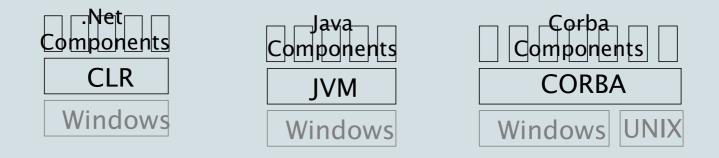
Related: Packaging Model



Component Platform

A component platform is **run-time incarnation** of the component model.

For example:



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Component Platform

Platforms typically provide support for

Inter-component services

- binding
- interaction

Component lifecycles

- install, replace, remove

Extra-functional / resource aspects

- scheduling
- quality of service management
 - (dynamic) load balancing
 - (re)negotatiation
- security
- fault tolerance (replication)
- interoperabiliy (language/OS)

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CBSE 2005

Component Platform

What 'features' does the infrastructure provide?

- (dynamic) load balancing / scheduling
- fault tolerance (replication)
- quality of service negotiation
- security
- heterogeneous platforms (language/OS)

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Summary

- CBD aims to earn money through improving Productivity, Quality, Time-to-market, Maintenance
- There are many types of components because there are many different domains with different requirements on component-based systems.

→ many component models → many component platforms

CBSE 2005



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CBSE 2005

Questions?

You should know

- an answer to 'What is a component?'
- what a component model is
- the relation between reuse, CBD, and OO

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Summarizing, CBSE is about

Plug & Play: components can be composed with little effort - preferably at run-time

Interface-centric: components can be composed without knowing their implementation

Standardization: component can be manufactured by multiple vendors and widely reused across corporations

Distribution through Market: components can be acquired and improved though competition market, and provide incentives to the vendors

Architecture-centric: components may be designed on a pre-defined (product-line) architecture



Concluding Remarks 1

What's New in CBSE?

It deals with components that were not a-priori designed to be part of the same application

There will be multiple types of software components – belonging to multiple component models.

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CBSE 2005

Concluding Remarks 2

CBD aims to

- increase productivity of SE
- change-ability of software systems

It is likely that every system will need some degree of custom development

- Wrapping is inevitable

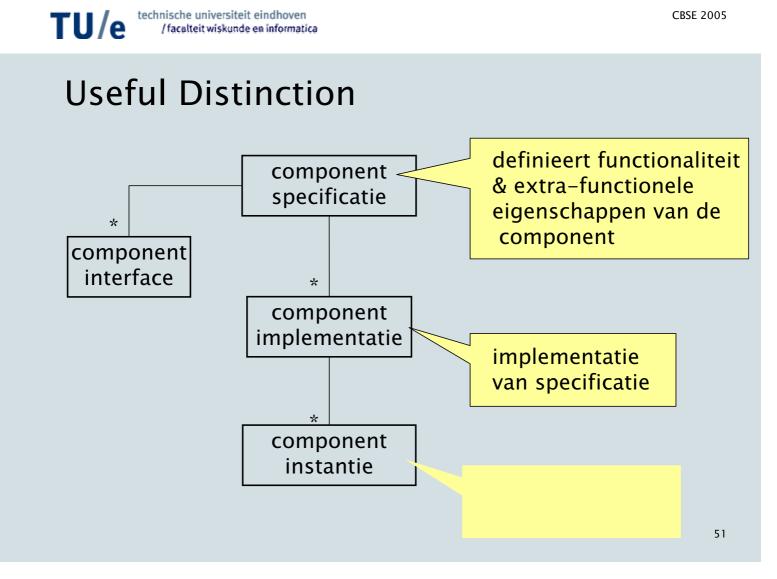


CBSE is about managing dependencies

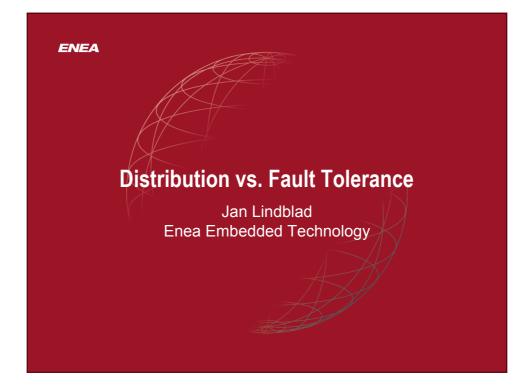
- Is this not addressing the symptoms, rather than the disease?
- Q: Why not try to avoid dependencies in the first place?

Type of dependencies:

design time:	tooling
compile-time:	compiler, other components
run–time:	platform, other components



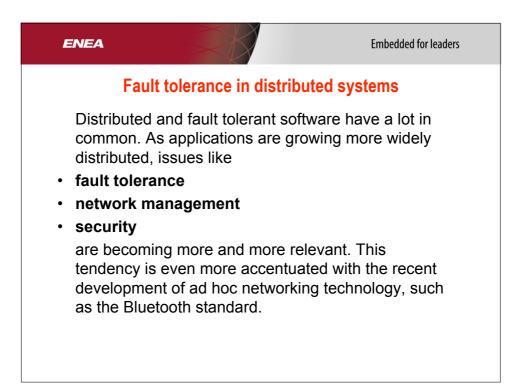


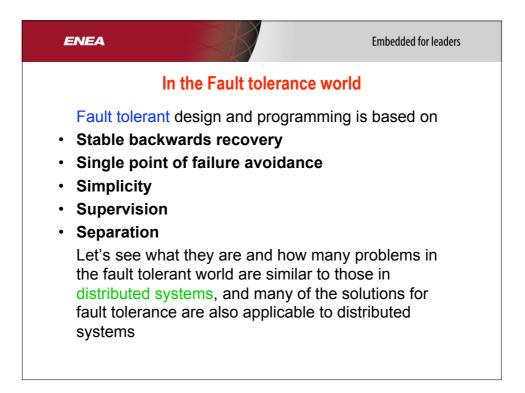


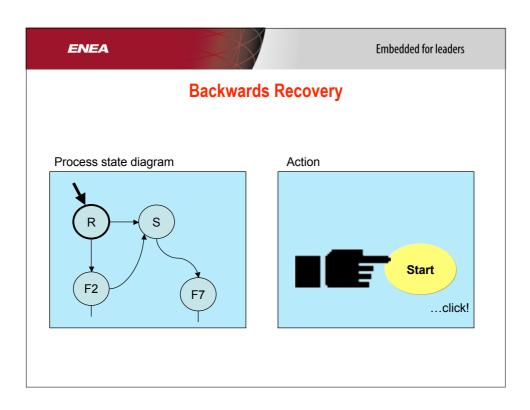
ENEA	Embedded for leaders
 Enea Founded 1968 by 4 KTH Headquarters in Kista, St Ca 500 employees, majo Offices: 4 in Sweden, 4 in 2 in Asia 	tockholm rity in Sweden
 First Swedish UNIX syste enea.se first domain in S OSE family of operating s Telecom dominates 	weden

