

A Formal Contract-Based Design Methodology for CyberPhysical Systems

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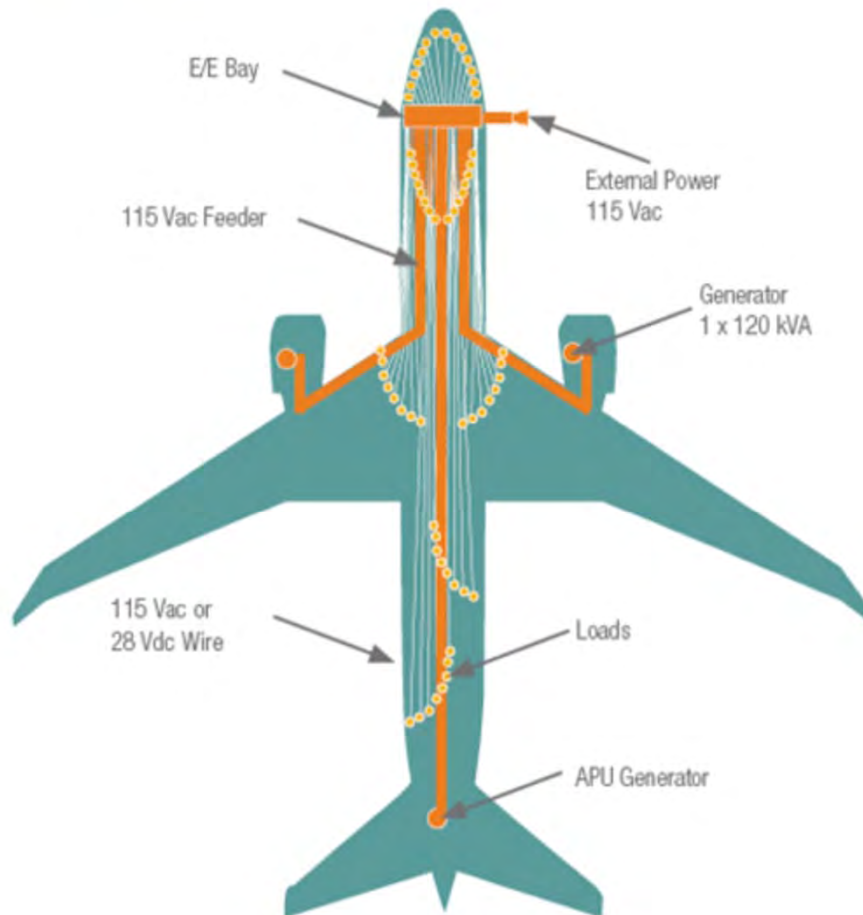


Acknowledgement

- Slides in collaboration with Pierluigi Nuzzo
- Research collaboration: P. Nuzzo, R. Passerone, A. Benveniste, W. Damm, A. Iannopollo, I. Incer

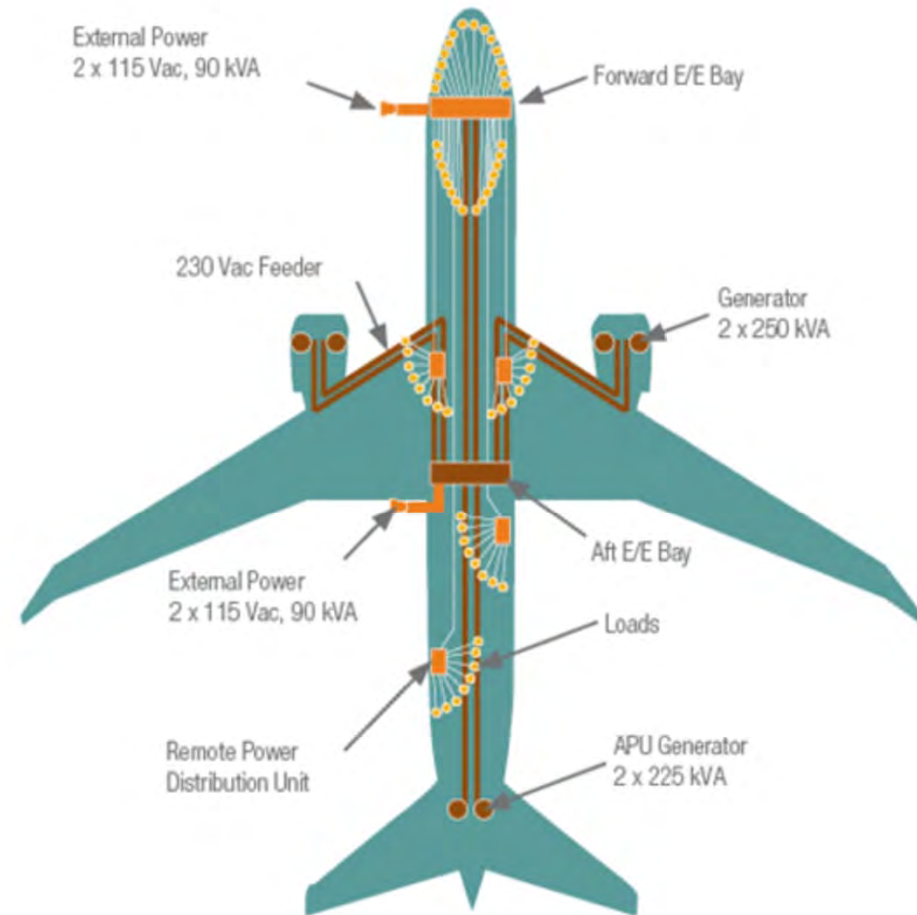
Running Example: Electric Power System (EPS) in “More-Electric” Aircraft

TRADITIONAL



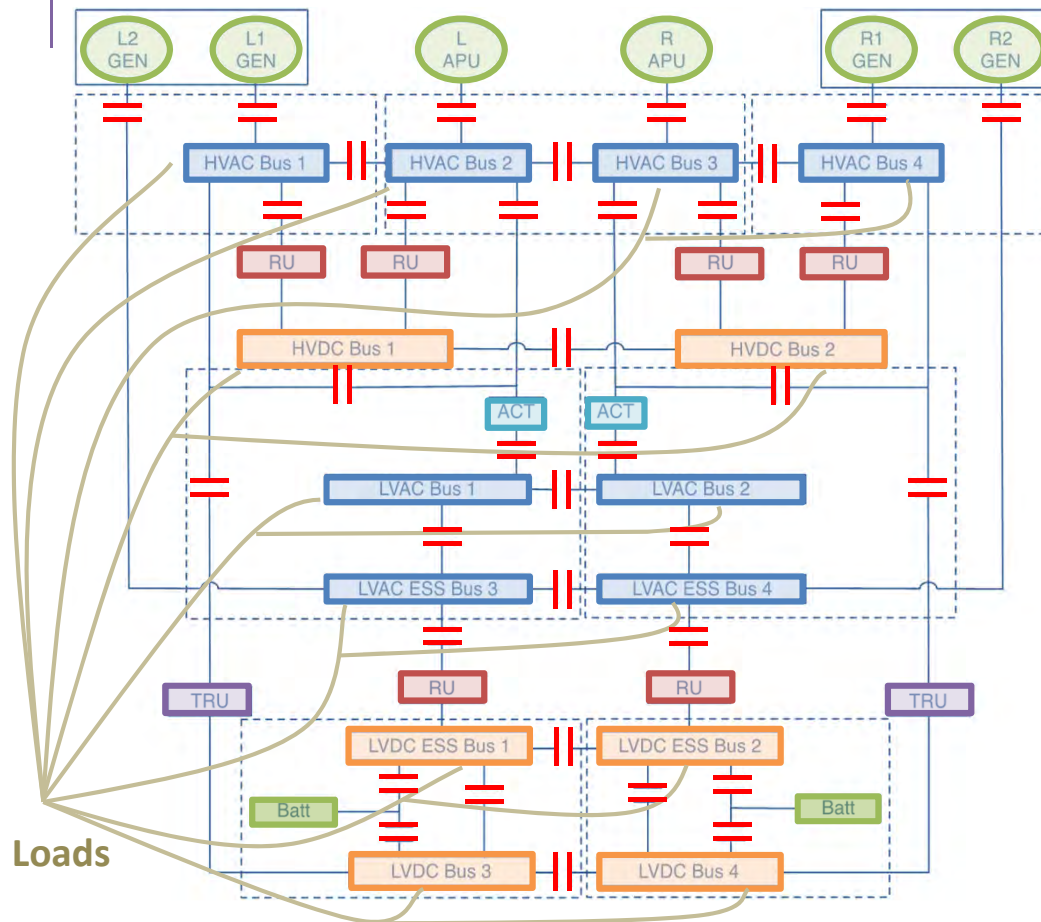
Centralized Distribution:
Circuit Breakers, Relays,
and Contactors

787



Remote Distribution:
Solid-State Power Controllers
and Contactors

Running Example: Aircraft Electric Power System Design

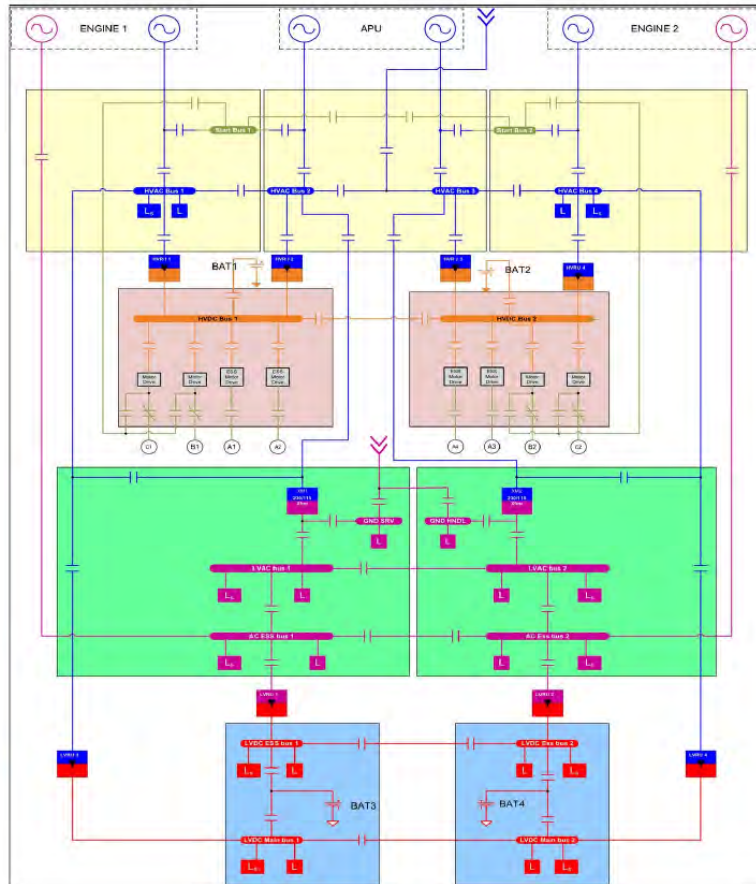


Single Line Diagram modified
from Honeywell Patent

- Design architecture, i.e., the set of
Generators
Batteries
AC Buses
DC Buses
Rectifiers
Transformers
Transformers & Rectifiers
Contactors
Loads
 and their interconnections
- ... and the control algorithm under safety, reliability and real-time performance requirements
- Typical requirement:
 The **probability** that a **critical bus** is unpowered for **more than 70 ms** shall be **smaller than 10^{-9}**

“A Contract-Based Methodology for Aircraft Electric Power System Design,” IEEE Access, 2014

Running Example: Electric Power System (EPS) in “More-Electric” Aircraft



Single Line Diagram modified from Honeywell Patent

1. No AC bus shall be **simultaneously powered by more than one AC source**.
2. The aircraft electric power system shall provide power with the following **characteristics**: 115 +/- 5 V and 400 Hz for AC loads and 28 +/-2 V for DC loads.
3. The **failure probability** of a critical DC bus must be less than 10^{-9} during a mission.
4. Critical DC buses shall not be unpowered for more than 50 ms.
5. ...

State-of-The-Art: The V-Model

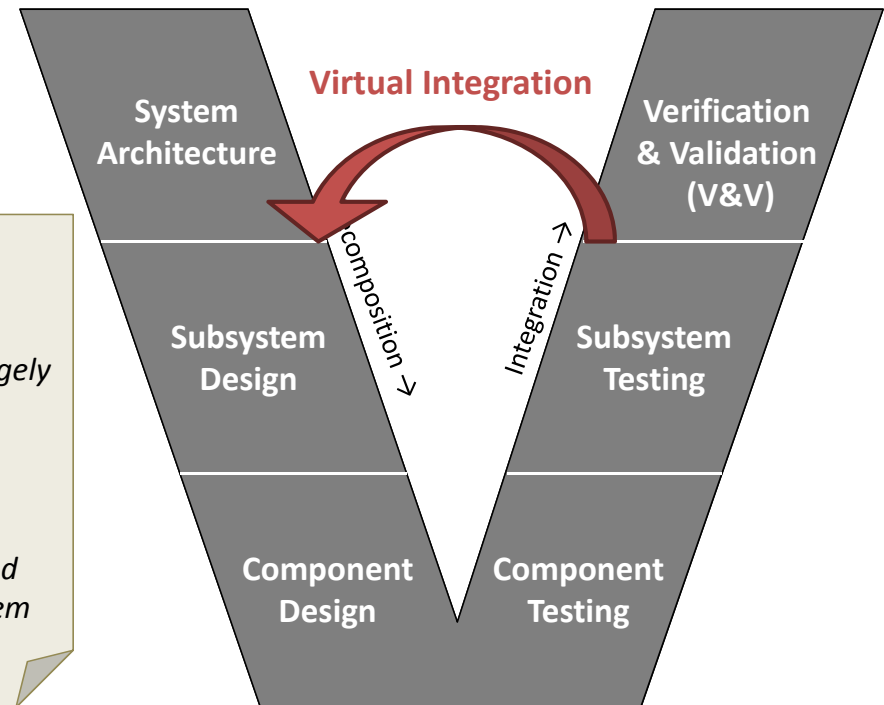
Conventional methodologies can lead to inefficient or **incorrect** implementations, long re-design cycles, **cost** overruns, unacceptable **delays**

THE WALL STREET JOURNAL March 26, 2012
March 26, 2012, 4:45 PM
BMW Recalling 1.3 Million Cars To Fix Electrical Flaw



Design process **arbitrarily** decomposes system and largely ignores **complexity** — undesired and multi-mode interactions and emergent system behaviors

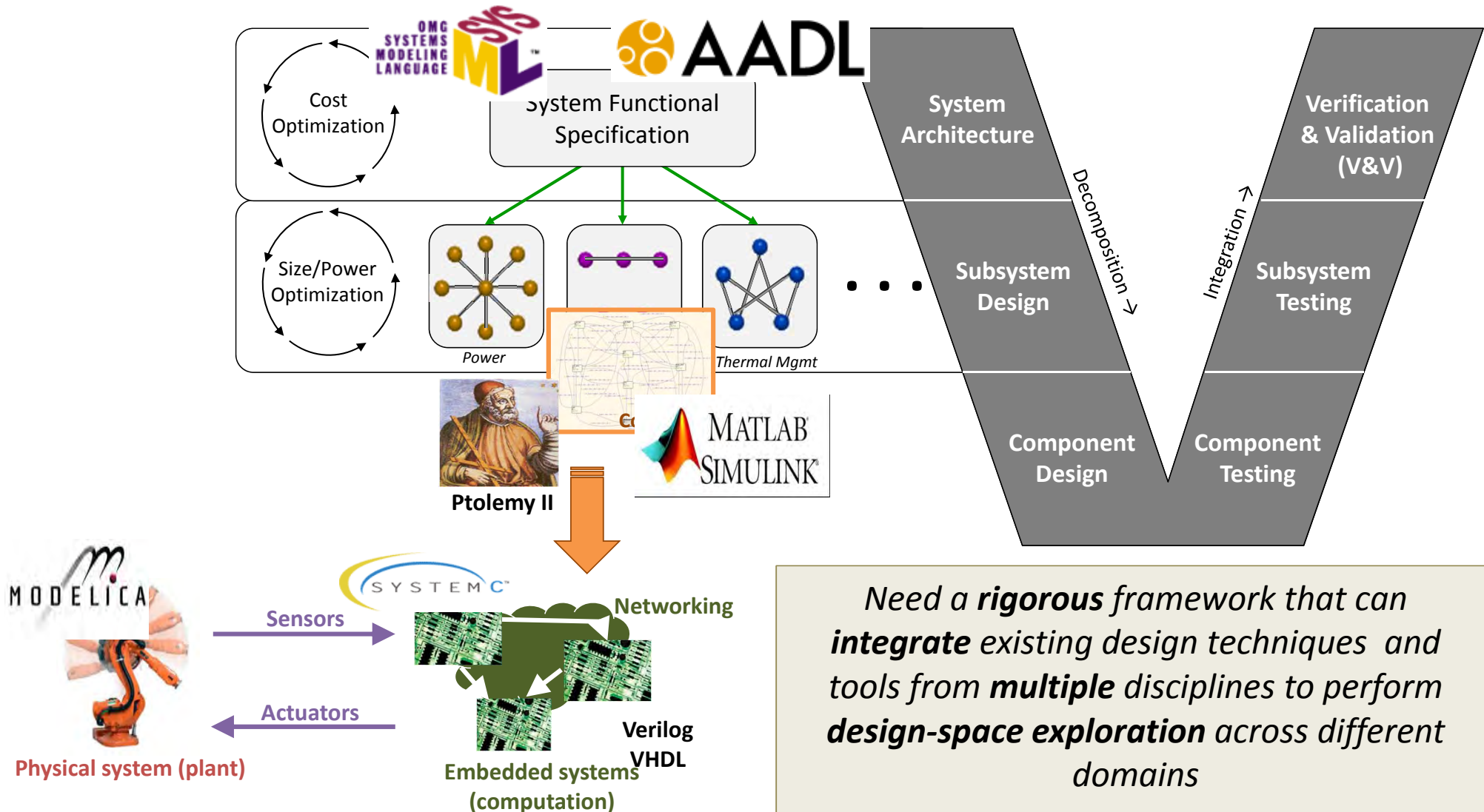
Conventional V&V techniques do not **scale** to highly complex or adaptable systems



