

Model-Based Product Line Engineering

Enabling Product Families with
Variants

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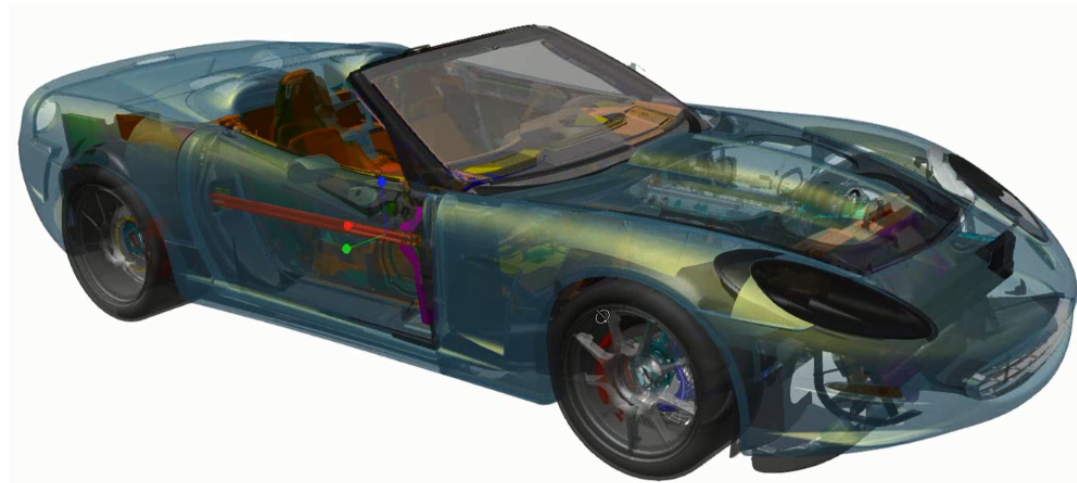
Technical Fellow & Principal Engineer, MBSE

July 2015



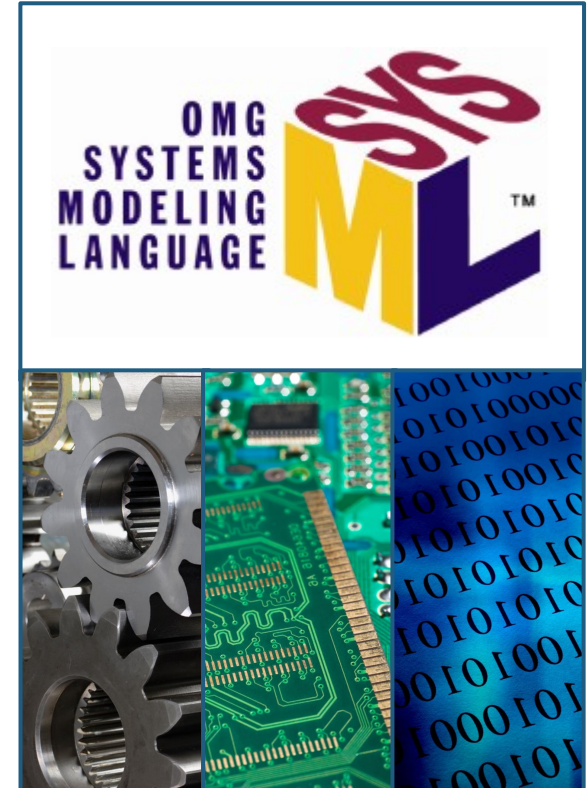
Smart connected systems & products

- **Growing complexity & functionality of systems & software**
 - Larger share of a products cost & capability is software
 - System & sub-system Integration
 - Customer, certification, regulation & standards compliance needs
- **Larger, more distributed & distinct discipline teams**
 - Communication language barriers & collaboration
 - Implementing common, architected Goals
- **Increasing time pressures**
 - Shorter development cycles
 - Delivering on schedule
- **Quality assurance**
 - Risk of building the wrong system
 - Increased costs of later stage errors
- **Cost reduction demands**
 - Total development cost
 - Risks & costs of delays or cancellation



Design before you build

- **Standard based graphical modelling**
 - Common language
 - Improves understanding
 - Facilitates collaboration
 - Achieves stakeholder buy in
 - Problem abstraction, to see the 'wood from the trees'
- **Systems engineering process automation**
 - Tools enable a more efficient systems engineering process
 - Tangible designs to review, finding problems earlier
 - Traceability from requirements through models to system
 - Enables Rapid Prototyping, Simulation & Trade Studies
- **Reduces the total cost of systems engineering**
 - Reduce learning curve & cost with an industry standard language
 - Capture system design IP to reduce risks & retain value
 - Optimized allocation to mechanical, electrical & software engineering
 - Design & build the right systems, right



Product line explosion

- Increasing number of product families
- Increasing number of products in families
- Understanding product similarity
- Maximizing reuse
- Understanding product variations
- Deciding between options
- Development cycle time
- Commercial product needs
 - Customize existing capabilities to suit client requirements
 - Redeploy common systems & software to the Market
 - Time from requirements to cash



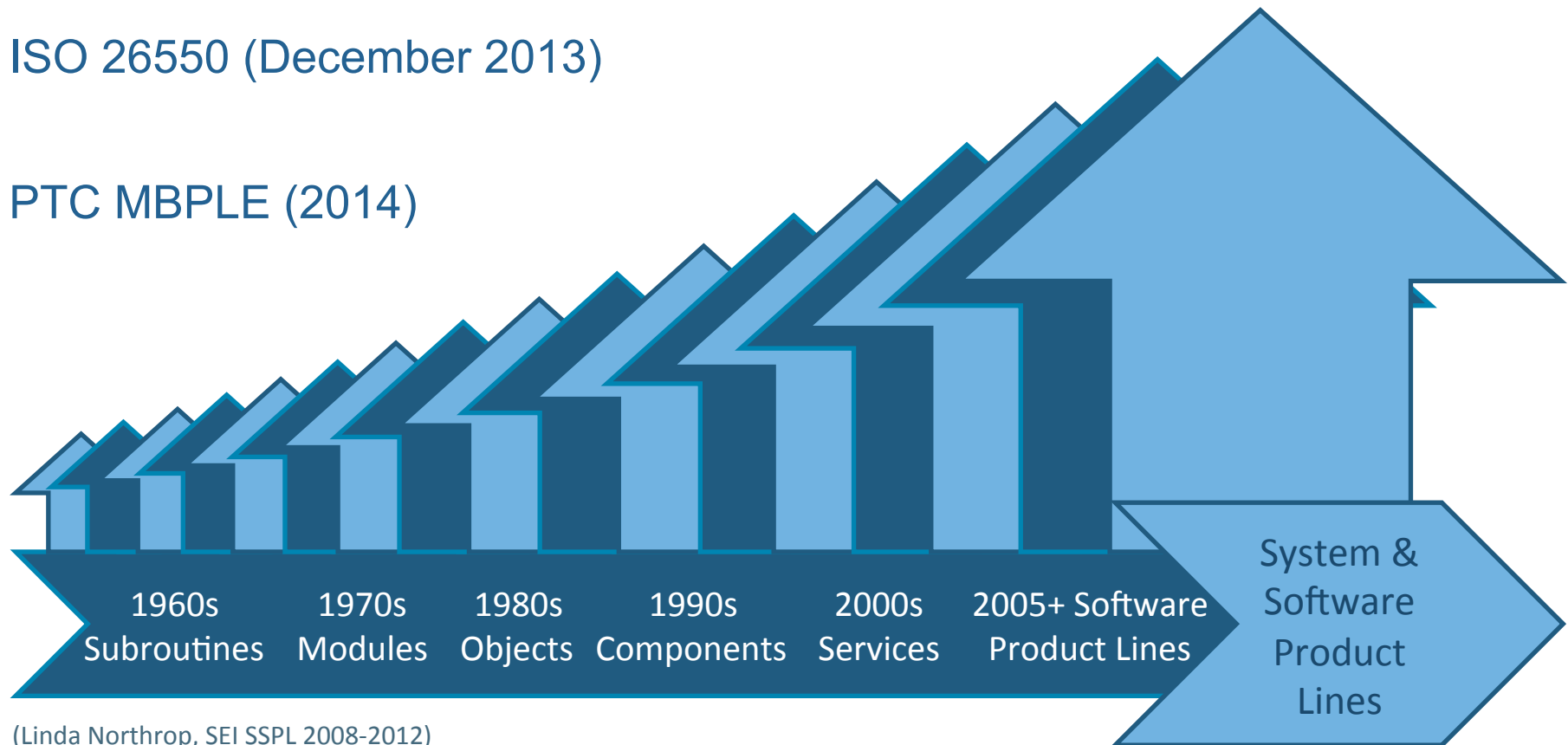
Designing a single system platform rather than as creating a multitude of products

- **MBSE + Modular Design + Variation**
 - Common language improves
 - Communication
 - Collaboration
 - Stakeholder buy in
 - Architected modular design & reuse
 - System product lines designed up front
- **Maximum commonality & minimal variation**
 - Less duplicated effort with optimized reuse
 - Parallel working through 'design by contract'
 - More commonality between designs and implementations
 - Managed product line complexity



Model-based Systems & Software Engineering (2006) +
System & Software Product Line Engineering (2001-2008)

- ISO 26550 (December 2013)
- PTC MBPLE (2014)