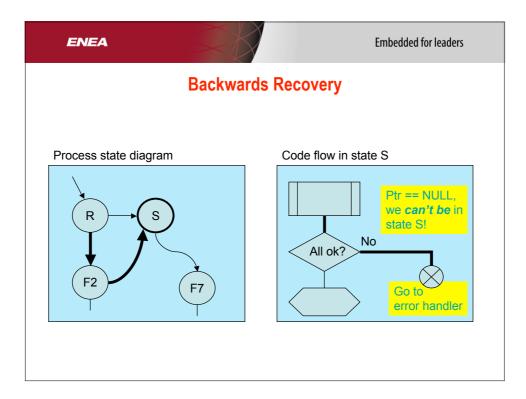


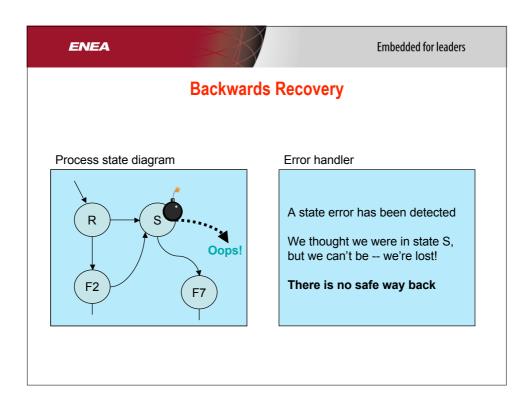


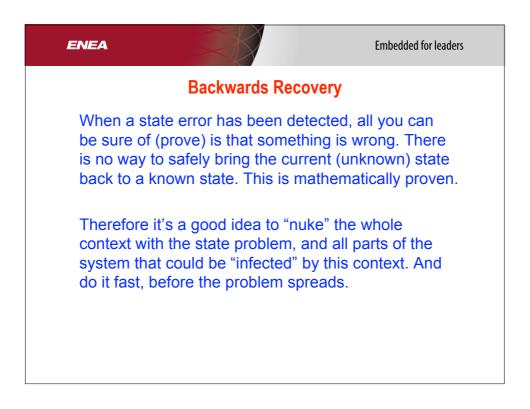


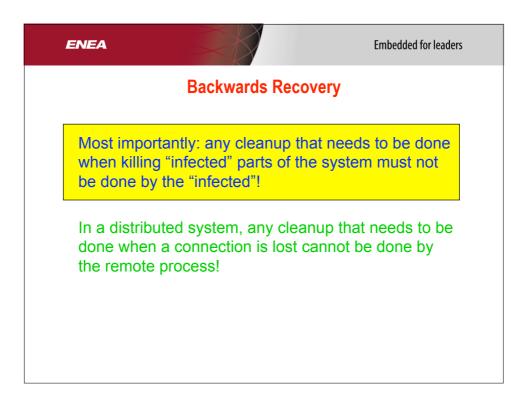


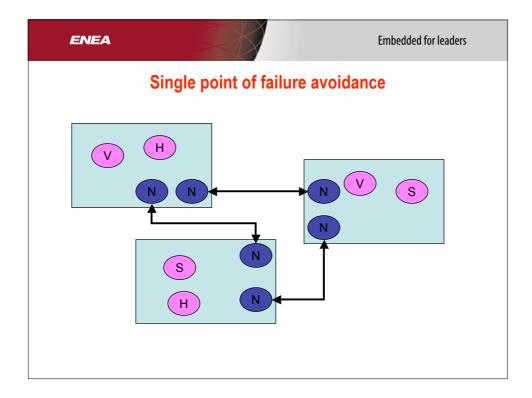


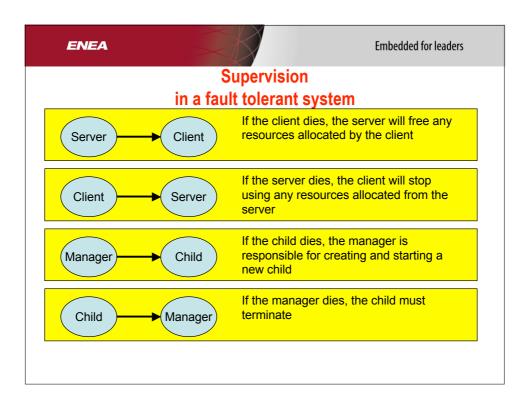


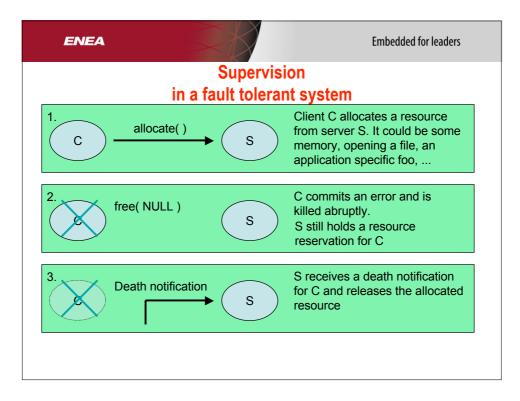


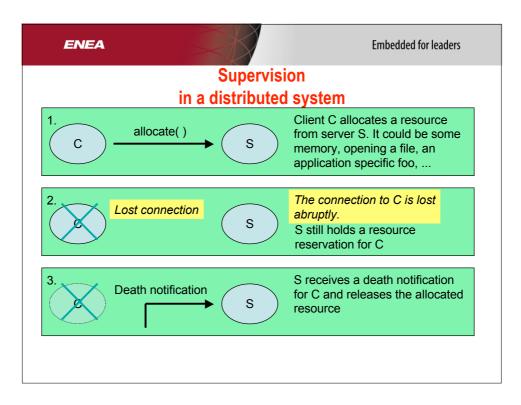


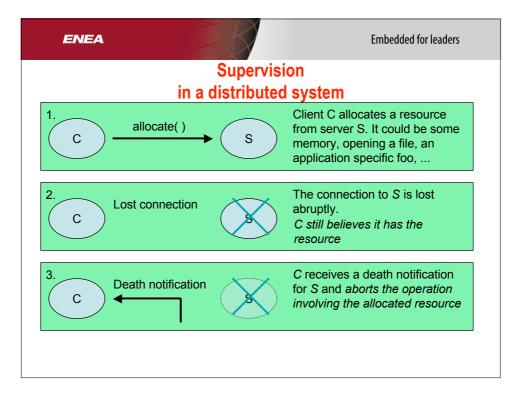


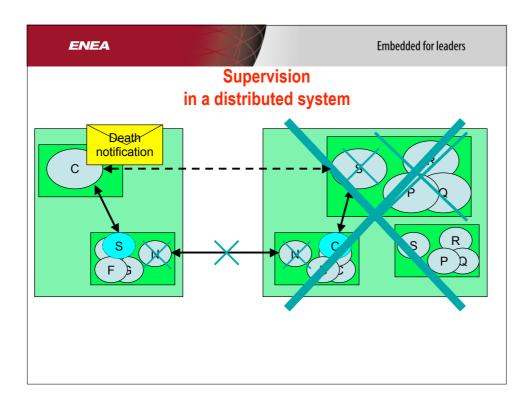


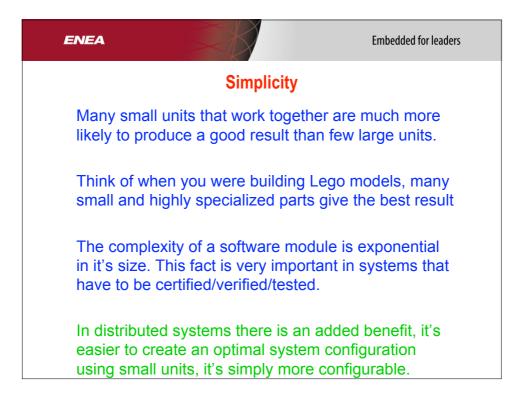


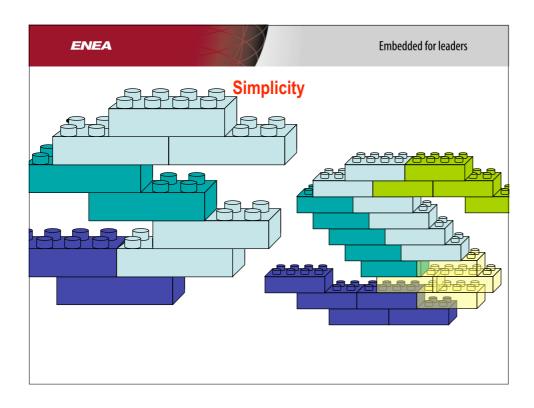


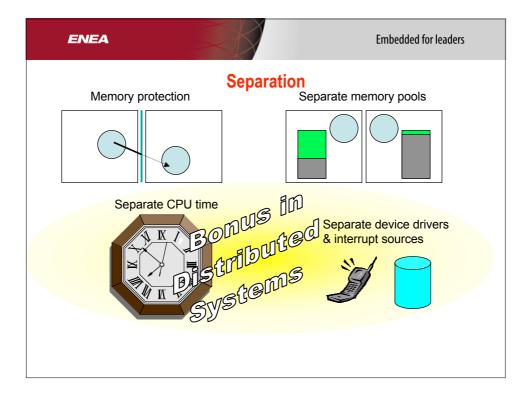


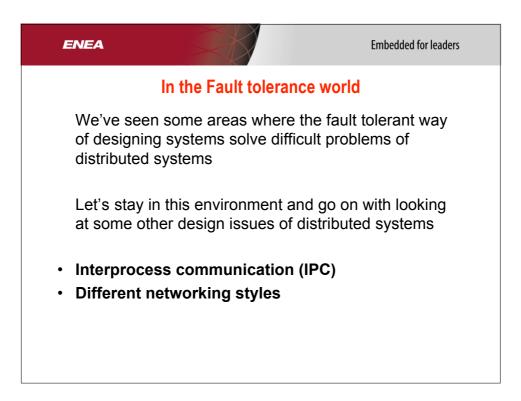


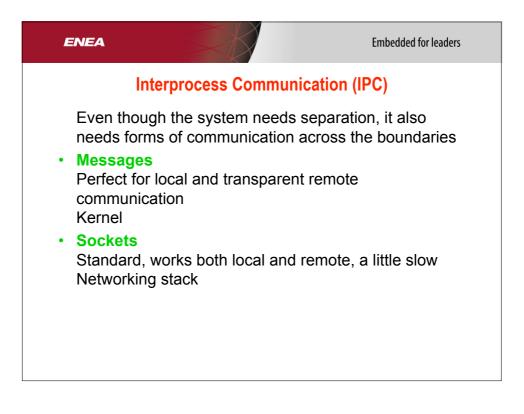


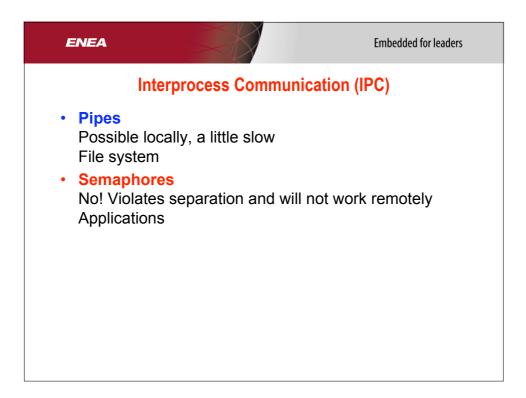




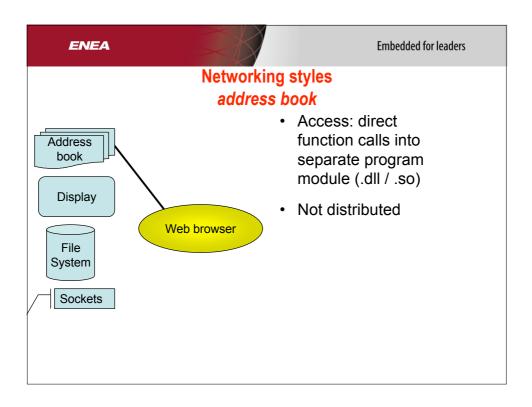


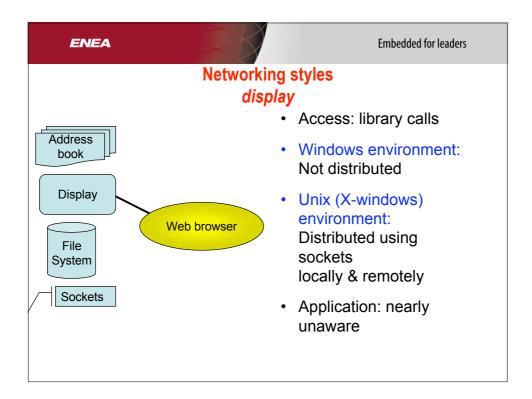


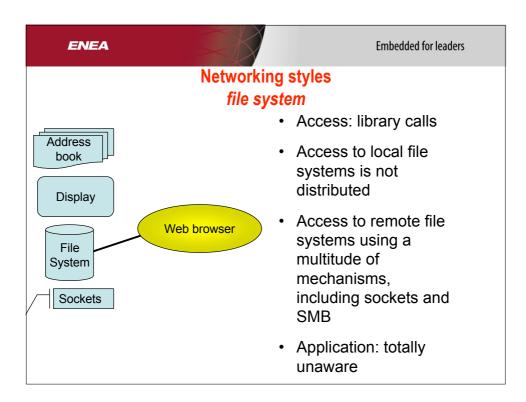


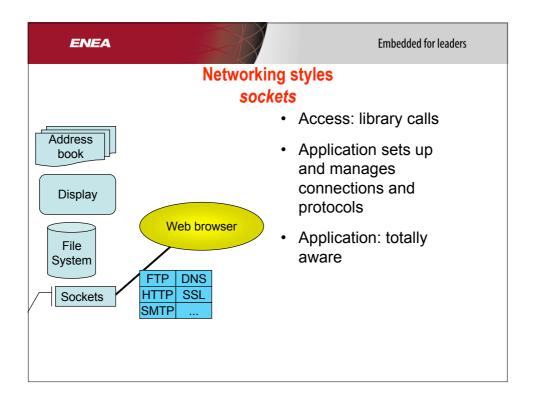


ENEA		Embedded for leaders		
Interprocess Communication (IPC)				
	closer look at what inary application e			
 We'll take a look at how a Web browser communicates with the address book the display the file system the network 				
•	some insights reg can be designed to	0		

