



3DEXPERIENCE®

Model Based Systems Engineering

Matti Koskipää

Agenda

Why Systems Engineering

Systems Engineering V-model and layers

Systems Engineering Frameworks and Methods

Implementing Systems Engineering

How you should use Systems Engineering

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Why Systems Engineering

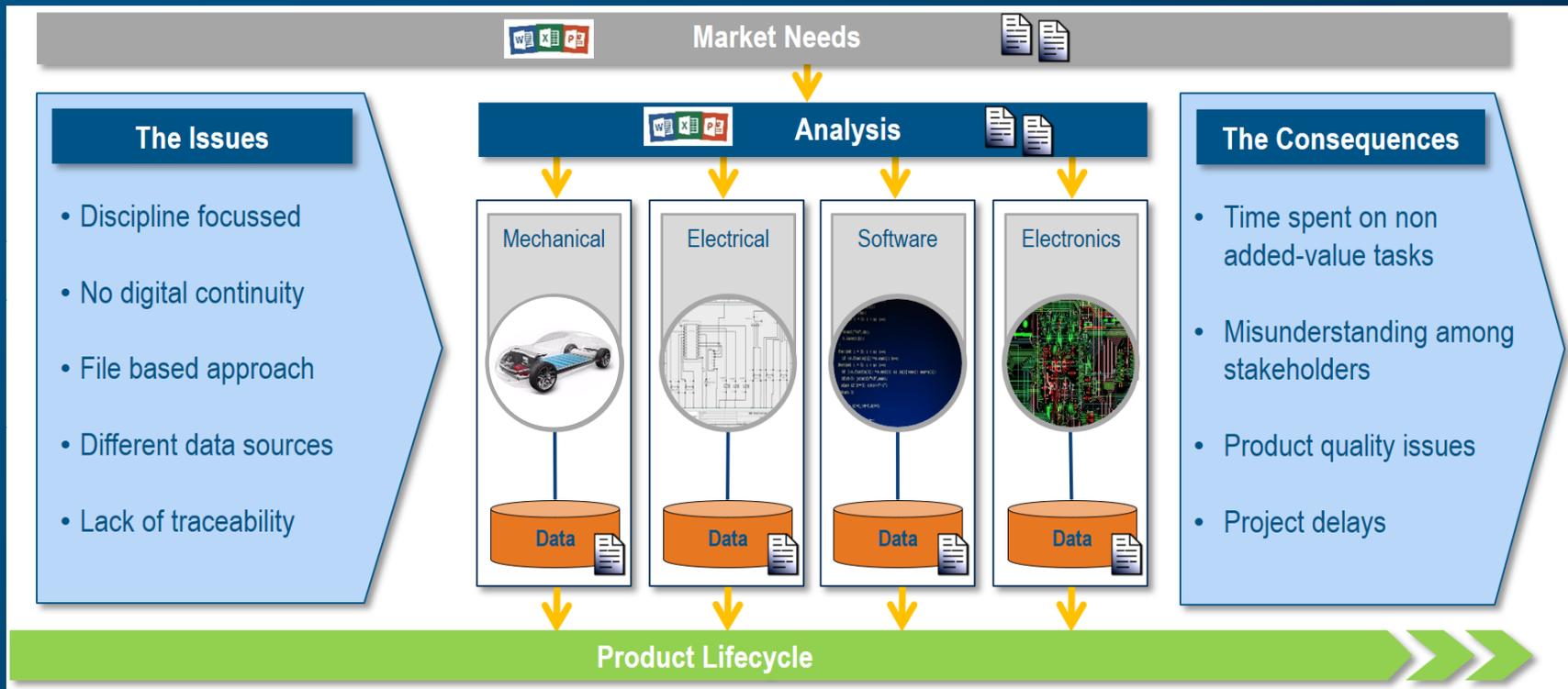
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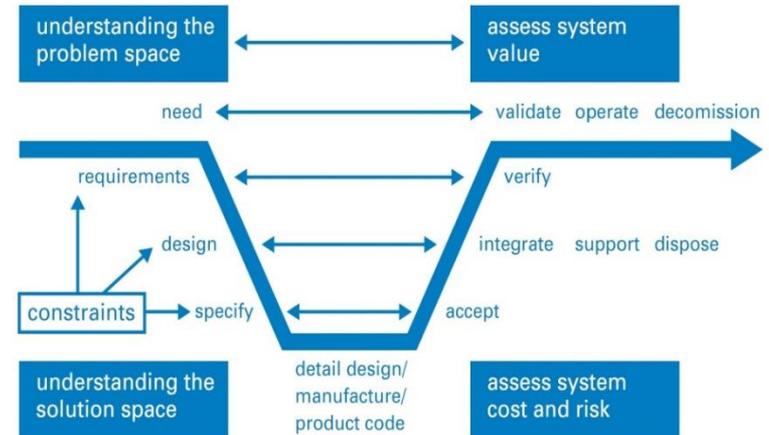
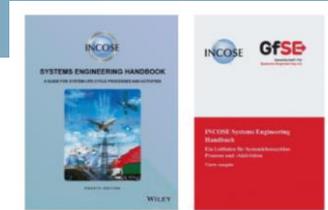
A Key Problem – Thinking in “Discipline Silos”



What is Systems Engineering?

Systems engineering is a holistic and systematic interdisciplinary approach and means to enable the realization of successful systems in large projects and connected worlds
Based on multi-industry best practices framework: ISO15288

- **Understanding the problem** before jumping into the solution (stakeholder needs, context, use cases, behavior)
- **Strong focus on customer needs** and required functionality **for all product lifecycle phases**
- Considering the **complete problem** incl. operations, performance, test, manufacturing, cost & schedule, training & support, maintenance, disposal
- Reducing complexity by **decomposing** the system of interests into subsystems with **clearly defined** functions, interactions, responsibilities,...



Source: INCOSE

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Systems Engineering Overview

What to do?



Define activities to achieve a particular objective

supported by

support

How to do?



Defines techniques to perform processes activities

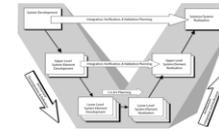
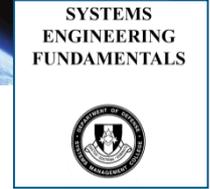
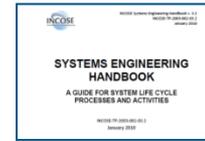
supported by

support

With what?