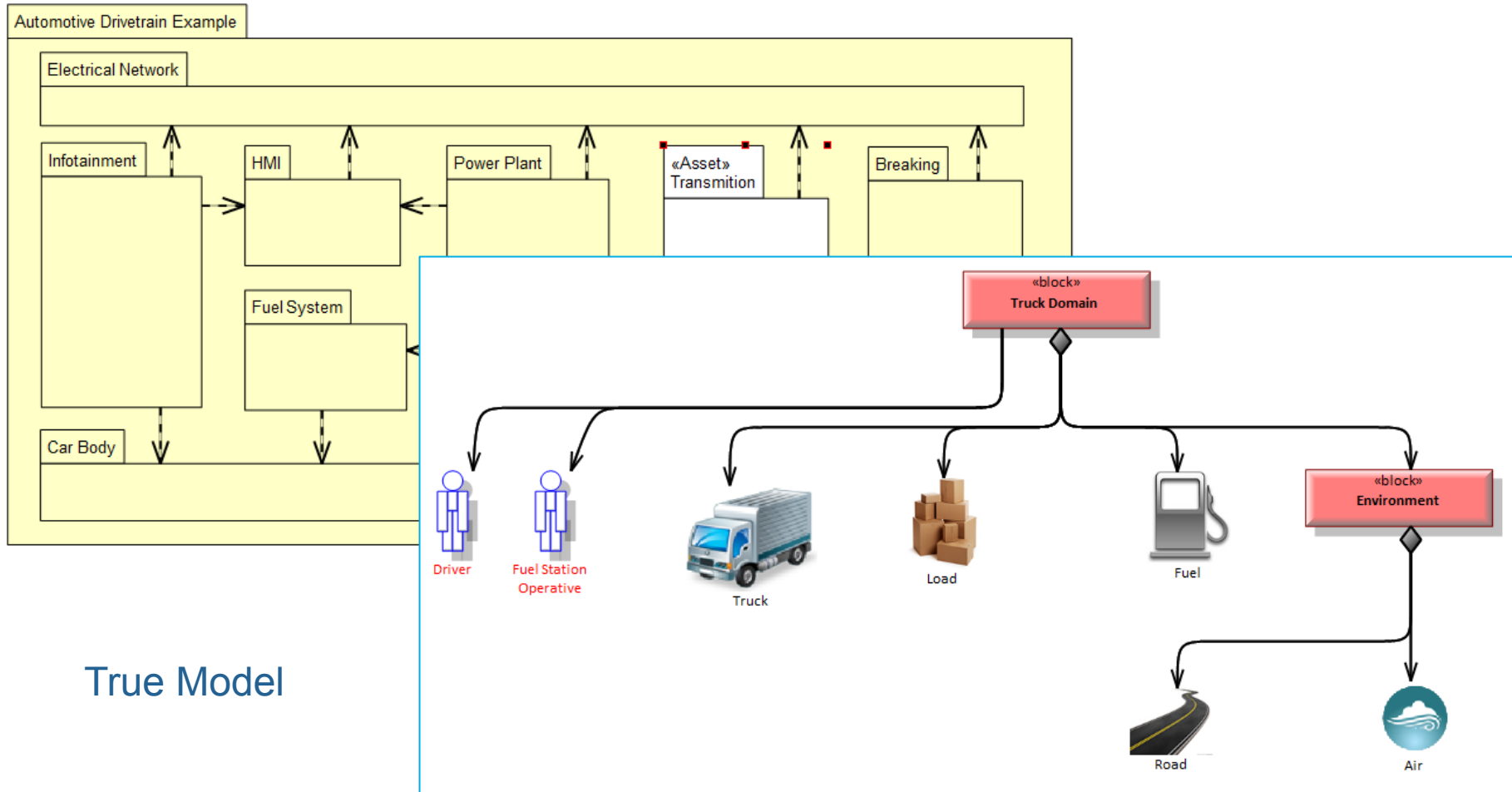


(Linda Northrop, SEI SSPL 2008-2012)

Model-Based Systems Engineering

System Domain View - SysML

- Scope & Stakeholder Identification for Requirements Elicitation



Stakeholder & Environmental Requirements Elicitation & Analysis

Outline

Document

1 - Heading

1.1 - Functional Requirement

1.2 - Heading

1.2.1 - Functional Requirement

1.2.2 - Functional Requirement

1.2.3 - Functional Requirement

1.3 - Heading

1.3.1 - Functional Requirement

1.3.2 - Functional Requirement

1.3.3 - Functional Requirement

2 - Heading

2.1 - Functional Requirement

2.2 - Functional Requirement

2.3 - Functional Requirement

2.4 - Heading

2.4.1 - Functional Requirement

2.5 - Heading

2.5.1 - Functional Requirement

3 - Heading

3.1 - Functional Requirement

3.2 - Functional Requirement

4 - Heading

4.1 - System Requirement

4.2 - System Requirement

5 - Functional Requirement

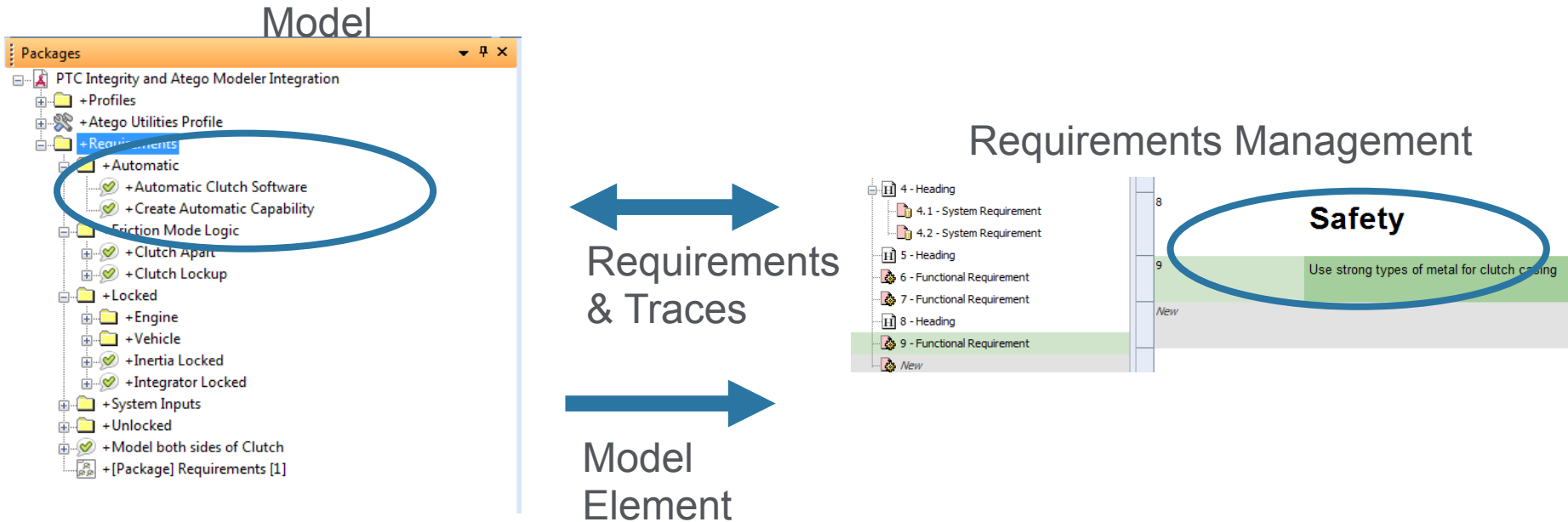
Show items containing

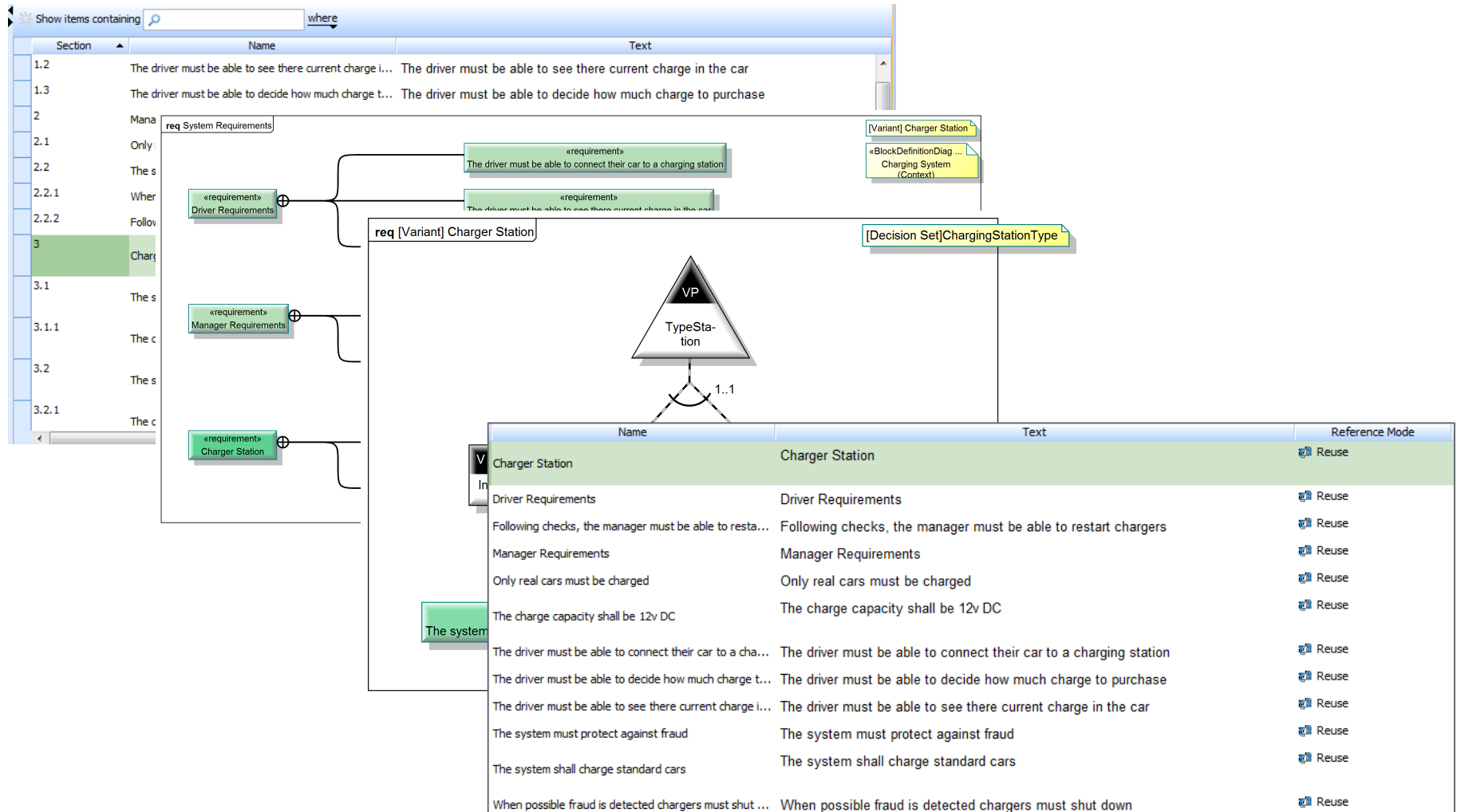
where

Section	Text	Category	Priority	ID	
1	Unlocked	Heading		4	3
1.1	The system must allow the clutch to be unlocked	Functional Requirement		6	3
1.2	Engine	Heading		8	3
1.2.1	Model Engine Integrator in Unlocked State	Functional Requirement		10	3
1.2.2	Model Engine Damping in Unlocked state	Functional Requirement		12	3
1.2.3	Model Engine Inertia in Unlocked state	Functional Requirement		14	3
1.3	Vehicle	Heading		16	3
1.3.1	Model Vehicle Integrator in Unlocked state	Functional Requirement		18	3
1.3.2	Model Vehicle Damping in Unlocked state	Functional Requirement		20	3
1.3.3	Model Vehicle Inertia in Unlocked state	Functional Requirement		22	3
2	Locked	Heading		24	3
2.1	The System must allow the clutch to be locked	Functional Requirement		26	3
2.2	Model Engine and Vehicle Inertia in Locked state	Functional Requirement		28	3
2.3	Model Engine and Vehicle Integrator in Locked state	Functional Requirement		30	3
2.4	Engine	Heading		32	3