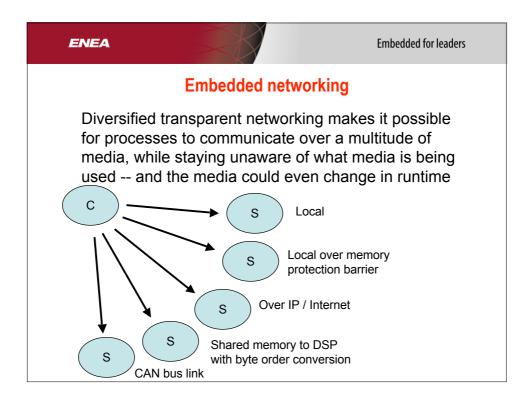


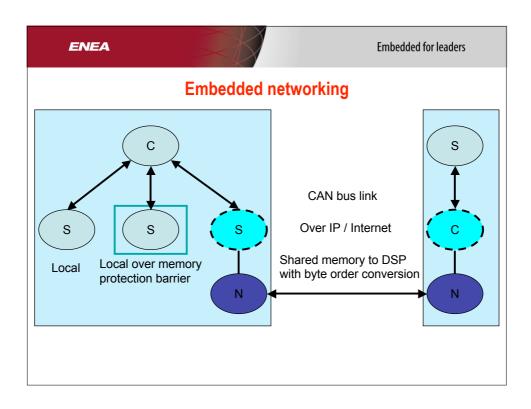


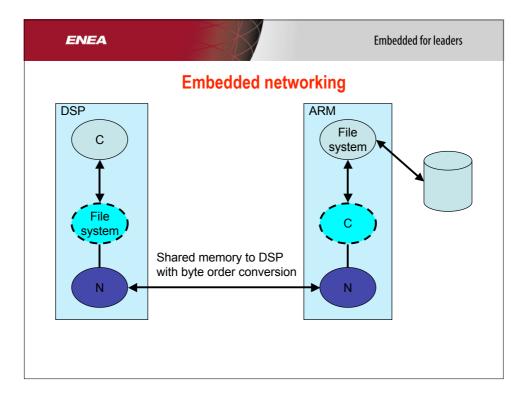


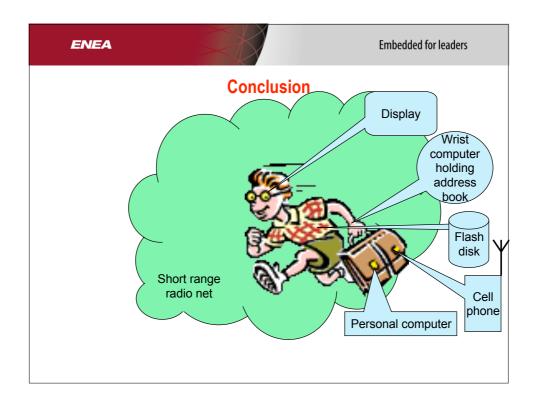


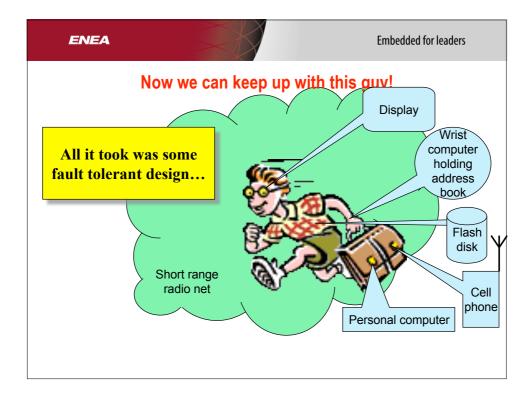
ENEA	E	mbedded for leaders		
Summary of networking styles				
No distribution	direct function calls	Shared library		
Explicit	applications fully aware of the network and have to handle many network issues. one distribution mechanism, which is used locally also	Sockets		
Transparent unified	one distribution mechanism, which is used locally also	X-windows		
Transparent diversified	several parallell distribution mechanisms, no distribution used locally	File systems		



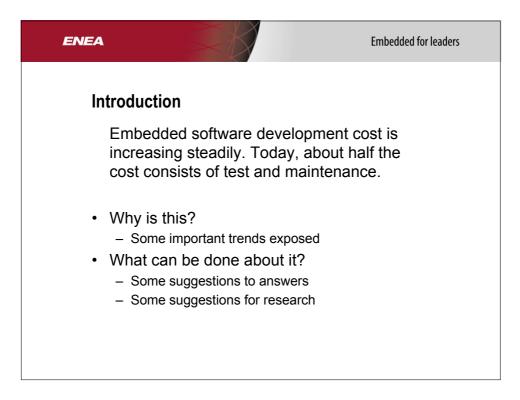


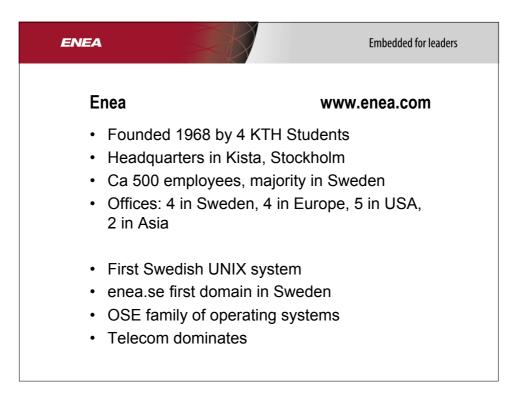


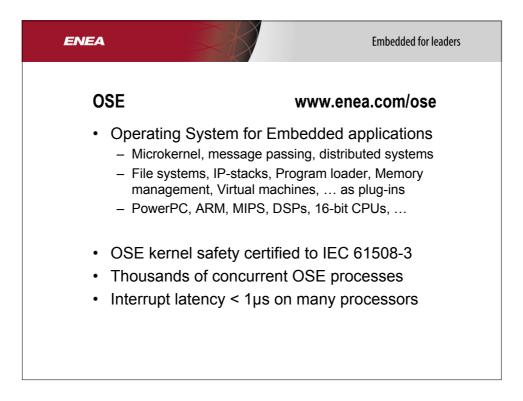




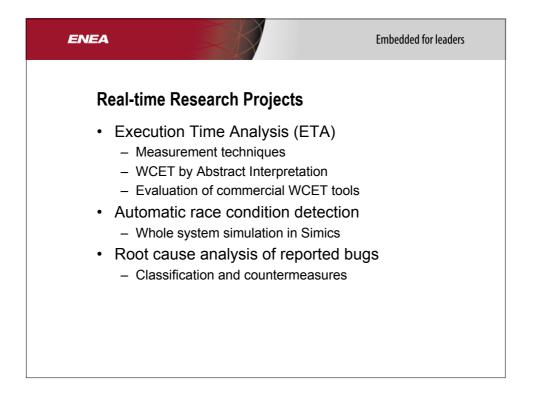


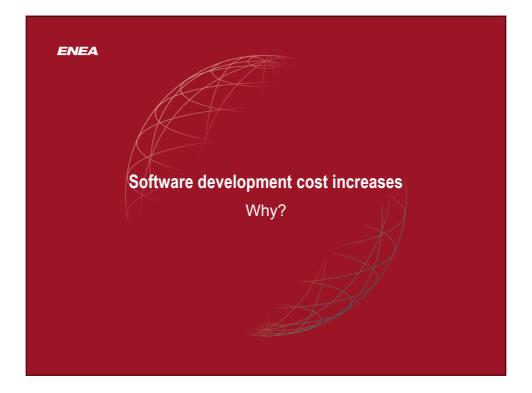




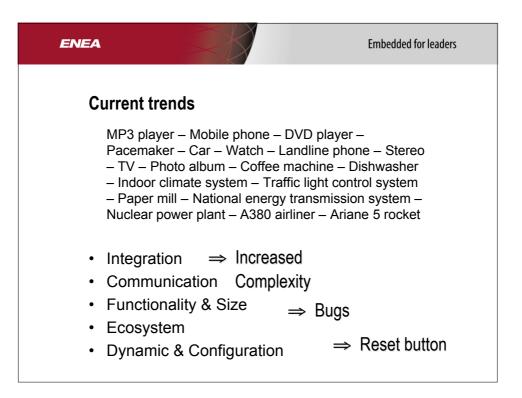


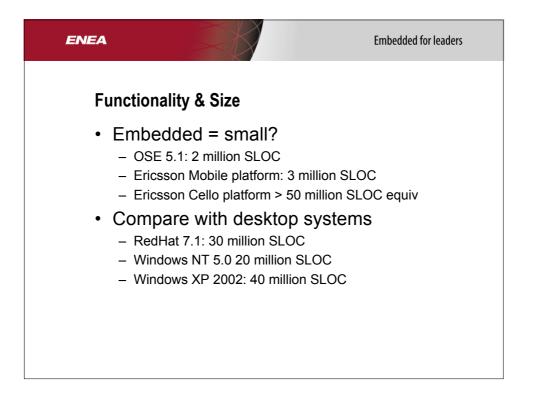


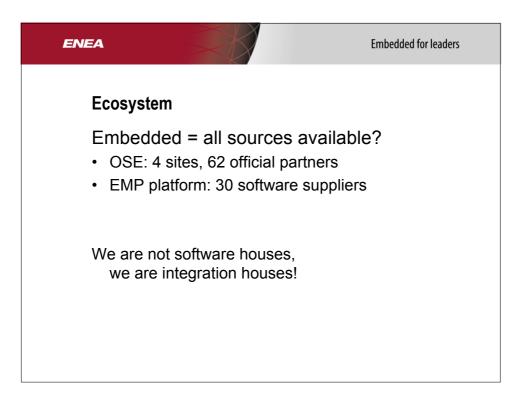


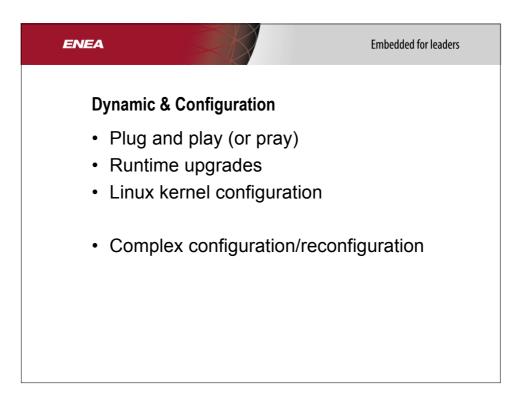


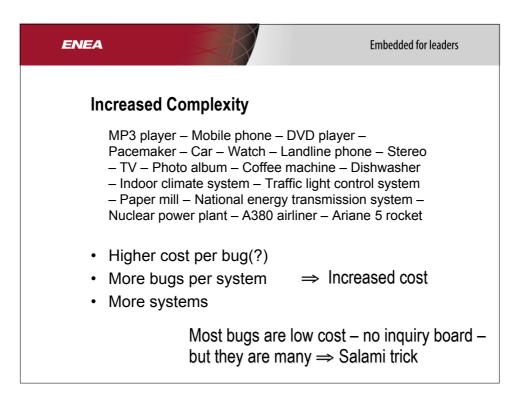
ENEA	Embedded for leaders
Current trends	
– TV – Photo album – Co – Indoor climate system – Paper mill – National e	one – DVD player – ch – Landline phone – Stereo offee machine – Dishwasher – Traffic light control system nergy transmission system – 380 airliner – Ariane 5 rocket
Which of these contain	embedded software?
1990?	
2005?	
2020?	