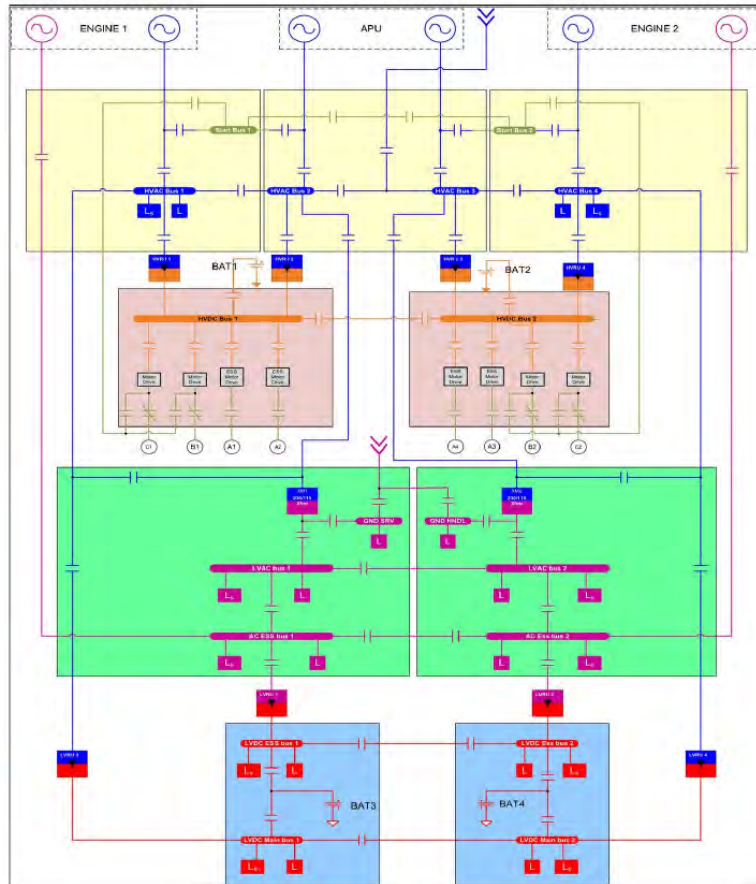
Need more support for scalable **design space exploration**, early detection of **requirement inconsistencies**, more **scalable** verification and validation methods

[Nuzzo and ASV, “Let’s Get Physical: Computer Science Meets Systems”, FPS’14]

State-of-The-Art: Tools



Running Example: Electric Power System (EPS) in “More-Electric” Aircraft



Single Line Diagram modified from Honeywell Patent

1. No AC bus shall be **simultaneously powered by more than one AC source**.
2. The aircraft electric power system shall provide power with the following **characteristics**: 115 +/- 5 V (amplitude) and 400 Hz (frequency) for AC loads and 28 +/- 2 V for DC loads.
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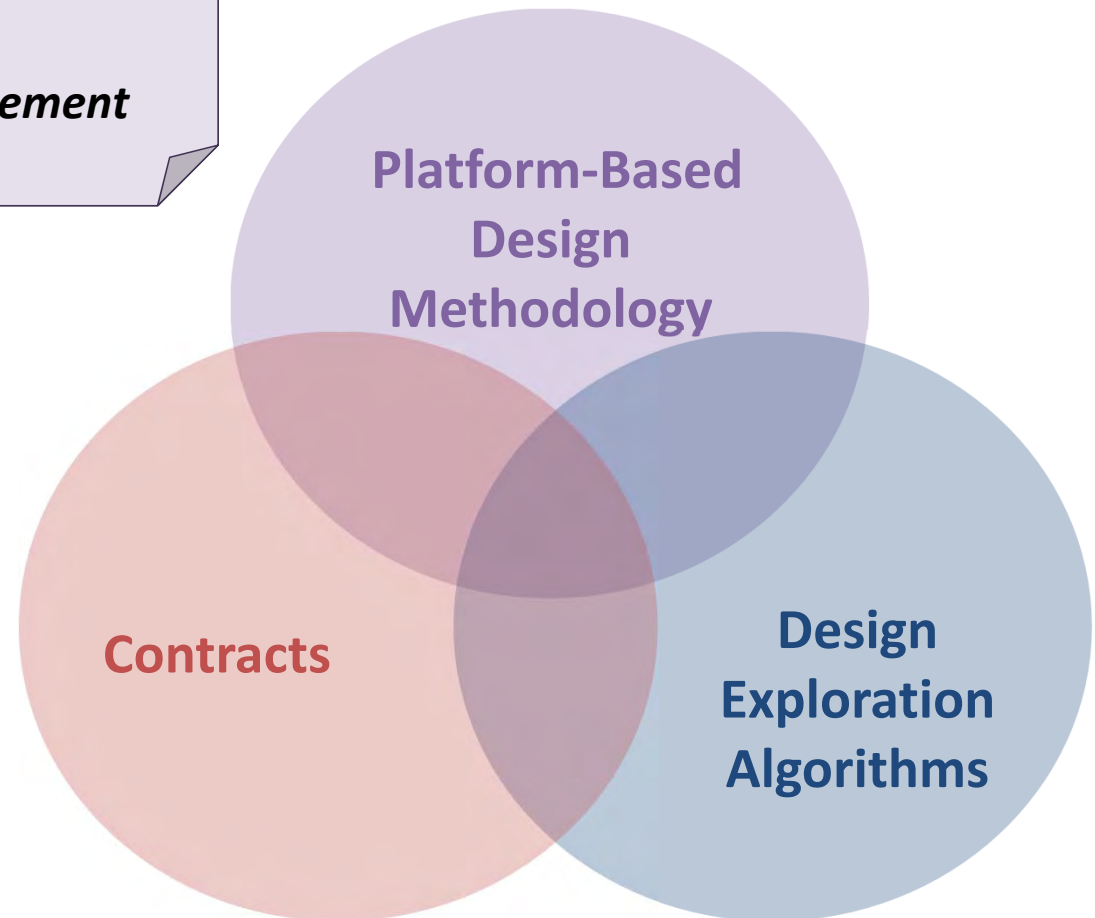
Can we address such a heterogeneous set of requirements in a hierarchical and modular way?



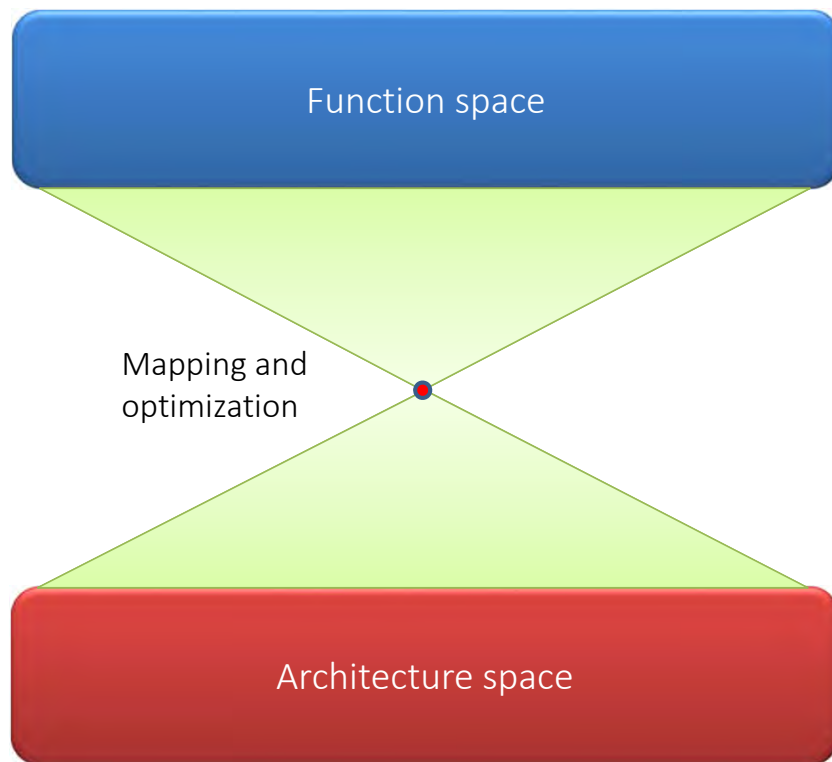
Addressing Cyber-Physical System Design

Need a **comprehensive** framework that:

- enables **design-space exploration** across different domains in a **scalable** way
- **integrates** design techniques and tools from **multiple** disciplines
- enables early detection of **requirement inconsistencies**

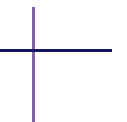


Platform Based Design (PBD)

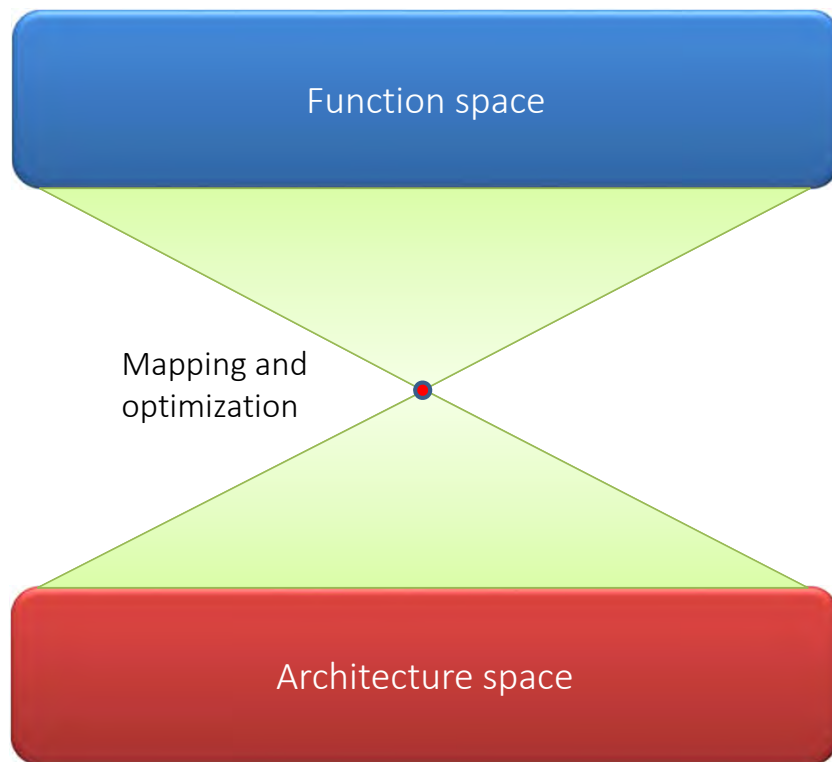


WHAT THE SYSTEM SHOULD DO.

In a layered approach, the function space includes the specification for the current mapping process. A specification can be provided by the designer or be the result of another PBD iteration.



Platform Based Design (PBD)

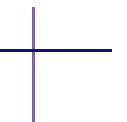


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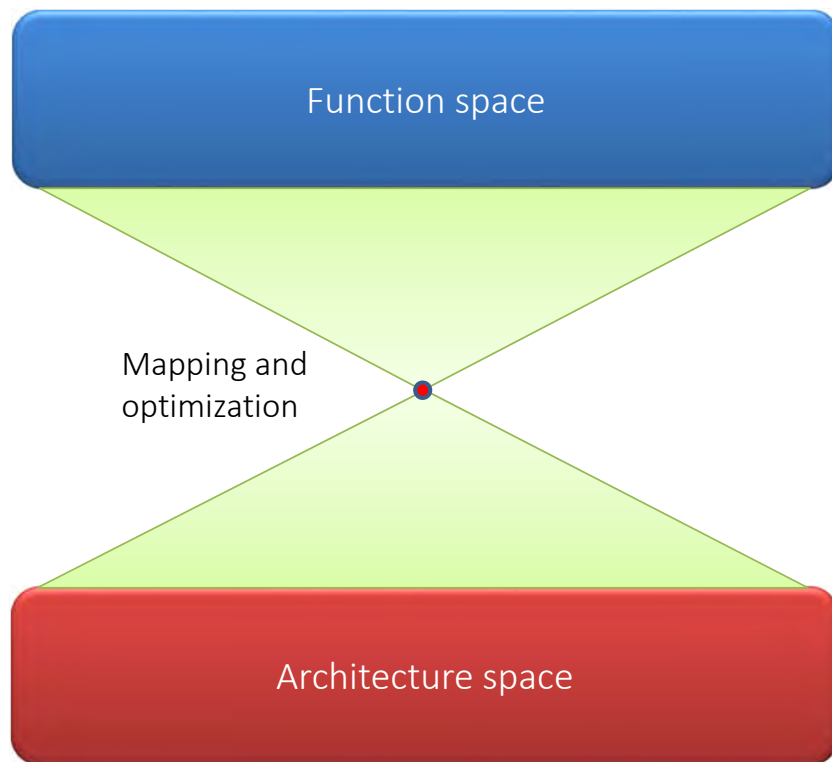
In a layered approach, the function space includes the specification for the current mapping process. A specification can be provided by the designer or be the result of another PBD iteration

HOW IT COULD BE DONE.

The architectural space includes platform components (libraries) abstracted from lower levels, connection rules and other properties such as component cost and timing properties



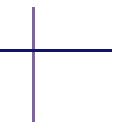
Platform Based Design (PBD)



In a layered approach, the function space includes the specification for the current mapping process. A specification can be provided by the designer or be the result of another PBD iteration

The mapping process consists in the selection of a specific architectural instance, evaluating costs and functional/architectural constraints

The architectural space includes platform components (libraries) abstracted from lower levels, connection rules and other properties such as component cost and timing properties

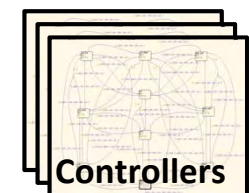
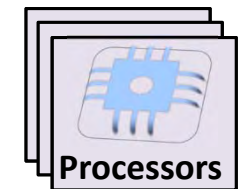
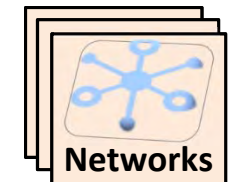
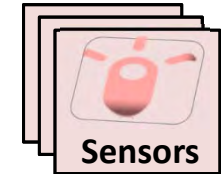
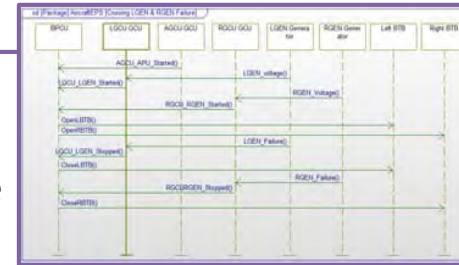


Preview of Our Strategy:

Abstract CPS Components With Contracts

Requirements

1. Reliability
2. Safety
3. Performance
4. Cost (e.g. energy, weight,...)



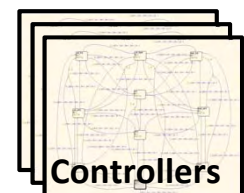
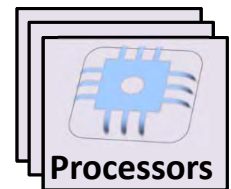
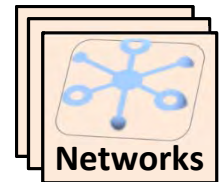
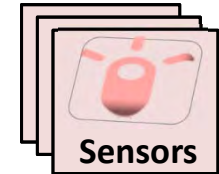
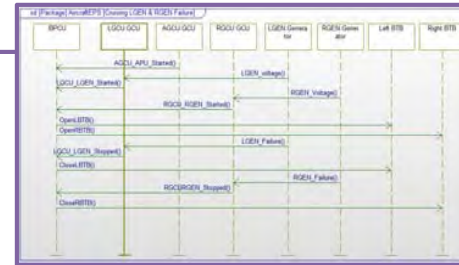
Physical system

Preview of Our Strategy:

Abstract CPS Components With Contracts

Requirements

1. Reliability
2. Safety
3. Performance
4. Cost (e.g. energy, weight,...)



Networking

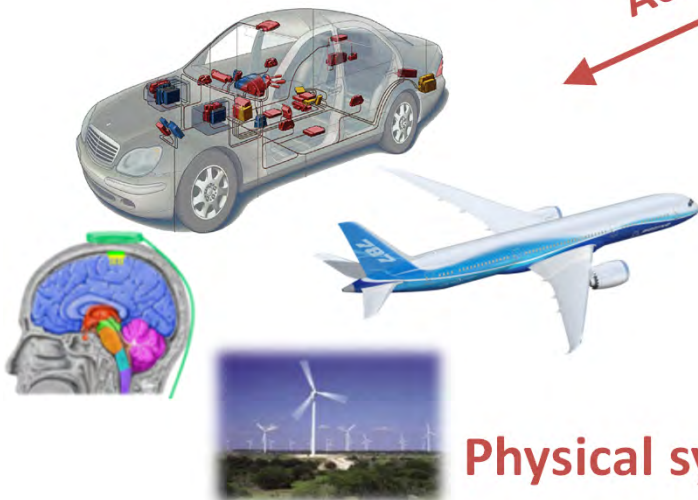
Sensors

Actuators

Embedded system

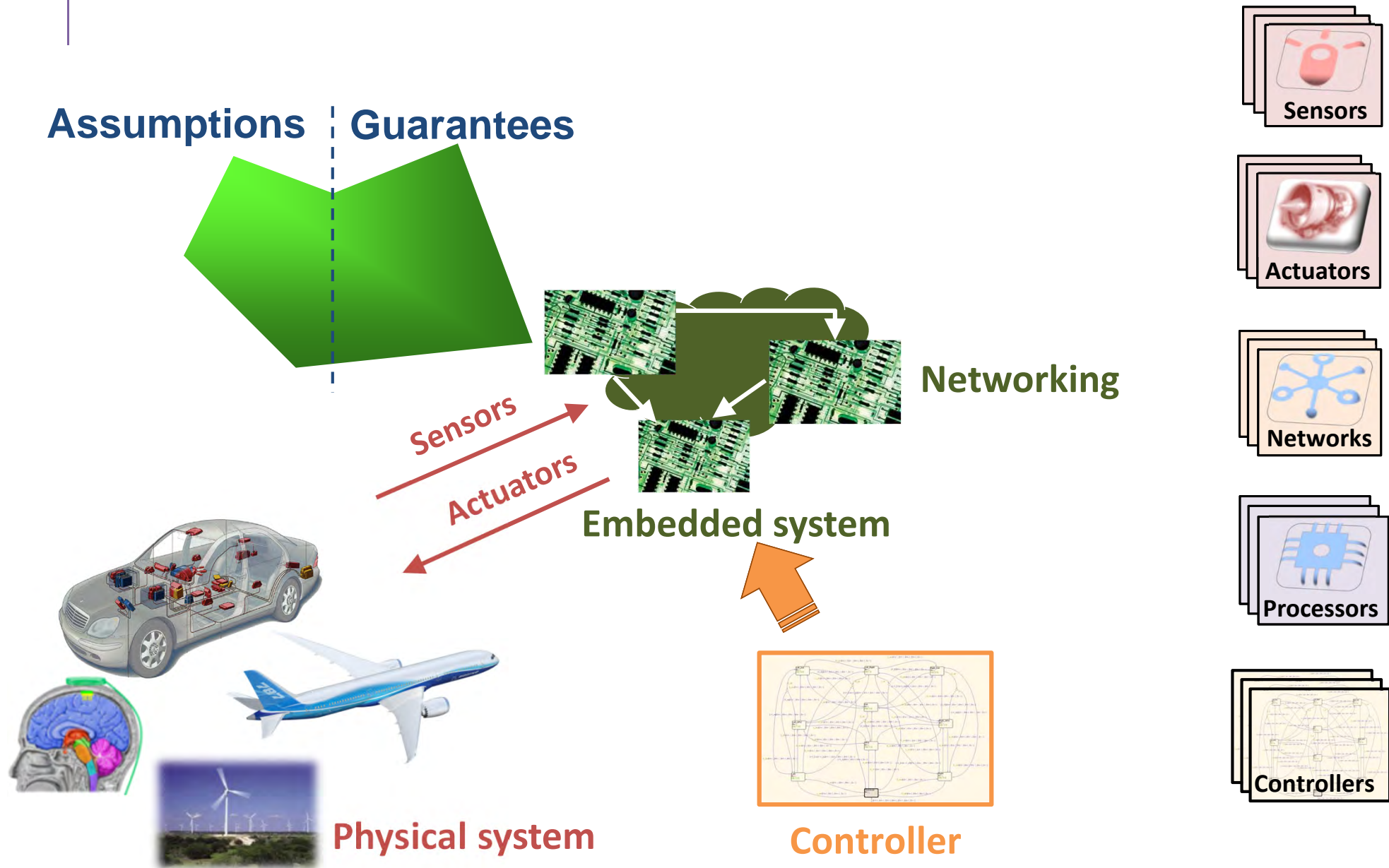
Controller

Physical system



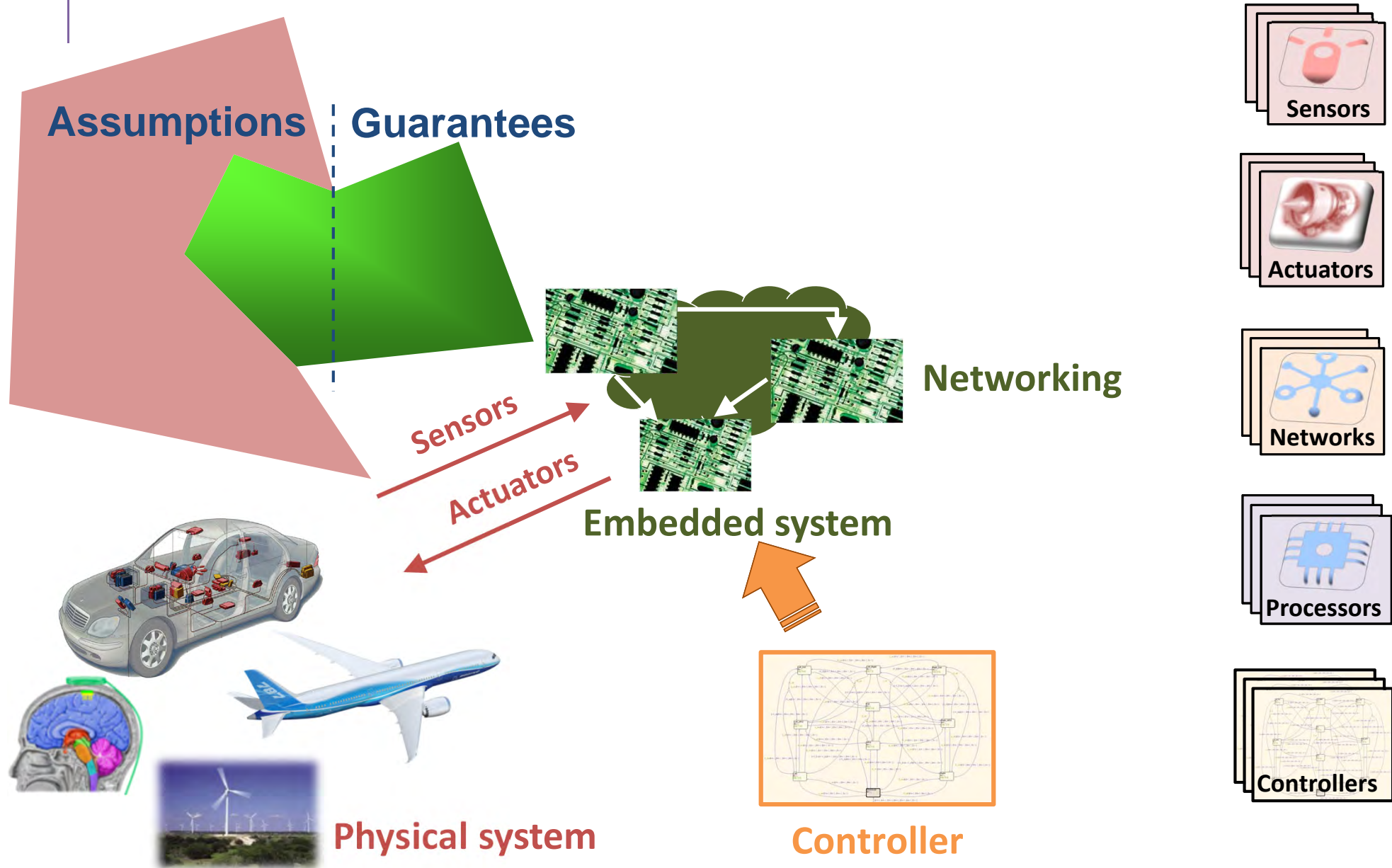
Preview of Our Strategy:

Abstract CPS Components With Contracts



Preview of Our Strategy:

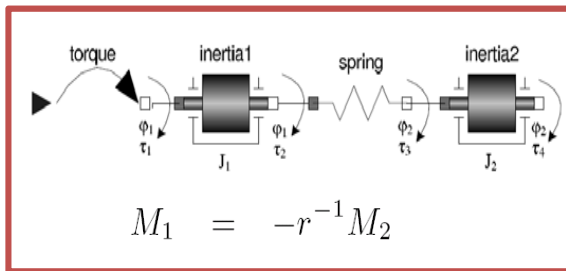
Abstract CPS Components With Contracts



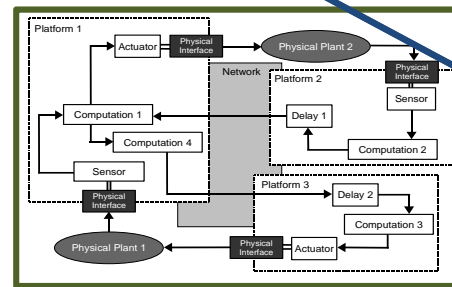
Preview of Our Strategy:

Contracts Provide Formal Support to CPS Design

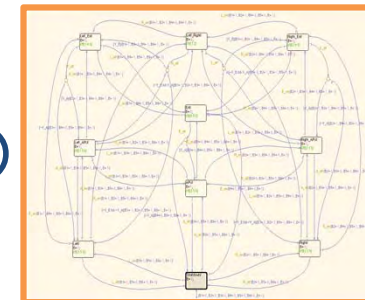
Composition:
Compatible?



Physical system



Embedded system



Controller

Preview of Our Strategy:

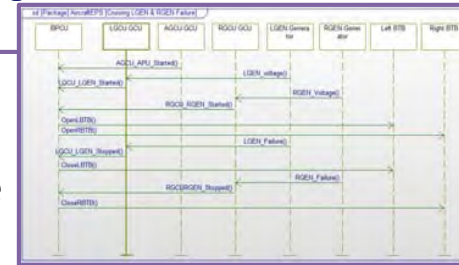
Contracts Provide Formal Support to CPS Design

Structure and formalize requirements

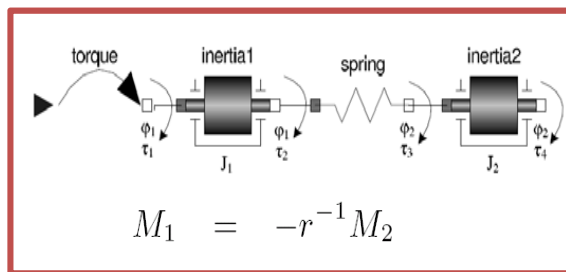
- Component/Environment
- Functional/Safety/Timing

Conjunction:
Satisfy?

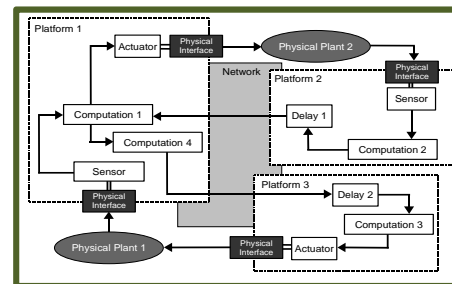
1. Reliability
2. Safety
3. Performance
4. Cost (e.g. energy, weight,...)



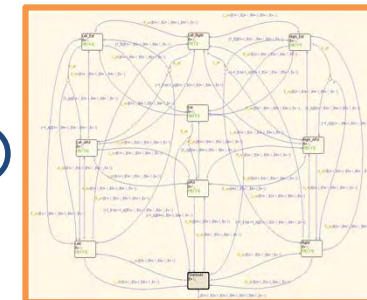
Requirements



Physical system



Embedded system

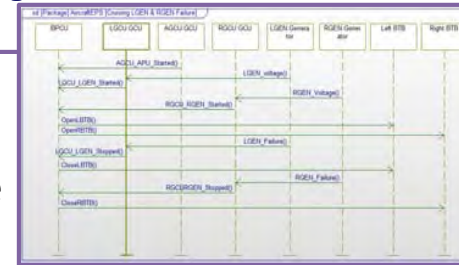


Controller

Preview of Our Strategy:

Contracts Provide Formal Support to CPS Design

1. Reliability
2. Safety
3. Performance
4. Cost (e.g. energy, weight,...)

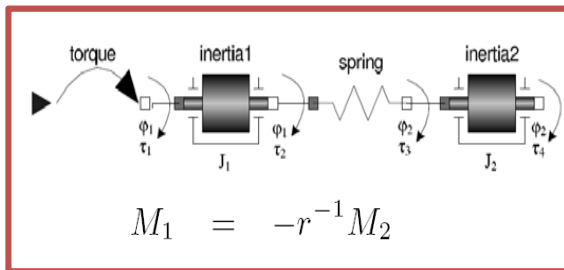


Conjunction:
Satisfy?

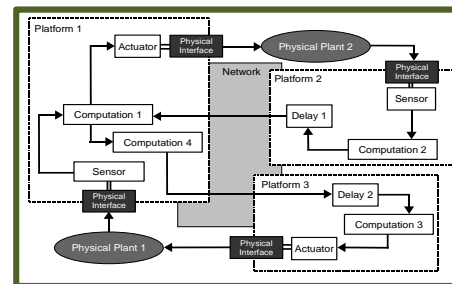


Requirements

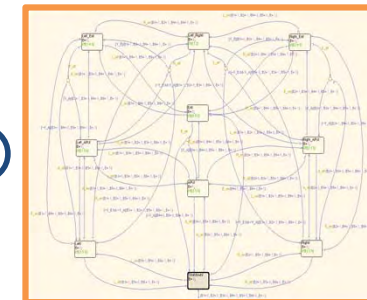
Refinement:
Satisfy? Replace?



Physical system



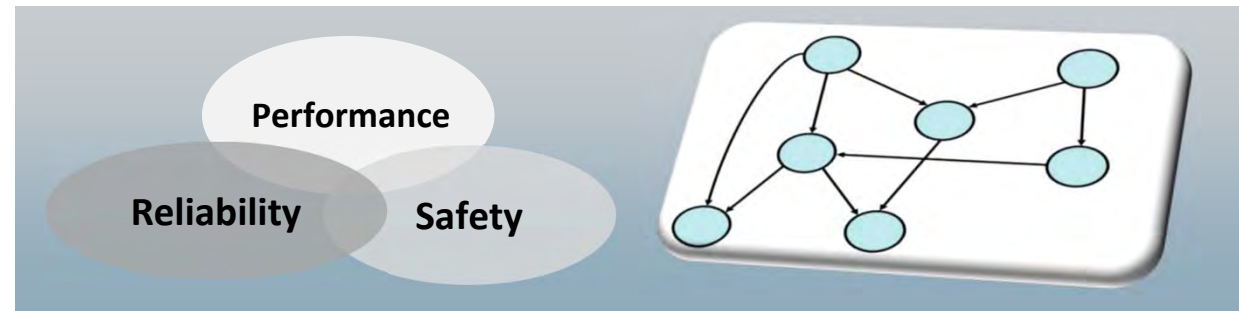
Embedded system



Controller

Preview of Our Strategy: Combine Platform-Based Design With Contracts

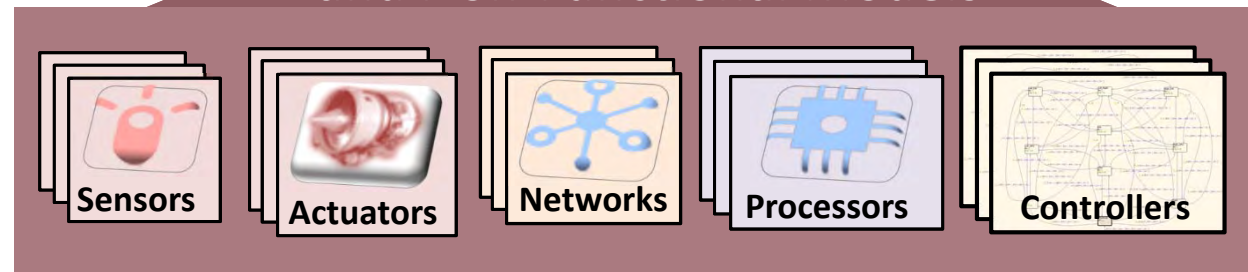
Application Space: System Specification



System Requirements

Synthesis (Optimization)