Round tripping with PTC Integrity Modeler – Integration for Lifecycle Manager

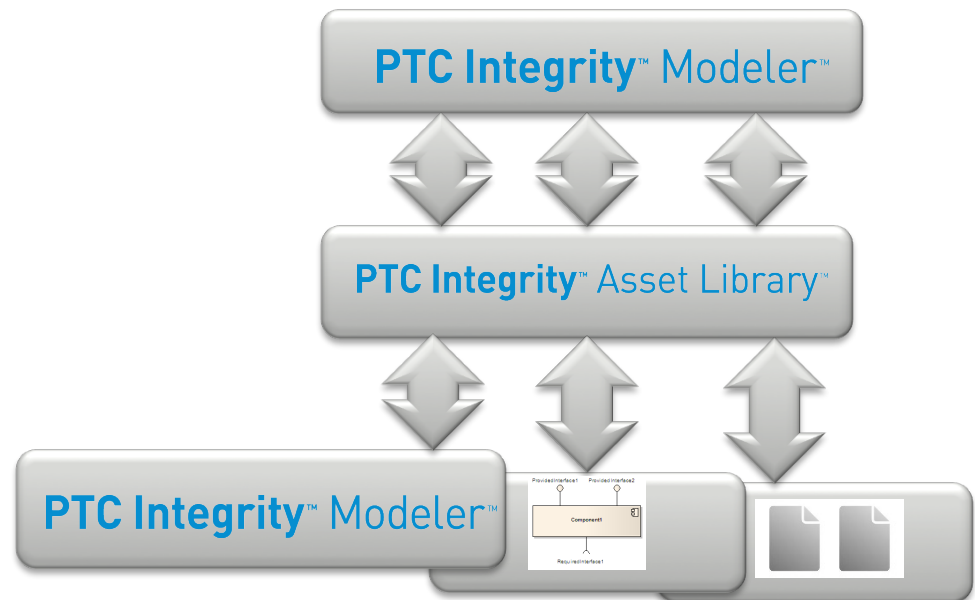
- Updates can be made from either Modeler or PTC Integrity Lifecycle Manager
- Bi-directional synchronization to update both the model and requirement document in tandem



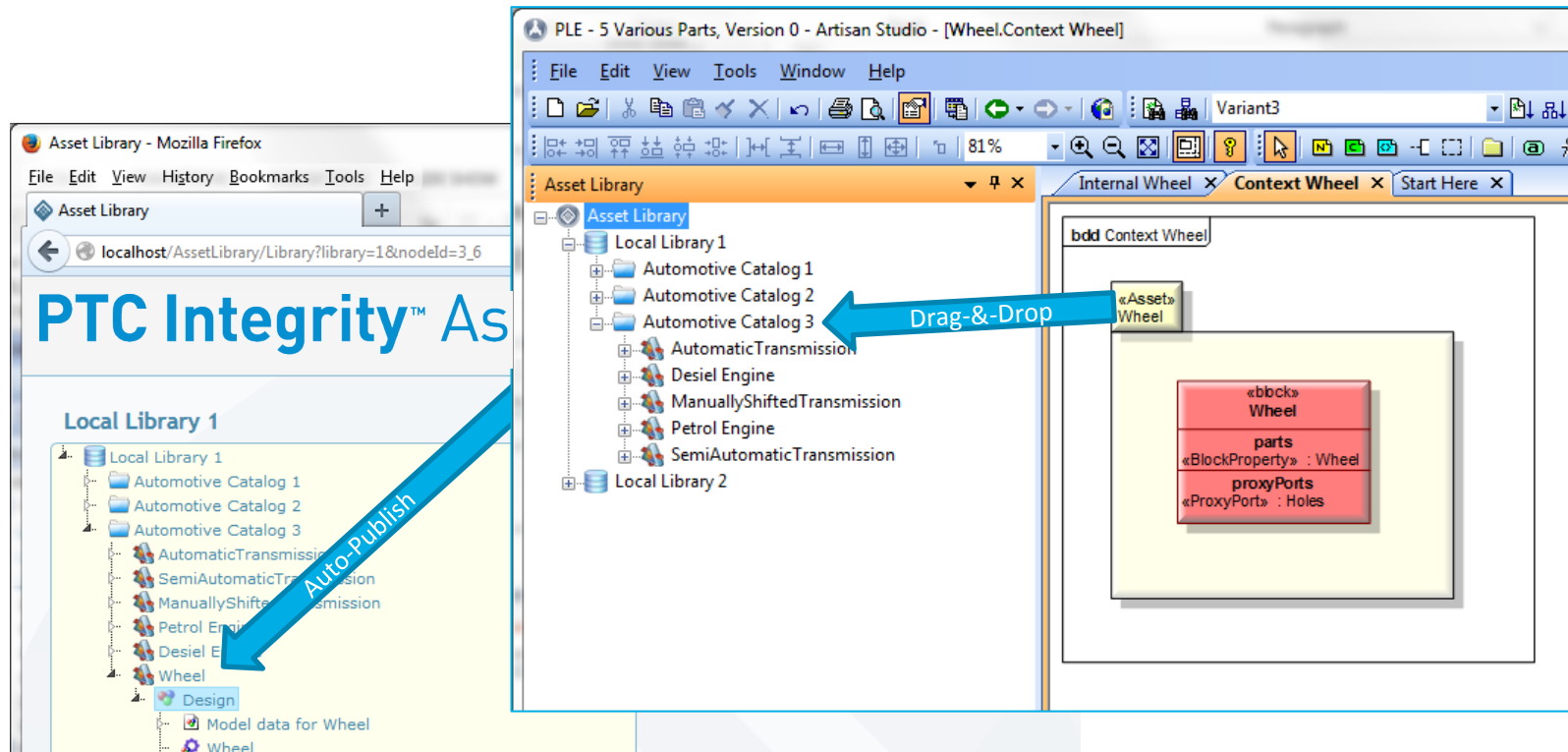


Asset Based Modular Design

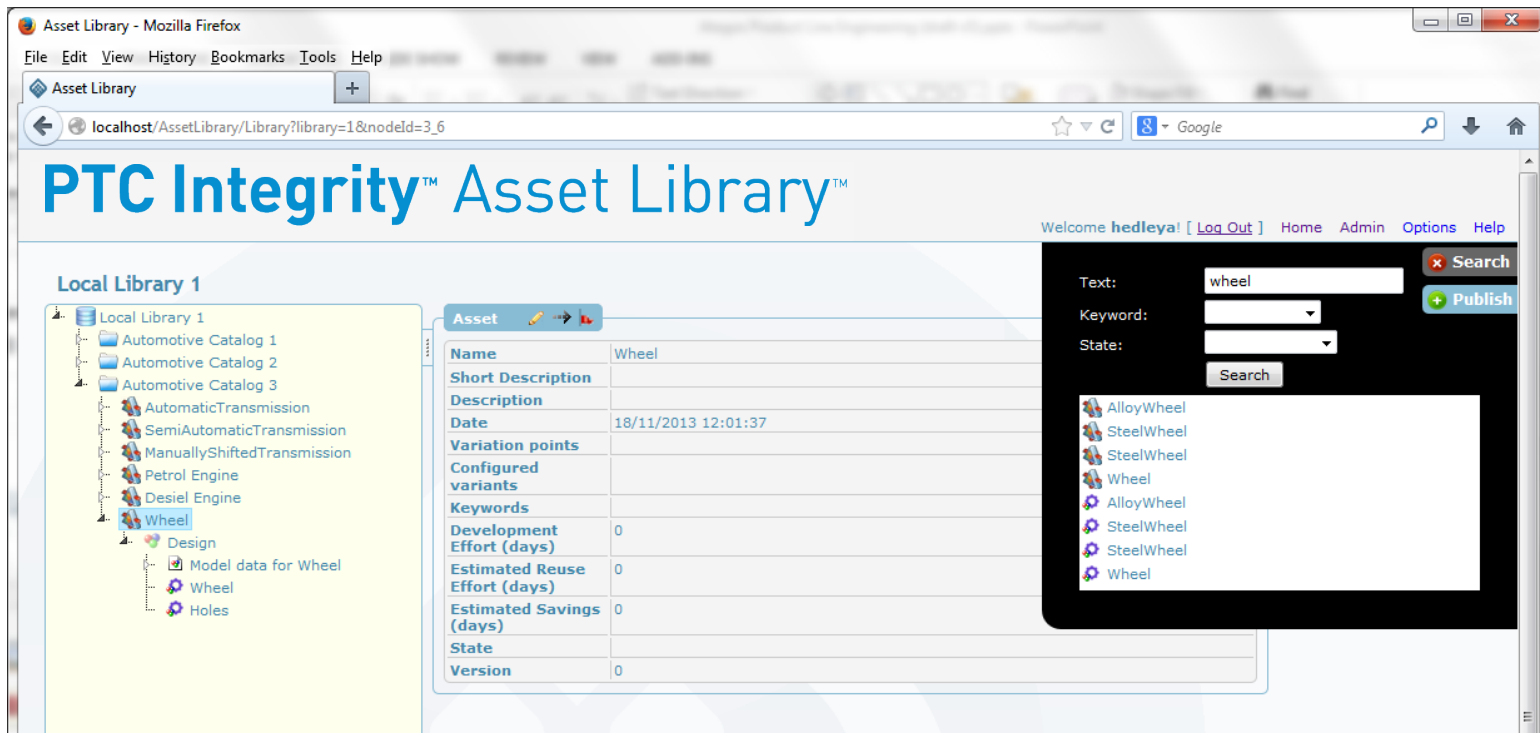
- **Design the same way you Build**
 - Construct Systems of Sub-Systems (SoS)
 - Use Services to build your Application (SOA)
 - Plug Components together (CBD)
- **Modular Design**
 - Top-Down, Architected
 - Specification (& Requirements) Driven
 - Parallel Working
 - Separation of Concerns
 - Bottom-Up, Asset Mining
 - Un-modeled Assets
 - Other Modeling Tools
 - Legacy Integration
 - Published Interfaces (e.g. IDL)