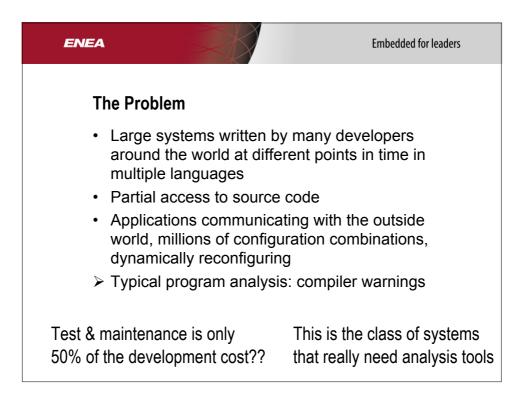




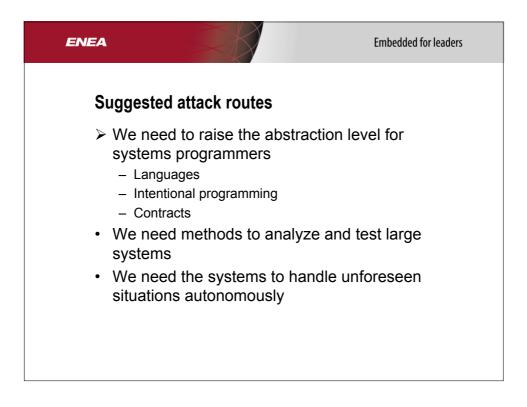


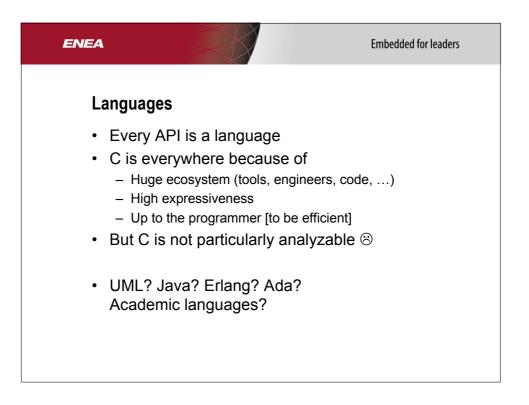


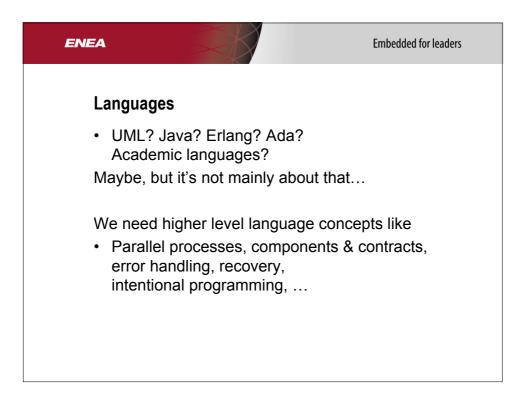


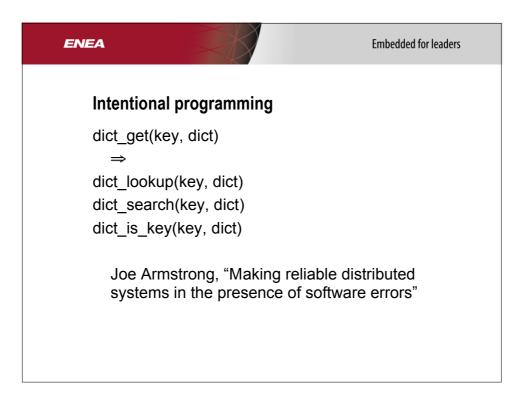


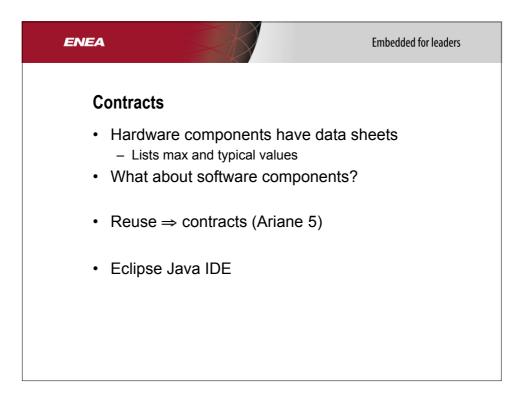


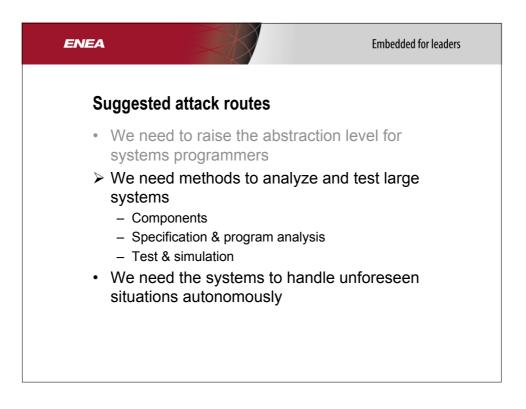


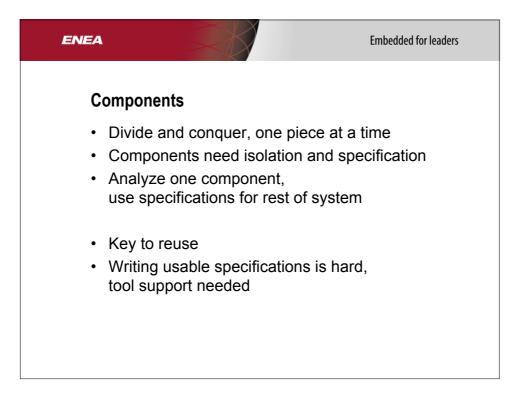


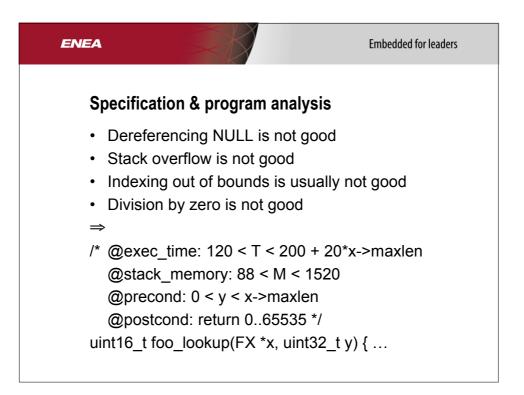


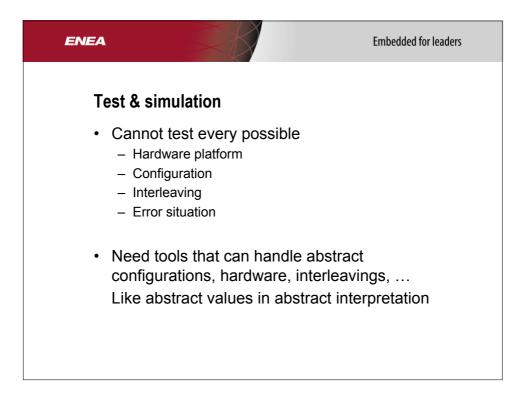


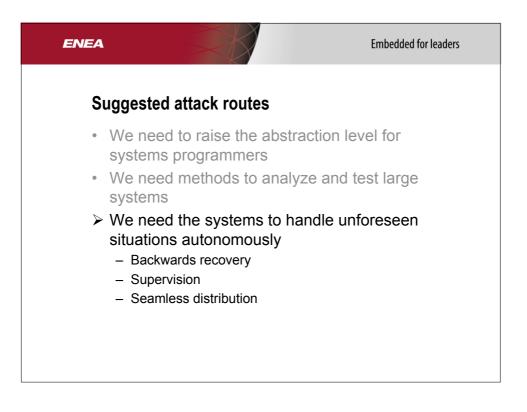


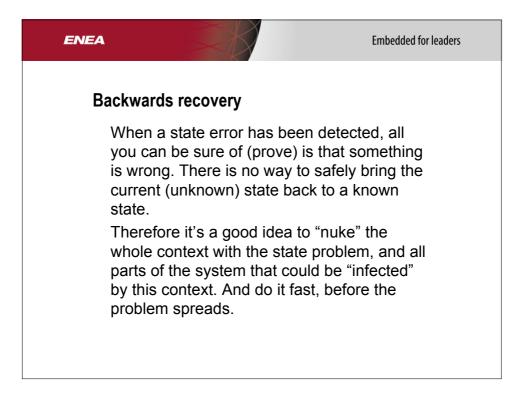


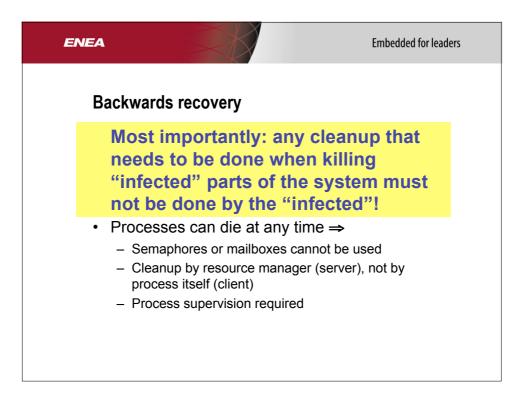


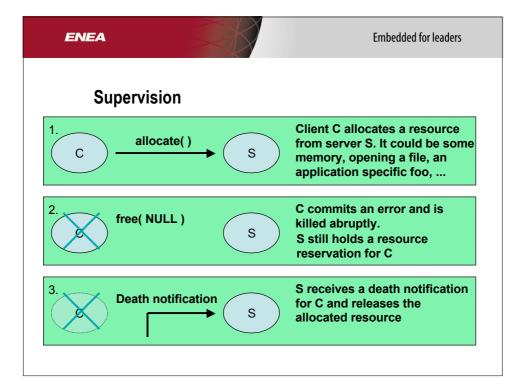


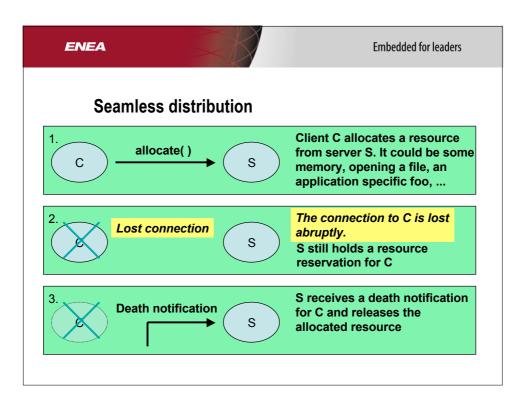


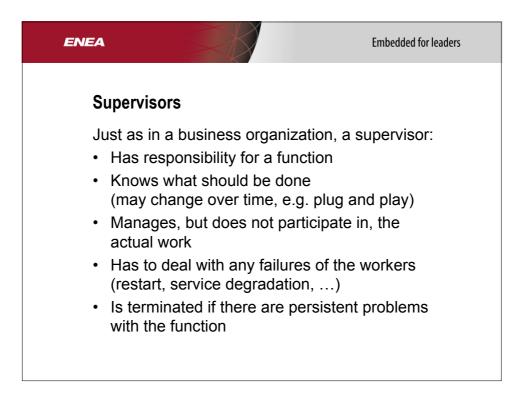


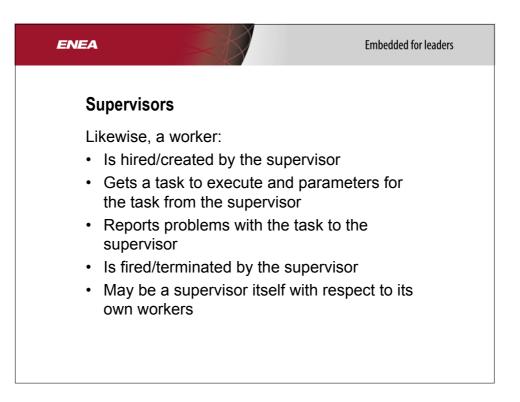


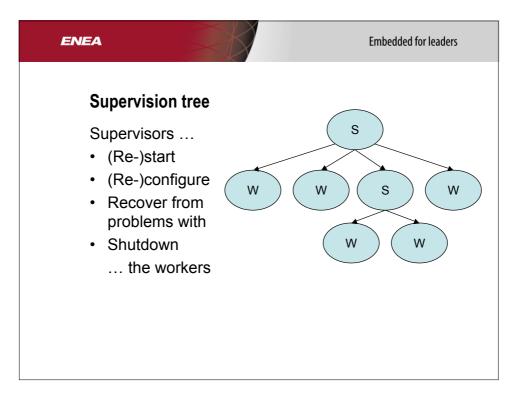


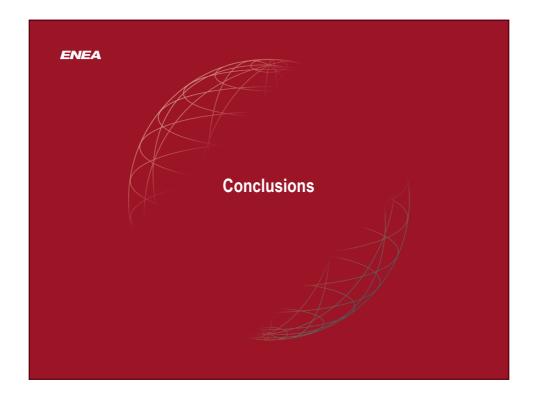


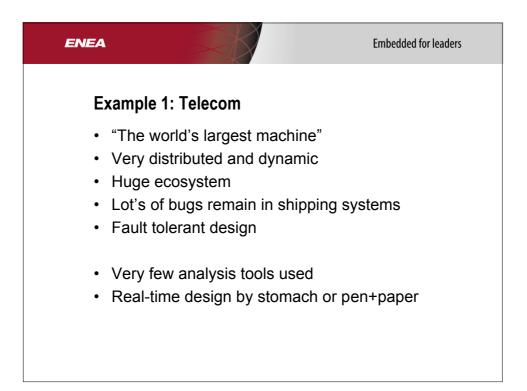


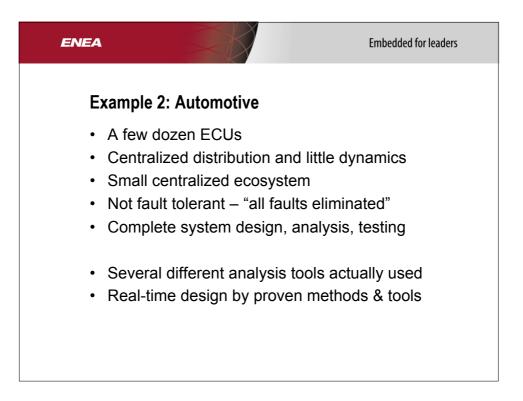


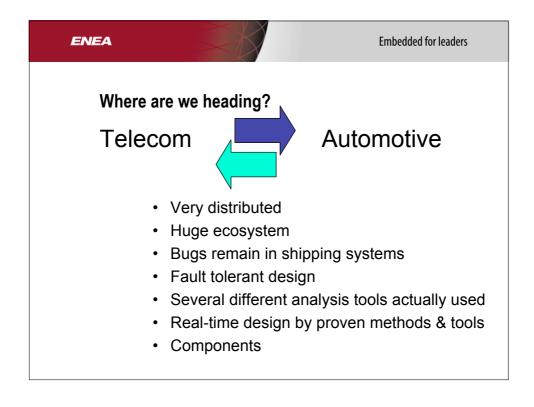


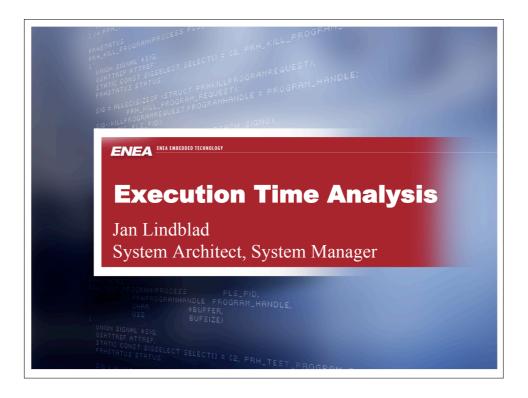














The Challenge

All of us are designing software with requirements on

- Parallelism
- Real-Time
- High Performance

Most of the difficult problems with our software concerns the timing behavior.

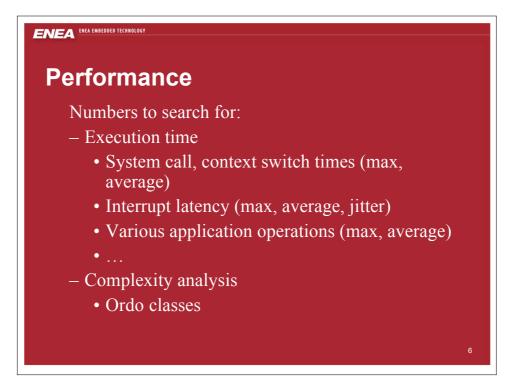
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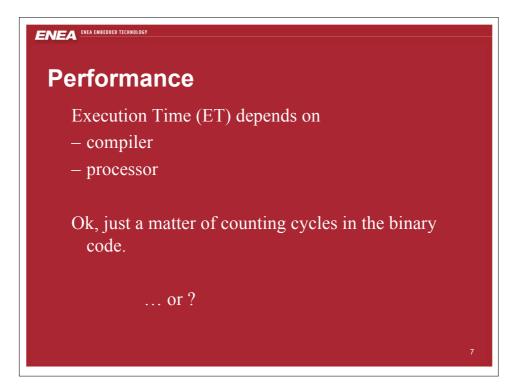


- Modern classification of bugs:
- Bohrbugs

- Heisenbugs

Most race conditions and deadlocks are never found – Heisenbugs generally cannot be found by testing





ENEA EMBEDDED TECHNOLOGY	
Performance	
Execution Time (ET) depends on	
– compiler	
– processor	
– pipeline	
– cache (what is the worst realistic cache state?)	
– input (what is the worst input?)	
 network, bus, switch fabric delays 	
The worst case is not interesting anyway.	