Behavioral and Non-Functional Models



Implementation Space: Platform Library

Requirement Formalization

Refinement Rules

Contracts

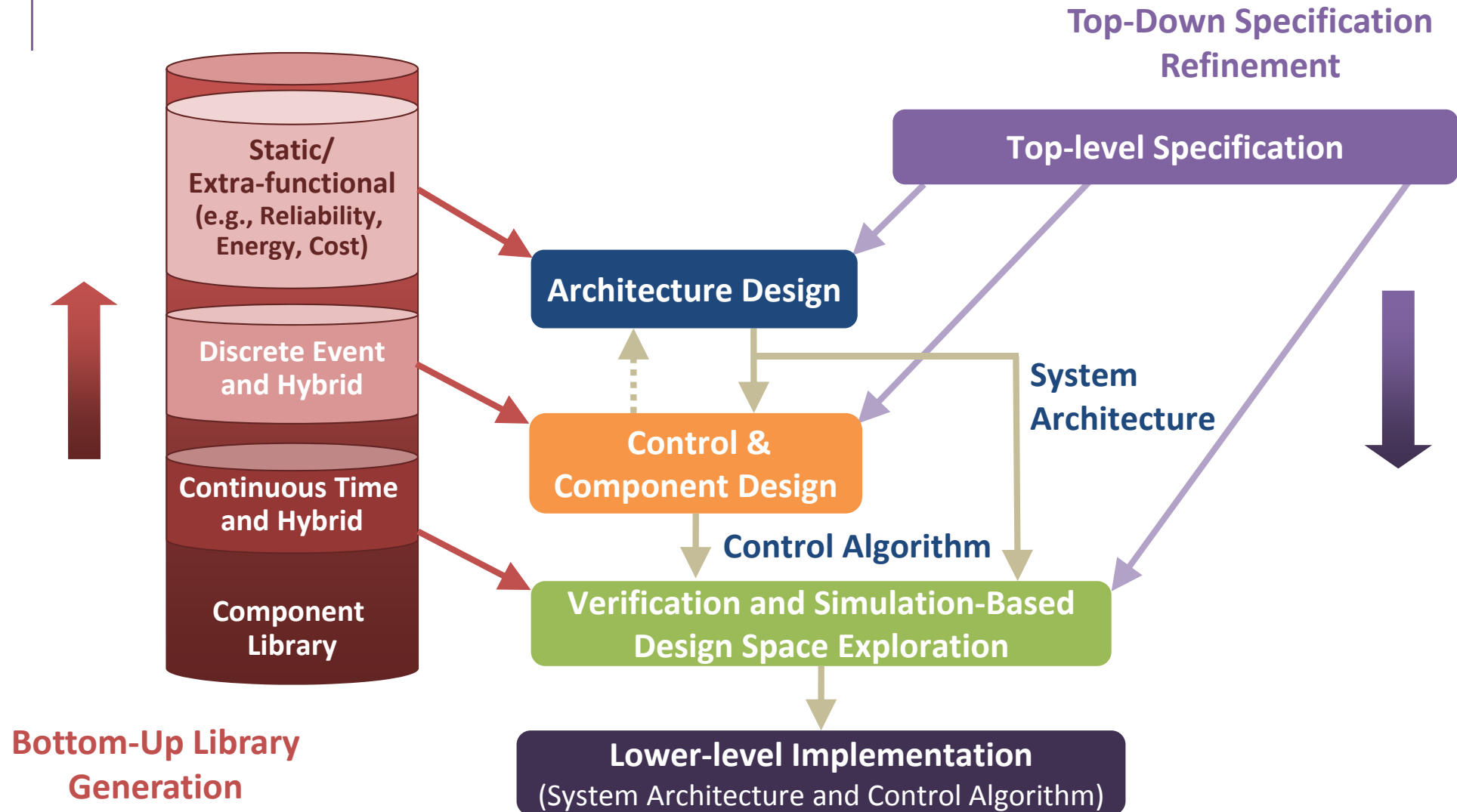
Abstraction Rules

Composition Rules

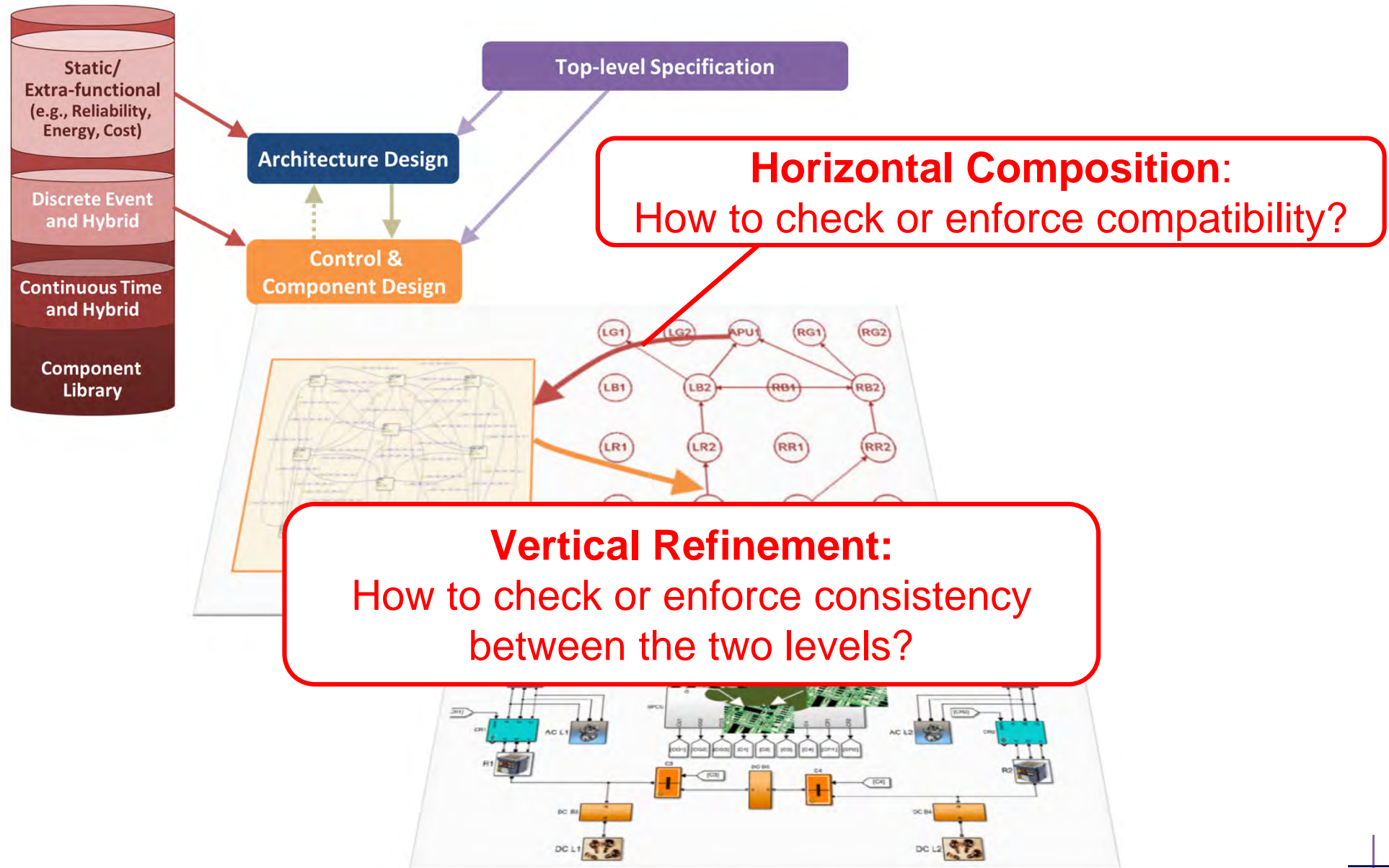
Outline

- Platform-based design methodology with contracts
- Requirement formalization
- Architecture design
- Control design
- Summary and future directions

The Structure of the Methodology: A Meet-in-the-Middle Approach



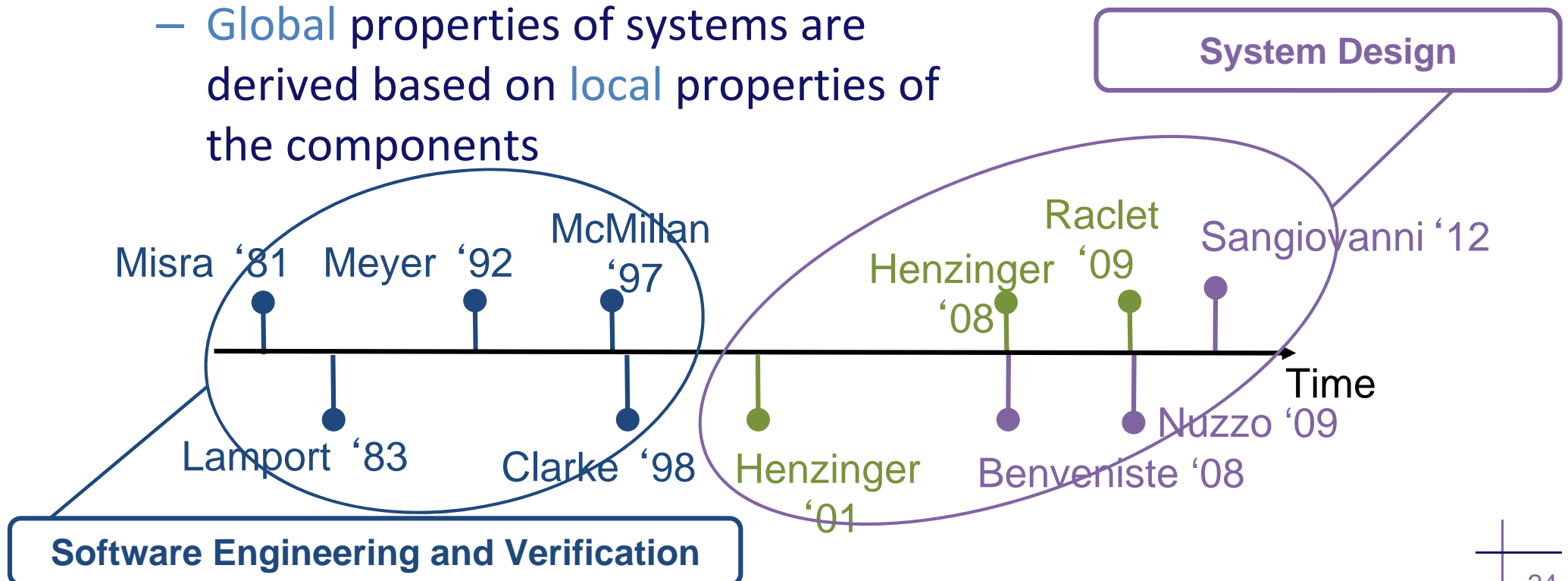
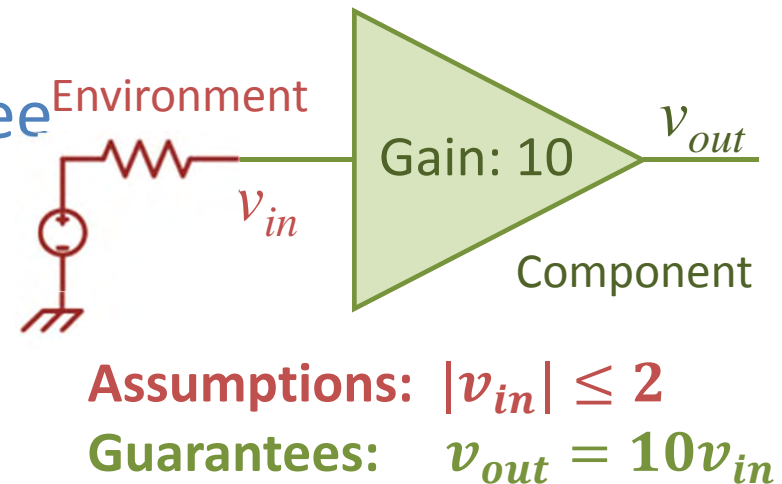
The Structure of the Methodology: Horizontal and Vertical Integration Steps



Formalizing the Methodology: Assume/Guarantee (A/G) Contracts

Contracts here are Assume-Guarantee pairs

- Component properties are guaranteed under a set of assumptions on the environment
- Global properties of systems are derived based on local properties of the components



Assume/Guarantee (A/G) Contracts: Mathematical Formulation

Set $V = I \cup O$ of **variables**
Set A of **assumptions**
Set G of **guarantees**

Refinement $C_1 \preceq C_2$

$$A_1 \supseteq A_2 \quad G_1 \subseteq G_2$$

(A, G) is **compatible** iff $A \neq \emptyset$
 (A, G) is **consistent** iff $G \neq \emptyset$

An **implementation** M satisfies a contract if $M \cap A \subseteq G$

An **environment** E satisfies a contract if $E \subseteq A$

Composition $C_1 \otimes C_2$

$$A = (A_1 \cap A_2) \cup \neg G_1 \cup \neg G_2$$

$$G = G_1 \cap G_2$$

Conjunction $C_1 \wedge C_2$

Independent Refinement

$$\left. \begin{array}{l} (C_1, C_2) \text{ compatible} \\ C'_i \preceq C_i \end{array} \right\} \Rightarrow \left\{ \begin{array}{l} (C'_1, C'_2) \text{ compatible} \\ C'_1 \otimes C'_2 \preceq C_1 \otimes C_2 \end{array} \right.$$

Contracts for Formalizing, Analyzing, and Propagating Requirements

1. Reliability
2. Safety
3. Performance
4. Cost (e.g. energy, weight,...)



Requirements

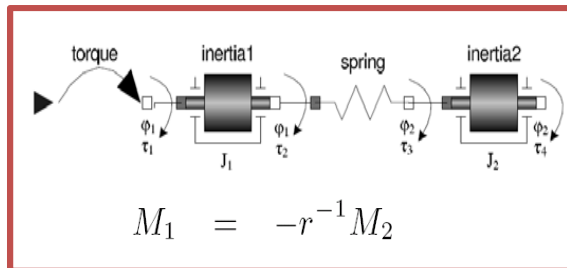
Structure and formalize

- Component/Environment
- Viewpoints: Functional/Safety/Timing

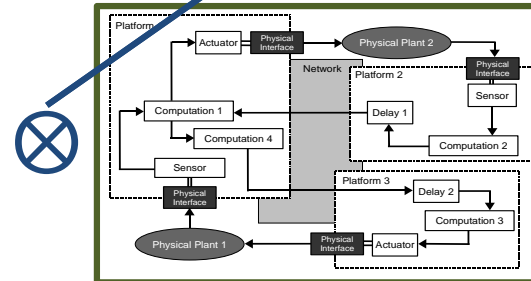
Conjunction:
Satisfy?

Refinement:
Satisfy? Replace?

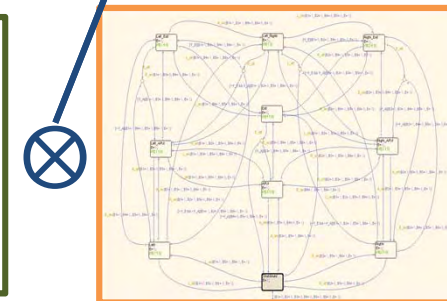
Composition:
Compatible?



