



PHOENIX INTEGRATION

2018 International Users' Conference

April 17 – 19, 2018

Annapolis, Maryland | USA



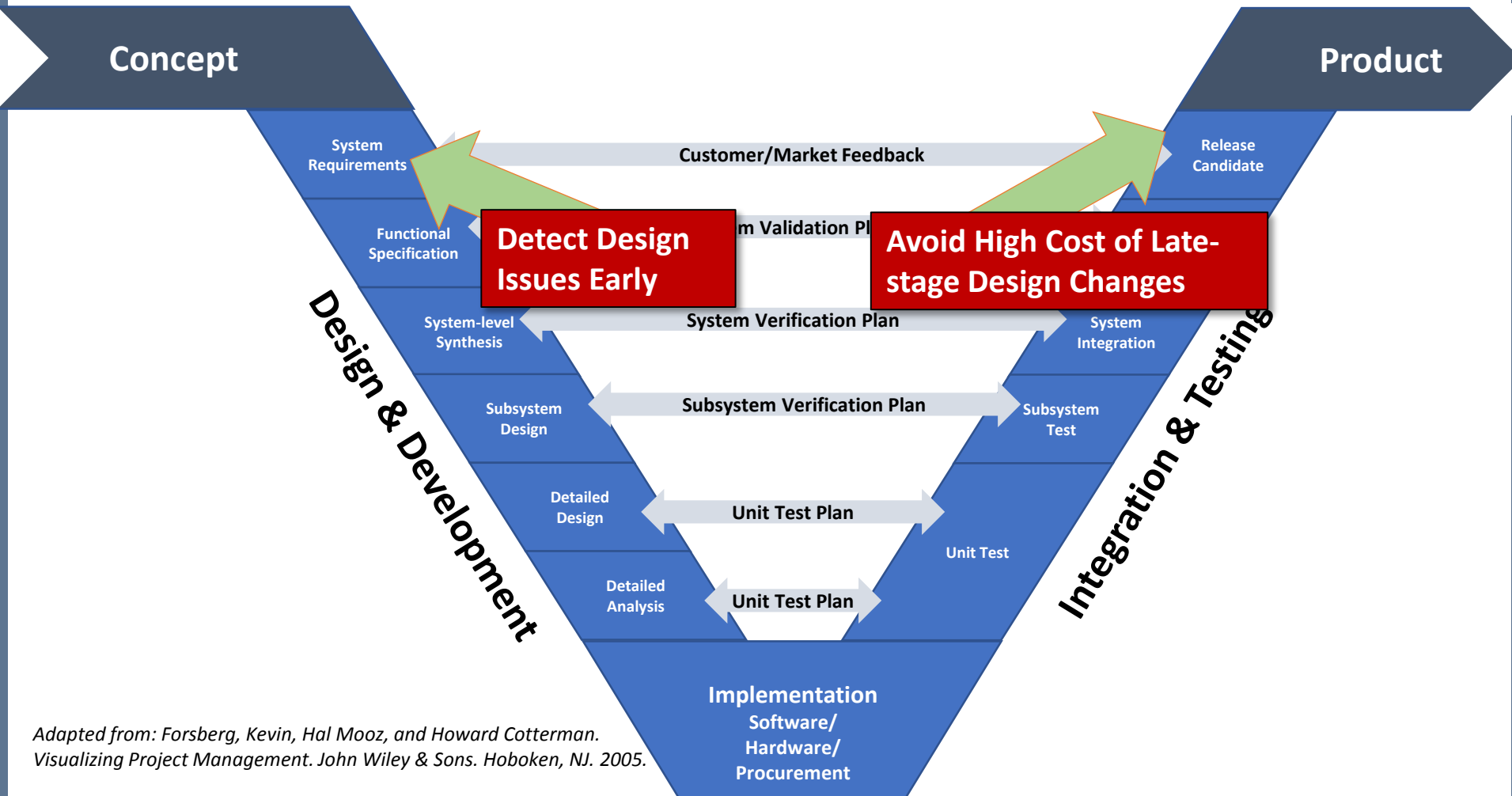
A Better Design with Model-Based Systems Engineering Functional Verification using System-Level Modeling

