The projects CONNECTA-2 and Safe4RAIL-2 have received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No. 826098 (CONNECTA-2) and No. 826073 (Safe4RAIL-2) respectively. The information and views set out in this document are those of the author(s) and do not necessarily reflect the official opinion of Shift2Rail Joint Undertaking. The JU does not guarantee the accuracy of the data included in this article. Neither the JU nor any person acting on the JU's behalf may be held responsible for the use which may be made of the information contained therein.

CONtributing to Shift2Rail's NExt generation of high Capable and safe TCMS. Phase 2

SAFE architecture for Robust distributed Application Integration in roLling Stock 2

Functional Distribution Framework and Application Profiles

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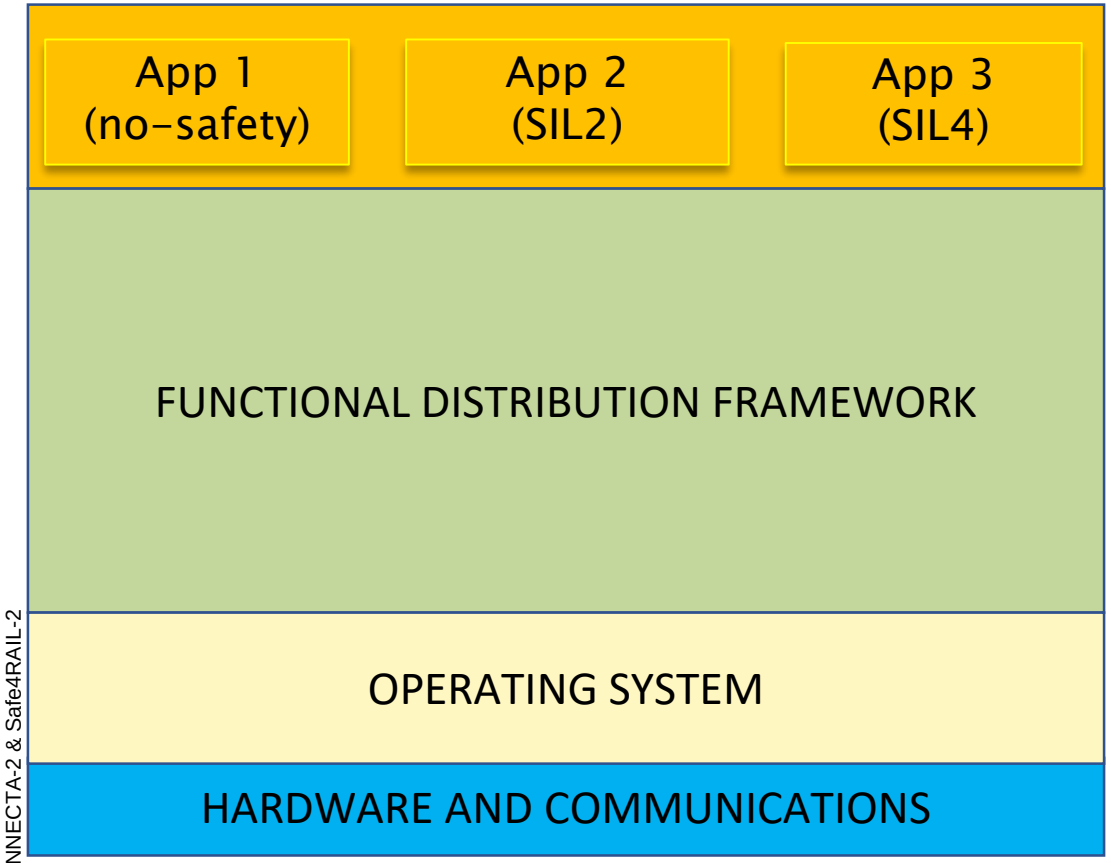
Technical Seminar on Advanced Architectures and Components for Next-Generation TCMS

January 21st 2020, Brussels

Outline

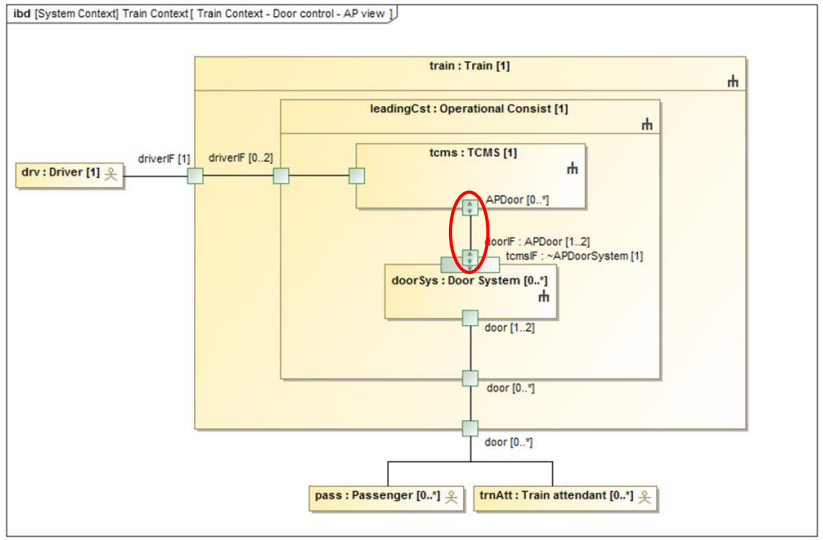
Outline

FDF: Functional Distribution Framework



- A framework with a standardized API for the development of distributed train functions (e.g. Air Condition, Doors Control, …)