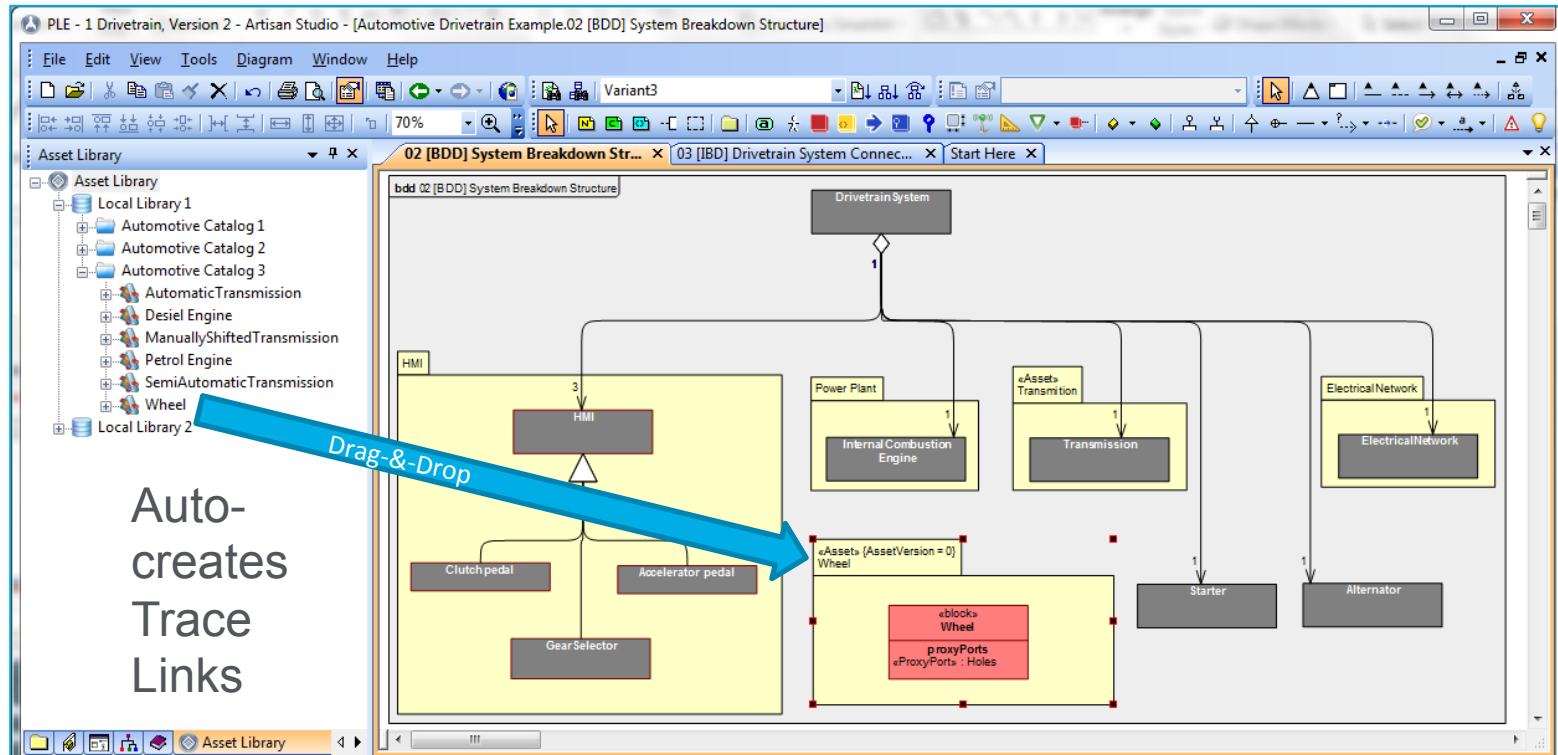
- Publish from Sub-system model into PTC Integrity Asset Library
 - Auto-creates Trace Links



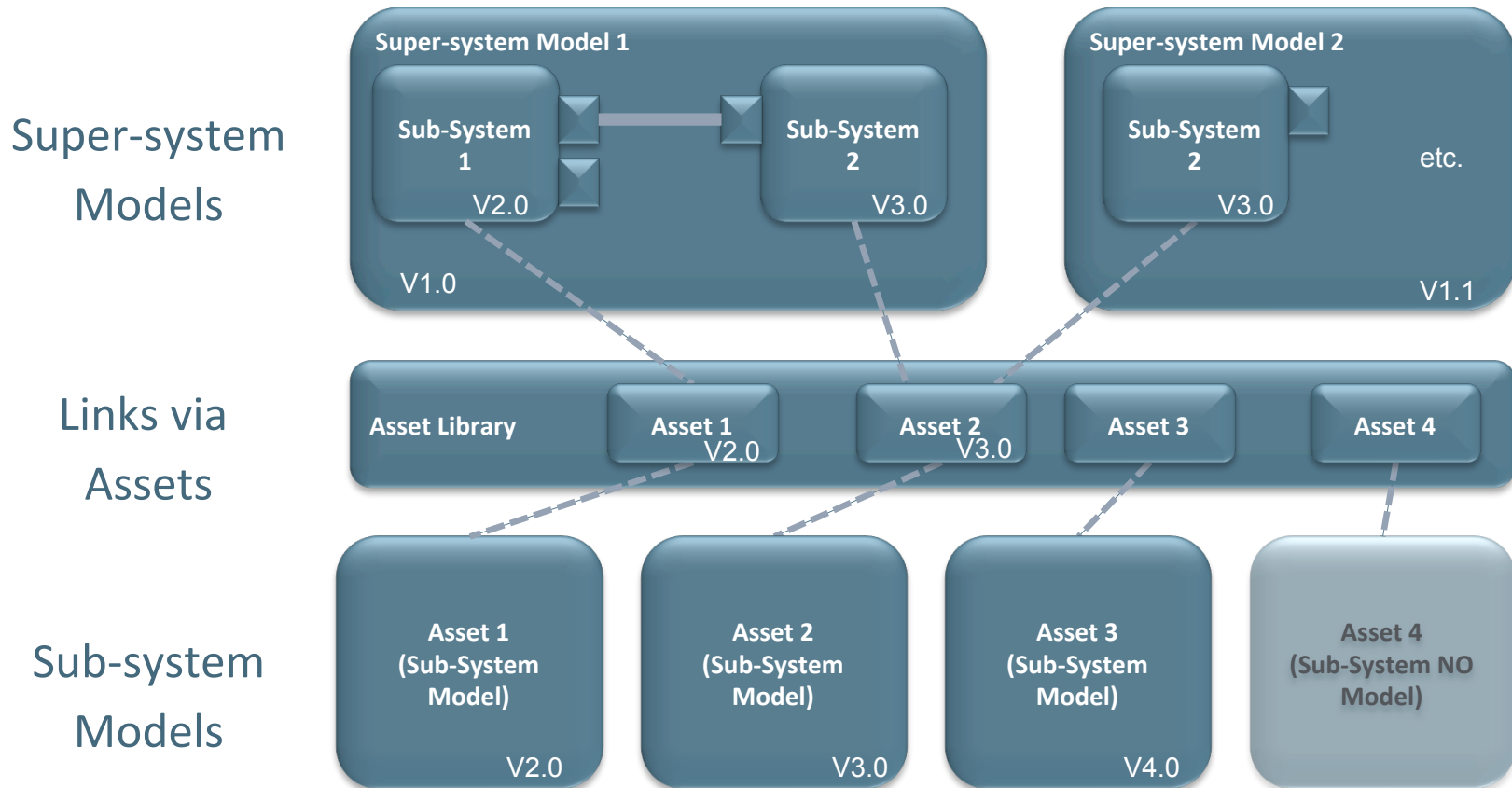
- Search PTC Integrity Asset Library for Sub-systems



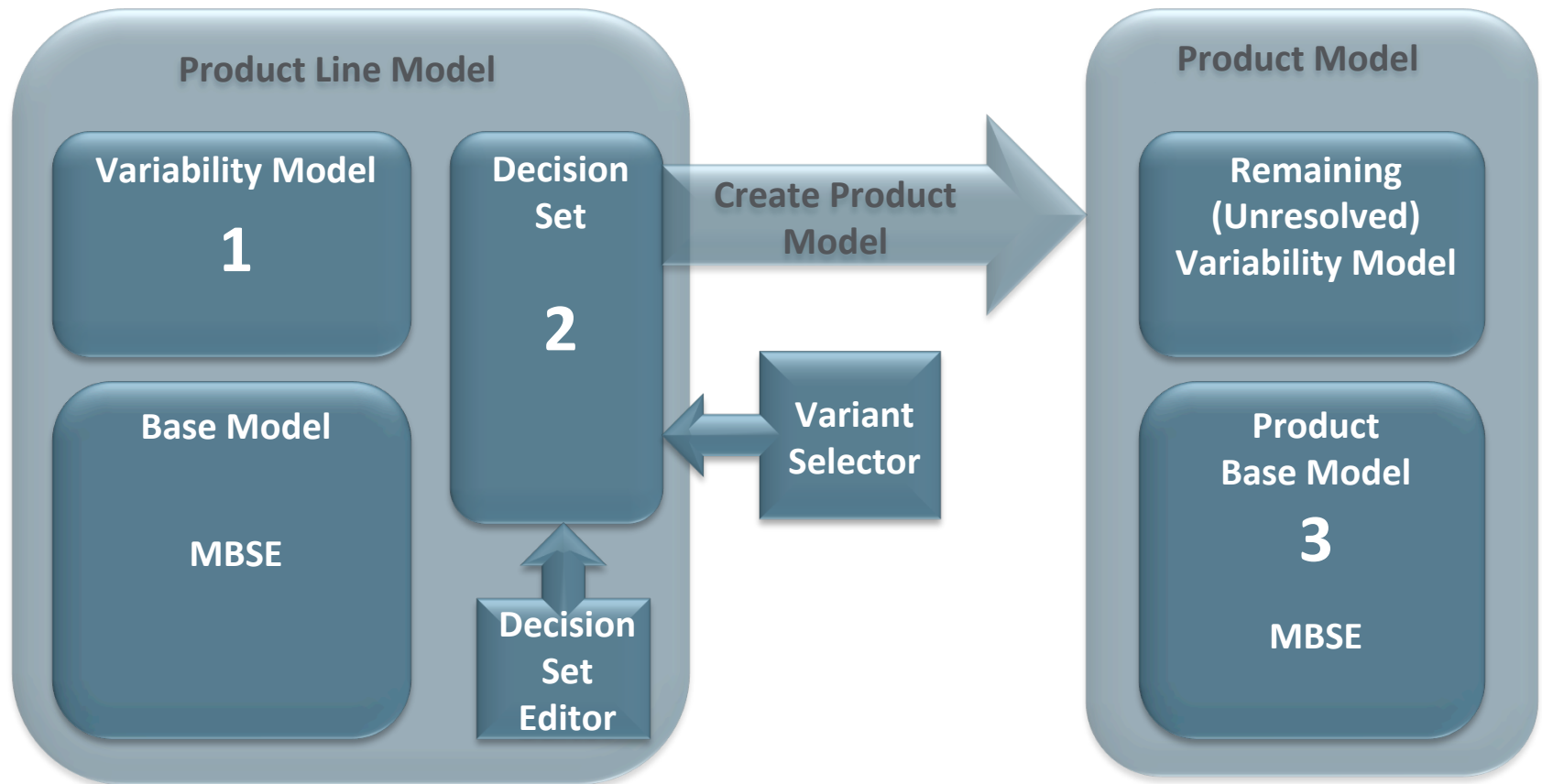
- Use Sub-system from PTC Integrity Asset Library in Super-system Model (BDD)