Paul Goossens, VP, Engineering Solutions, Maplesoft

Hisashi Miyashita, Director MBSE, Maplesoft

Andy Ko, Ph.D., Manager of Engineering Services, Phoenix Integration

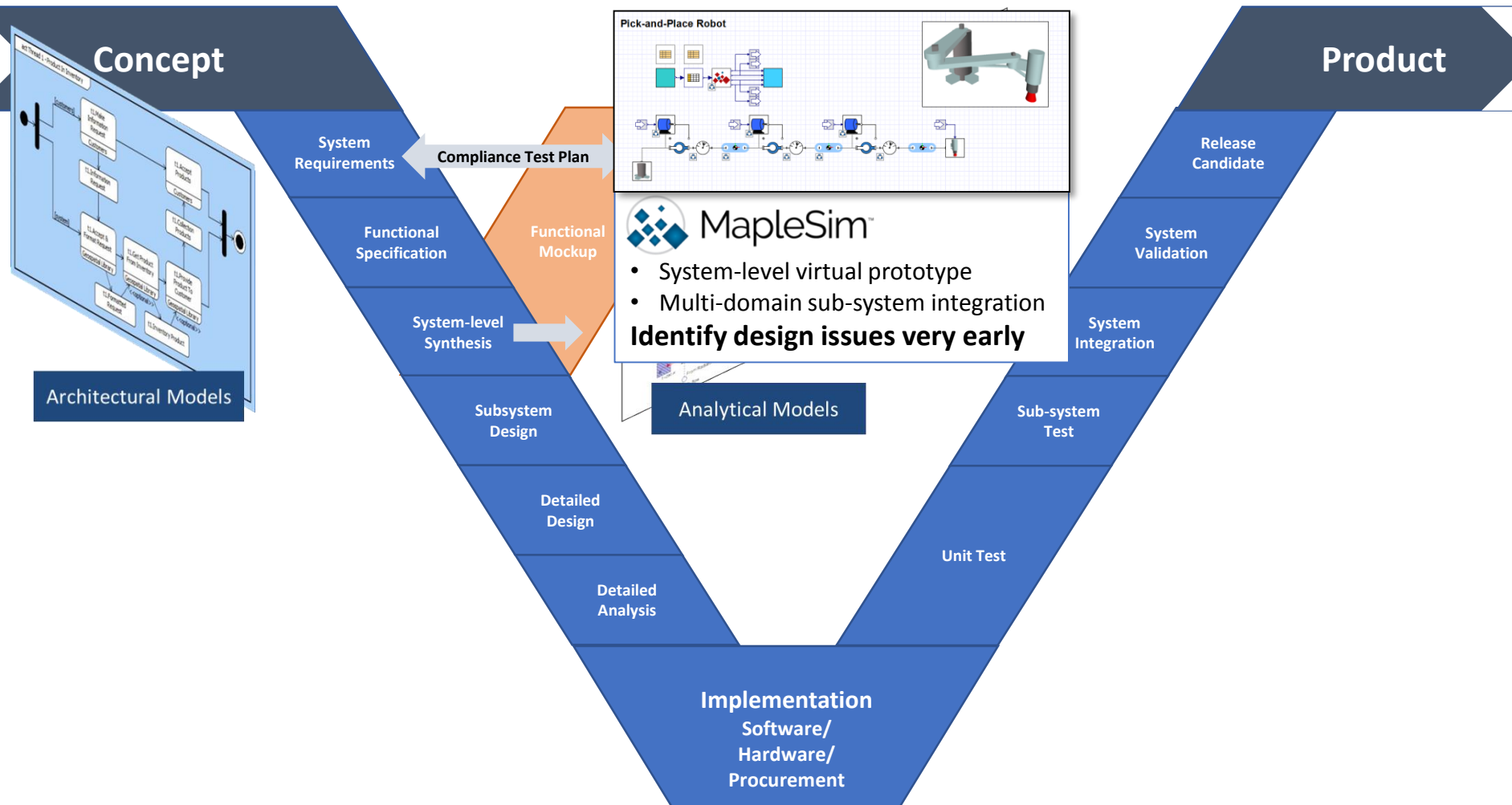
Systems Design & Development Process



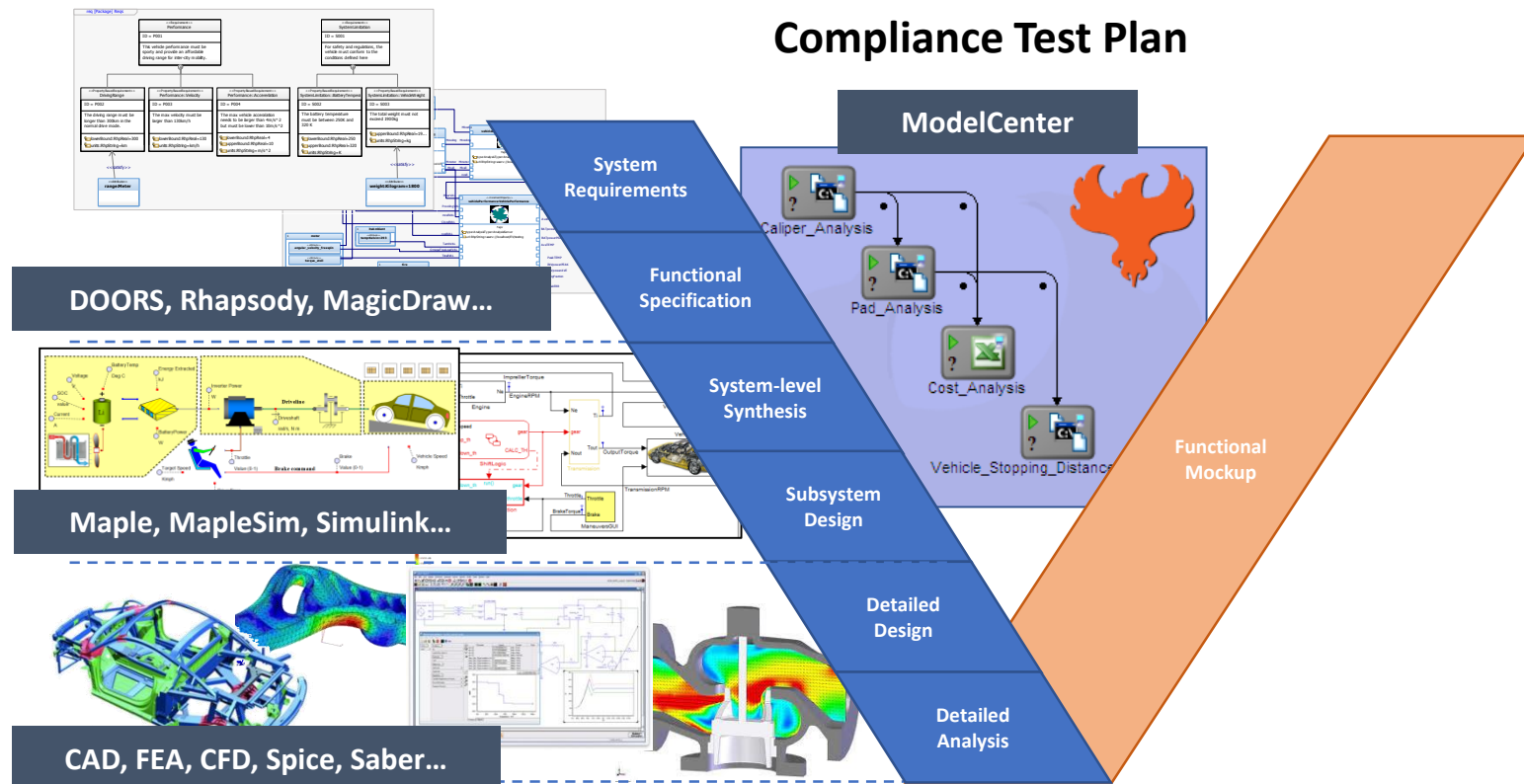
Adapted from: Forsberg, Kevin, Hal Mooz, and Howard Cotterman.
Visualizing Project Management. John Wiley & Sons. Hoboken, NJ. 2005.