	8

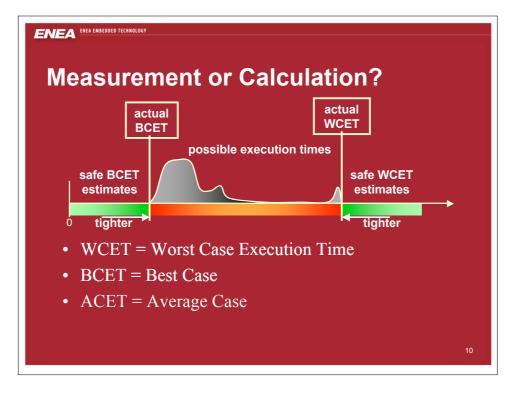
Finding the Execution Time

In theory

- The problem to find the execution time of a program is **undecidable**.
- If you could tell the execution time of every program, you would also have solved the halting problem.

In practice

- Two main approaches are used:
- Measurement on a real implementation
- Calculation on a model of the system



Measurement or Calculation?

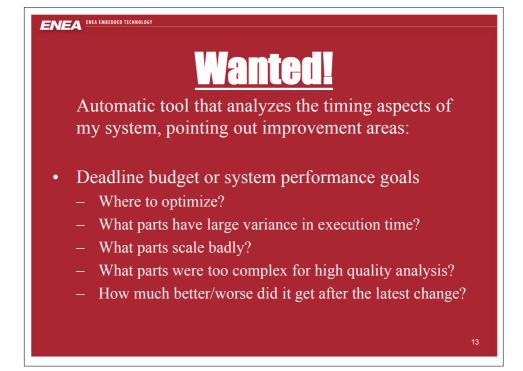
MEASUREMENT

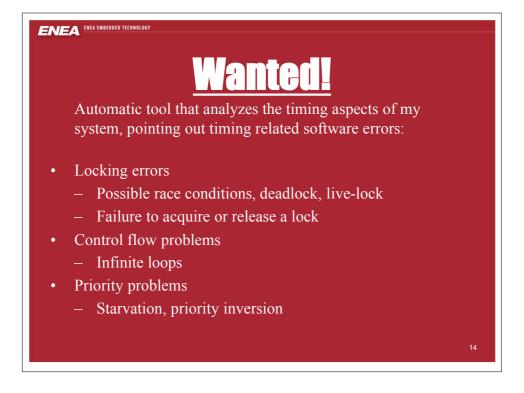
- Measurement samples points inside the curve.
- By definition unsafe.
 Need to add "enough" safety margin.
- Input dependent.
 Model of typical or worst input needed.

CALCULATION

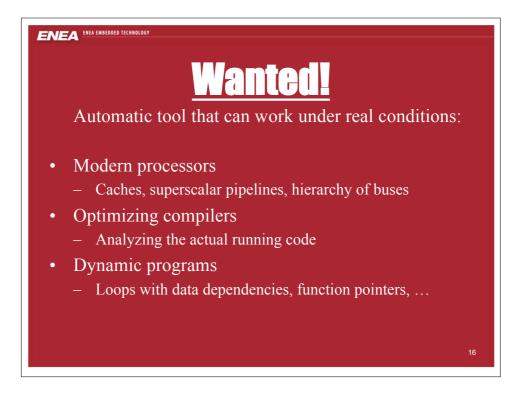
- Calculation finds a point outside the curve.
- By definition safe.
 Overestimates, but how much?
- Model of system needed.

Measurement or Calculation? Sources of Misestimation MEASUREMENT CALCULATION Other input than used in Simplistic system model test may generate much may give magnitudes of longer execution times. overestimation. Pipeline: 2-8x The program may not even complete its – Cache: 10-40x execution.









AGENDA

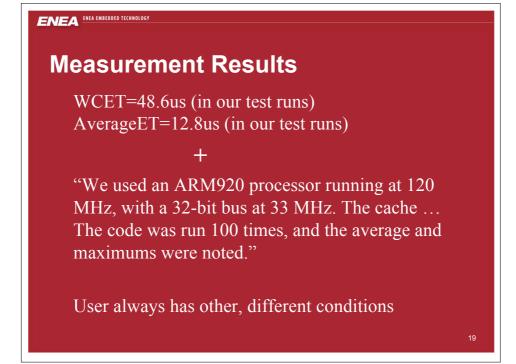
- ✓ The Timing Challenge
- Execution Time Analysis
 - Measurement
 - WCET
 - pWCET
- Program Analysis

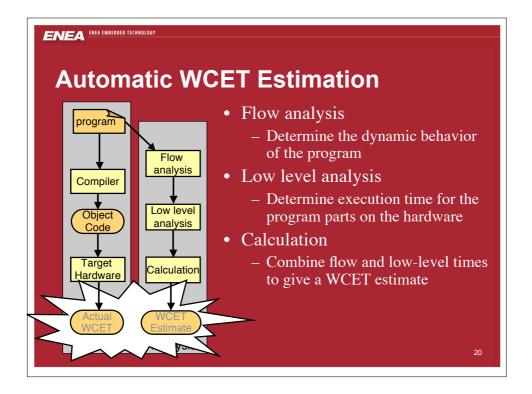
ENEA EMBEDDED TECHNOLOGY

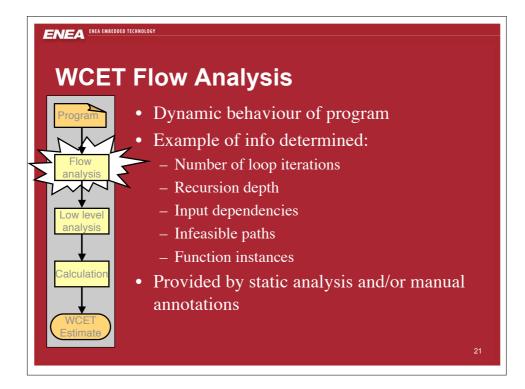
Measurement

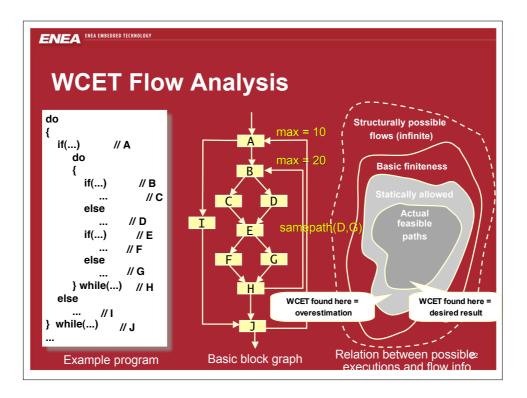
- Observations on the actual system
 - Can be automated
- Generation of relevant input
 - Usually extremely large input domain
 - Plus all possible timings of input
 - Input include interrupts, clock signals, bus traffic, ...
- Collection of data
 - Usually intrusive in some way