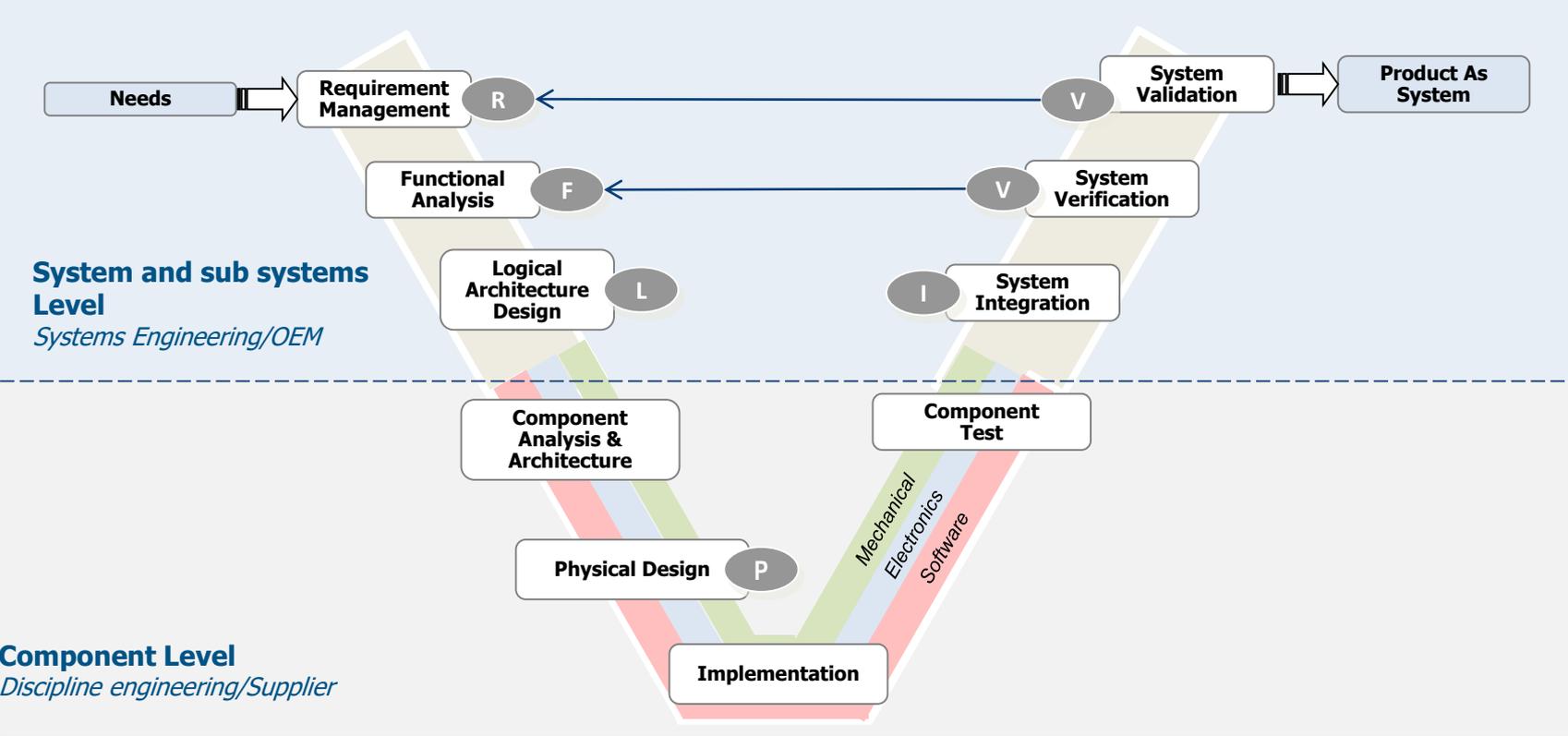
Improve the efficiency of activities through methodology



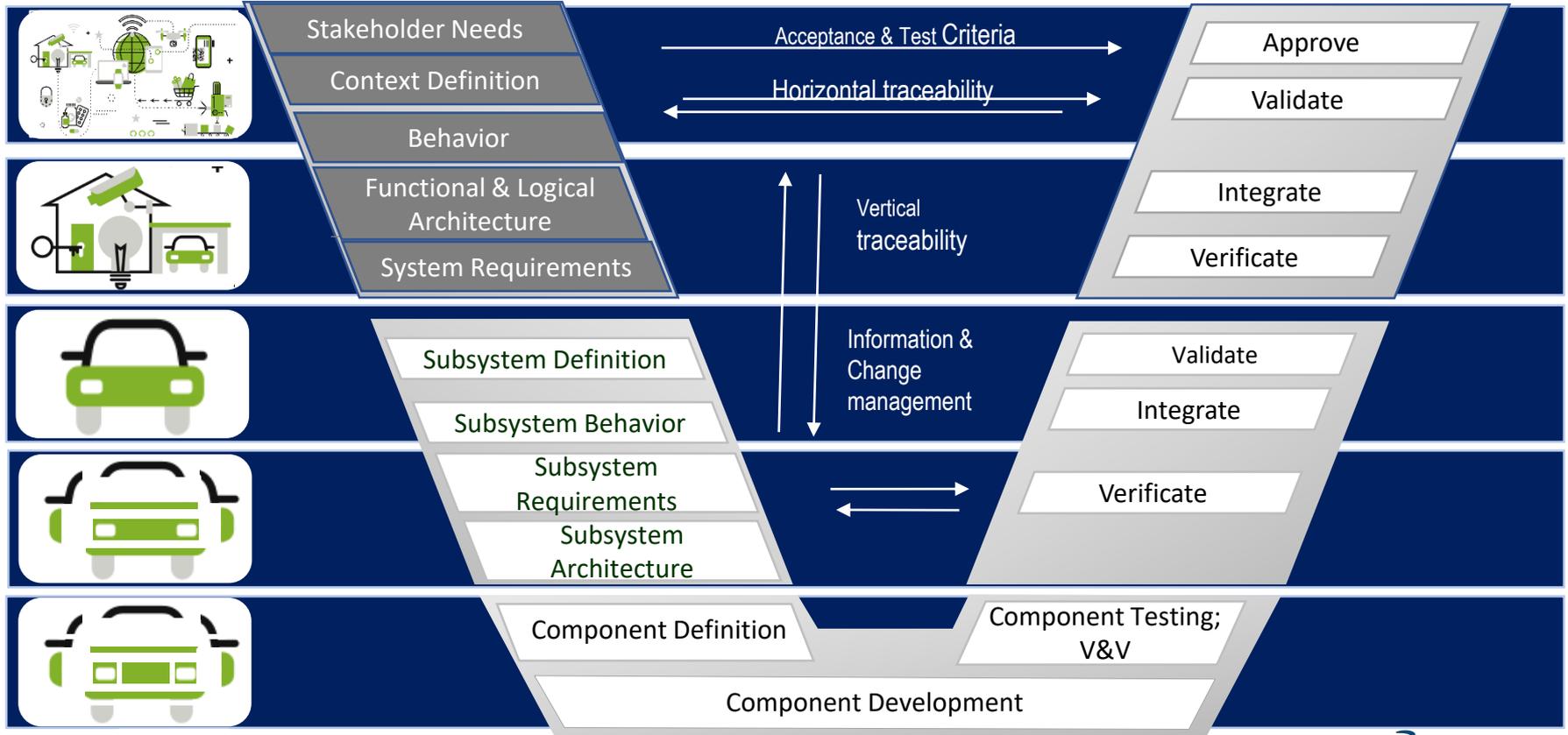
	States	Static	Dynamic	Topology	Requirements
Mission					
Service					
Functional					
Component					