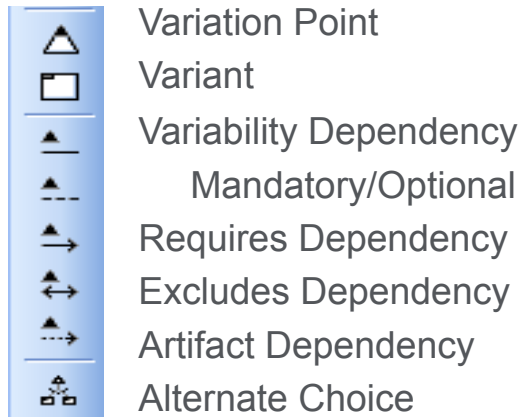
- Super-system Model = Configuration of Versioned Sub-systems



Model-Based Product Line Engineering

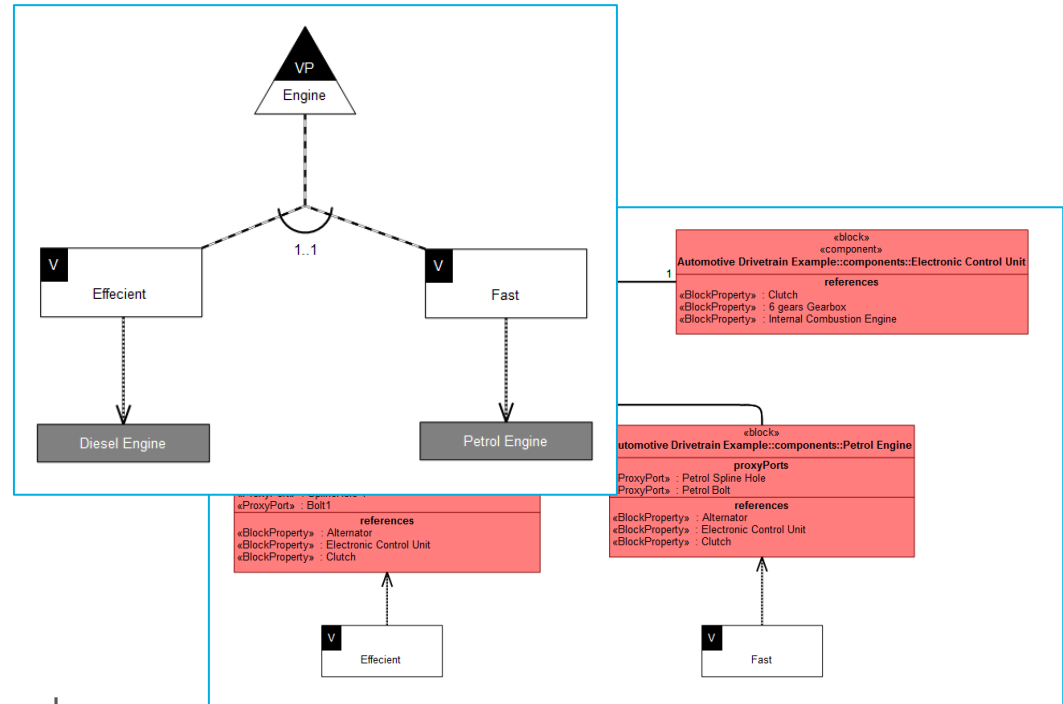


- Variant Diagram
- Variation on all Diagrams
- Simple Notation

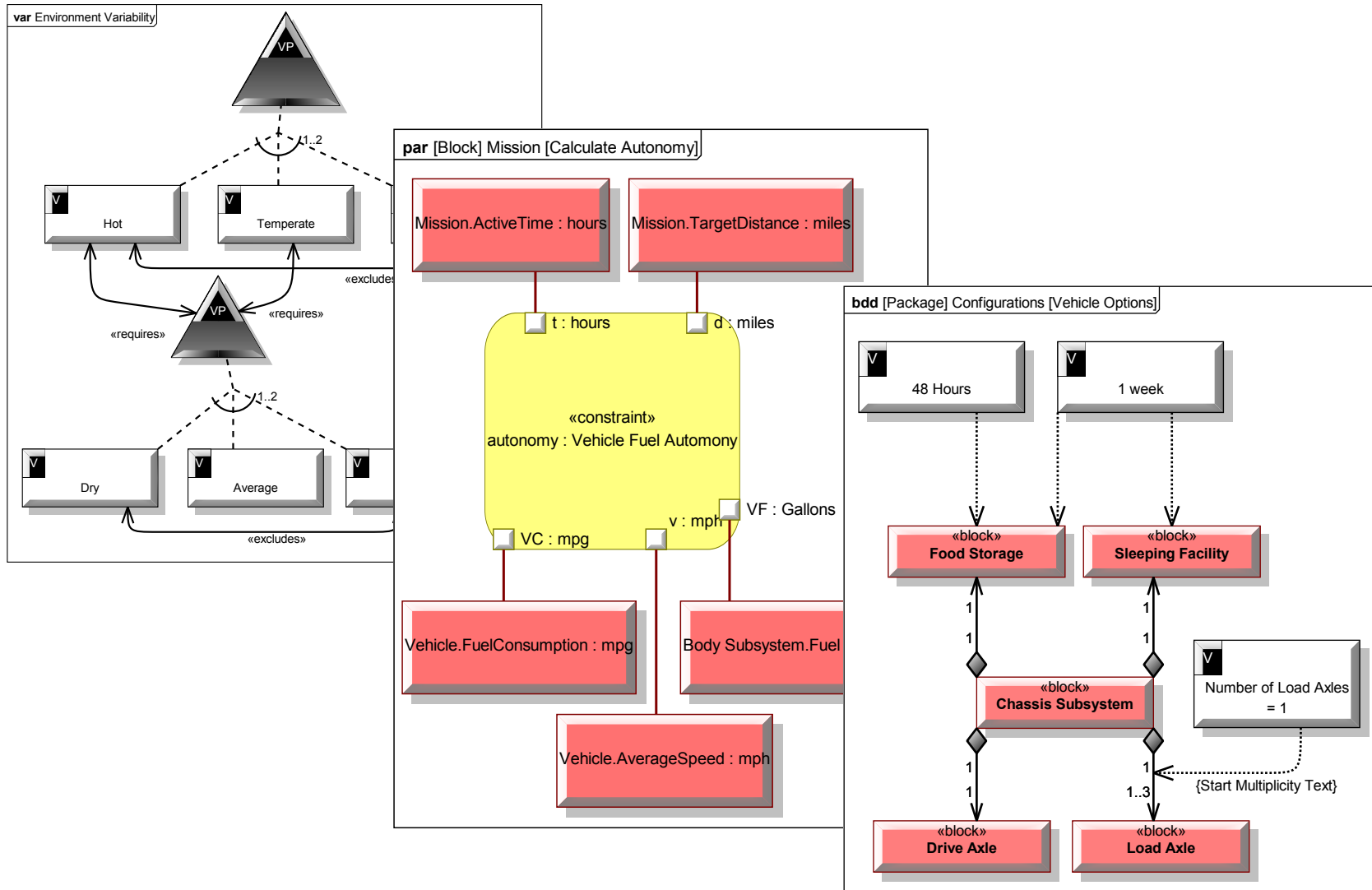


- OVM

PALUNO, The Ruhr Institute of Software Technology
Software Product Line Engineering (Pohl et al - Springer 2005)



Parameters can be used that tied into values in the model itself to allow or not allow you to select a Variant



- There are additional rules you can add.
- Variant can have a parameter that can have some values.
- Based on the value you will be able to select it during the Decision or not.

The screenshot shows the 'Properties of Alloy' dialog box with the 'Parameter' tab selected. The dialog has several tabs: General, Text, Changes, Style, Parameter, Derivation Script, Enumeration, Validation Script, and Items. The 'Parameter' tab contains the following settings:

- ☒ Has Parameter: Type is set to 'short'.
- ☒ Has Default: Default is set to '0'.
- ☐ Has Maximum Length: Max is set to '100'.
- ☐ Multiline Text.
- Range Min: '0', Range Max: '1000'.
- ☐ Derived (highlighted with a dashed border).
- ☒ Editable.