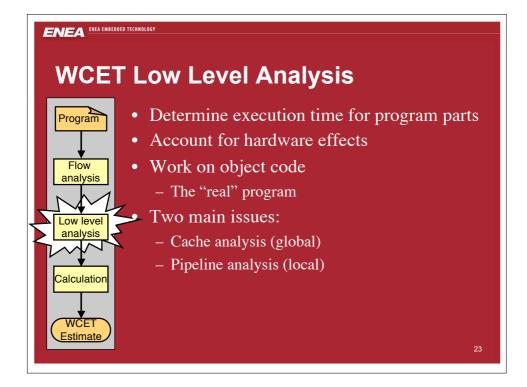






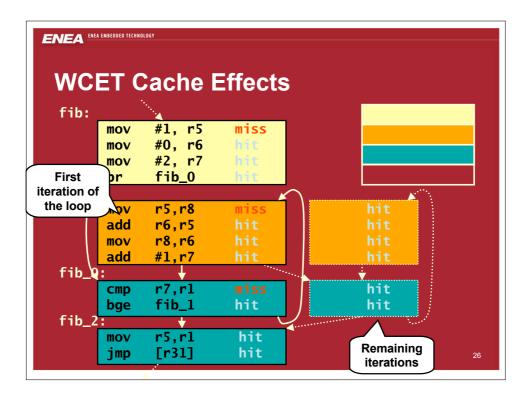


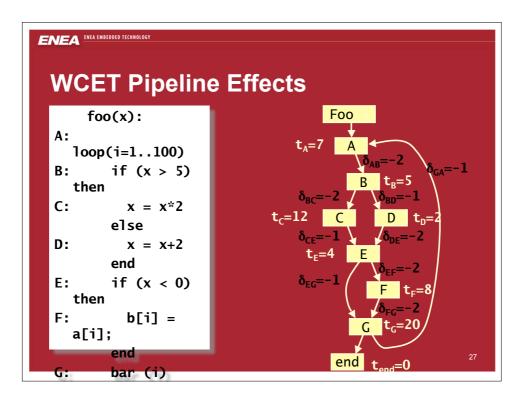


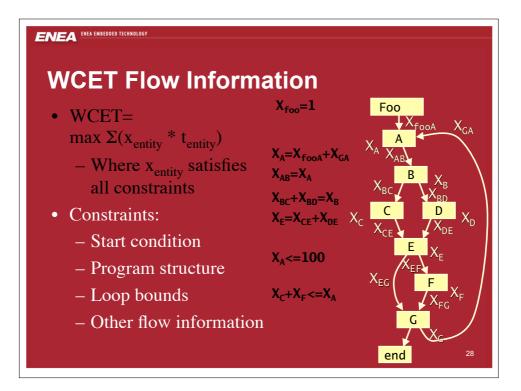


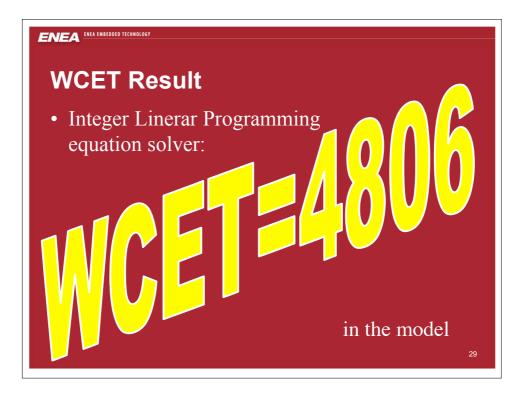
ENEA ENEA EMBEDDED TECHNOLOGY WCET Low Lev	vel Ana	lysis		
<pre>fib(int n) { int i,Fnew,Fold,temp, ans; Fnew=1; Fold=0;</pre>	block will run as a unit	fib: mov mov br fib_1:	#0, r6 #2, r7 fib_0	
<pre>for(i=2;i<=n;i++) { temp = Fnew; Fnew = Fnew + Fold;</pre>	Flows as edges	fib_0:	r6,r5 r8,r6 #1,r7 r7,r1	
Fold = temp; } ans = Fnew; return ans;	1	bge fib_2: mov jmp		24

NEA	EA EMBEDDED TECHNO			
NC fib:	ETC	Cache I	Effects	
110.	mov	#1, r5	miss	
	mov	#0, r6		
	mov	#2, r7		
	br	fib_0	hit	
fib_/	í:		×	γ
	mov	r5,r8	miss	
	add	r6,r5		
	mov	r8,r6		
\	add	#1,r7	hit	
fib_		↓	micc	
	cmp bge	r7,rl fib_1	miss hit	
fib_2		110_1	mit)
110_4	mov	r5,r1	~	
	jmp	[r31]		

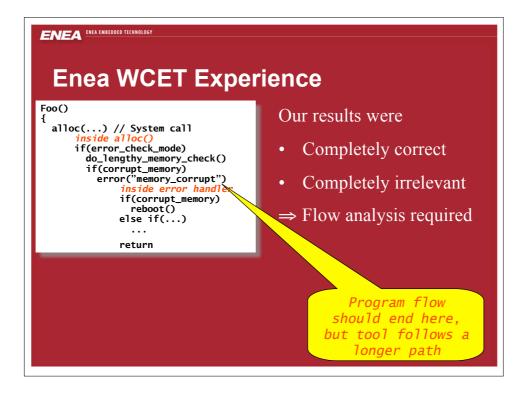


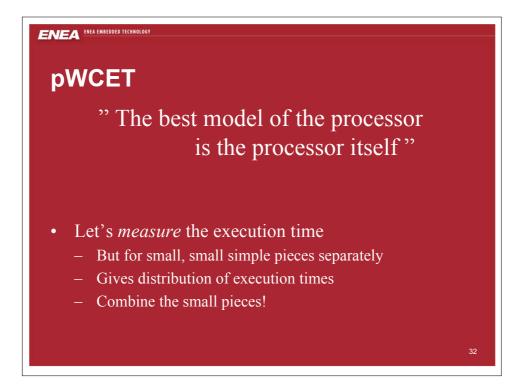


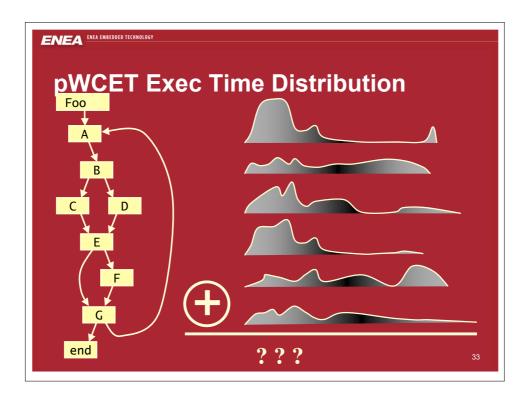


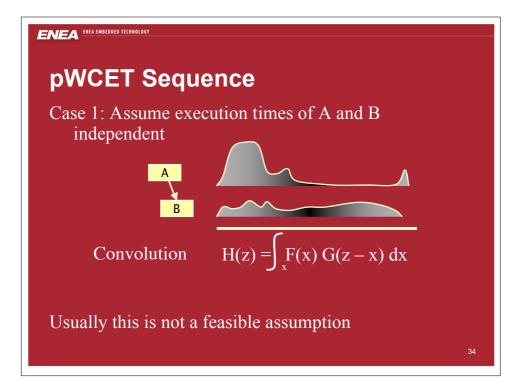


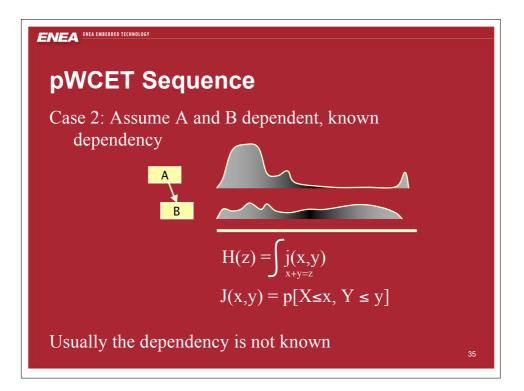
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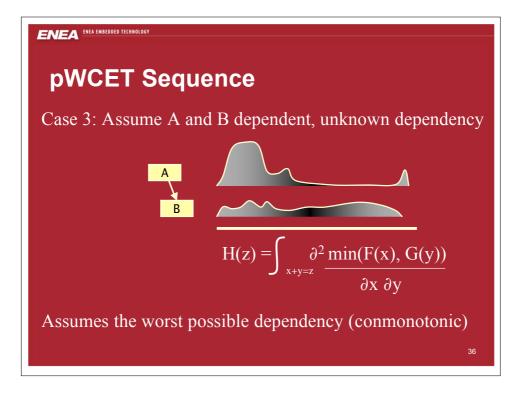