Systems Engineering V-model



Systems Engineering V-model in more details



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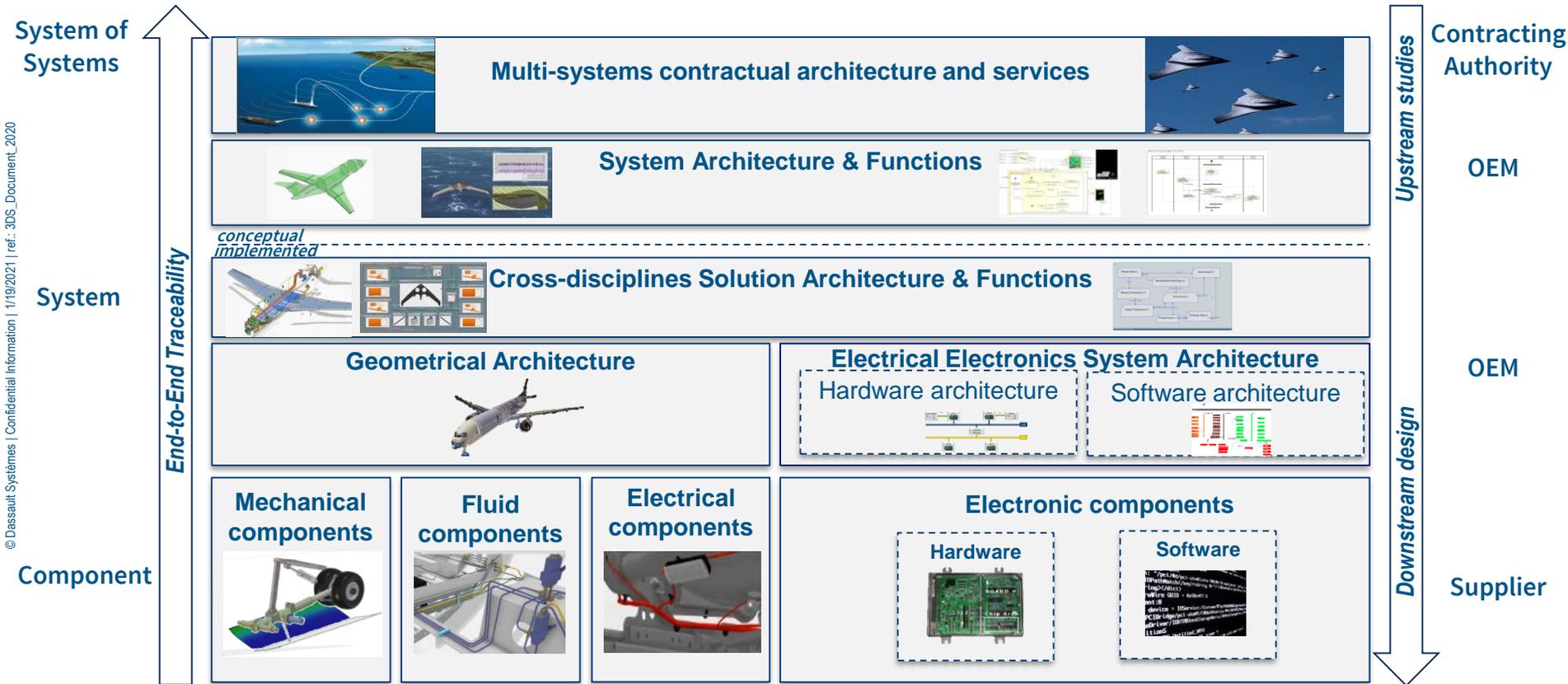
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Cyber Systems framework



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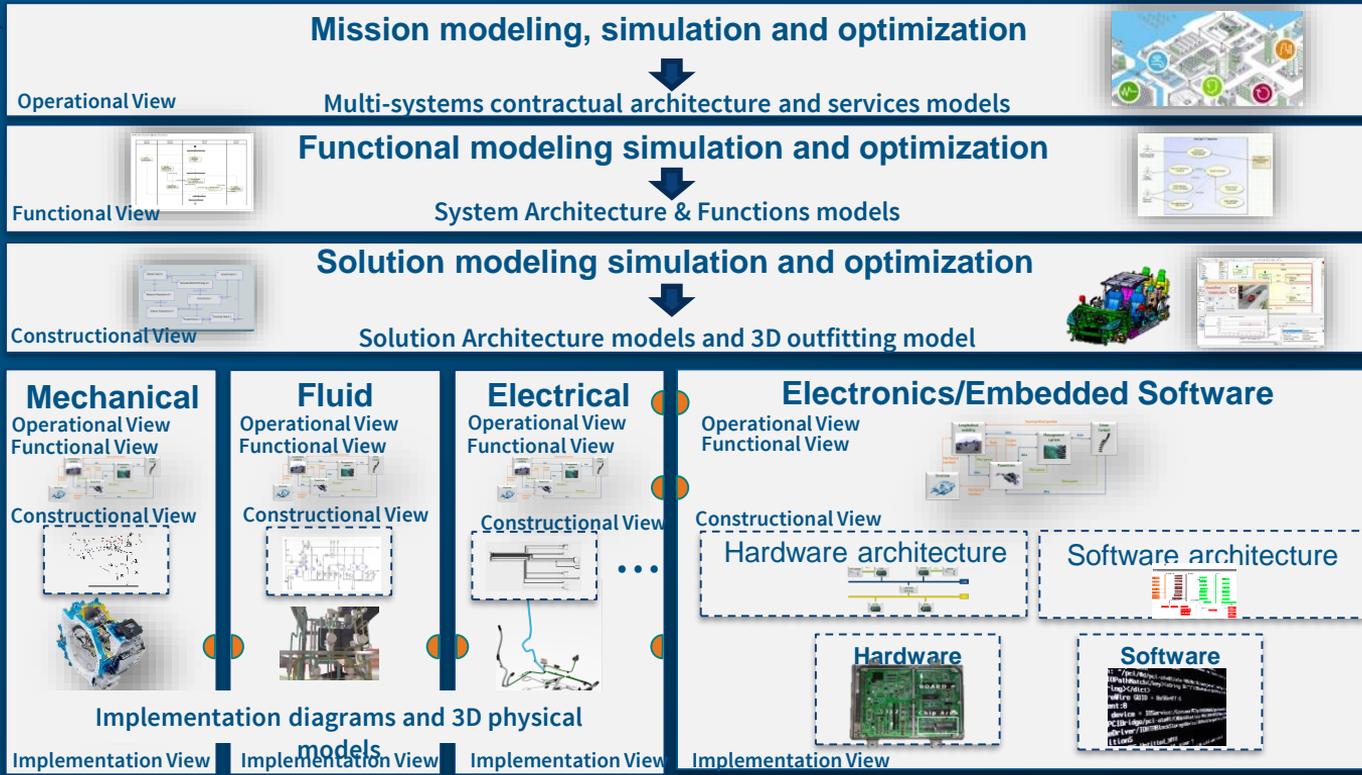
CYBER PHYSICAL SYSTEM = System of Interest = Sol