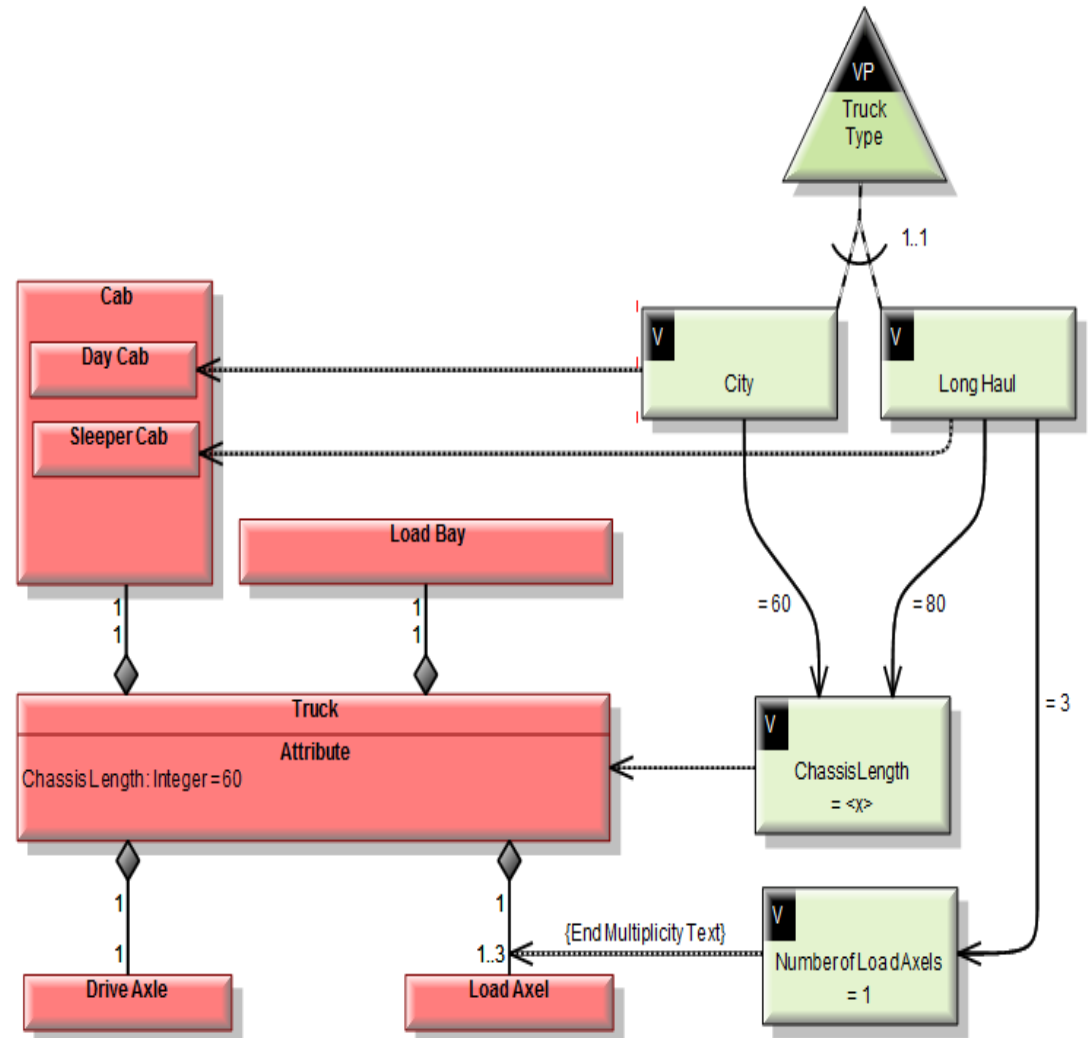
- Other additions are the use of Derivation Scripts that allow the users to have full control over when a variant is allowed or not allowed to be selected.
- Based on other modeling values and or rules the user defines.

The screenshot shows the 'Properties of Alloy' dialog box with the 'Derivation Script' tab selected. The dialog has the same tabs as the previous screenshot. The 'Derivation Script' tab contains a text area with the following code:

```
Function EvaluateParameter
    EvaluateParameter = <parameter expression>
End Function
```

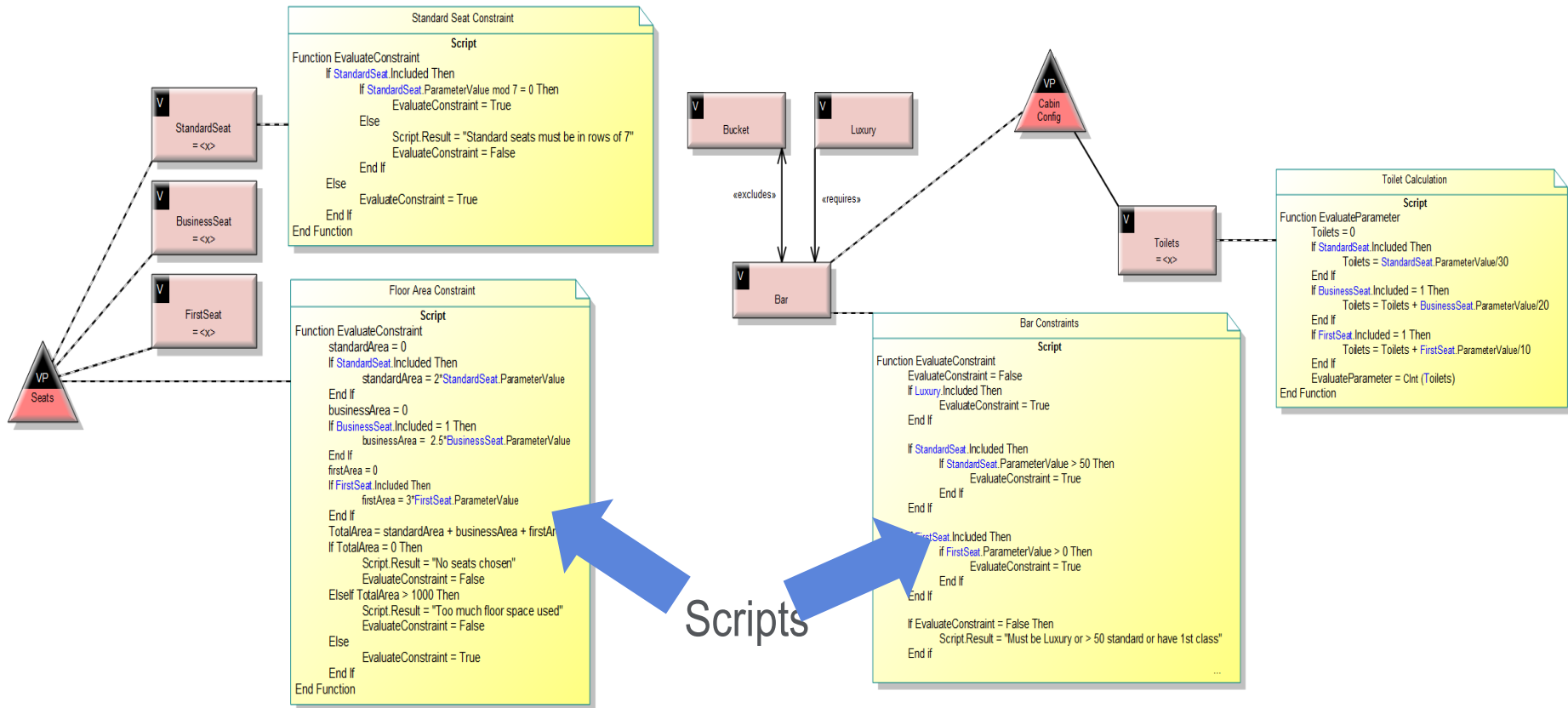
There is an 'Editor...' button to the right of the text area.

- Variable Parameter Passing



Variable Parameters

- Derivation & Validation Scripts

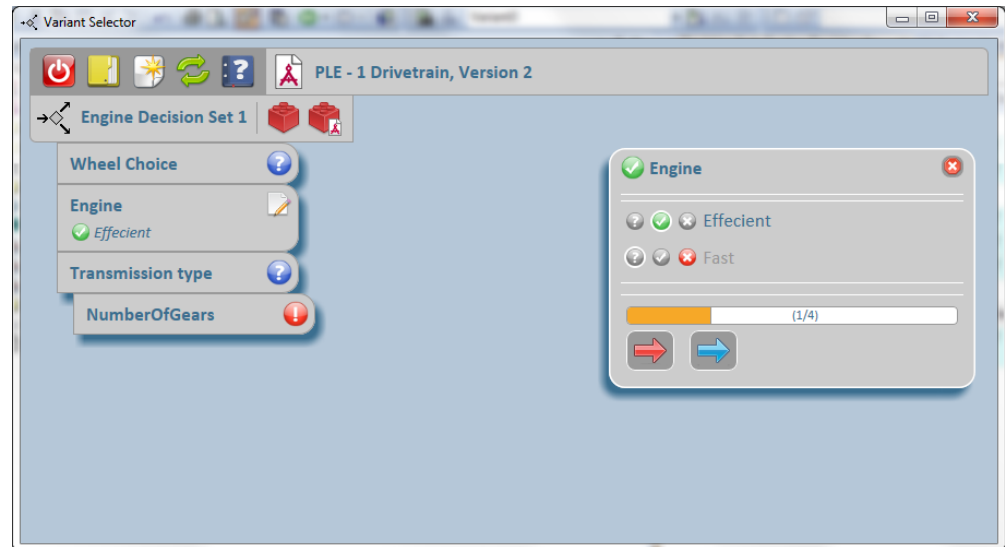


• Variant Selector

- Browser User Interface
- External Variation Points Only
- Jump to Next Decision/Problem
- Progress Bar

• Decision Set Editor

- Variant Debug
- External & Internal Variation Points
- Jump to Next Decision/Problem

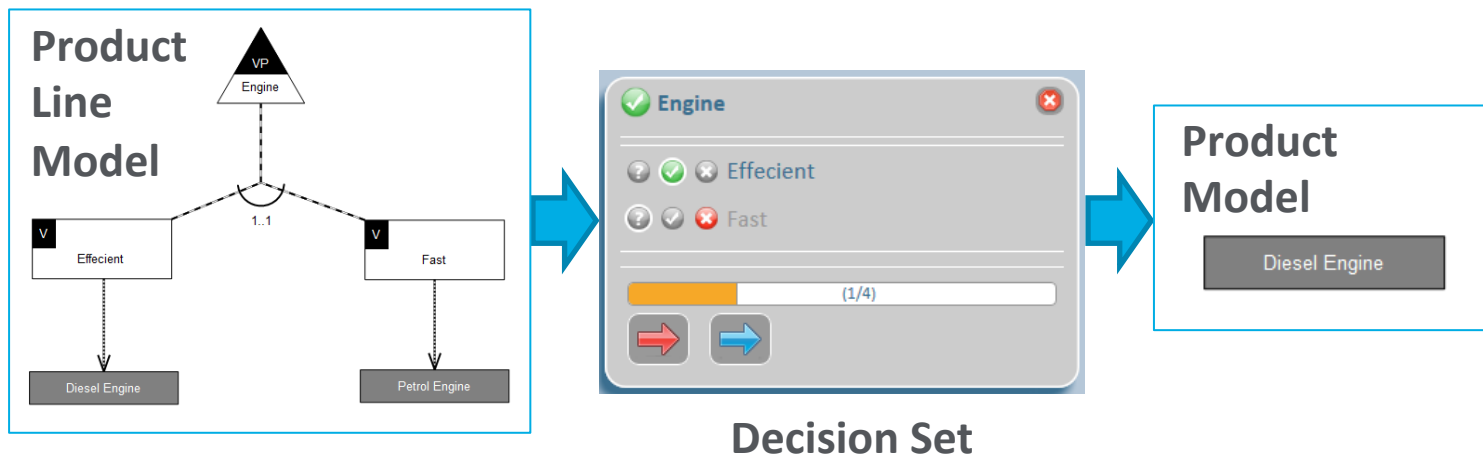


• Both Edit the Same Decision Sets

Decision Sets: Engine Decision Set 1						
	Name	Decision	Status	Included By	Excluded By	Reason
M E	Wheel Choice		Undecided			
	Alloy	?	Undecided			
	Steel	?	Undecided			
M E	Transmission type		Undecided			
	Luxury	?	Undecided			
	Medium confort	?	Undecided			
	Regular	?	Undecided			
M E	Engine		Included	Automotive Drivetrain Example.Efficient		
	Efficient		Included			
	Fast	?	Excluded		Automotive Drivetrain Example.Engine.Alternative Choice1	