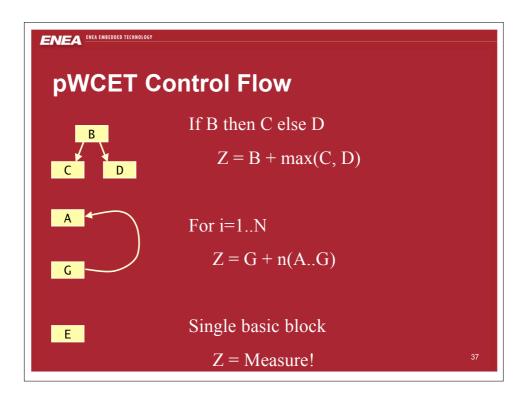


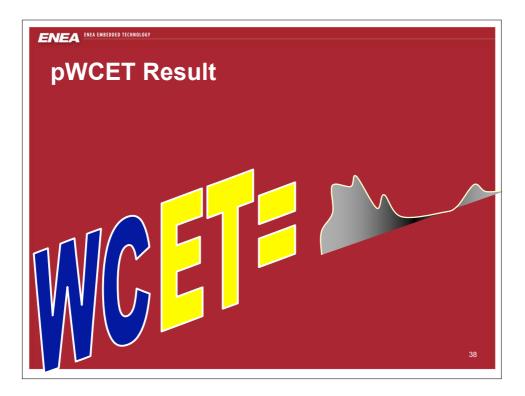


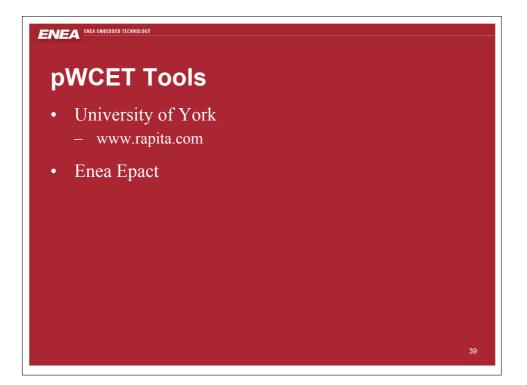


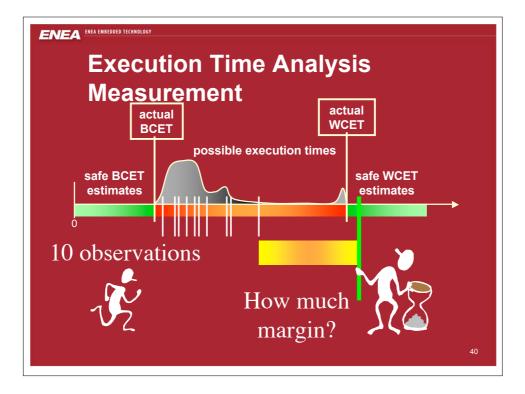


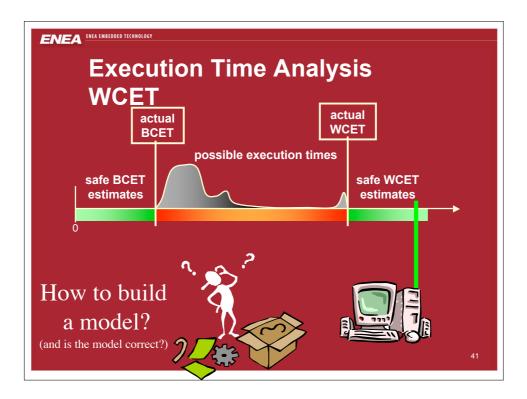


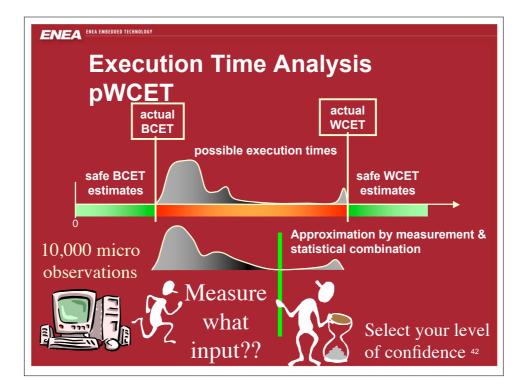


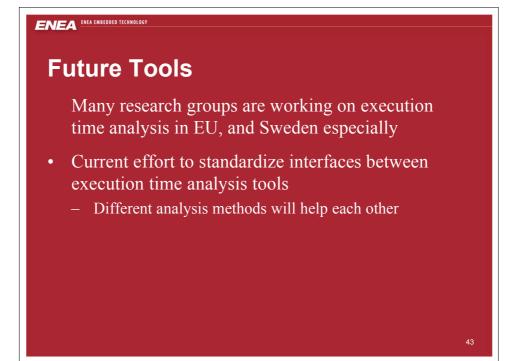














Stack Usage

aiCall from AbsInt is a call graph analyzer

- See the call graph
- See the maximum stack depth used
 - Use this information to configure OSE processes

aiPop from AbsInt is a code compressor

• Rewrites object code into functionally equivalent, but more compact object code

Reverse Engineering the Design

The ASTEC remodelling project works on a tool to

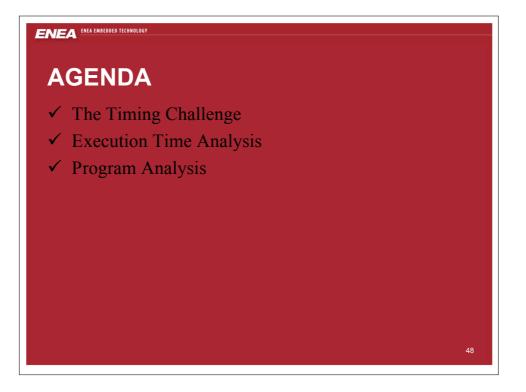
- Extract the design of a system from code. Use this information to
 - Understand the system
 - Check that the design is what you think it is
 - Verify that changes to the code don't change the design in negative ways

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Simics from Virtutech is a CPU+System simulator

- Provides a deterministic and non-intrusive observation environment. Use it to
 - Measure execution time
 - Find race conditions and deadlocks
 - Current project to intelligently insert delays/breakpoints to change the timing behaviour at sensitive spots.
 - Find reason for 'glitches'
 - Put a breakpoint on missed frame/lost call.



Information Sources

- Mälardalen University, M. Real-Time Research Center
- University of York, Real-Time Systems Research Group
- Uppsala University, Advanced Software Technology Group
- Swedish institute of Computer Science (SiCS)
- Virtutech AB

- Rapita Systems Ltd
- AbsInt GmbH
- Tidorum OY, BoundT
- Enea Epact, Embedded Technology AB



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ARTES summerschool 2005

Invitation, Programme, Skövde information, SNART, Poster instruction, Travel

Programme

- 15-16 Bus to Läckö castel
- 16-17 Free strolling around and possibility to see exhibitions.
- 17-17.40 Guided tour of the castel
- 18-22 <u>Boat to Navens Light house</u> inkl. BBQ (Bring your swimssuit in case the weather is varm.)
- 22-23 Bus to Skövde

Updated: 09-Aug-2005 15:42 Location: http://www.artes.uu.se/events/summer05/social_activity.shtml



Tutorial: Experimental Sensor Networking Research

Thiemo Voigt and Joakim Eriksson Swedish Institute of Computer Science {thiemo,joakim}@sics.se

August 9, 2005

Wireless sensor networks (WSN) consist of a potentially large number of tiny nodes equipped with sensing facilities, a low power processor, limited memory, and a radio module that enables the nodes to form networks through which sensed data can be transported to a base station. Applications range from tornado detection and environmental science, to industrial process monitoring, ventilation control and intrusion detection systems.

While analysis and simulation of sensor networks are indispensable, experimental research and the deployment of prototype or real sensor networks are at least of equal importance. In this tutorial, we present some of the research conducted at the Swedish Institute of Computer Science in the area of wireless sensor networks. Our work includes some theoretical aspects but the main focus is on experimental work in the areas of experimental evaluation of lifetime bounds for WSNs, TCP/IP support for sensor networks, the Contiki operating system and the development of prototype networks with industry partners.

More information about the WSN research at SICS in general can be found at http://www.sics.se/sensornets/. Most of the work presented in this tutorial has been conducted within the VINNOVA-sponsored DTNSNproject, see http://www.sics.se/cna/dtnsn/. The demonstrator shown as part of the tutorial has mostly been developed within the EFFWSN project financed by FMV.



The future for IT,

Karl-Einar Sjödin, Vinnovas unit for information and communication research,

> 08-473 31 13 Karl-Einar.Sjodin@VINNOVA.se

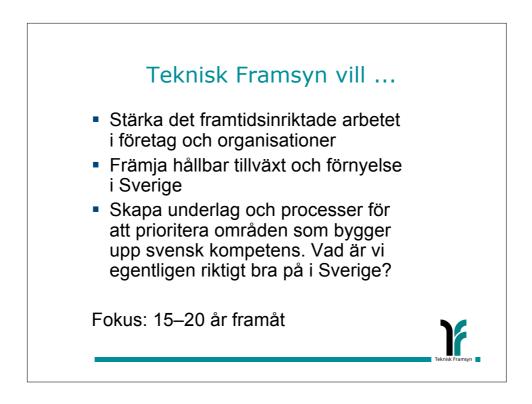
Teknisk Framsyn är ett nationellt projekt som syftar till att skapa insikt och visioner om teknikutvecklingen på lång sikt. Rapporterna kan hämtas i digital form på projektets hemsida: www.tekniskframsyn.nu.

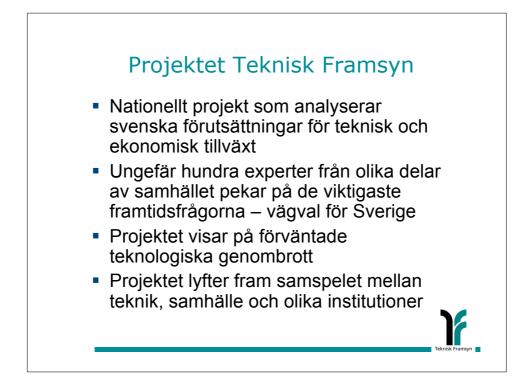
Inspiration till innovation, 2004 Vägval för Sverige, 2004

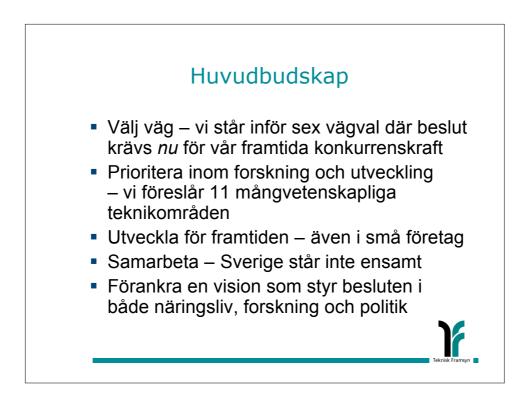
> Vårt senaste århundrade åstadkom fler förändringar än under de föregående ett tusen åren tillsammans. Det kommande århundradet kommer att överträffa vårt föregående århundrade.

> > HG Wells vid en föreläsning över temat upptäckten av framtiden i London 1902.

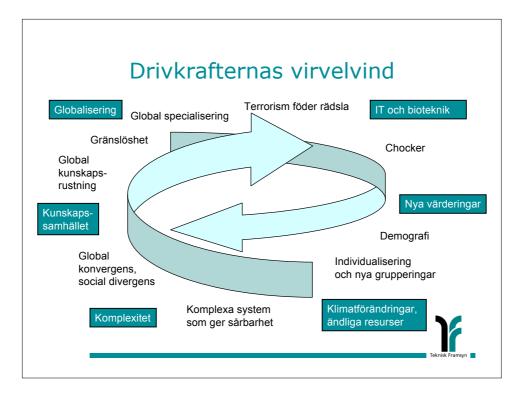












Våra viktigaste val: *vi vill ...*

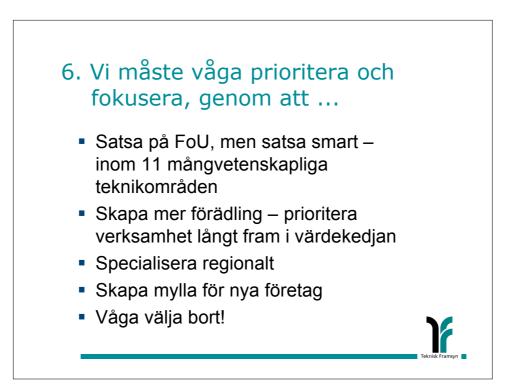
- att Sverige ska vara en del av världen
- kraftsamla för framtidens infrastruktur
- ta vara på människors resurser

och vi måste våga ...