System of Systems

Cyber Physical System

Sub Systems

End-to-End Traceability



Upstream studies

Downstream design

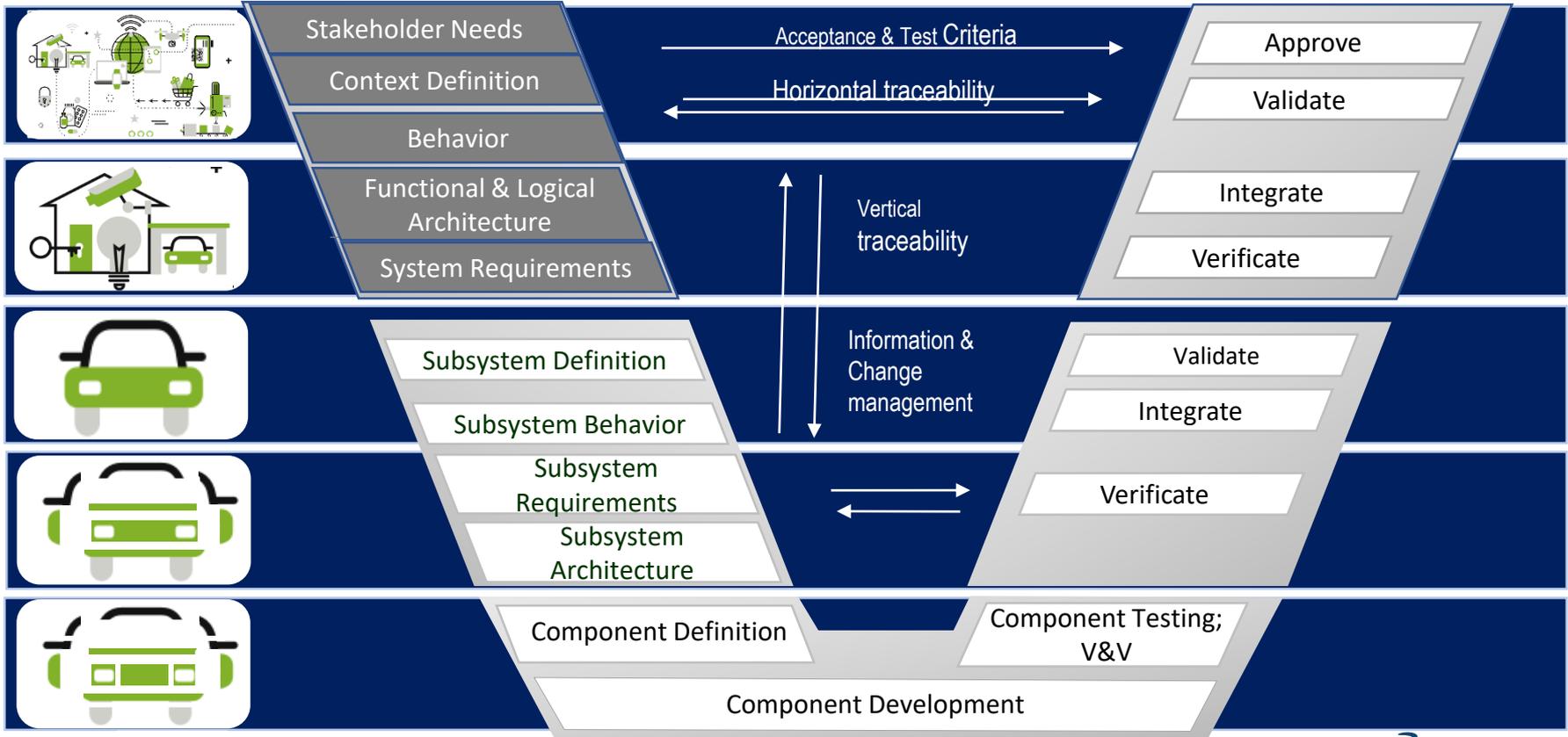
Contracting Authority

OEM

OEM

Supplier

Systems Engineering V-model in more details



Domains		Pillars				
		Requirements	Behavior	Structure	Parameters	Safety
Problem	Black Box	Stakeholder Needs	Use Cases	Context	Measurements of Effectiveness	PRA
	White Box		Functional Analysis	Logical Subsystems/ Geographic zones	MoEs of Subsystems	FMEA FTA
Solution		System Requirements	System Behavior	System Structure/ Space reservation	System Parameters	FMEA FTA
		Sub-system...
		Component...	Component Behavior	Product Structure/ Space reservation	Component Parameters	FMEA FTA
Implementation		Physical Requirements	Digital Mock up Mechanical, Electrical, Fluid, Electronics, Software...			FMEA FTA