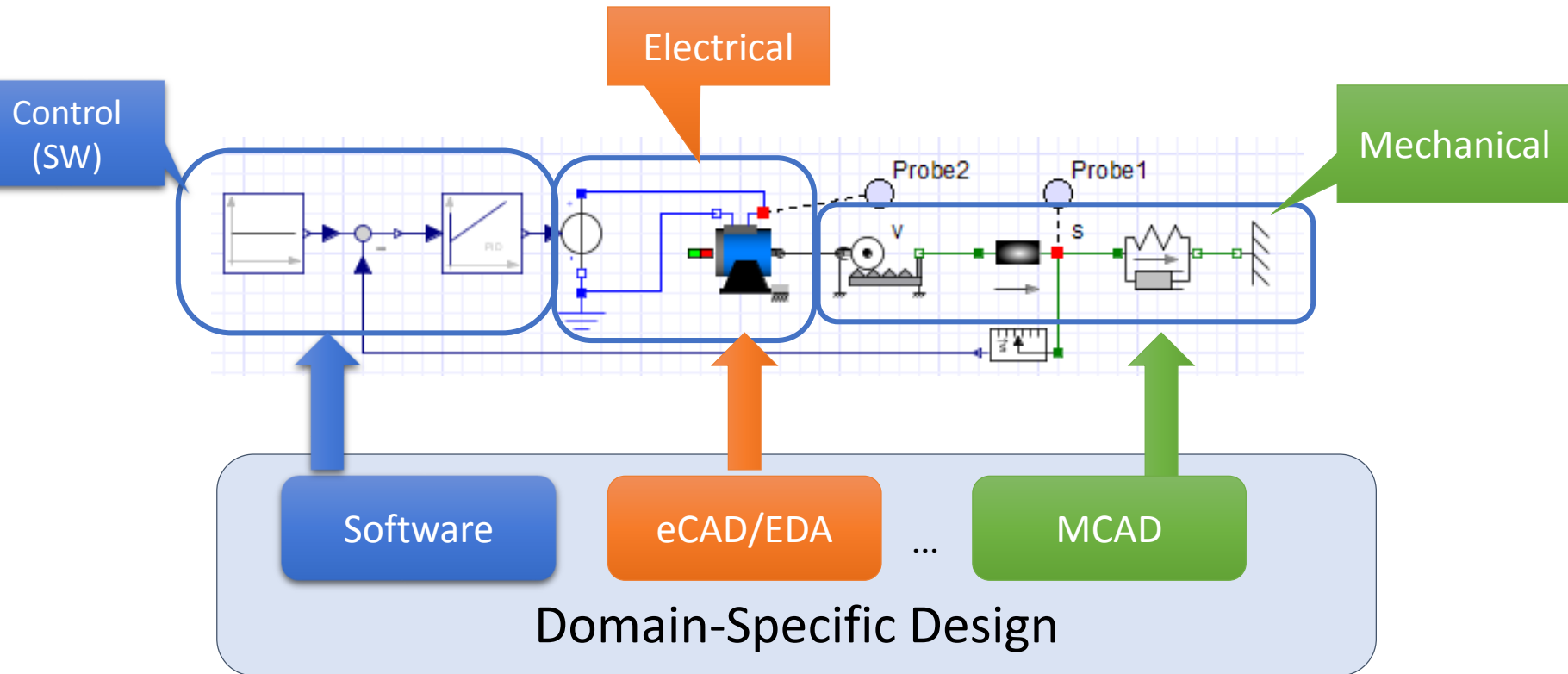
Systems Design & Development Process

Functional Verification



Systems Design & Development Process Functional Verification

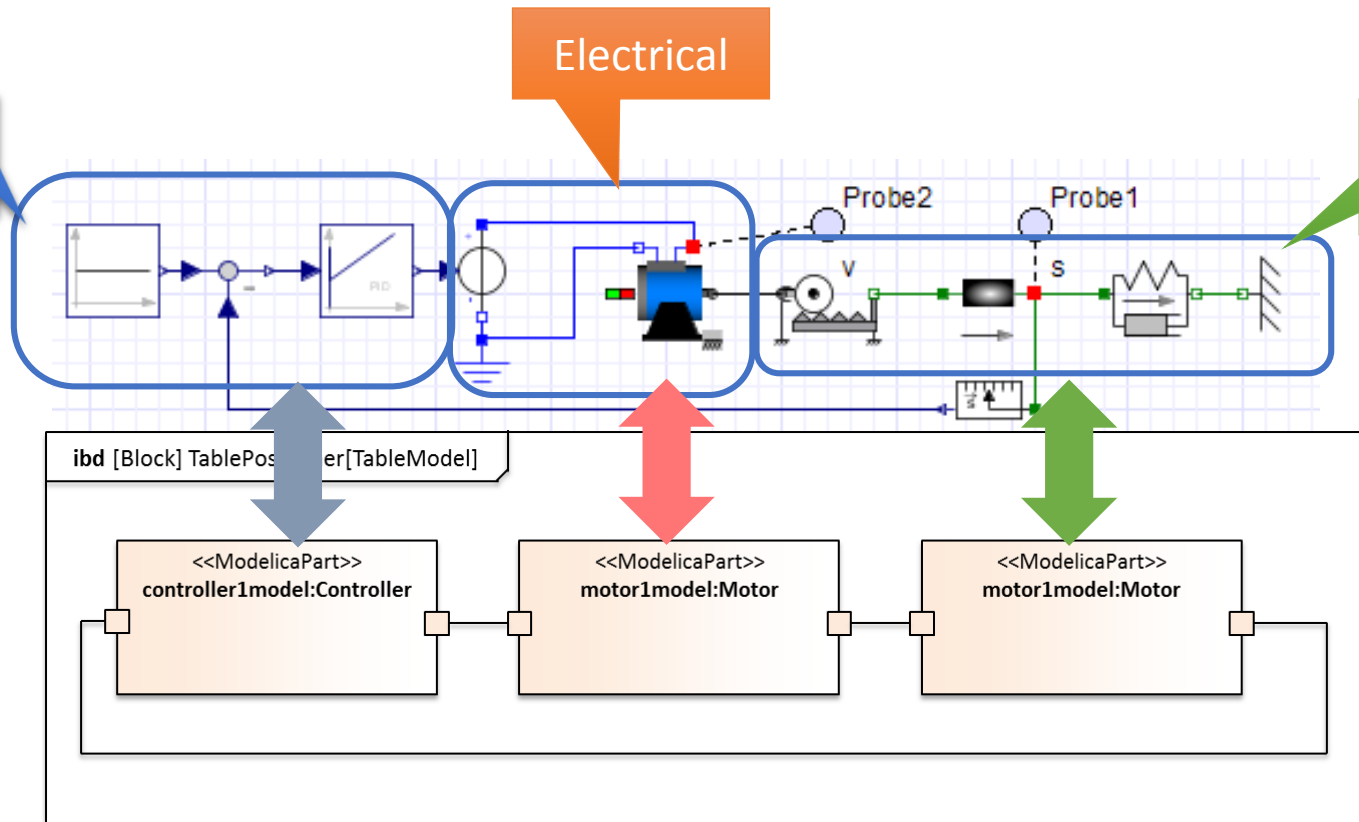




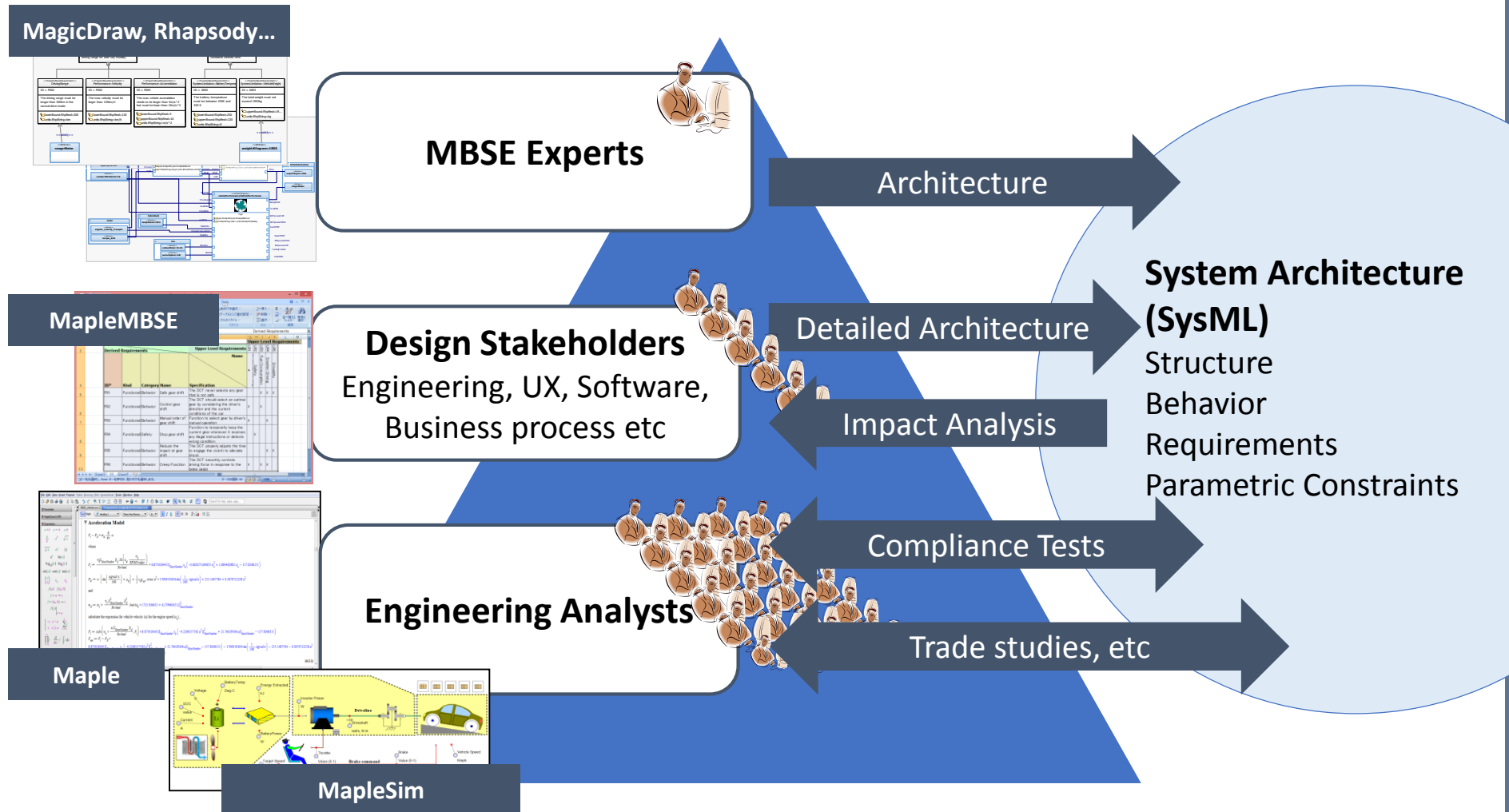
Control
(SW)

Electrical

Mechanical



How to scale MBSE beyond “Expert use”?



...many stakeholders need to do “modeling”

The aim of Systems Engineering is for many stakeholders to collaborate across many disciplines, so modeling tools for non-experts are vital

**Integrate models with
commonly used
spreadsheet interface**

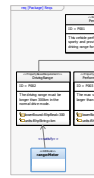
Req.
Analysts



Electronics
Engineer



Project
Manager



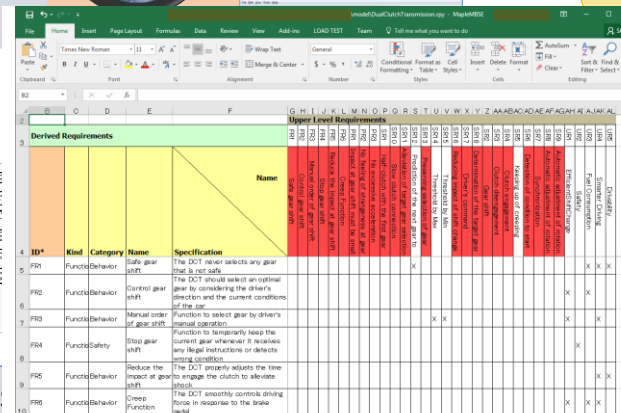
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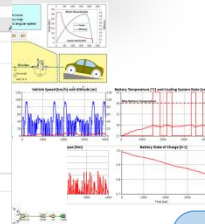
Engineer



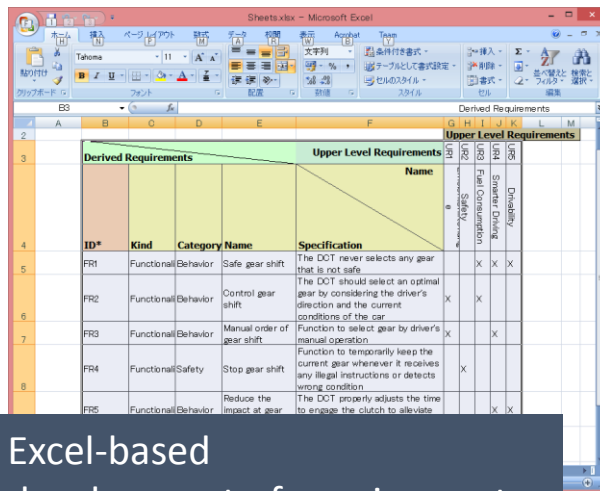
Software
Engineer

ID*	Kind	Category	Name	Specification
FR1	Function	Behavior	Shift gear	The DCT never selects any gear that is not safe.
FR2	Function	Behavior	Control gear shift	The DCT should select an optimal gear by considering the driver's selection and the current conditions of the car.
FR3	Function	Behavior	Manual order of gear shift	Function to select gear by driver's manual operation.
FR4	Function	Safety	Stop gear shift	Function to temporarily keep the current gear whenever it receives any legal instructions or detects wrong condition.
FR5	Function	Behavior	Reduce the impact at gear shift	The DCT property adjusts the time impact at gear shift to eliminate shock.
FR6	Function	Behavior	Control driving force in response to the brake pedal	The DCT intelligently controls driving force in response to the brake pedal.