Physical system



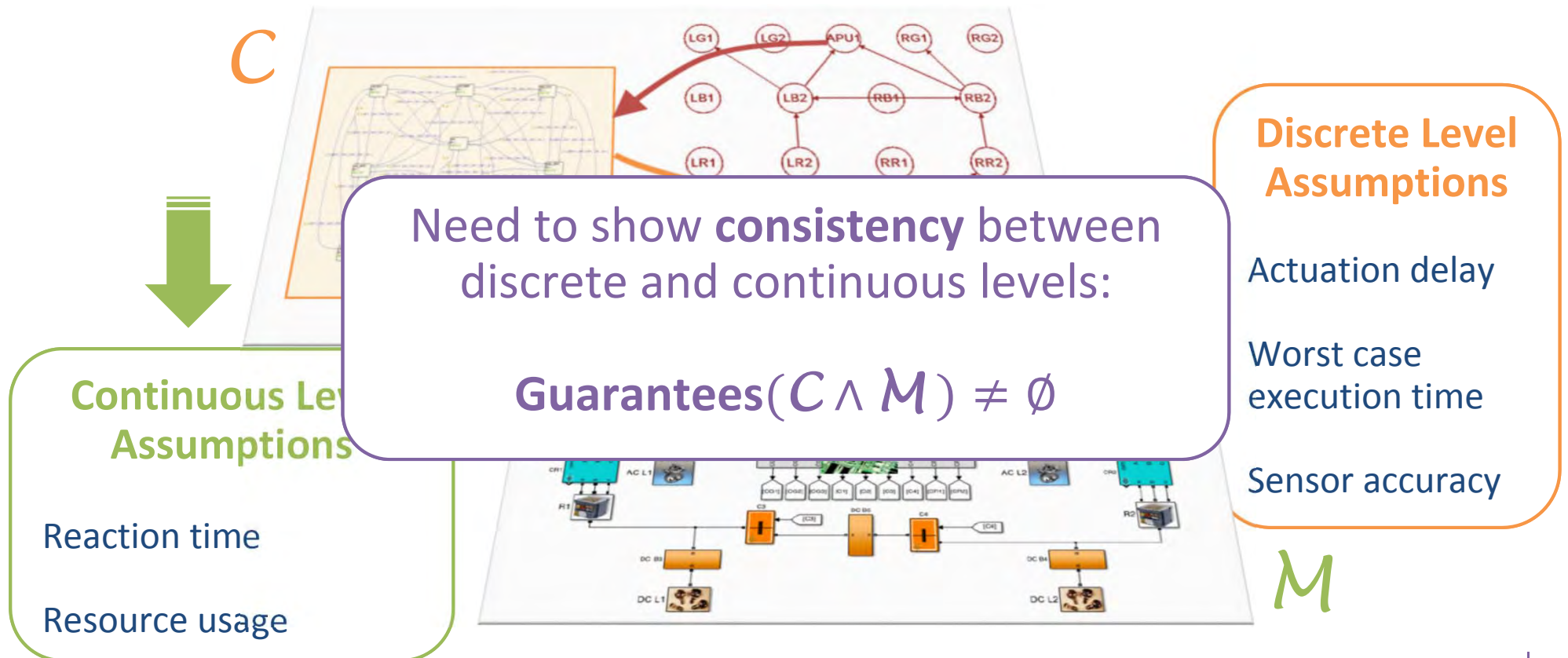
Embedded system



Controller

Horizontal and Vertical Contracts

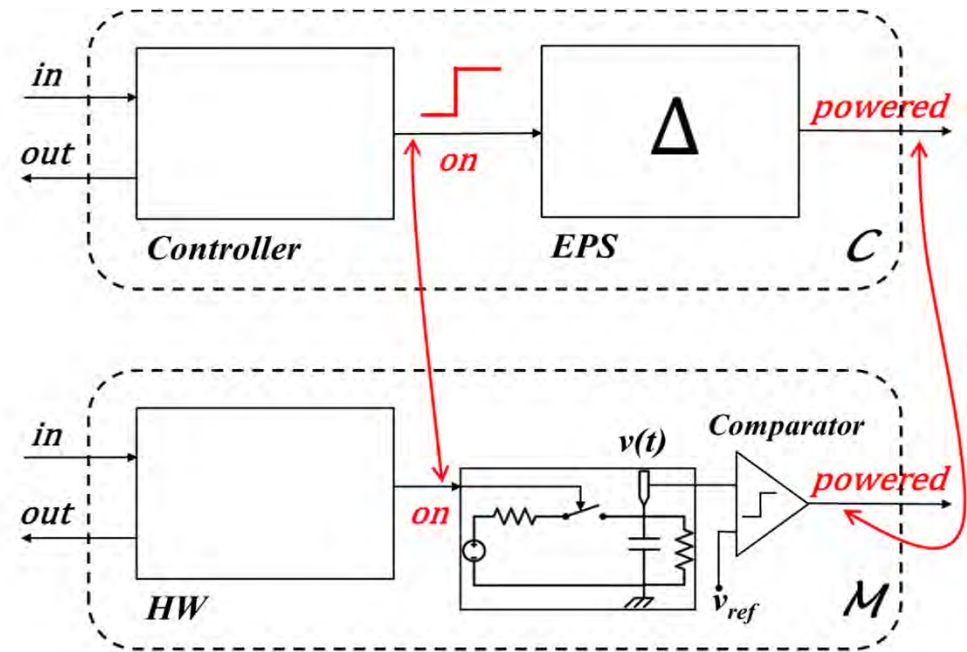
- Horizontal contracts deal with components at the same level of abstraction
- Vertical contracts express assumptions and guarantees w.r.t. another level of abstraction



Formalizing Vertical Contracts

- The specification contract C and implementation contract M are captured by heterogeneous architectural decompositions and behavior formalisms
- Satisfaction of all requirements and viewpoints depends on how system functionalities are mapped into execution platform and physical system

$$C = \bigwedge_{k \in K} \left(\bigotimes_{i \in I_k} C_{ik} \right)$$



$$M = \bigotimes_{j \in J} \left(\bigwedge_{n \in N_j} M_{jn} \right)$$

“A Platform-Based Methodology with Contracts and Related Tools for the Design of Cyber-Physical Systems,” *Proceedings of the IEEE*, 2015

Directly checking $M \preceq C$ is not effective or compositional!

Formalizing Vertical Contracts

- Consider the vertical contract

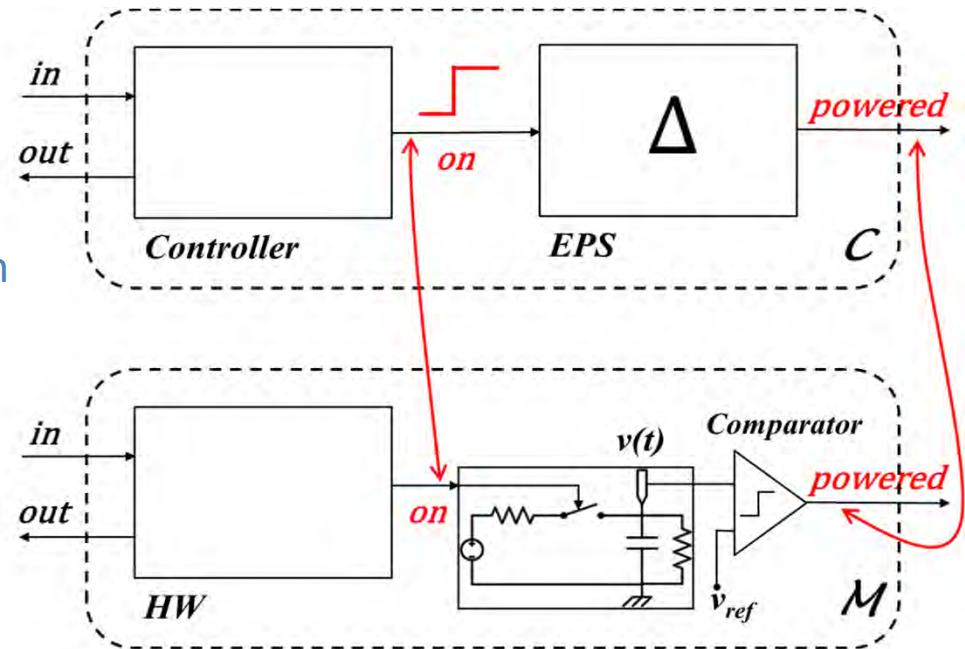
$$\mathcal{C} \wedge \mathcal{M}$$

- Refines \mathcal{C} by construction
- Must be consistent!
- Discharges assumptions made by the specification layer using the guarantees of the implementation layer and vice versa

- A vertical contract specifies the conjunction of a model and its vertical refinement by connecting them through a mapping, e.g.,

- by synchronizing pairs of events [METROPOLIS, Balarin et al., 2003]
- by conjunction of constraints

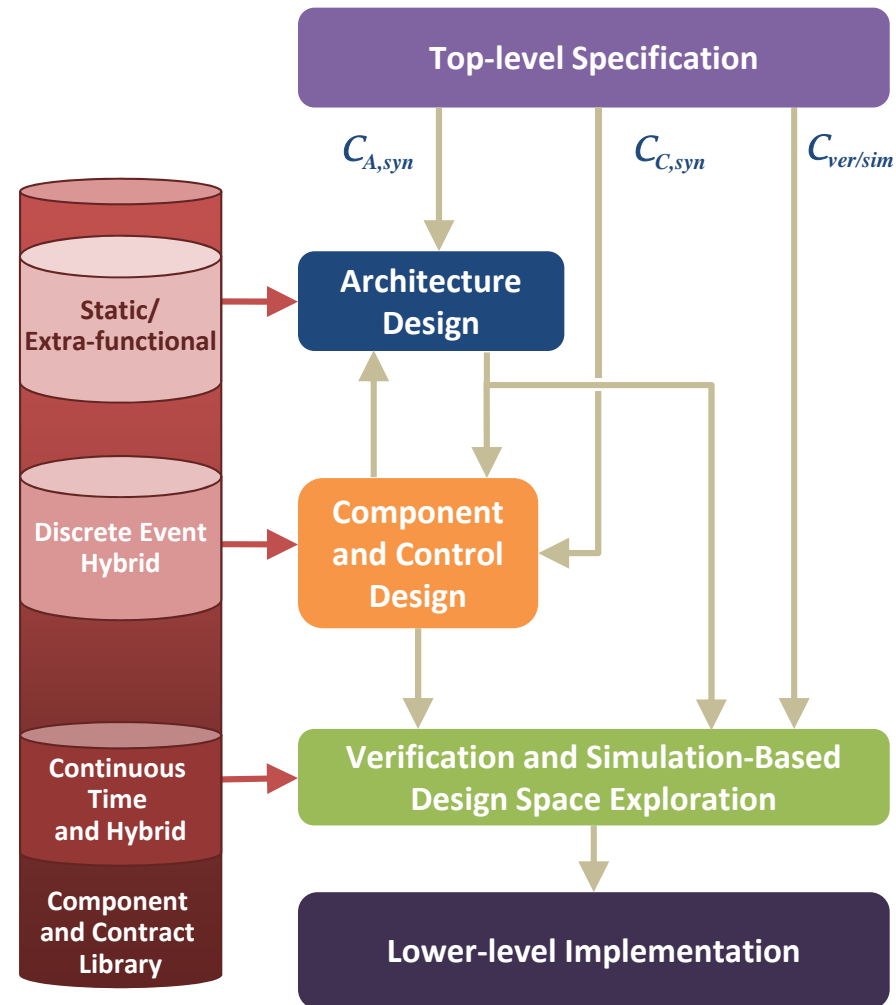
$$\mathcal{C} = \bigwedge_{k \in K} \left(\bigotimes_{i \in I_k} \mathcal{C}_{ik} \right)$$



$$\mathcal{M} = \bigotimes_{j \in J} \left(\bigwedge_{n \in N_j} \mathcal{M}_{jn} \right)$$

Vertical contracts support a richer set of refinements, e.g., synthesis and optimization-based methods

Methodology and Tools: Requirement Formalization



1. No AC bus shall be simultaneously powered by more than one AC source.
2. The aircraft electric power system shall provide power with the following characteristics: 115 +/- 5 V (amplitude) and 400 Hz (frequency) for AC loads and 28 +/- 2 V for DC loads.
3. The failure probability at an essential load must be less than 10^{-9} during a mission.
4. DC buses shall not be unpowered for more than 70 ms.

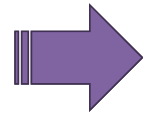
CHASE: An Experimental Platform for Contract-Based Requirement Engineering

1. No AC bus shall be simultaneously powered by more than one AC source.

2. The aircraft electric power system shall provide power with the following characteristics: 115 +/- 5 V (amplitude) and 400 Hz (frequency) for AC loads and 28 +/- 2 V for DC loads.

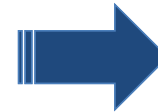
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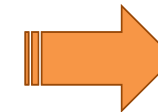
Pattern-Based
Contract
Specification
Language /

CHASE (Contract-
based
Heterogeneous
Analysis and
System
Exploration)



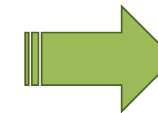
Mixed Integer Linear Contracts
(e.g., Steady-state, Topological)

$$\sum_{i=1}^{n_{rec}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{load}} M_{j,i}^{dl}, \quad \sum_{i=1}^{n_{rec}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{dcb}} M_{j,i}^{dd}$$



Linear Temporal Logic [Pnueli'77]
Contracts (e.g., Safety)

$$\Box \{ (\tilde{c} = 1 \wedge c = 0 \wedge (x_C < T_{c_{min}})) \rightarrow (\bigcirc c = 0 \wedge \bigcirc x_C = x_C + \delta) \},$$



Signal Temporal Logic [Maler'04]
Contracts (e.g., Real-Time)

$$\Box_{[\tau_i, \infty)} (\Diamond_{[0, t_{max}]} (|V_{DC}(t) - V_d| < \epsilon))$$

State-of-the-art tools for Requirement Management ...
(IBM DOORS) lack formal semantics

CHASE: An Experimental Platform for Contract-Based Requirement Engineering

1 No

Name

eps_contract

System Specification

if system is sensing gh1_ then do gc1_

if system is sensing gh3_ then do gc3_

if system is sensing gh1_ and gh3_ then do ((not gc2_) and (not c1_) and (not c2_))

if system sensed not gh1_ then do count1_

if system activated count1_ and sensed not gh1_ then do gc2_ and c1_ and not c2_

if system sensed not gh3_ then do count2_

if system activated count2_ and sensed not gh3_ then do gc2_ and not c1_ and c2_

always c5_ and c6_

if system is sensing rh1_ and rh2_ then do not c3_ and not c4_

do rc1_ if and only if system is sensing rh1_

do rc2_ if and only if system is sensing rh2_

if system sensed (not rh1_) or (not rh2_) then do count3_

if system activated count3_ and sensed (not rh1_) or (not rh2_) then do c3_ and c4_

Add

Edit

Remove

Compatibility

Synthesize

Activity monitor

Environment Variables

gh1_

gh2_

gh3_

rh1_

rh2_

Add

Remove

System Variables

rc1_

rc2_

count1_

count2_

count3_

Add

Remove

Reset

Open

Save

Integer Linear Contracts
(Steady-state, Topological)

$$M_{j,i}^{dl} \geq \sum_{i=1}^{n_{load}} M_{j,i}^{dl}, \quad \sum_{i=1}^{n_{rec}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{dec}} M_{j,i}^{dd}$$

Temporal Logic [Pnueli'77]
Contracts (e.g., Safety)

$$1 \wedge c = 0 \wedge (x_C < T_{c_{min}}) \rightarrow (\bigcirc c = 0 \wedge \bigcirc x_C = x_C + \delta) \},$$

Temporal Logic [Maler'04]
Contracts (e.g., Real-Time)

$$\Diamond_{[0,t_{max}]} (|V_{DC}(t) - V_d| < \epsilon)$$

Integrating with state-of-the-art tools for Requirement Management (DOORS) and Natural Language Processing (WATSON)



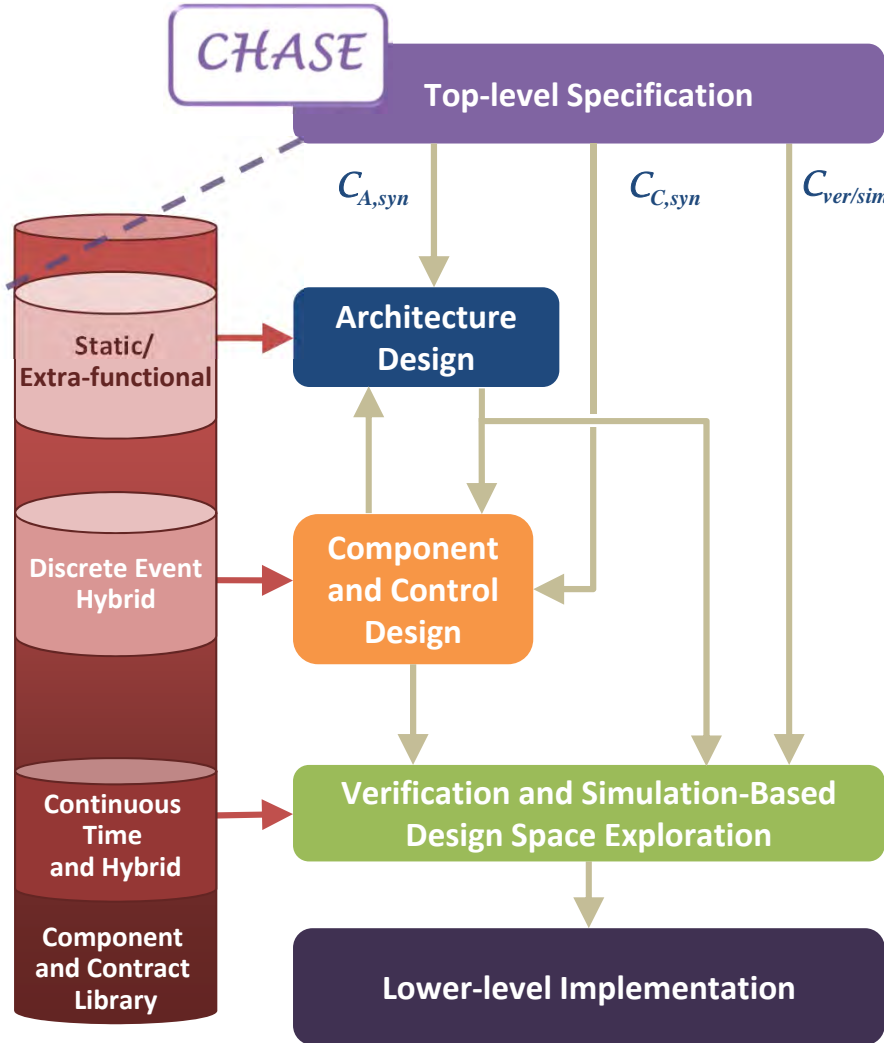
Methodology and Tools: Architecture Design

$$\Box \{(\tilde{c} = 1 \wedge c = 0 \wedge (x_C < T_{c_{min}})) \rightarrow (\bigcirc c = 0 \wedge \bigcirc x_C = x_C + \delta)\},$$

$$\Box \{(\tilde{c} = 1 \wedge c = 0 \wedge (x_C \geq T_{c_{min}})) \rightarrow (\bigcirc c = 1 \vee \bigcirc x_C = x_C + \delta)\},$$

$$\sum_{i=1}^{n_{rec}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{load}} M_{j,i}^{dl}, \quad \sum_{i=1}^{n_{rec}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{dcb}} M_{j,i}^{dd}$$

$$\square_{[\tau_i, \infty)}(\diamond_{[0, t_{max}]}(|V_{DC}(t) - V_d| < \epsilon))$$



1. No AC bus shall be simultaneously powered by more than one AC source.
2. The aircraft electric power system shall provide power with the following characteristics: 115 +/- 5 V (amplitude) and 400 Hz (frequency) for AC loads and 28 +/- 2 V for DC loads.
3. The failure probability at an essential load must be less than 10^{-9} during a mission.
4. DC buses shall not be unpowered for more than 70 ms.