System of Systems Engineering



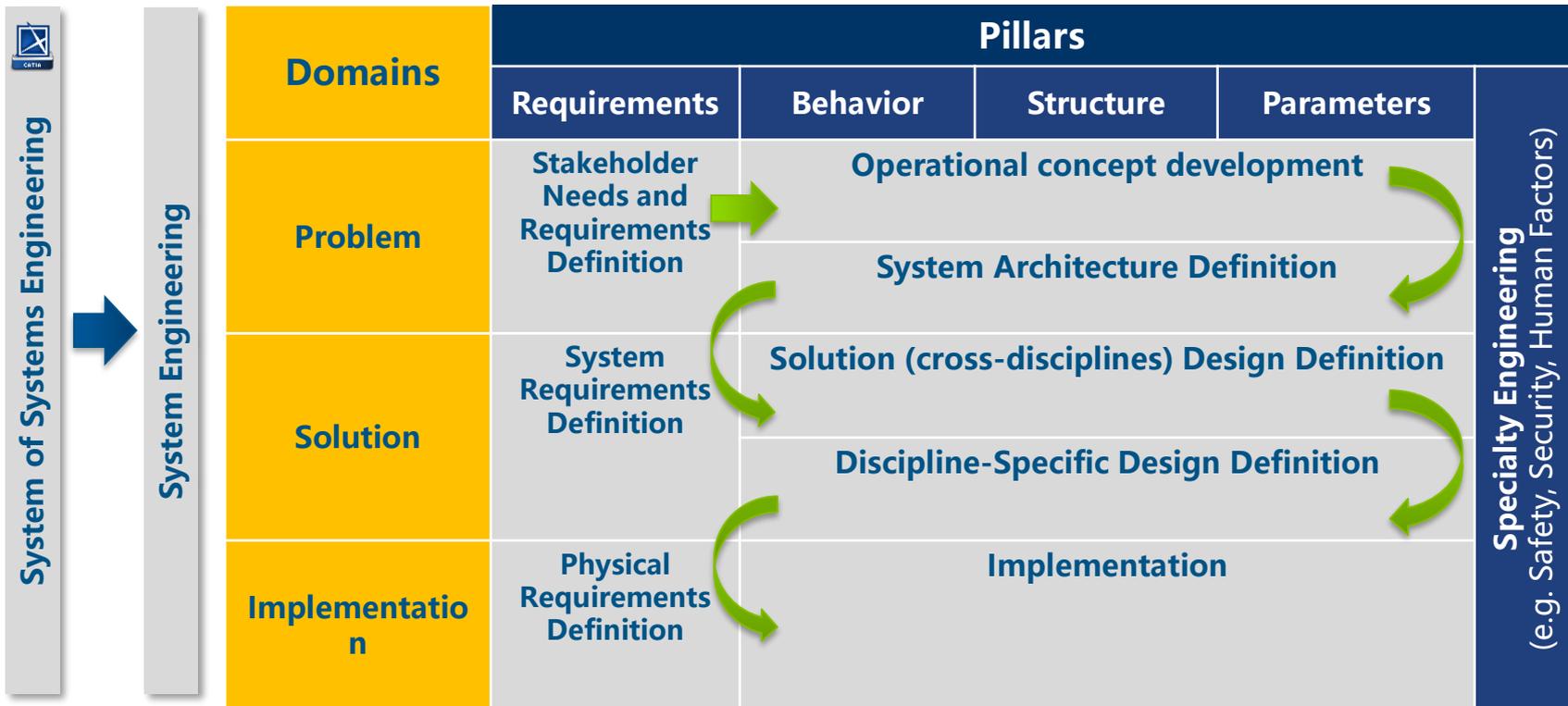
System Engineering

Domains	Pillars			
	Requirements	Behavior	Structure	Parameters
Problem	Stakeholder Needs and Requirements Definition	What the system has to accomplish for the stakeholders?		
Solution	System Requirements Definition	How the system will work to fulfill the system specifications?		
Implementation	Physical Requirements Definition	How the system is built? Component specification		

Specialty Engineering
(e.g. Safety, Security, Human Factors)

Cyber MagicGrid

Authoring flow summary

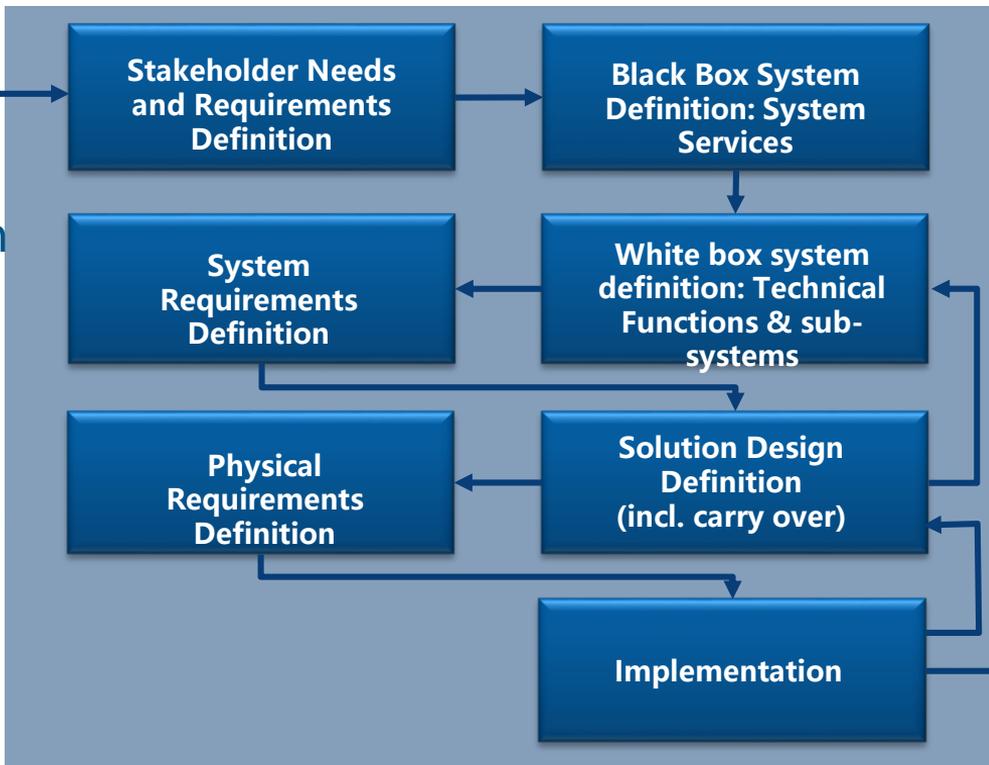


Typical high level process



Problem domain

Solution domain



System development



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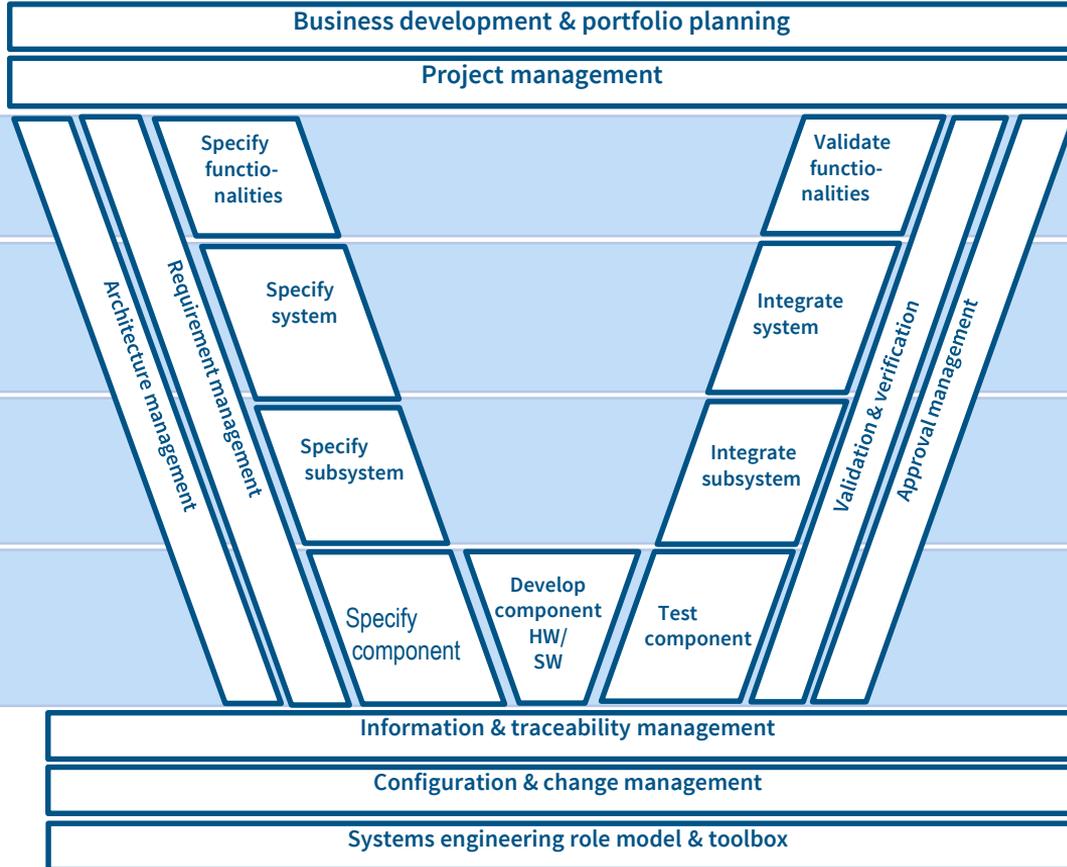
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How to get started on the MBSE?