MapleMBSE



Derived Requirements					Upper Level Requirements			
ID*	Kind	Category	Name	Specification	UC1	UC2	UC3	UC4
FR1	Functional Behavior	Safe gear shift	The DOT never selects any gear that is not safe		X	X	X	
FR2	Functional Behavior	Control gear shift	The DOT should select an optimal gear by considering the driver's direction and the current conditions of the car		X	X		
FR3	Functional Behavior	Manual order of gear shift	Function to select gear by driver's manual operation		X		X	
FR4	Functional Safety	Stop gear shift	Function to temporarily keep the current gear whenever it receives any illegal instructions or detects wrong condition		X			
FR5	Functional Behavior	Reduce the impact at gear	The DOT properly adjusts the time to engage the clutch to alleviate			X	X	

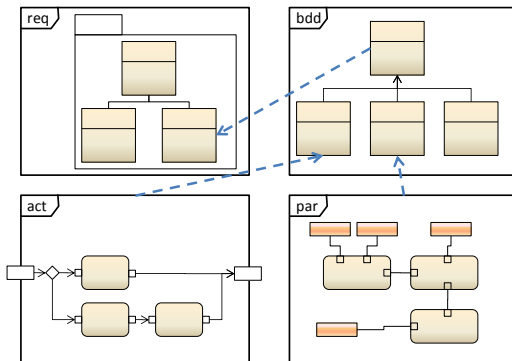
Excel-based
development of requirements

- Intuitive, spreadsheet-based UI for entering detailed system design definitions
 - Structures
 - Behaviors
 - Requirements
 - Parametric constraints
- Integration with standard MBSE platforms (eg Rhapsody, MagicDraw) for rapid impact analysis of design changes, eg conflicting requirements
- Optimized views for specific tasks
 - Impact Analysis of Requirements
 - FMEA: Failure Mode & Effects Analysis
 - Trade-off studies
 - Structure analysis (Design Structure Matrix)

Andy Ko

Design Verification with ModelCenter

Systems Engineering: Architectural Model

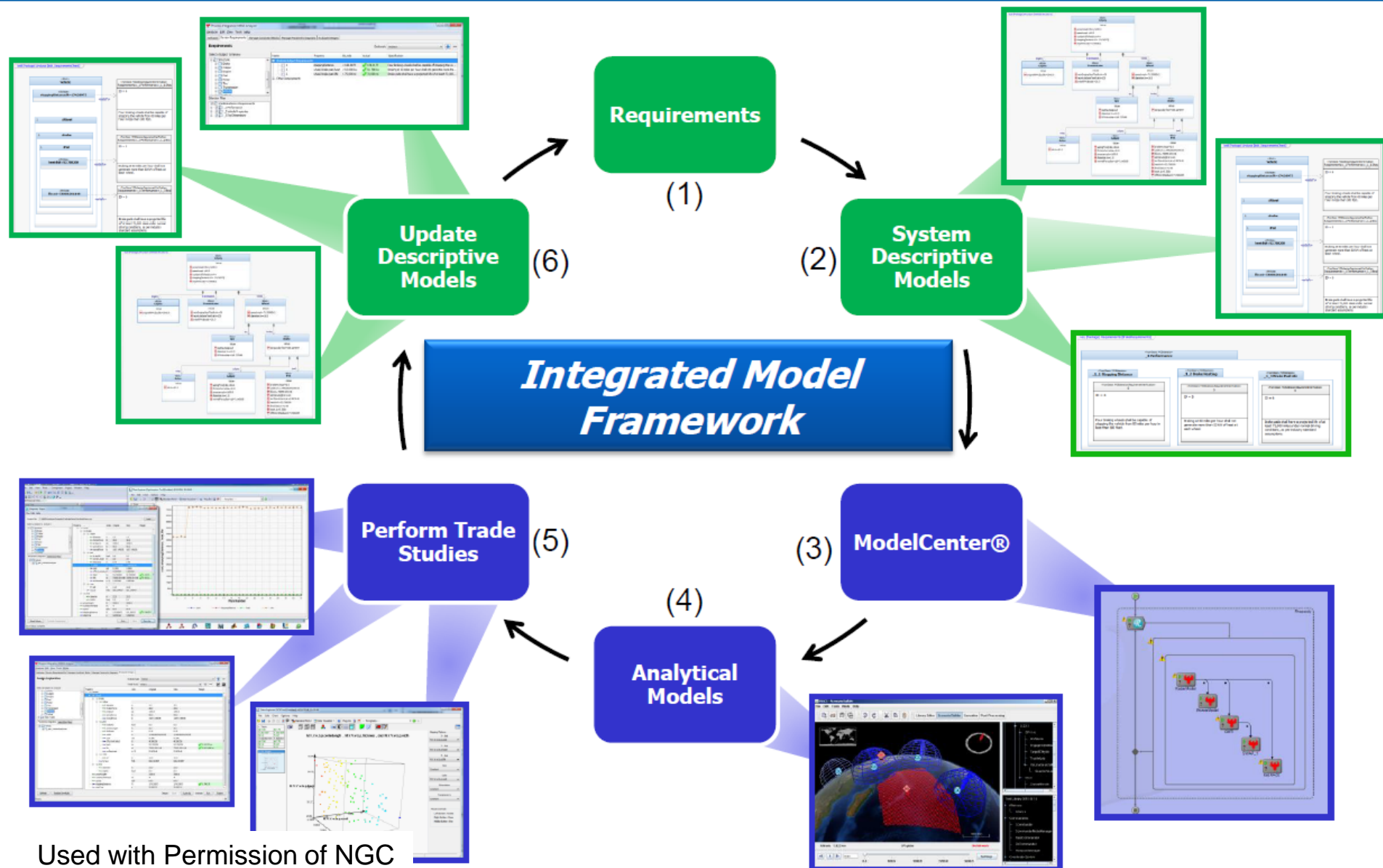
[illegible]