Architecture Exploration Problem: Component Library and Attributes



- **Variables:** u, x, y – input, internal, output



- **Parameters:** $\kappa = (s, p)$ – discrete, continuous



- **Behavioral Model:** $\mathcal{F}(u, x, y, \kappa) = 0$ – e.g., differential algebraic equations (DAE)



- **Extra-Functional Model:** compact maps providing energy, performance, cost, reliability...



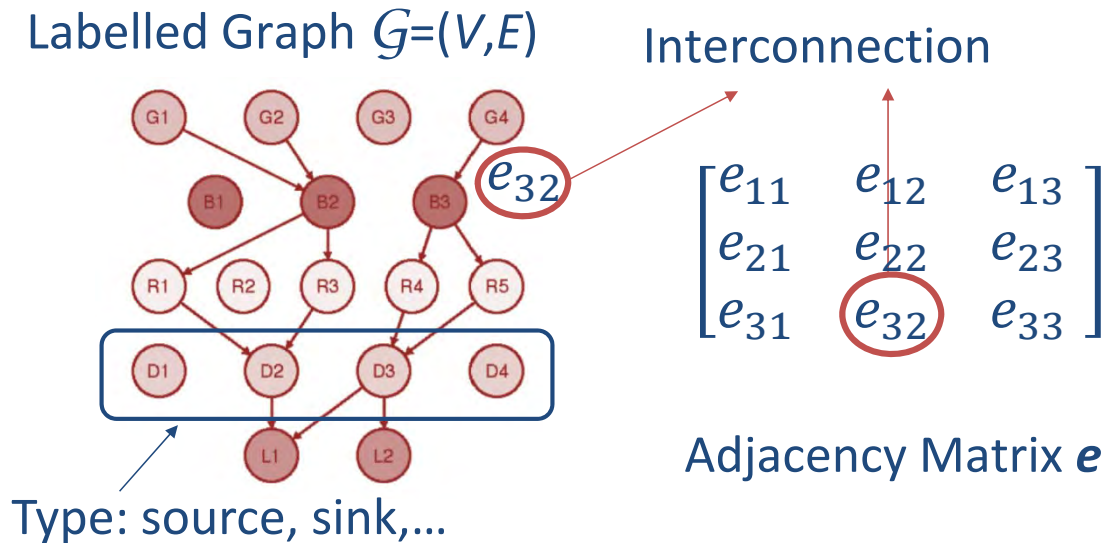
- **Terminals:** Logical (input/output)
Physical (hydraulic, thermal, electrical,...)

- **Contracts:** Sets of behaviors on variables, parameters, and terminals

Type

(function in the system)

Architecture Exploration: Problem Statement



- An assignment over the edge variables defines a topology
- Nodes and edges of a topology are labelled with the attributes of the components implementing them

Given a library \mathcal{L} , select **topology** \mathcal{T} (**number, type, and interconnections**) and **component dimensions** to implement each node and edge in \mathcal{T} while satisfying a set of **contracts** and minimizing a **cost**

Architecture Exploration: Mathematical Formulation

System-level **specification**
contract C

$$\min_{p \in \mathcal{P}, s \in \mathcal{S}} C(s, p)$$

s. t.

functional

$$r_k(s, p, x_\infty, y_\infty) \leq 0$$

Determine κ^* such that
 $C \wedge M$ is **consistent**, i.e., there
exists an implementation
satisfying both C and M

$$r_m(s, p, x_\infty, y_\infty) \leq 0$$

extra-functional

Implementation contract M

$$\mathcal{F}(u, x, y, s, p, x_0) = 0$$

$$\forall u(t) \in \mathcal{U}, \forall x_0 \in \mathcal{X}_0$$

architecture

$$\bigwedge_{i \in V \cup E, j \in \mathcal{L}_i} s_{ij} \mathcal{F}_j(u_j, x_j, y_j, d_j, p_j) \quad \sum_{j \in \mathcal{L}_i} s_{ij} = 1, \quad \forall i \in V \cup E$$

Architecture Exploration: Mathematical Formulation

System-level **specification**
contract C

$$\min_{p \in \mathcal{P}, s \in \mathcal{S}} C(s, p)$$

s. t. $r_k(s, p, x_\infty, y_\infty) \leq 0$ **functional**

Determine κ^* such that
 $C \wedge M$ is **consistent**, i.e., there
exists an implementation
satisfying both C and M

$r_m(s, p, x_\infty, y_\infty) \leq 0$
extra-functional

$$\mathcal{F}(u, x, y, s, p, x_0) = 0$$

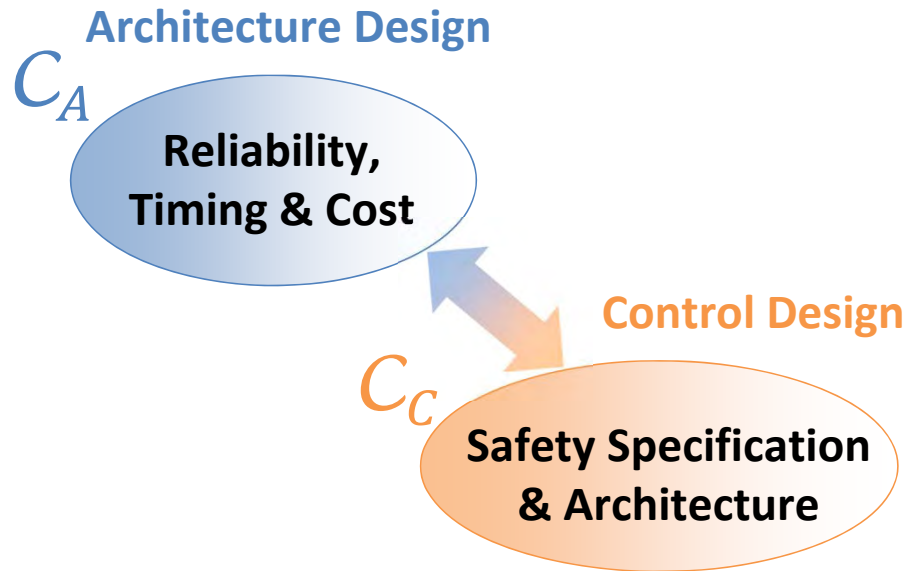
$$\forall u(t) \in \mathcal{U} \quad \forall x_0 \in \mathcal{X}_0$$

Often an **intractable problem**

- **Large** number of **discrete** alternatives
- **Expensive** analyses or **simulations** to accurately estimate performance and cost
- **Complex** non-linear models, often not available in closed analytic form

EPS Example:

Deriving the Architecture Requirements



$$C_A \otimes C_C \leq C_S$$

Failure probability:
 $r_A \leq r_S$

Failure
probability: r_S

Worst case “actuation delay”:
 $T^* \leq t_{max}$ (bus unpowered time)

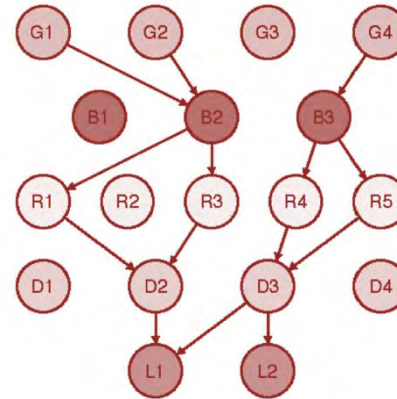
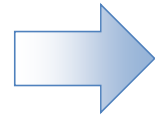
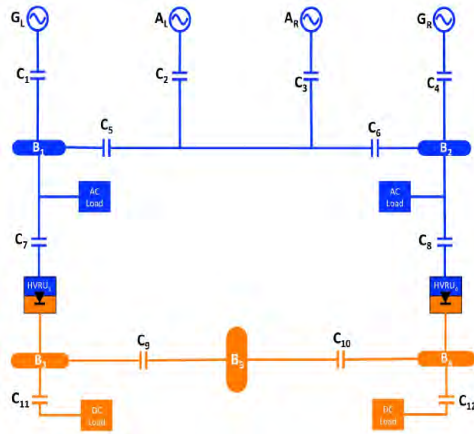
Proposition

Given a **system contract** C_S with **reliability requirement** r_S , if the **topology** implements C_A with a **reliability level** $r_A \leq r_S$, then there exists a **time** T^* such that

1) a **centralized controller** implementing C_C with a **reliability level** r_S and **maximum bus unpowered time** $t_{max} \geq T^*$ is **realizable**

2) the controlled system satisfies the **system contract** C_S

EPS Example: Optimized Selection of Reliable and Cost-Effective Architectures



Generating **symbolic probability constraints** on a **parametrized graph** is not efficient!

Objective: minimize node and edge cost

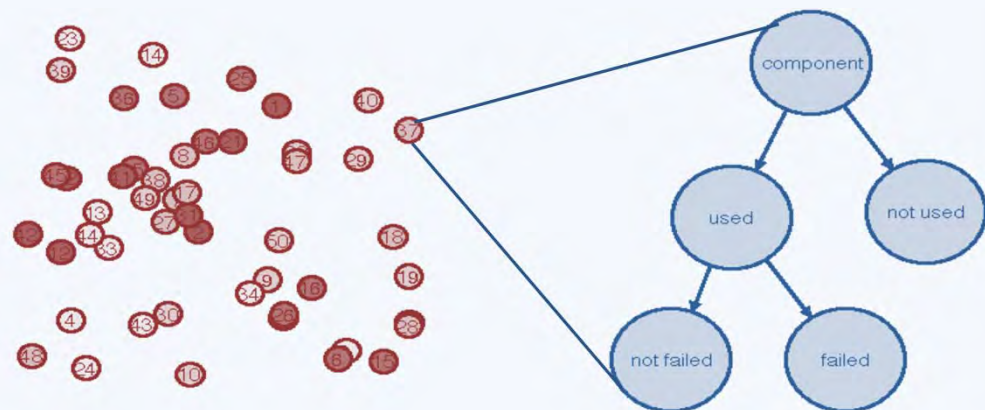
$$\sum_{i=1}^{|V|} \delta_i c_i + \sum_{i=1}^{|V|} \sum_{j=i+1}^{|V|} (e_{ij} \vee e_{j1}) \tilde{c}_{ij}$$

Interconnection: there exists at least (most) one connection from a node in L and a node in D

$$\sum_{i=1}^{|D|} e_{lj} d_i \geq (\leq) 1 \quad \forall j \in \mathbb{N}: 1 \leq j \leq |L|$$

Reliability:

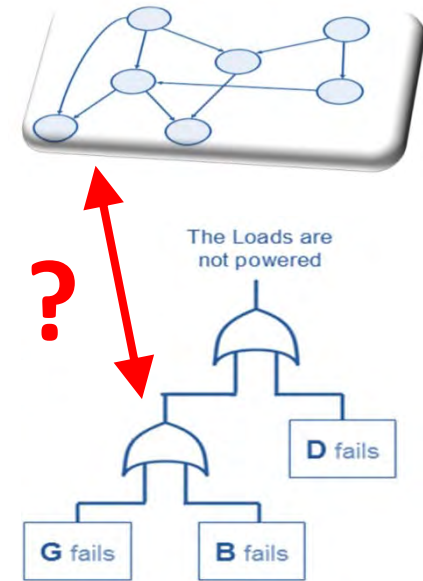
the probability that a sink gets disconnected from a source should be less than r^*



Optimized Selection of Reliable and Cost-Effective Architectures

Reliability as a function of the interconnection structure and component failure probabilities

- Expensive: Exact analysis is NP-hard [Lucet '97]
- Non-compositional: computed via Fault-Tree Analysis (FTA) or Reliability Block Diagrams (RBD), based on modules that are not directly linked to system components [Kaiser '03]



Monolithic Optimization
with Approximate Analysis

Approximate/Compositional
Algebra

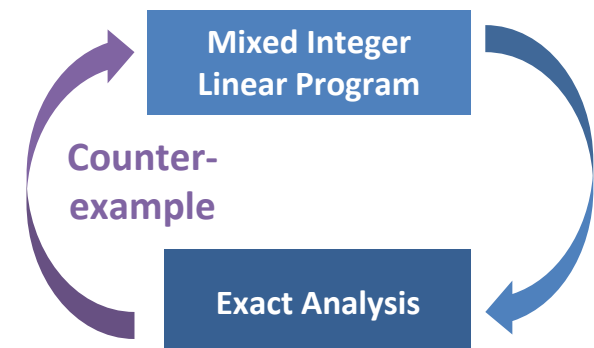


Mixed Integer Linear
Program

Mixed Integer Linear Programming
With Approximate Reliability

Mixed Integer Linear Programming
Modulo Reliability

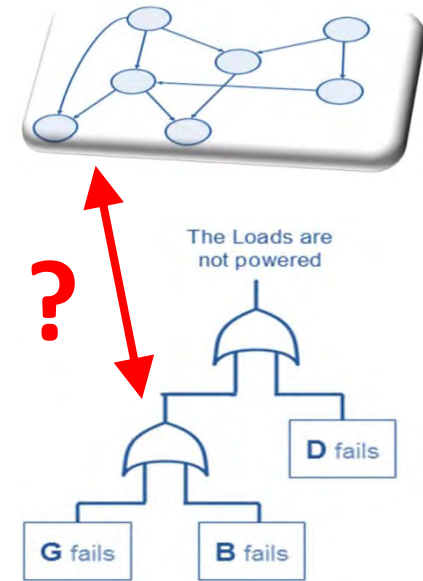
Iterative Optimization
with Exact Analysis



Optimized Selection of Reliable and Cost-Effective Architectures

Reliability as a function of the interconnection structure and component failure probabilities

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Monolithic Optimization
with Approximate Analysis

Approximate/Compositional
Algebra



Mixed Integer Linear
Program

Mixed Integer Linear Programming
With Approximate Reliability

Approximation introduces a number of **linear** probability constraints and auxiliary variables **polynomial** in the number of nodes V and types m ($O(V^3m)$)

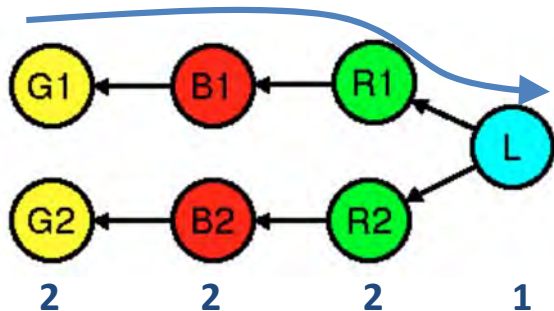
Soundness: If the algorithm finds a solution, does it actually satisfy the requirements?

Completeness: If there is a solution, can the algorithm actually find it?