Gain points:

-50% prototypes

-20% time to market

-10% development cost

Innovation capability

significant reduction of project risks

Compliance against regulations/standards

Pre-requisite for complex safety related functions (e.g. autonomous driving)

Enable handling of rising complexity

Requirements

► Unambiguous.

- ▷ Stated in such a way so that it can be interpreted in only one way.
- ▷ Stated simply and is easy to understand.

► Consistent.

- ▷ Is free of conflicts with other requirements.

► Complete.

- ▷ Needs no further amplification : it is measurable and sufficiently describes the capability and characteristics to meet the stakeholder's need.

► Singular.

- ▷ Includes only one requirement with no use of conjunctions.

► Feasible.

- ▷ Is technically achievable, does not require major technology advances, and fits within system constraints (e.g., cost, schedule, technical, legal, regulatory) with acceptable risk.

The image shows two side-by-side screenshots of the ENOVIA software interface. The left window is titled 'ENOVIA - Requirements Structure Editor - Autonomous Emergency Braking | 1'. It displays a hierarchical tree of requirements. The right window is titled 'ENOVIA - Requirements Specification Editor - Customer Features List'. It shows a detailed view of a requirement, including a description, a traceability scope, and a table of applicable standards and regulations.

Display Name	Revision	Maturity State	Refined Into	Coverage
Autonomous Emergency Braking 1	1	In Work		
Customer Features List 1	1	In Work		
Active Safety 1	1	In Work		
Adaptive Cruise Control A	A	In Work		
Lane departure warning A	A	In Work		
Tyre Pressure Monitoring A	A	In Work		
Blind Spot Detection A	A	In Work		
Vision Enhancement A	A	In Work		
Collision Avoidance A	A	In Work	18	
Inter-urban mode above InterUrb...	A.1	Exists		
Response time performance	A.1	Exists		
City mode below City_MaxSpeed	A.1	Exists		
Driving Experience 1	1	In Work		
0-100 km/h A	A	In Work		
Extended Battery Range A	A	In Work		
Autonomy A	A	In Work		

Customer Features List
containers: 10
objects: 11
selected: none
Traceability Scope: none

Most driving decisions are based on what the driver can see. In daylight, forward visibility is usually adequate, provided the weather is clear. Night time driving, on the other hand, can be challenging.

1 - 6 Collision Avoidance

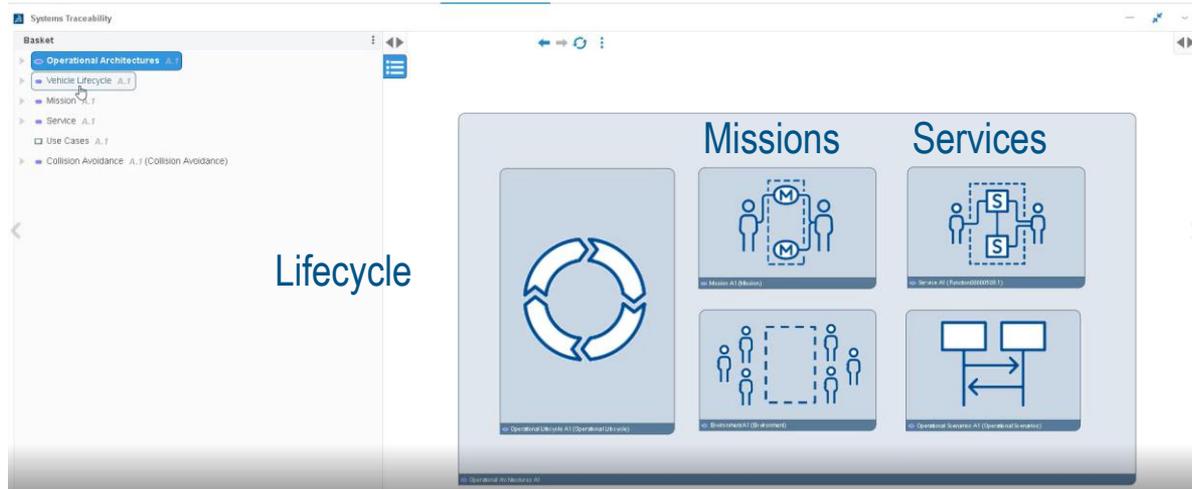
Many accidents are caused by late braking and/or braking with insufficient force.

Collision Avoidance Service will detect potential obstacles (Vehicles, Pedestrians, ...) and help the to avoid these kinds of accidents or, at least, to reduce their severity.

Applicable Standards and Regulations:

EUROPE	EURONCAP	http://www.euroncap.com/rewards/technologies/brake.aspx
US	NHTSA	http://www.nhtsa.gov/staticfiles/dvsy/dvsy/AEB_FactSheet_031616.pdf
CHINA	C-NCAP	http://www.c-ncap.org/cn/cnrbfdg.html
KOREA	KNCAP	http://www.car.go.kr/jsp/ncap_english/brake.jsp
JAPAN	NA-SVA	http://www.masva.go.jp/amor/wa/assessment_car/asv.html
UN	UNECE R131	http://www.unece.org/trans/main/wc29/wc29regs/121-140.html