Engineering Analysis

- Connect systems architecture models with engineering analyses to calculate system performance, check requirements, and perform design trade-offs
- Capabilities
 - Execute SysML parametric diagrams to evaluate designs
 - Perform requirements compliance analysis using modeling and simulation
 - Perform design trade-off studies
 - Update SysML models with analysis results
 - Import engineering analyses into a SysML model

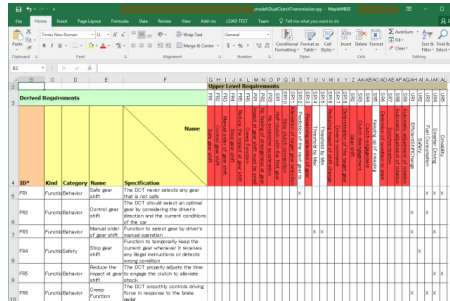
Integrated Model Framework Example

Descriptive to Analytical and Back

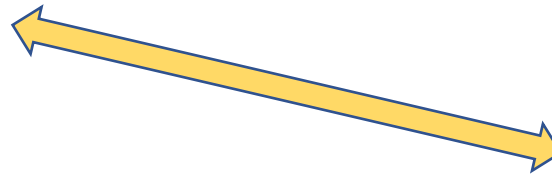


Example Scenario

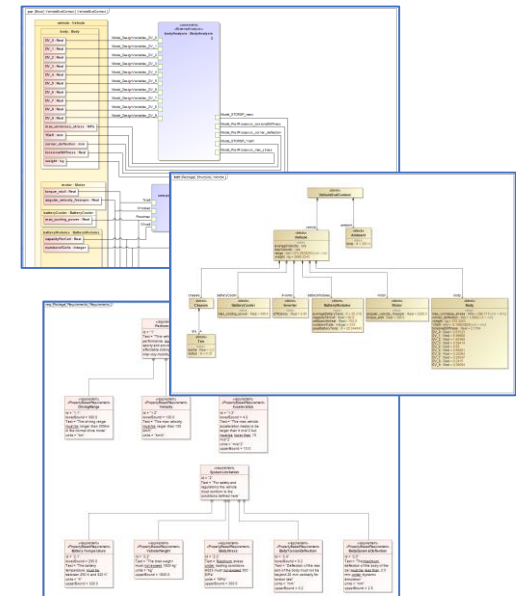
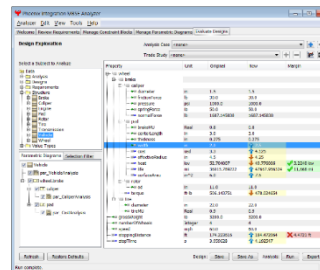
Maple MBSE



Req ID	Req Text	Parent Req	Child Req	Req Type	Req Status	Req Category	Req Priority	Req Date	Req Author	Req Reviewer	Req Approved	Req Comments
1	System shall have a top level efficiency of at least 80%.			Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	
2	System shall have a top level efficiency of at least 80%.	1		Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	
3	System shall have a top level efficiency of at least 80%.	1		Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	
4	System shall have a top level efficiency of at least 80%.	1		Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	
5	System shall have a top level efficiency of at least 80%.	1		Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	
6	System shall have a top level efficiency of at least 80%.	1		Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	
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10	System shall have a top level efficiency of at least 80%.	1		Functional	Approved	System	High	2018-01-01	John Doe	Jane Smith	Yes	

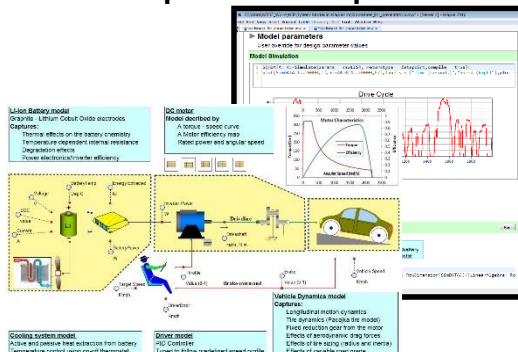


MBSE Pak



Systems Model

Maple & MapleSim



Analytical Model

Multi-domain System-level Dynamics

Li-ion Battery model

Graphite - Lithium Cobalt Oxide electrodes

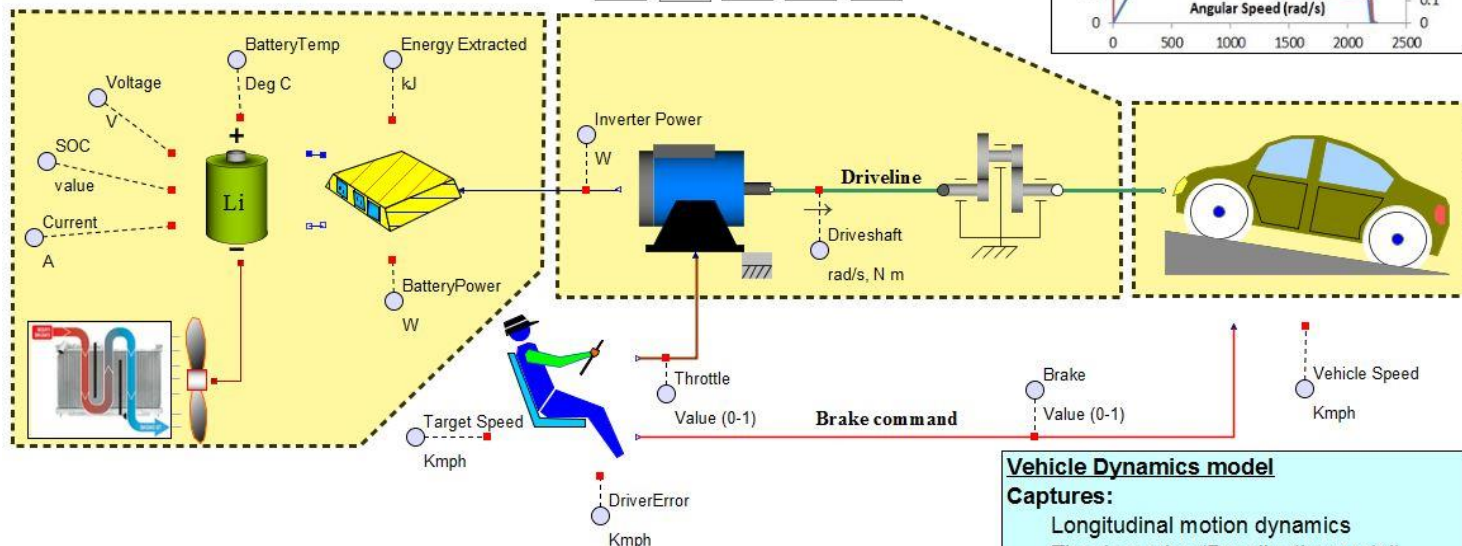
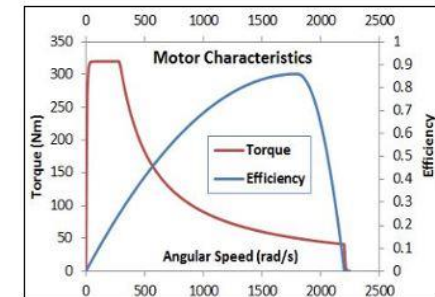
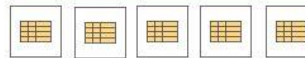
Captures:

- Thermal effects on the battery chemistry
- Temperature dependent internal resistance
- Degradation effects
- Power electronics/Inverter efficiency

DC motor

Model described by

- A torque - speed curve
- A Motor efficiency map
- Rated power and angular speed



Cooling system model

- Active and passive heat extraction from battery
- Temperature control using on-off thermostat

Driver model

- PID Controller
- Tuned to follow predefined speed profile

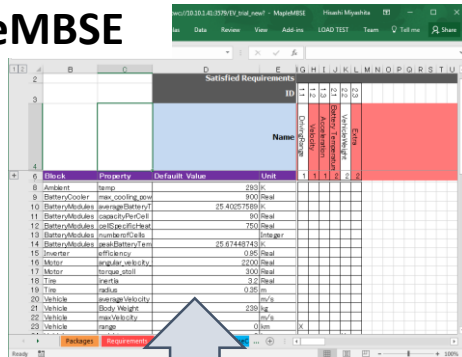
Vehicle Dynamics model

Captures:

- Longitudinal motion dynamics
- Tire dynamics (Pacejka tire model)
- Fixed reduction gear from the motor
- Effects of aerodynamic drag forces
- Effects of tire sizing (radius and inertia)
- Effects of variable road grade

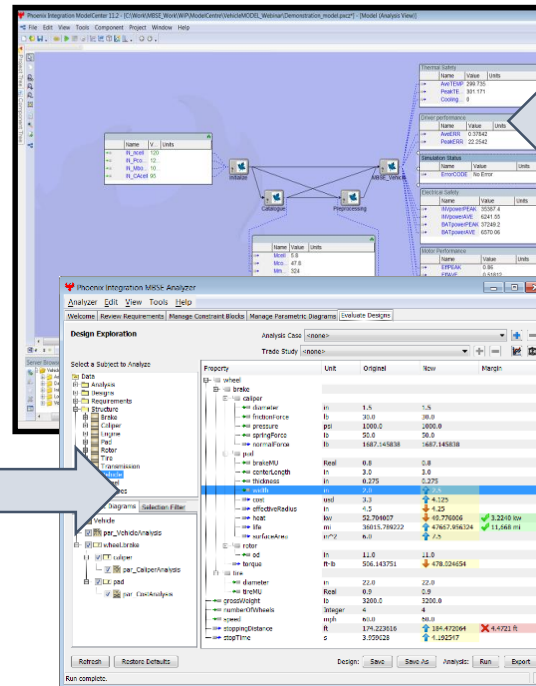
Requirements Compliance Testing

MapleMBSE

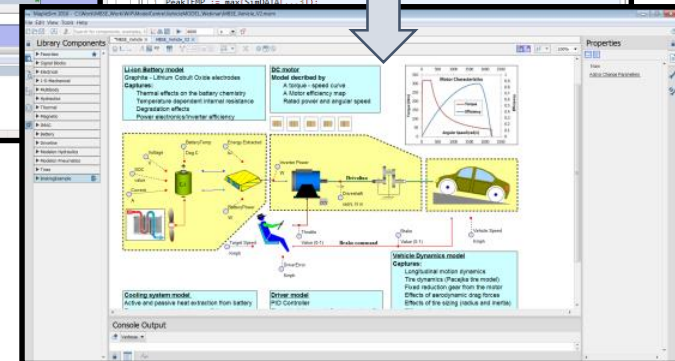
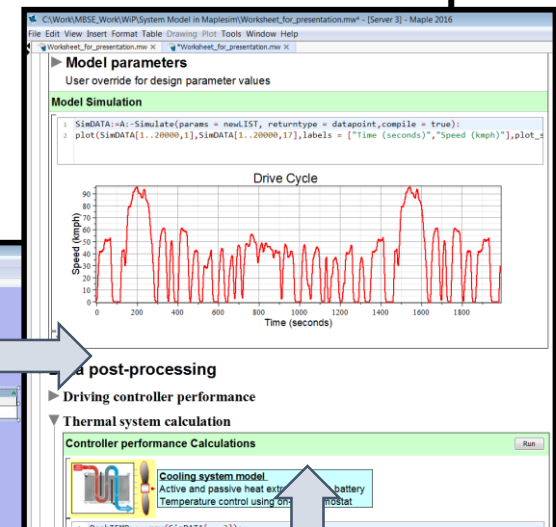


Check	Properties	Default Value	Unit
9 Ambient	Temp	293.15	K
9 BatteryCooler	max_cooling_rate	900	W/K
10 BatteryModules	nominalVoltage	25.402756	V
11 BatteryModules	nominalCapacity	80	Ah
12 BatteryModules	nominalVoltage	750	V
13 BatteryModules	nominalCapacity	100	Ah
14 BatteryModules	nominalVoltage	25.41448143	V
15 Switcher	efficiency	0.95	
16 Motor	nominal_voltage	2200	V
17 Motor	nominal_capacity	300	Ah
18 Tire	radius	0.305	m
19 Tire	radius	0.305	m
20 Vehicle	nominal_voltage	2200	V
21 Vehicle	nominal_capacity	300	Ah
22 Vehicle	nominal_voltage	2200	V
23 Vehicle	nominal_capacity	300	Ah