- modernisera det offentliga åtagandet
- ta steget mot det hållbara samhället

Y

prioritera och fokusera

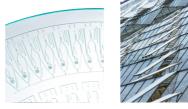






Mångvetenskapliga teknikområden med stor svensk potential (1)

- Säkrare komplexa system
- Mekaniska system och strukturer
- Interaktiv teknik
- Funktionella material



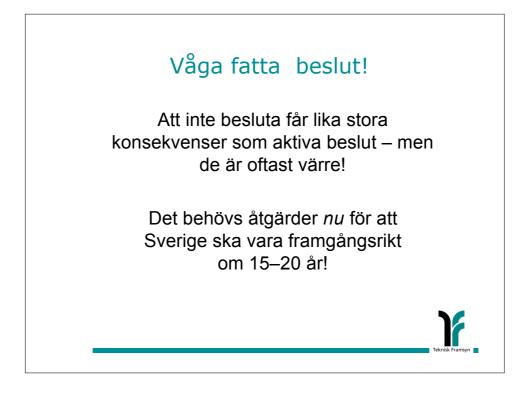


- livscykelteknologi
- Rörlig energiförsörjning
- Fasta energisystem

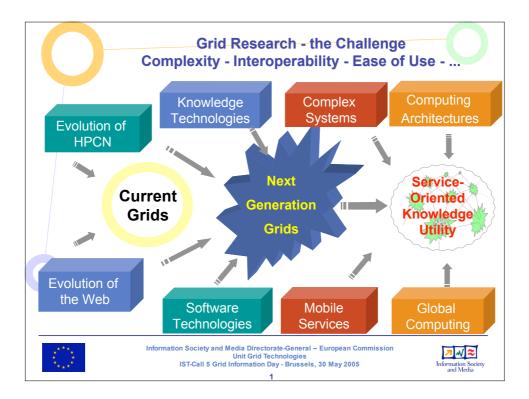


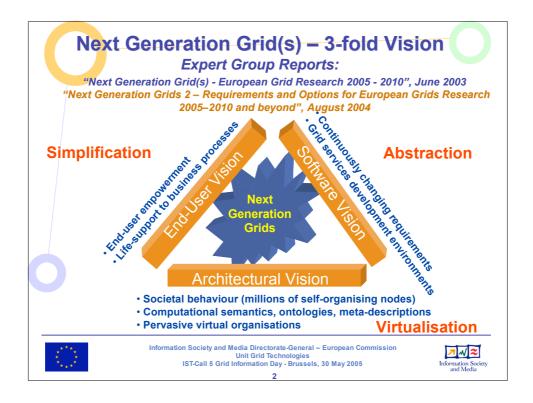


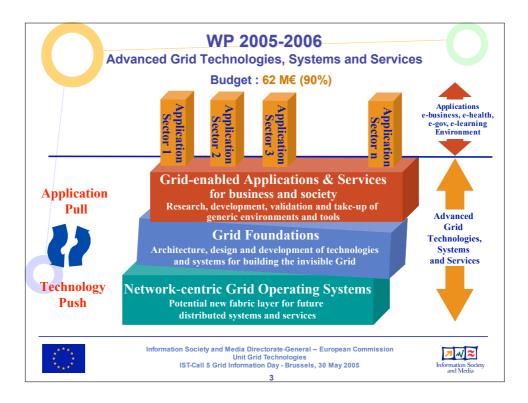














ARTEMIS

The European Technology Platform for Embedded Systems

Introduction to the ARTEMIS Strategic Research Agenda

Eric Schutz Vice President External Technology Coordination STMicroelectronics

The ARTEMIS Technology Platform

Advanced research and technology in embedded intelligence and systems

Aim and scope

Develop and drive a joint European vision and strategy on Embedded Systems

- R&D and educational challenges
- structural challenges: IPR, open source software, standards, research infrastructure,...
- Align fragmented R&D efforts in the ERA along a common strategic agenda at Community, intergovernmental and national levels



Embedded Systems - what they are

Intelligent electronic devices

- contain a computing device, transparent to the user
- combine HW & SW
- part of larger non-computing system(s)
- resource constrained

Reactive to their environment

- "real-world" systems for control, perception and cognition

Networked

- Ad-hoc collaboration



Connecting the physical to the virtual world



Embedded Systems

Embedded Systems are everywhere

 cars, roads, bridges, tunnels, medical instruments, surgical robots, homes, offices, factories, aeroplanes, airports, mobile phones, phone networks, virtual reality glasses, clothes, ...

Interconnected into networks of many devices

- ... but are not general-purpose PC's, servers, etc...
- Used in all market sectors
 - automotive, aerospace, medical, environment, communications, entertainment, textiles, transport, logistics, printing, chemicals, food & drink, timber, materials, agriculture, ...



The ARTEMIS Vision

An ongoing, major evolution of our society in which all systems, machines and objects will become digital, communicating and self-managed

Societal and economical consequences:

- Competitiveness of most industry sectors will rely on ES innovation capability
- ES technologies critically important in rebalancing Productivity Growth between Europe and the US and Asia
- Security, Safety and Quality of life in our society will increasingly depend on ES technologies

The ARTEMIS Vision

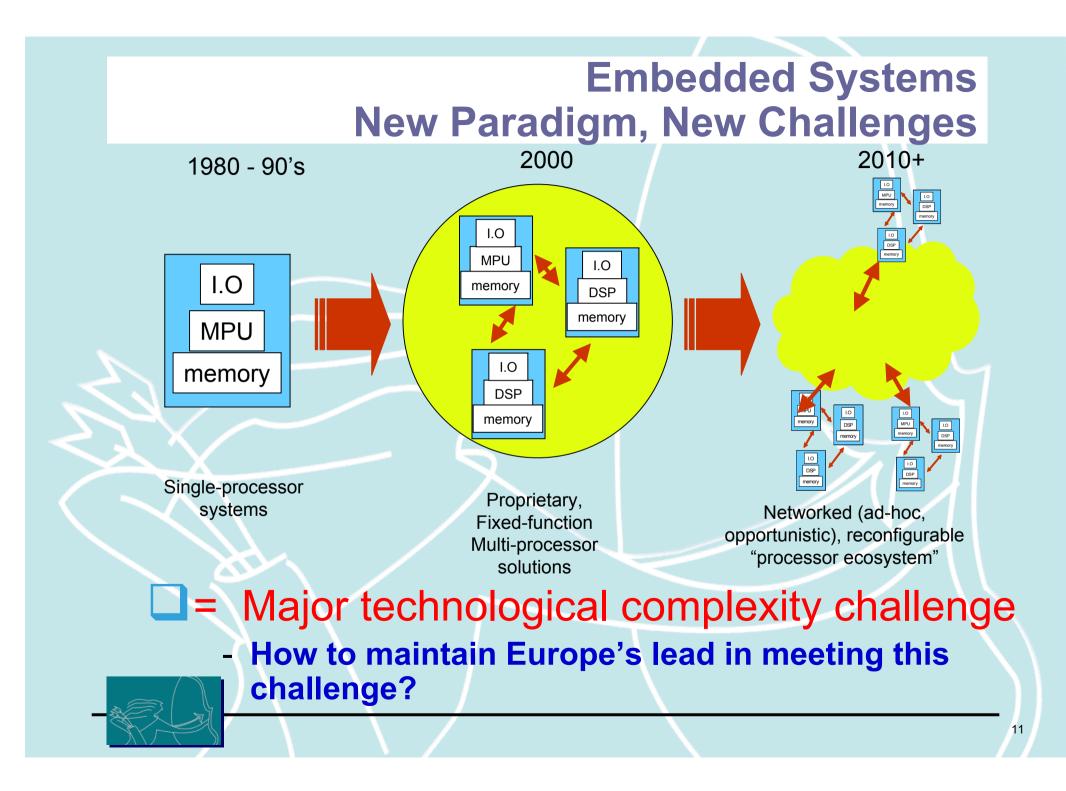
Europe takes a leading role in ES development

- Requires committed investment in research and development



- ARTEMIS will facilitate and stimulate success by:
 - Avoiding fragmentation, ensure effective use of resources
 - Focused research and development
 - Establishing an environment supportive of innovation
 - Cooperation and competition in technological development
 - Proactively stimulating the emergence of a new supply industry
 - Components, tools, design methodologies





The ARTEMIS SRA

The ARTEMIS platform elaborates a Strategic Research Agenda (SRA) around the vision to:

- Make Ambient Intelligence a reality
 - Address the complexity problem
- Ensure competitiveness of European industries
- Create opportunities (knowledge, ecosystem, ...) for a New Industry to flourish

Subscribed to by Europe's leading technology companies and institutes





The ARTEMIS SRA Targets

To define a focused strategy, ARTEMIS set High Level targets to be attained by 2016

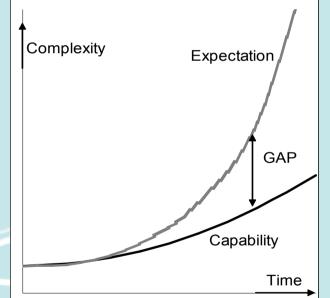
- 50% of ES deployed worldwide based on ARTEMIS results
- Twice as many SMEs within the aegis of ARTEMIS engaged in the ES supply chain
- Realise an integrated chain of European-sourced tools, to support development of ES
- Achieve seamless interoperability between the envisaged Ambient Intelligence environments
 - At home, travelling, at work, in public spaces, ...
- Generate at least 5 'radical innovations'
 - Comparable to e.g. µ-processor, DSP, software radio, …
 - The number of relevant patents will have doubled



The ARTEMIS SRA Targets

To meet these targets, ARTEMIS must aim to close the design productivity gap

- Reduce cost of system design by 50%
- Achieve 50% reduction in development cycles
- Manage complexity increase of 100% with 20% effort reduction
- Reduce by 50% the effort for re-validation and re-certification
- Achieve cross-sectoral reuse
 - E.g. automotive, aerospace and manufacturing





ARTEMIS Application Contexts

Focus research on technologies with high reusability

Identified four, strategically significant "Application Contexts":

Industrial systems

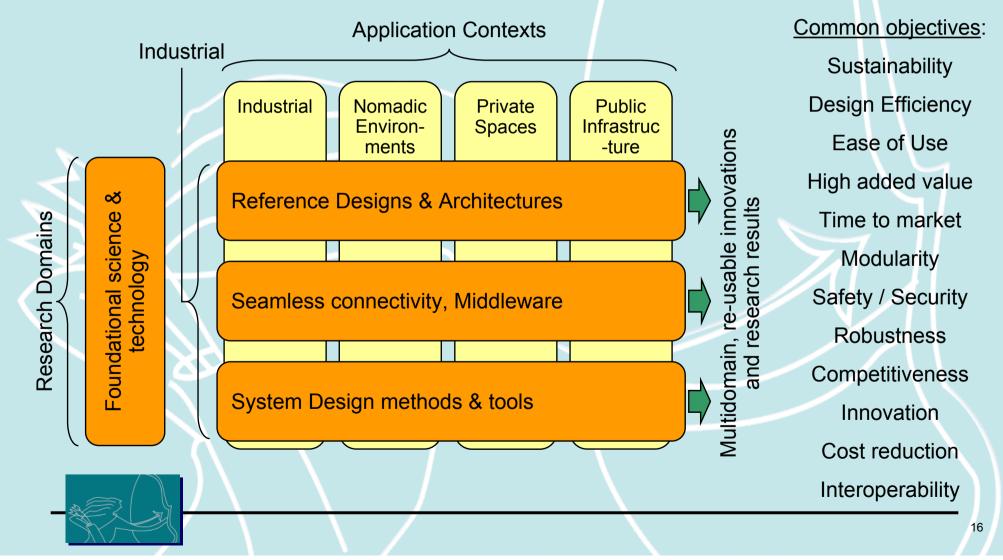
- Automotive: "Frugal, safe car"
- Aerospace: "Customisable, efficient, safe air transport "
- Manufacturing & process Industries: "Efficient, flexible manufacturing"
- Private spaces: "Efficiency, safety and pleasure in the home"
 - Includes Medical sector
- Nomadic Environments: "Walk, Talk, Hear, See"
- Public Infrastructure: "Secure and dependable environment"



ARTEMIS' Pan-

Application-Context approach

ARTEMIS approach cuts barriers between application sectors, stimulating creativity and yielding multi-domain, re-usable results



Identified RESEARCH DOMAINS

Reference designs and architectures:

- Create a generic platform and a suite of abstract components

Seamless connectivity and middleware

- Interoperable link to the physical world

Design methods and tools: The ARTEMIS method

 Design efficiency, systematic design, productivity and quality

Scientific foundational research

provides the essential breakthrough ideas driving future innovation