Functional – Operational Architecture

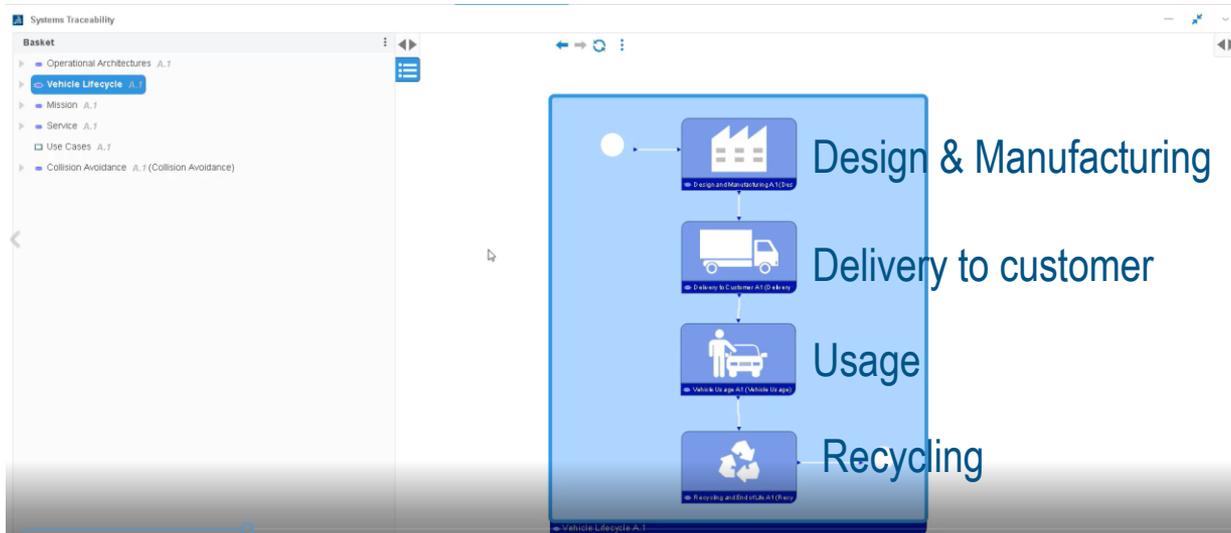


Lifecycle

Environment Operational
Scenarios

Functional – Lifecycle

- ▶ Lifecycle is much more than the usage
- ▶ It is critically important to consider all steps of the life of the product/system



Is this missing something?

Functional - Mission

- ▶ With in Mission definition System of Systems and environmental factors will be taken into account

The screenshot shows a 'Systems Traceability' application. On the left is a 'Basket' containing a tree view of system elements: Operational Architectures A.1, Vehicle Lifecycle A.1, Mission A.1 (highlighted), Service A.1, Use Cases A.1, and Collision Avoidance A.1 (Collision Avoidance). The main area displays a mission visualization for 'Mission A.1'. It features three cards: 1) A car at a crosswalk with traffic lights and navigation icons, with the text 'Provide Safe, Connected and Cost efficient experience'. 2) A smartphone with a circular icon, with the text 'Provide on-demand Mobility Service to Users A.1 (Provide on-demand mobi)'. 3) A green leaf with a car wheel, with the text 'Promote Brand Image for Green Mobility and High Performances A.1 (Promote B)'. Navigation icons (back, forward, refresh) are visible at the top of the main area.

Provide on-demand mobility services

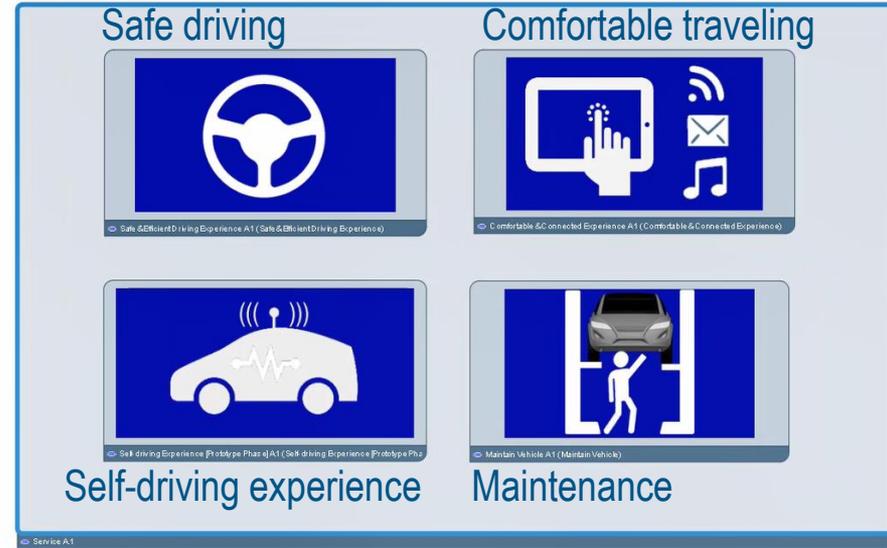
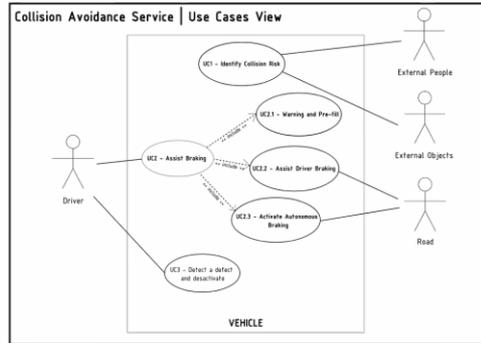
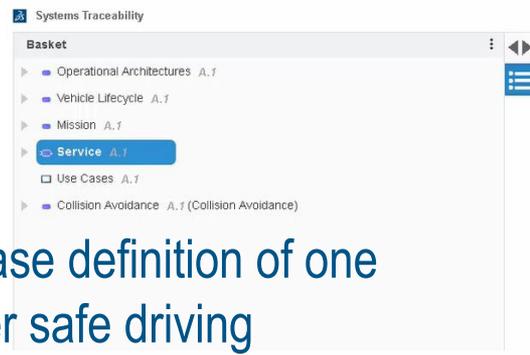
Provide Safe, Connected and Cost efficient experience