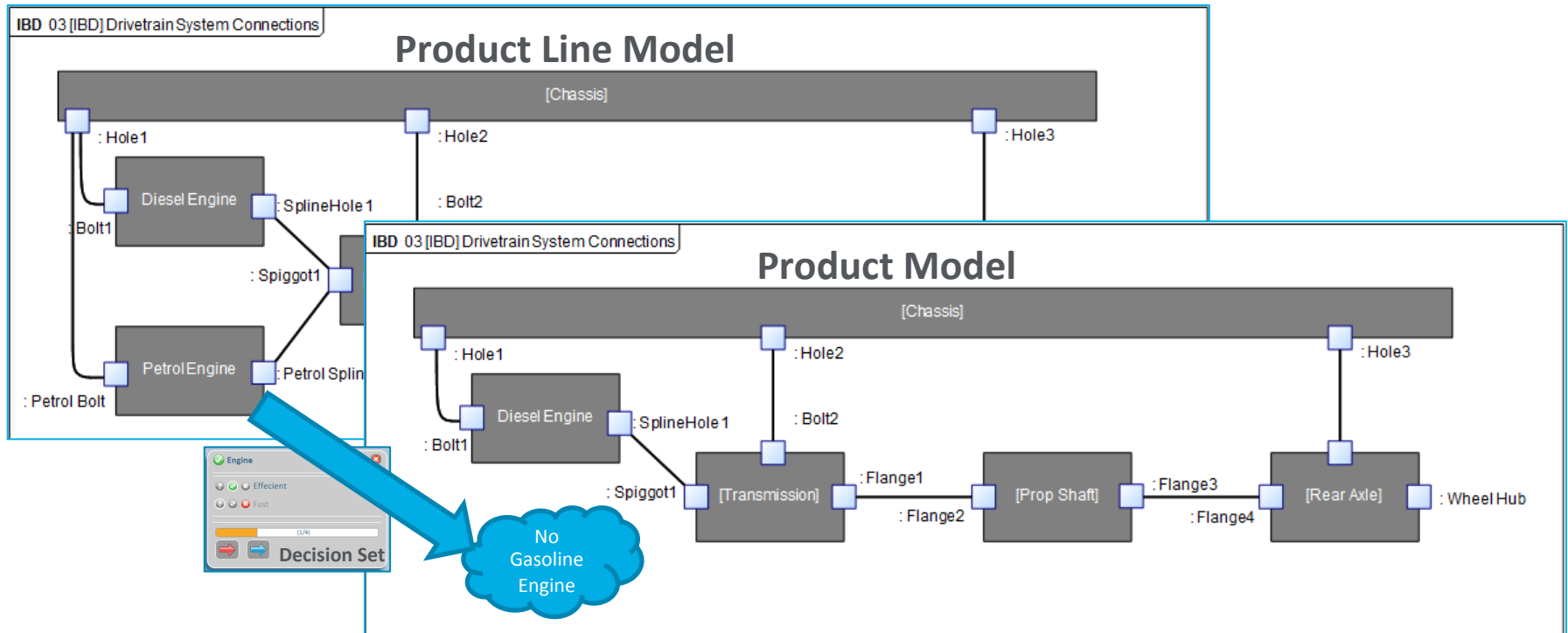
- Auto-Create Product Models

- Applies Variability Decisions
- Unnecessary Variation Points, Variants & Base Model Artefacts Removed



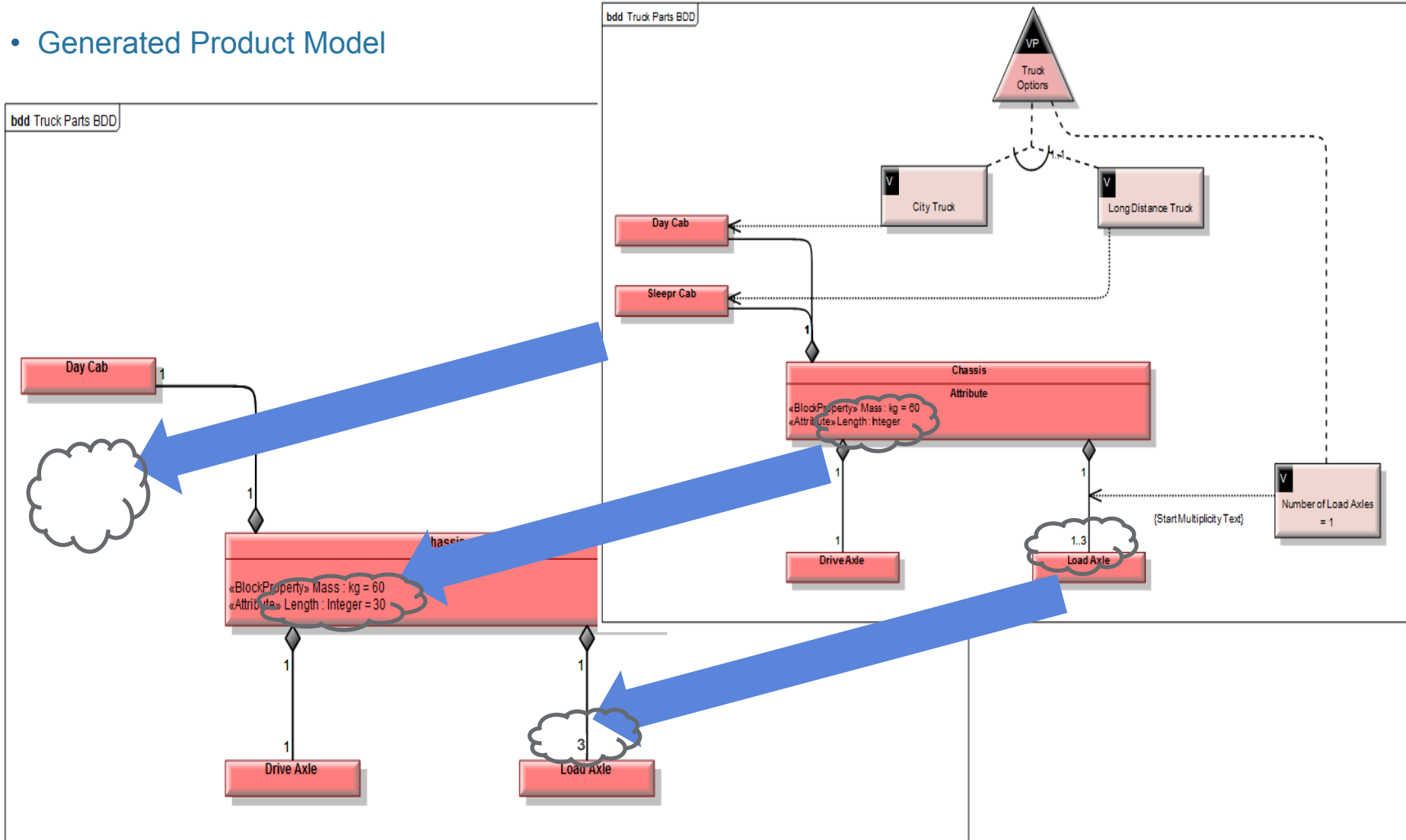
- Creates New Product Model Branch, Original Product Line Model Retained
- Product Model suitable for Trade Studies, Simulation, Documentation & Generation

- Auto-Create Product Models (IBD)