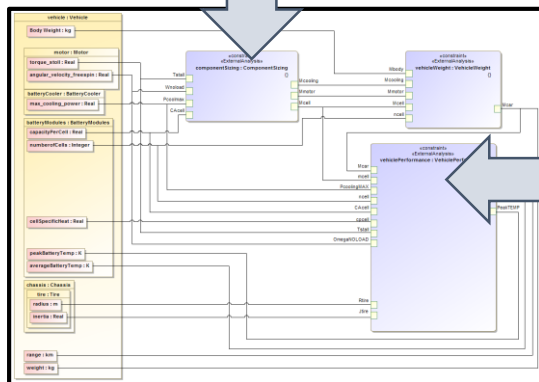
Phoenix ModelCenter
with MBSEpak



Maple



MapleSim

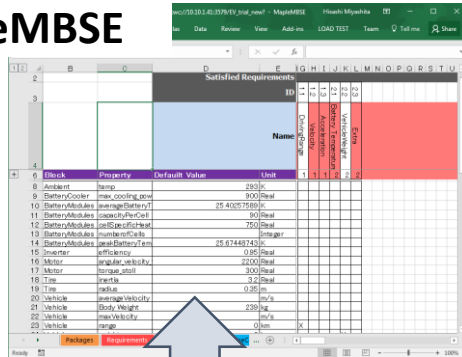


Cameo Systems Modeler



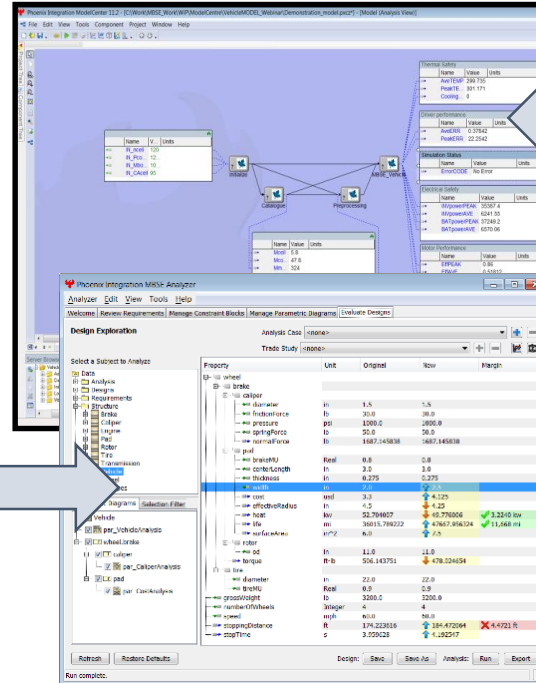
Requirements Compliance Testing

MapleMBSE

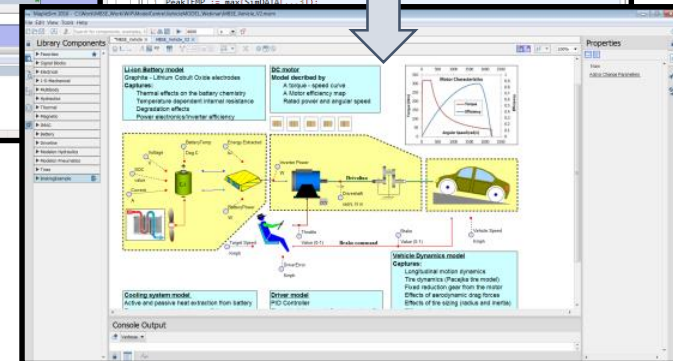
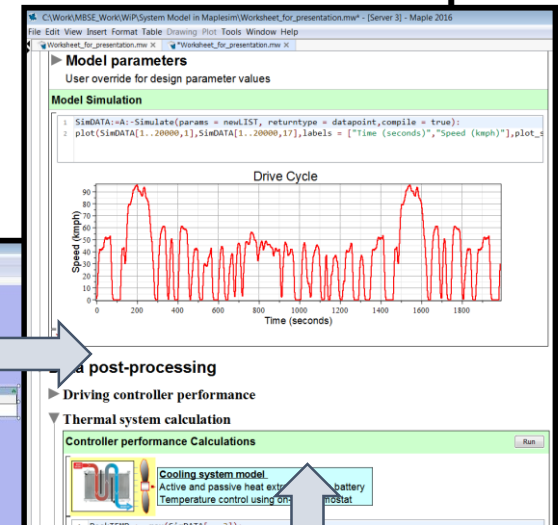


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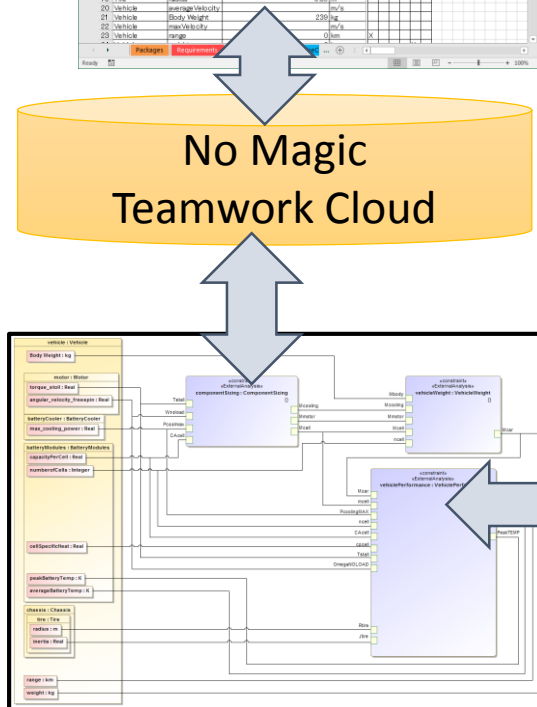
Phoenix ModelCenter
with MBSEpak



Maple



MapleSim



Cameo Systems Modeler

Summary

- MBSE: Proven business methodology for managing design complexity, risk and costs
- MapleMBSE provides Excel-based UI for detailed product definition by a wide range of stakeholders, while maintaining integration with SysML architectural model
- MapleSim provide rapid functional mockups for verification of complex multidomain dynamic systems
- ModelCenter brings everything together for rapid requirements-compliance testing, trade-off studies, and impact analysis due to changes in design requirements
- **Convergence of tools helps realize the V process**



Maplesoft
Engineering
Solutions

Thank You Questions?