Mixed Integer Linear Programming With Approximate Reliability (MILP-AR)

Components contribute to system reliability based on their **degree of redundancy h** and **failure probability p**

- **Functional link F_i** : set of paths from any source node to a sink v_i ; let c_{ij} be the number of components of *type j* used in at least one path of F_i
- **Degree of redundancy h_{ij}** : $h_{ij} = c_{ij}$ if type j is *maximally interconnected*
 $\min\{c_{ij} \mid c_{ij} > 1\}$ otherwise



Exact: $p + 9p^2 + O(p^3)$

Approximate: $p + 6p^2$

Degree of Redundancy

h_{ij} : degree of redundancy
for type j in F_i

$$\tilde{r}_i = \sum_{j \in I_i} c_{ij} p_j^{h_{ij}}$$

c_{ij} : number of components
of type j in F_i

Theorem 1. There exists a **theoretical bound** to the approximation error

- m : number of types involved in F_i
- h : minimum of $\{h_{ij} \mid h_{ij} > 1\}$ over all redundant types j in $\{1, \dots, m\}$

$$\frac{\tilde{r}}{r} \geq \frac{h}{m^{h-1}}$$

MILP-AR: Lower Bound on Approximate Reliability Measure

$$\frac{\tilde{r}}{r} \geq \frac{h}{m^{h-1}}$$

- Approximation is “conservative” for maximally interconnected types
 - No redundancy: If $h_i=1$ for at least one type i in F , then $\tilde{r}/r \geq 1$
 - Maximum redundancy

$$\tilde{r}^{max} = \sum_{i=1}^m c_i p_i^{c_i} \geq \sum_{i=1}^m p_i^{c_i} \geq r^{max}$$

h_i : degree of redundancy for type i in F

c_i : number of components of type i in F

p_i : failure probability for components of type i in F

- Minimum \tilde{r}/r is achieved when F is a tree with h independent paths from sources to the sink
 - All types in F have the same (minimum) redundancy: $h_i = h$ for all i
 - Paths in F are independent: no node must be shared other than the sink

$$\tilde{r} = \sum_{i=1}^m h p_i^h \quad r = (1 - (1 - \bar{p})^m)^h$$

$$\bar{p} = 1 - \left(\prod_{i=1}^m (1 - p_i) \right)^{\frac{1}{m}}$$

MILP-AR: Lower Bound on Approximate Reliability Measure

$$\frac{\tilde{r}}{r} \geq \frac{h}{m^{h-1}}$$

$$\tilde{r} = \sum_{i=1}^m h p_i^h \quad r = (1 - (1 - \bar{p})^m)^h$$

h_i : degree of redundancy for type i in F

c_i : number of components of type i in F

- Minimum \tilde{r}/r is achieved when F is a tree with h independent paths from sources to the sink
 - There exists p^* independent of h or m such that, $\forall p_i \leq p^*$:

$$\tilde{r} = \sum_{i=1}^m h p_i^h \geq m h \bar{p}^h$$

$$\bar{p} = 1 - \left(\prod_{i=1}^m (1 - p_i) \right)^{\frac{1}{m}}$$

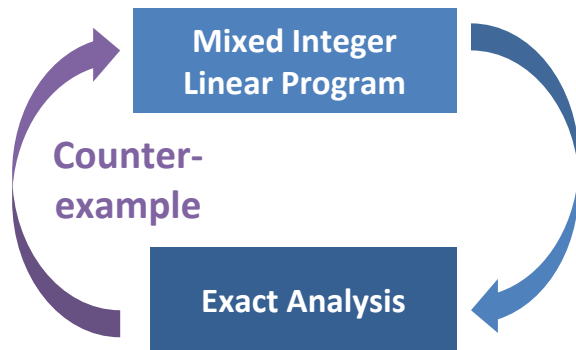
- ... and \tilde{r} achieves its minimum for $p_1 = \dots = p_m = \bar{p}$
- Then, we conclude
$$\frac{\tilde{r}}{r} = \frac{m h \bar{p}^h}{(1 - (1 - \bar{p})^m)^h} \geq \frac{m h \bar{p}^h}{\bar{p}^h m^h} = \frac{h}{m^{h-1}}$$

Theorem 2. For a given library MILP-AR is **sound** and **complete** within the bounds of the approximate reliability measure

Mixed Integer Linear Programming Modulo Reliability (MILP-MR)

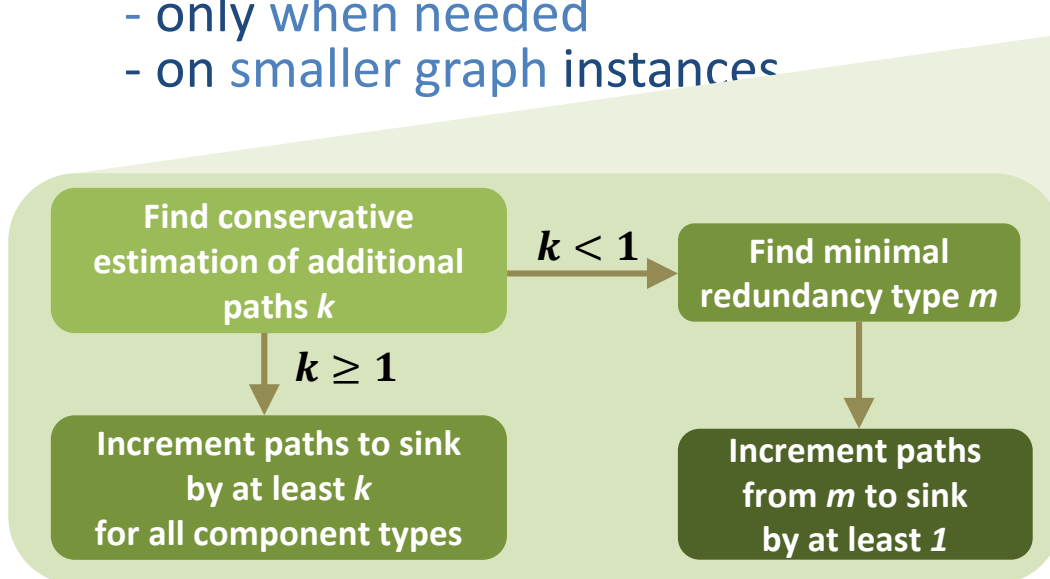
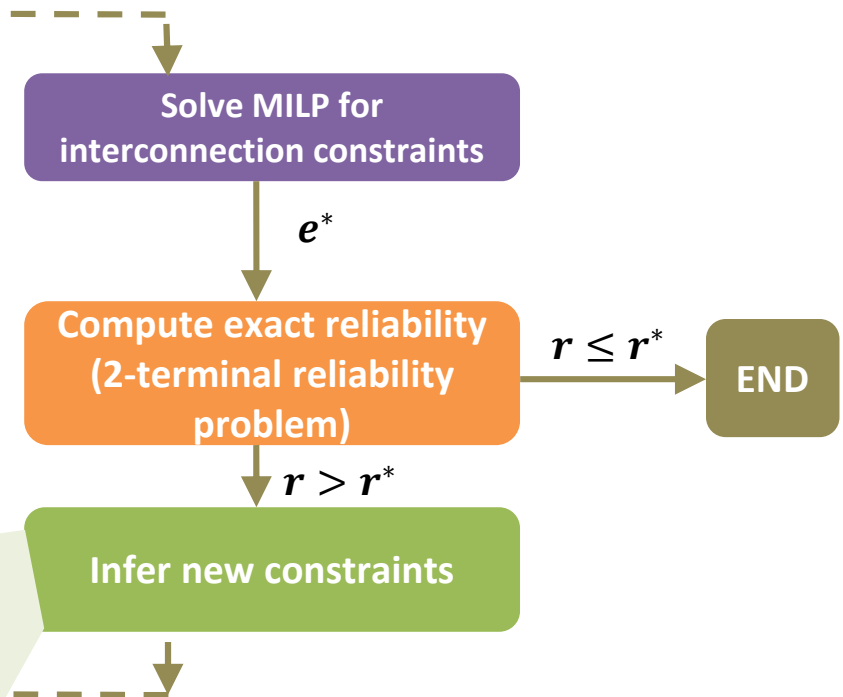
Iterative MILP with
Exact Analysis

Avoid symbolic probability analysis on a parametrized graph



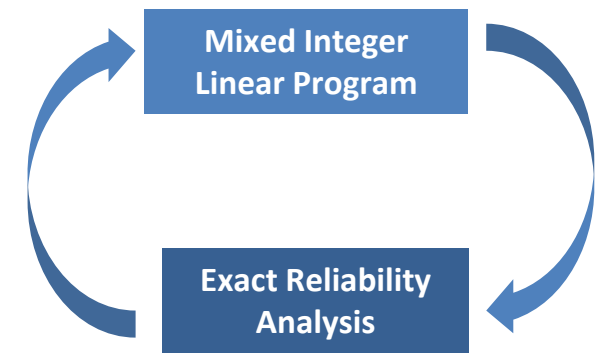
Perform exact numeric analysis on fixed graph:

- only when needed
- on smaller graph instances



Goal: Decrease the number of iterations

MILP-MR: Soundness and Completeness



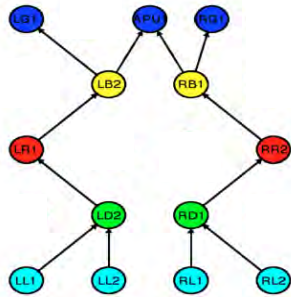
Theorem 3. *Given a library \mathcal{L} , if the MILP solver is **sound** and **complete** on its problem instances, then MILP-MR is sound and complete*

- MILP-MR terminates since the number of components is finite
 - The sequence of costs c_k is non-decreasing: nodes and edges may only increase at each iteration
 - The sequence of failure probabilities r_k is non-increasing
- Sound: If MILP-MR returns an architecture, then it satisfies all the requirements: failure probability is checked by exact analysis
- Complete: if MILP-MR terminates with INFEASIBLE, then
 - either redundant paths are inconsistent with interconnection constraints...
 - ...or all available redundant components/edges in the given library are exhausted

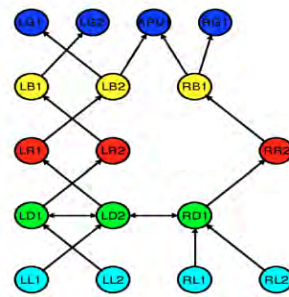
ARCHEx Allows Effective EPS Design Space Exploration

| Generators | g (kW) | Loads | l (kW) | Components | c |
|------------|--------|-------|--------|------------|------|
| LG1 | 70 | LL1 | 30 | Generator | g/10 |
| LG2 | 50 | LL2 | 10 | Bus | 2000 |
| RG1 | 80 | RL1 | 10 | Rectifier | 2000 |
| RG2 | 30 | RL2 | 20 | Contactor | 1000 |
| APU | 100 | | | | |

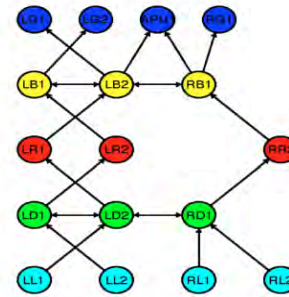
Generators, buses and rectifiers fail with probability 2×10^{-4}



1: $r = 6 \cdot 10^{-4}$

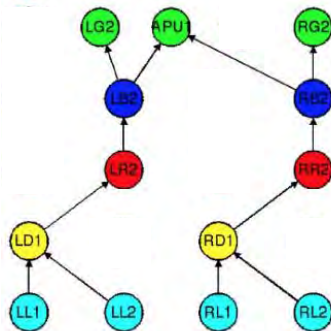


2: $r = 2.8 \cdot 10^{-10}$

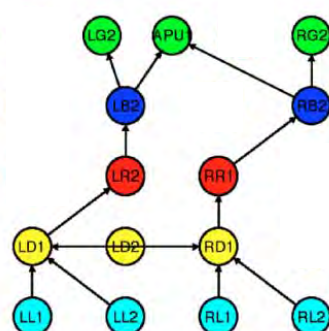


3: $r = 0.8 \cdot 10^{-10}$

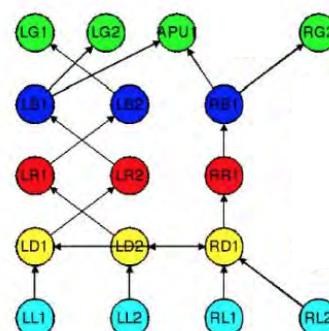
MILP-MR run: $r^* = 2 \times 10^{-10}$ 38 s on an Intel Core i7 2.8-GHz, 8-GB RAM



1



2



3

MILP-AR run: 38 s (70% is constraint generation)

| | 1 | 2 | 3 |
|-------------|--------------------|----------------------|-----------------------|
| Required | 2×10^{-3} | 2×10^{-6} | 2×10^{-10} |
| Approximate | 6×10^{-4} | 2.4×10^{-7} | 7.2×10^{-11} |
| Exact | 6×10^{-4} | 3.5×10^{-7} | 2.8×10^{-10} |

Error within the predicted bound

MILP-MR With Redundant Path Inference Outperforms MILP-AR for Large Architectures

MILP-AR

| $ V $ (# Generators) | # Constraints | Setup time (s) | Solver time (s) |
|----------------------|---------------|----------------|-----------------|
| 20 (4) | 5290 | 27 | 11 |
| 30 (6) | 24514 | 402 | 77 |
| 40 (8) | 74258 | 3341 | 494 |
| 50 (10) | 176794 | 18902 | 5059 |

MILP-AR: problems with several thousands of constraints, several hundred thousands variables, and a realistic number of generators (<10) can still be formulated and solved in a few hours

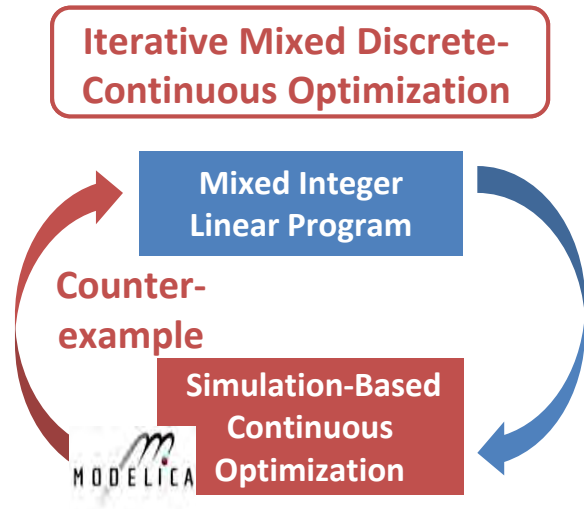
MILP-MR infers the number of redundant paths

| $ V $ (# Generators) | #Iterations | Analysis time (s) | Solver time (s) |
|----------------------|-------------|-------------------|-----------------|
| 20 (4) | 3 | 34 | 4.3 |
| 30 (6) | 3 | 78 | 9 |
| 40 (8) | 3 | 106 | 14 |
| 50 (10) | 3 | 181 | 18 |
| 20 (4) | 4 | 72 | 13 |
| 30 (6) | 7 | 852 | 28 |
| 40 (8) | 10 | 9118 | 58 |
| 50 (10) | 14 | 39563 | 114 |

MILP-MR adds one path per iteration

MILP-MR: Dramatic reduction in reliability analysis time by inferring redundant paths (3 min versus more than 1 day for 50 nodes)

Hybrid Optimization Scheme Explores up to 1.5-Million Configurations in < 2 hours



| Library | | Runtime Performance | | | |
|------------------|------------------|---------------------|---------------------|-------------|--------------|
| Size | Discrete Choices | Cost | Discrete Iterations | Simulations | Run Time (h) |
| FULL ENUMERATION | | | | | |
| 6 | 15,552 | 112.39 | 17 | 62,496 | 3.72 |
| 9 | 118,098 | 112.03 | 72 | 257,141 | 15.42 |
| 12 | 497,664 | 18-h Timeout | | | |
| 15 | 1,518,750 | 21-h Timeout | | | |
| LEARNCONS | | | | | |
| 6 | 15,552 | 112.39 | 2 | 5,812 | 0.36 |
| 9 | 118,098 | 112.03 | 4 | 13,329 | 0.83 |
| 12 | 497,664 | 111.63 | 6 | 21,418 | 1.34 |
| 15 | 1,518,750 | 111.14 | 9 | 31,874 | 1.91 |

- Sound and complete hybrid optimization scheme
 - Uses simulation-based version of Nelder-Mead algorithm to size the components of a given topology
 - Leverage **conservation laws** to generate new constraints that prune out the search space when a continuous solution is infeasible
- Applied to architecture exploration of an aircraft environment control system:
 - > 1 order of magnitude reduction in run time with respect to full enumeration (Intel Xeon 3.59-GHz with 24-GB RAM)

Methodology and Tools:

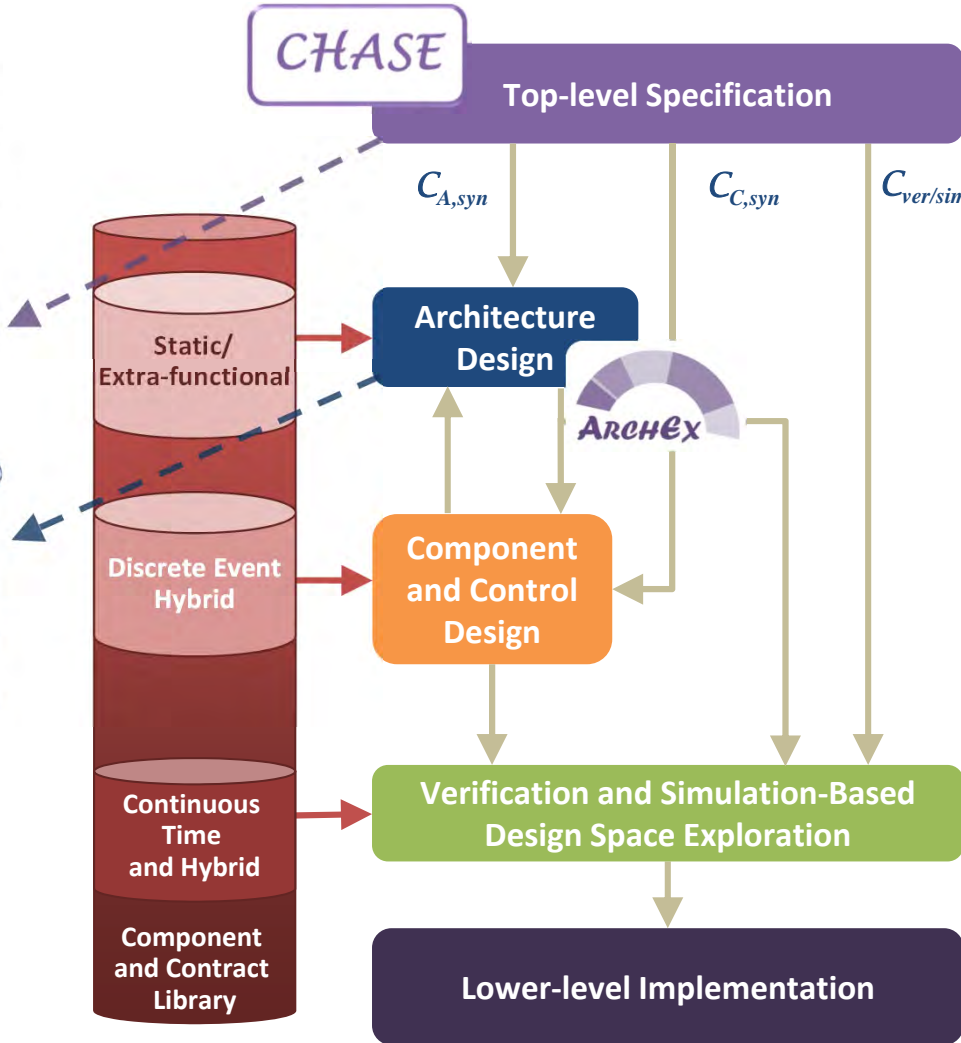
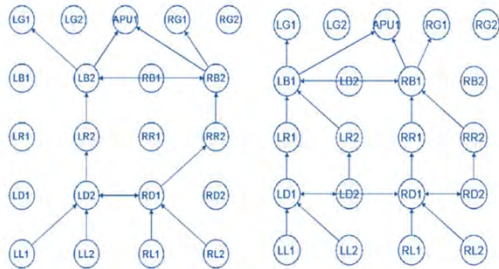
Control Design

$$\square \{(\tilde{c} = 1 \wedge c = 0 \wedge (x_C < T_{c_{min}})) \rightarrow (\bigcirc c = 0 \wedge \bigcirc x_C = x_C + \delta)\},$$

$$\square \{(\tilde{c} = 1 \wedge c = 0 \wedge (x_C \geq T_{c_{min}})) \rightarrow (\bigcirc c = 1 \vee \bigcirc x_C = x_C + \delta)\},$$

$$\sum_{i=1}^{n_{reg}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{load}} M_{j,i}^{dl}, \quad \sum_{i=1}^{n_{reg}} M_{i,j}^{rd} \geq \sum_{i=1}^{n_{dcb}} M_{j,i}^{dd}$$