Promote Green Brand Image

Functional - Services

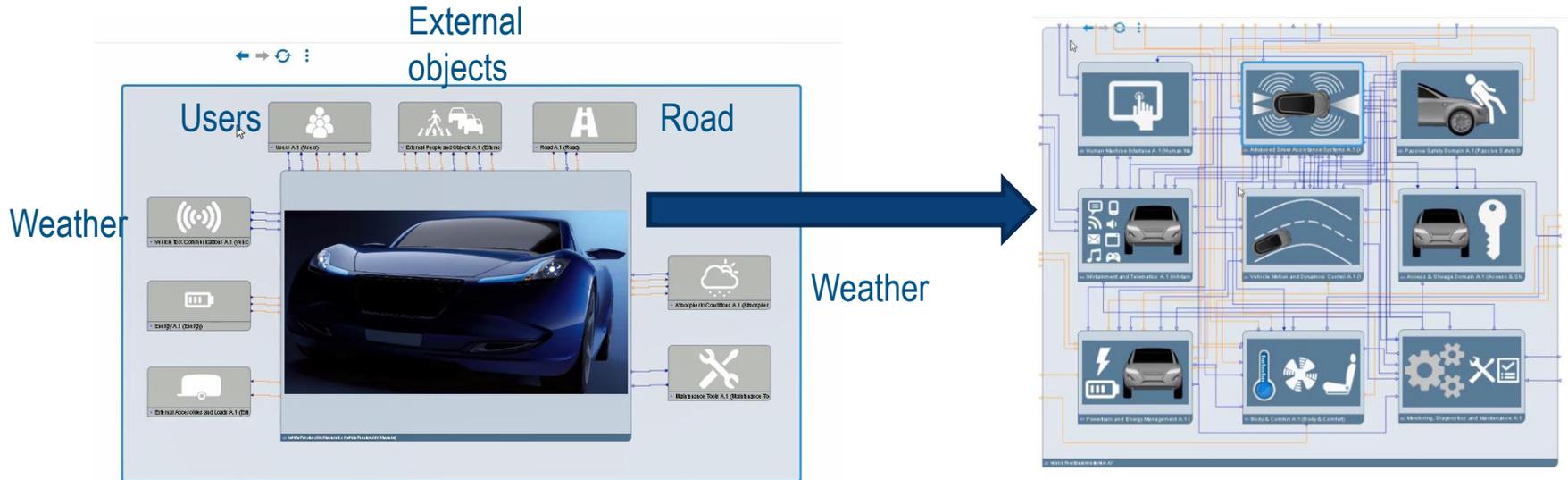
Service definitions of the vehicle

And a use case definition of one service under safe driving



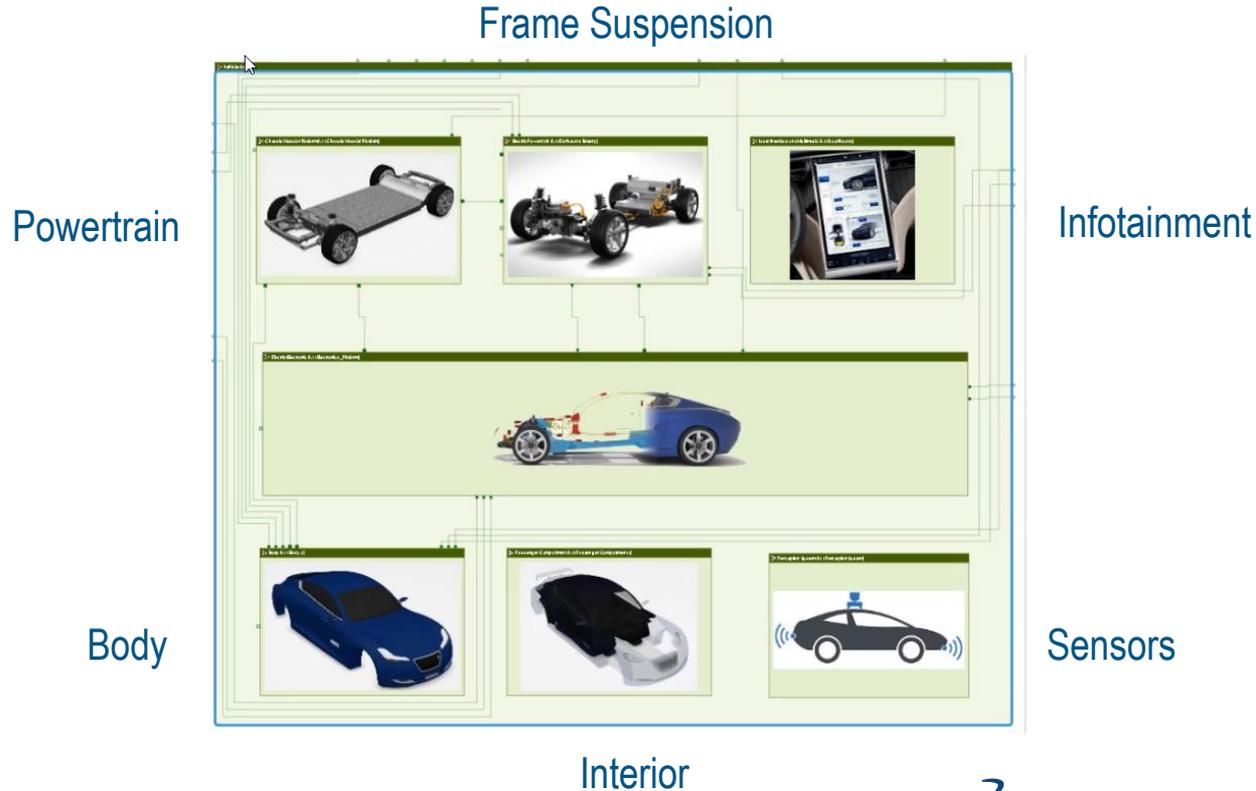
Functional – Vehicle functional architecture

With Vehicle's functional architecture all the external actors and effecting environmental actors can be linked to the actual product and see the effect on the product itself.



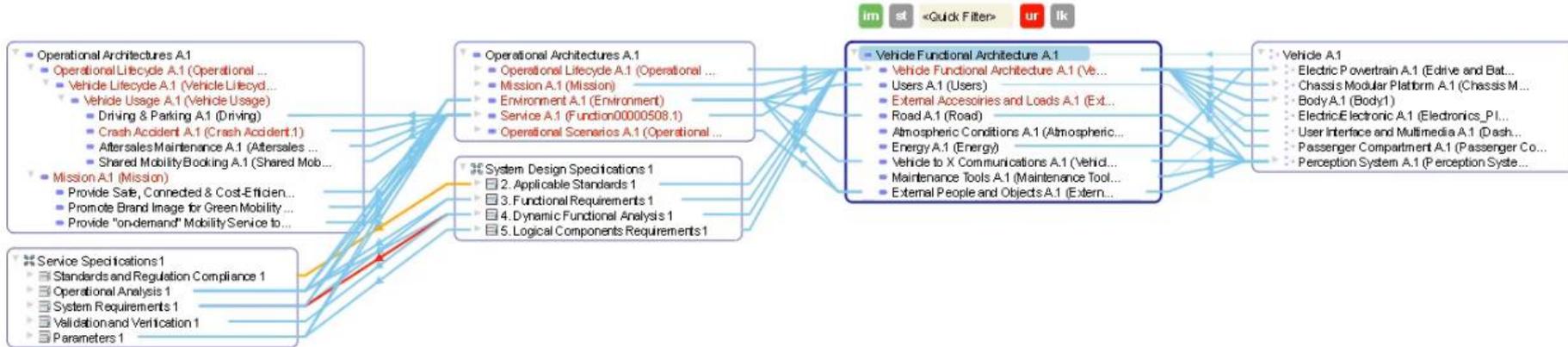
Logical architecture

Once the functions of the system had been defined, then in logical architecture we can define how the functions can be delivered to users



Traceability

Key is to manage this whole chain of objects, so that e.g. system architect can see what is the impact of a change in any of the objects.



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How could you implement System Engineering

- ▶ Look at the work as your requirement specification and split it into requirements.
- ▶ You could even further engineer the requirements to understand unclear areas
- ▶ Think of the lifecycle of the system of interest and the environment

Requirements

1. Create the report in pdf format. Handwritten solutions will not be accepted. Remember to attach the requested images to your report. Show all your mathematical solutions stage by stage in the report.
2. In the project reports, follow the same section titles 1...3 given in the assignment paper. (1. Background study (3 p), 2. Numeric Modelling (6 p), 3. Components (6 p))



1. Deliver report in PDF format
 1. Needed images shall be included into the report
 2. All mathematical solutions shall be shown in the report
 1. Mathematical solutions need to be shown stage by stage
2. In the report follow the sections define in the **MEC-E5001 Mechatronic Machine Design Project work**
 1. Report shall have sections 1-3