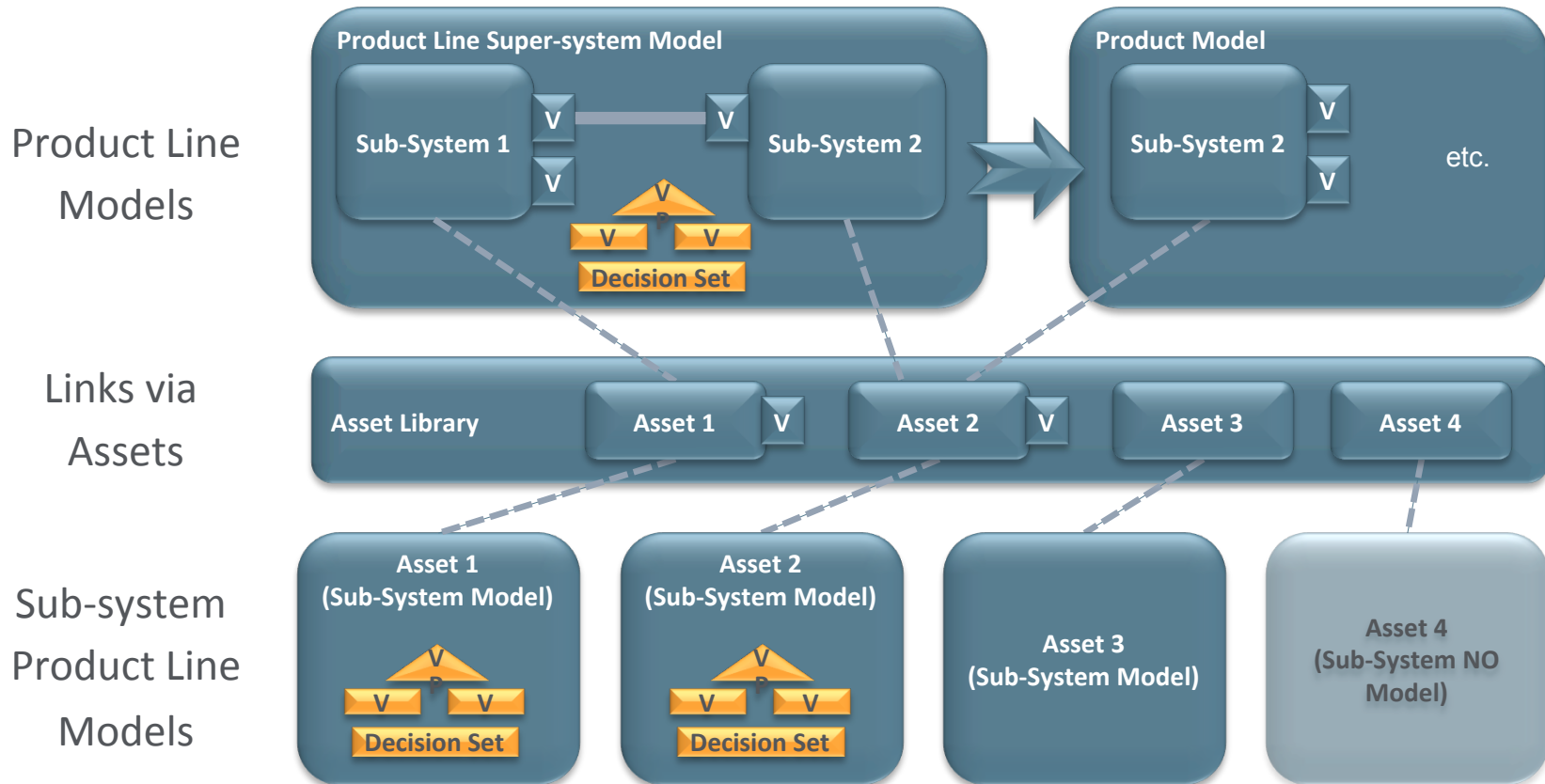


Variable Parameters

- Generated Product Model

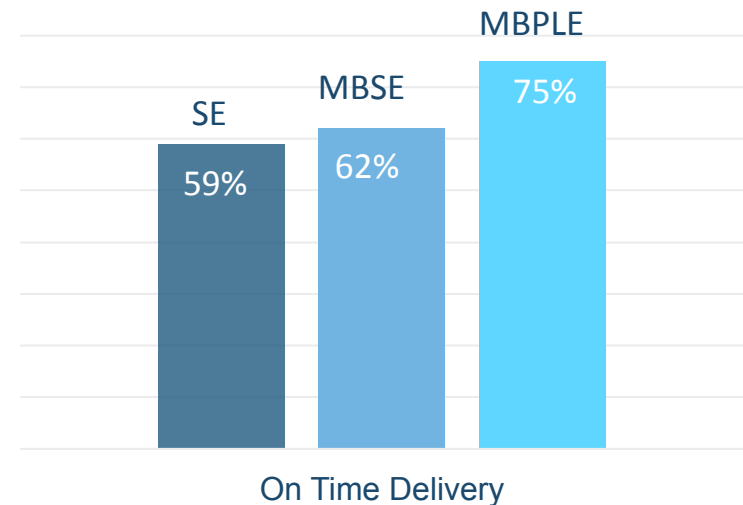
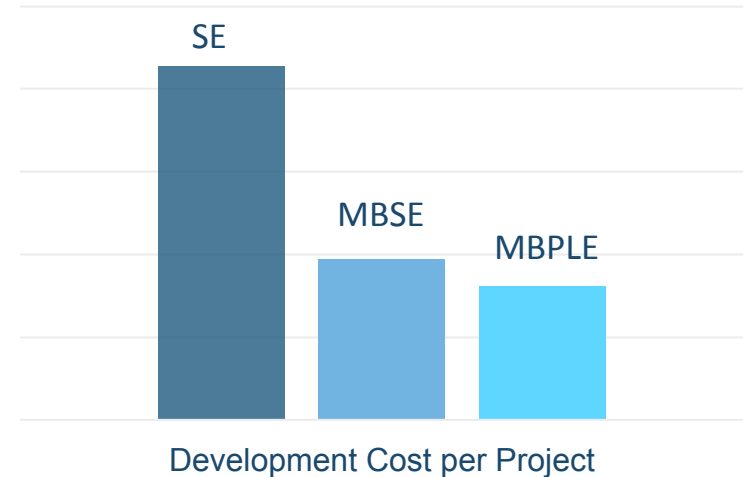


- Integrated MBSE, Modular Design & Variability Modeling = Model-Based Product Line Engineering

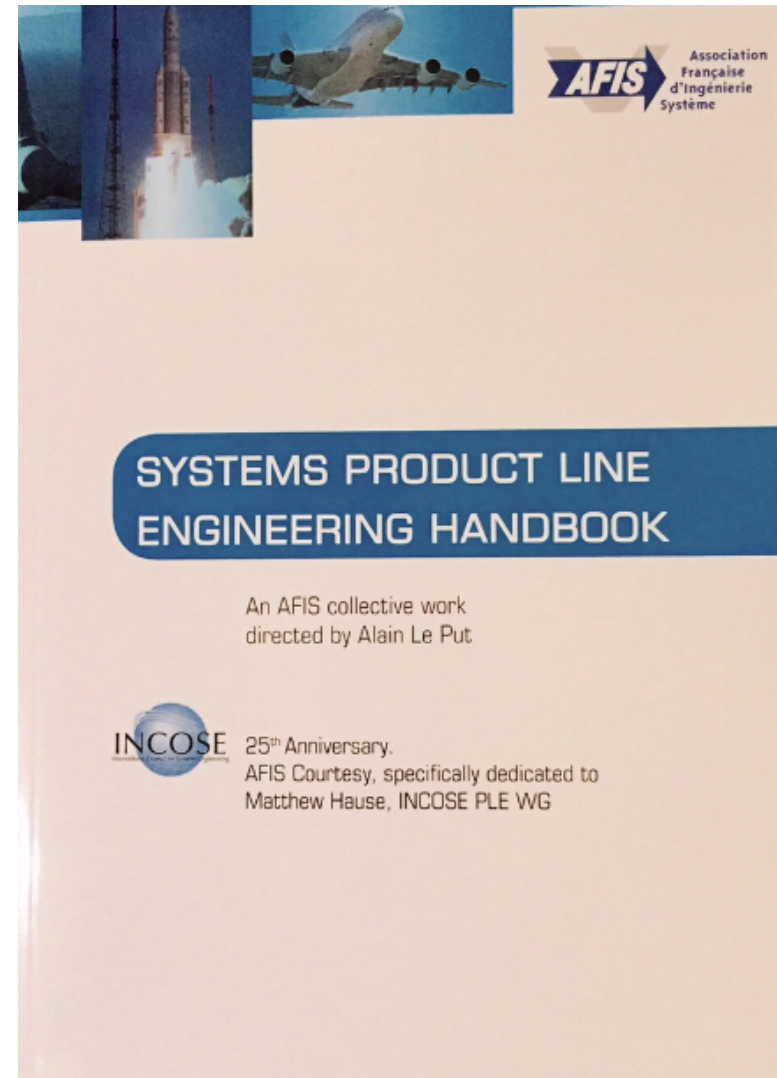


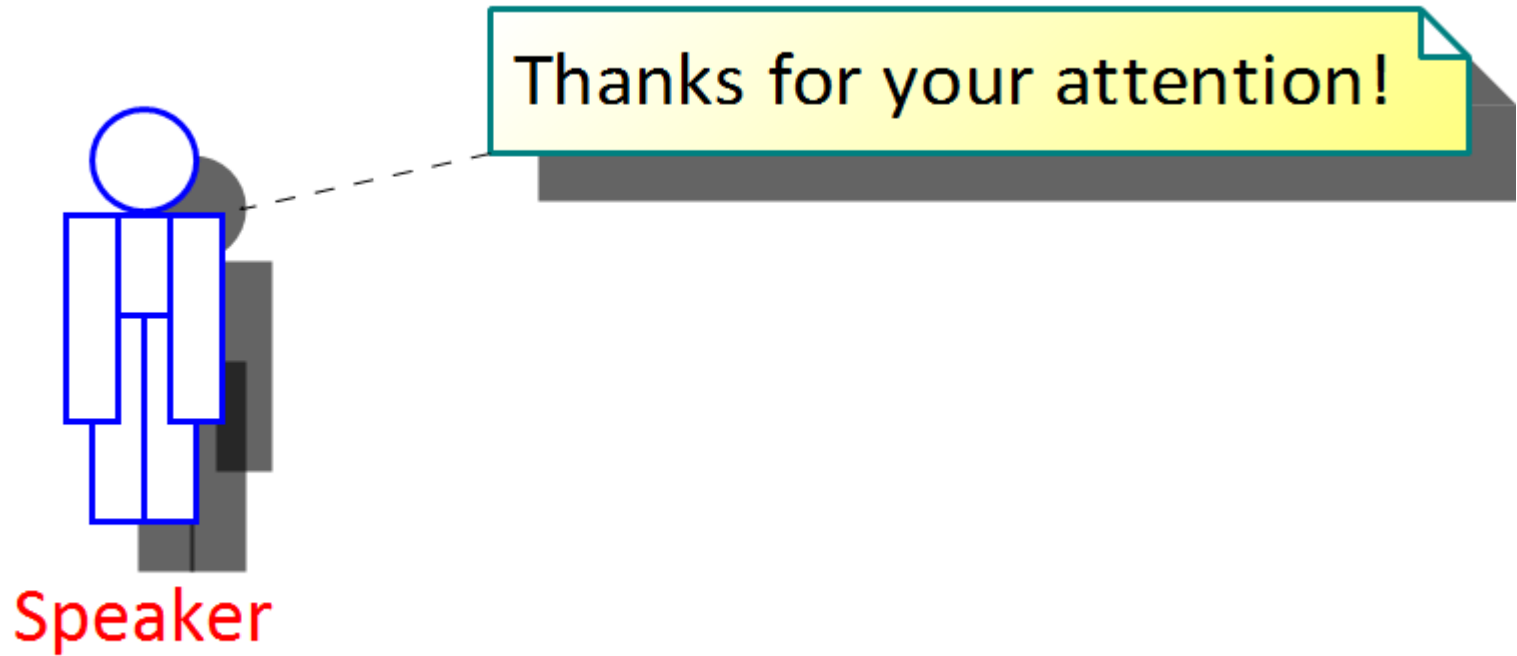
- **SE (Non-Modelled Systems Engineering)**
 - 59% of Projects Delivered on Time
- **MBSE (Model Based Systems Engineering)**
 - 62% of Projects Delivered on Time
 - Compared to SE
 - 55% Reduction in Total Development Cost per Project
- **MB-PLE (Model Based Product Line Engineering)**
 - 75% of Projects Delivered on Time
 - Compared to SE
 - 62% Reduction in Total Development Cost per Project

(EMF 2013 Independent Survey Results from 667 Systems engineering respondents)



These books are the foundation of the INCOSE Systems Product Line Engineering Handbook





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