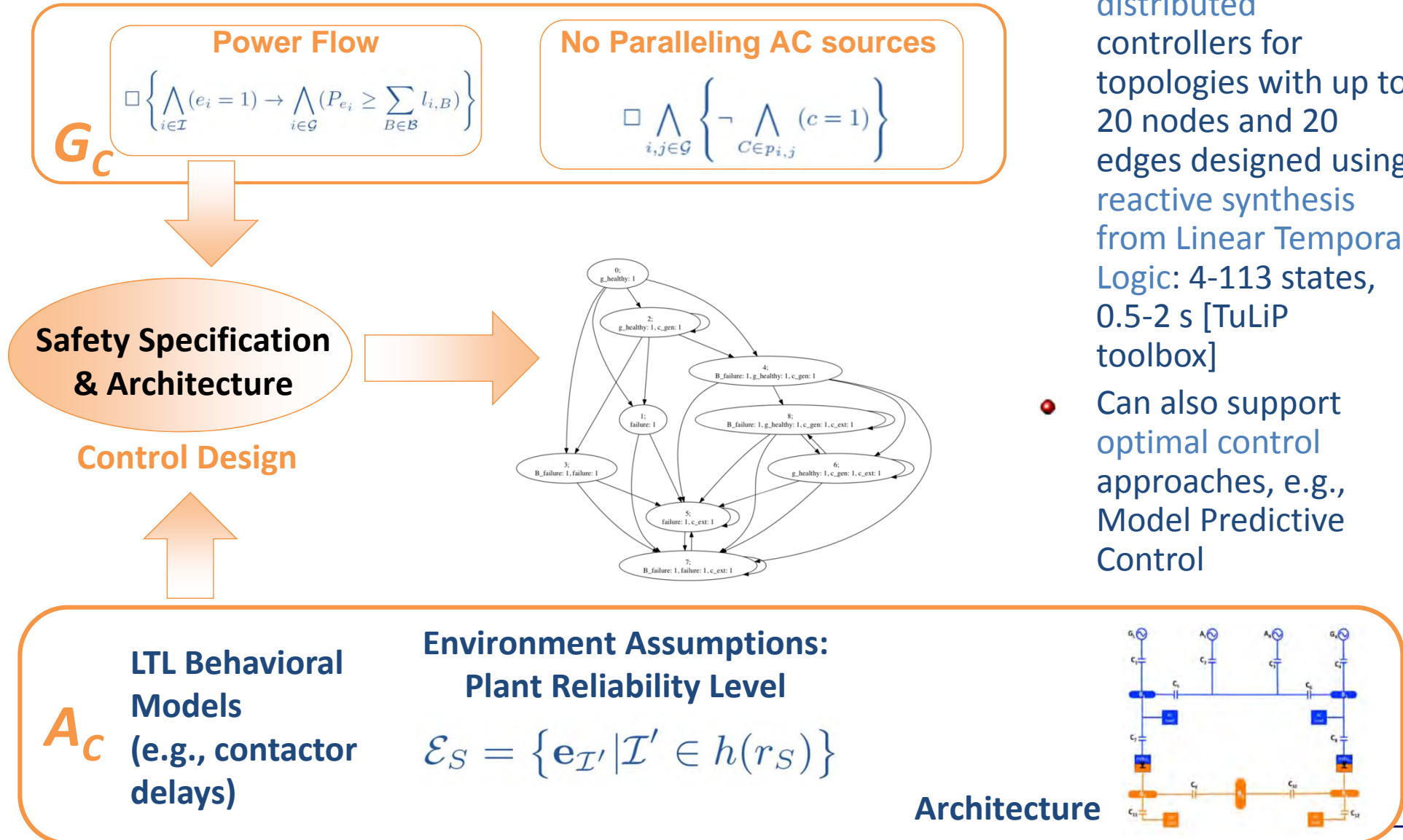
$$\square_{[\tau_i, \infty)} (\diamond_{[0, t_{max}]} (|V_{DC}(t) - V_d| < \epsilon))$$



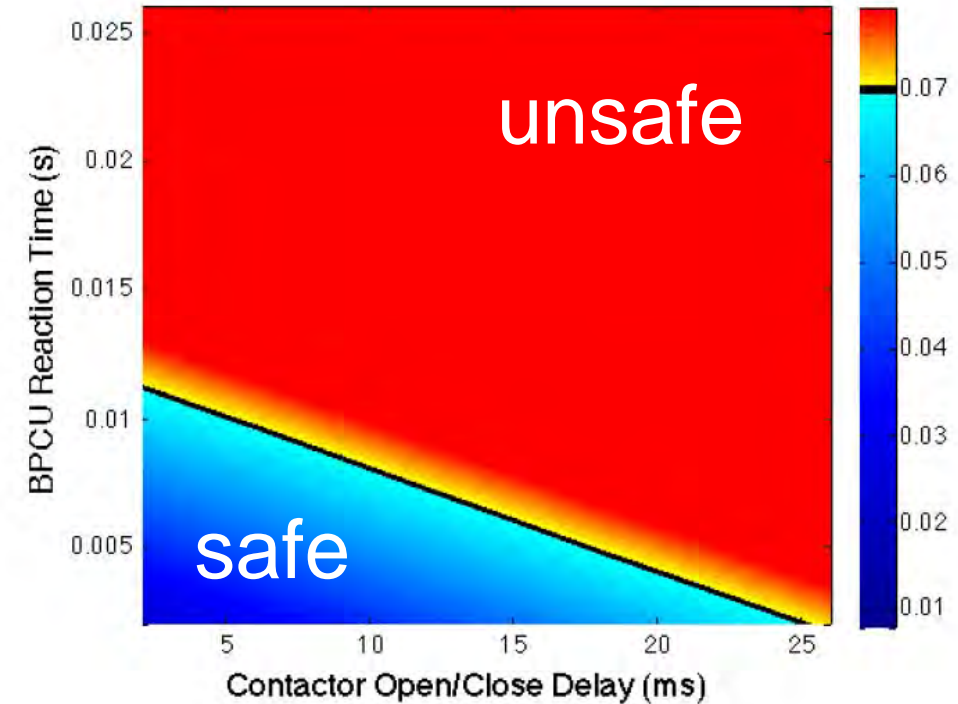
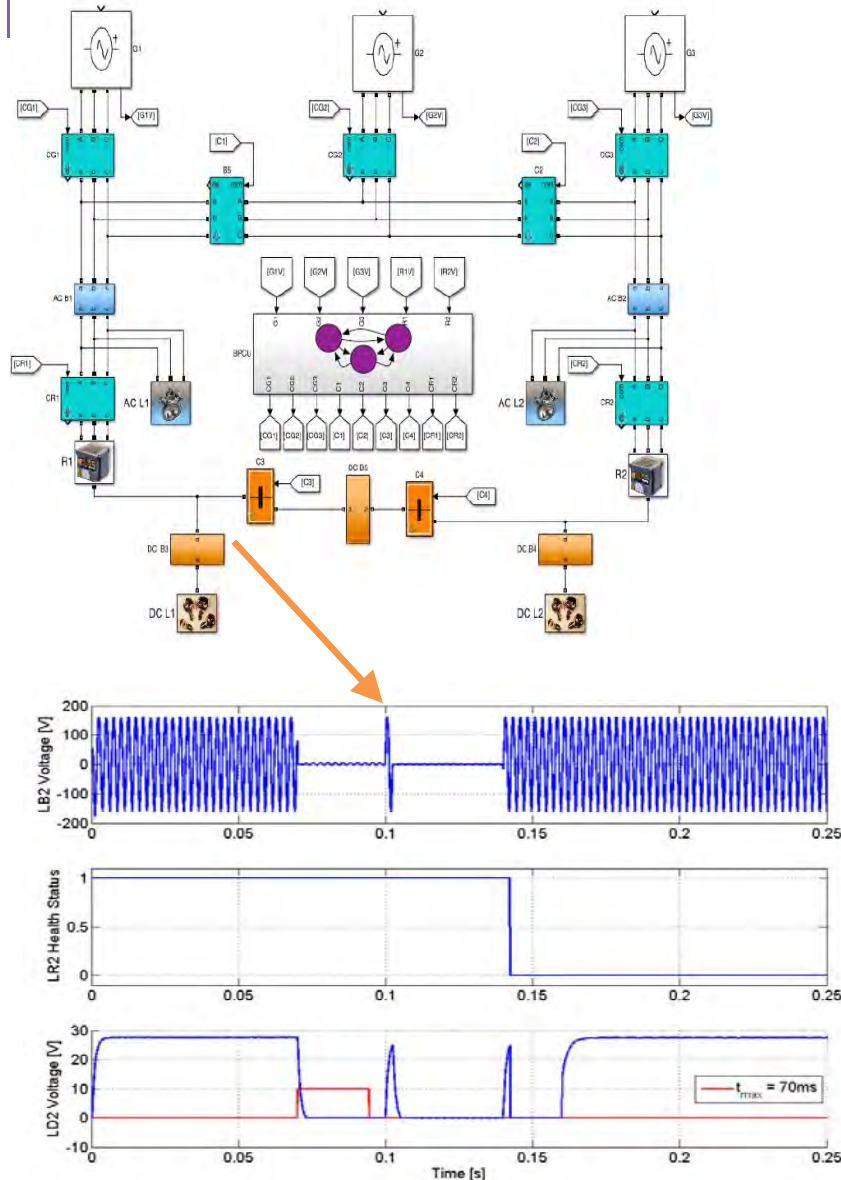
1. No AC bus shall be simultaneously powered by more than one AC source.
2. The aircraft electric power system shall provide power with the following characteristics: 115 +/- 5 V (amplitude) and 400 Hz (frequency) for AC loads and 28 +/- 2 V for DC loads.
3. The failure probability at an essential load must be less than 10^{-9} during a mission.
4. DC buses shall not be unpowered for more than 70 ms.

Methodology and Tools: Control Design

- Centralized and distributed controllers for topologies with up to 20 nodes and 20 edges designed using reactive synthesis from Linear Temporal Logic: 4-113 states, 0.5-2 s [TuLiP toolbox]
- Can also support optimal control approaches, e.g., Model Predictive Control



Methodology and Tools: Control Design



Design Space Exploration: Controller reaction times and contactor delays in the blue region satisfy the requirement [~ 4 h for a 13x13 point grid]

Verification: Timing violation at the DC bus due to a two-generator fault followed by a rectifier fault (worst case scenario)

Methodology and Tools:

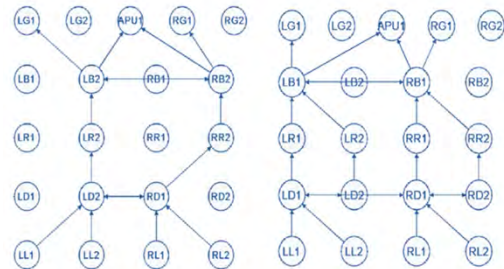
Summary

$$\square \{(\tilde{c} = 1 \wedge c = 0 \wedge (x_C < T_{c_{min}})) \rightarrow (\bigcirc c = 0 \wedge \bigcirc x_C = x_C + \delta)\},$$

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$$\square_{[\tau_i, \infty)} (\diamond_{[0, t_{max}]} (|V_{DC}(t) - V_d| < \epsilon))$$



CHASE

Top-level Specification

$C_{A,syn}$

$C_{C,syn}$

$C_{ver/sim}$

Architecture Design

ARCHEx

Component and Control Design

TuLiP

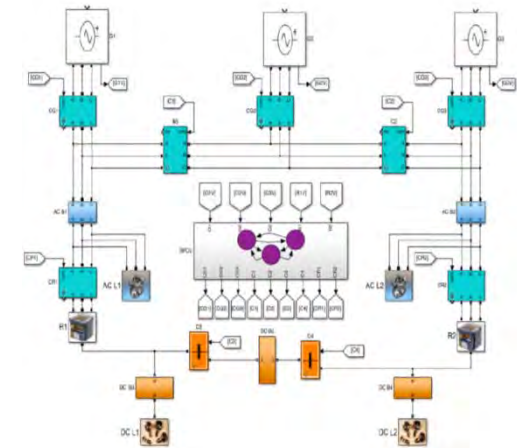
Verification and Simulation-Based Design Space Exploration

MATLAB SIMULINK

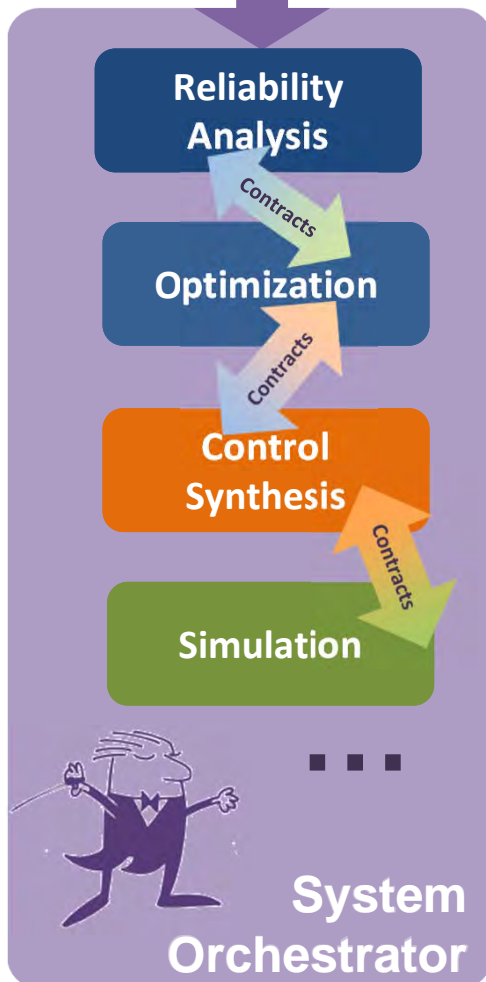
Lower-level Implementation



1. No AC bus shall be simultaneously powered by more than one AC source.
2. The aircraft electric power system shall provide power with the following characteristics: 115 +/- 5 V (amplitude) and 400 Hz (frequency) for AC loads and 28 +/- 2 V for DC loads.
3. The failure probability at an essential load must be less than 10^{-9} during a mission.
4. DC buses shall not be unpowered for more than 70 ms.



Summary of Contributions



- Developed a **cyber-physical system engineering framework** using a platform-based methodology with assume-guarantee contracts to improve design quality, increase productivity, and reduce costs
- Developed a **contract-based** approach as a foundation encompassing both horizontal and vertical integration steps
 - Enable requirement validation and concurrent development of architectures and embedded control algorithms
 - Formalize refinement between heterogeneous models using vertical contracts
- Developed optimization-based **mapping algorithms** combining approximation and customized solvers for efficient design space exploration of large, mixed discrete-continuous design spaces
- Demonstrated methodology, contract framework, and algorithms on **industrial designs** and **transferred technology** to industry

Moving Forward: Expressive Formalisms, Scalable Algorithms, and “Big Data”

Foundations: Need A/G contracts for “richer” specification formalisms

- Support modular design for **hybrid systems**
- Support modular design under uncertainties (**stochastic** contracts)

Algorithms: Need algorithms that reason about combinations of heterogeneous constraints for scalable analysis and synthesis

- Support more **design concerns**, e.g., security and privacy
- Support more **application domains**: smart grids, autonomous systems, swarm systems, smart cities, ...

Data-Driven Design: Closing the loop with data...

- **Design Time:** Use **design data** (e.g., constraint violation) and **operational data** to enrich, validate, and refine components, contracts, and requirements
- **Run Time:** Support modeling, analysis, and design of **learning-based systems**



Questions?