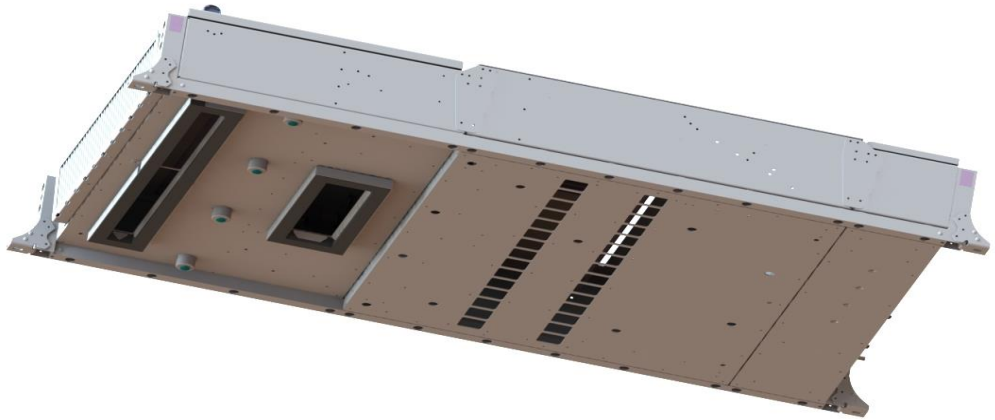
AP: Application Profile



Train Context - Door control - AP view

- According to our project goal an Application Profile describes a **functional interface** between the Train Control and Monitoring System (TCMS) and a subsystem
- The interface definition is based on an analysis of which use cases have to be supported and defines the information (flow properties) that can be exchanged between the communication partners

HVAC: Heating, ventilation, and air conditioning



- System to provide thermal comfort and indoor air quality inside the train.

Outline

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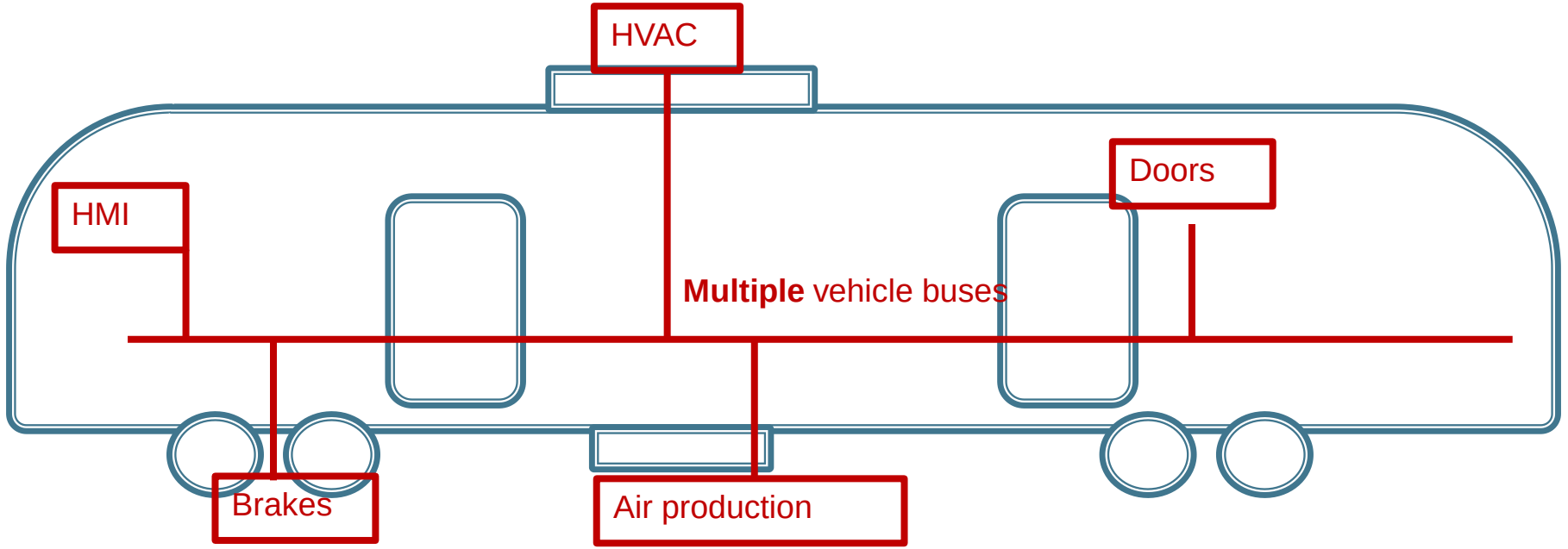
Classical Architecture

- Separate functions in separate subsystems, multiple communication buses
- Many different systems, controllers, wires, connectors
- Maintenance and (re)commissioning high complexity and lifecycle costs

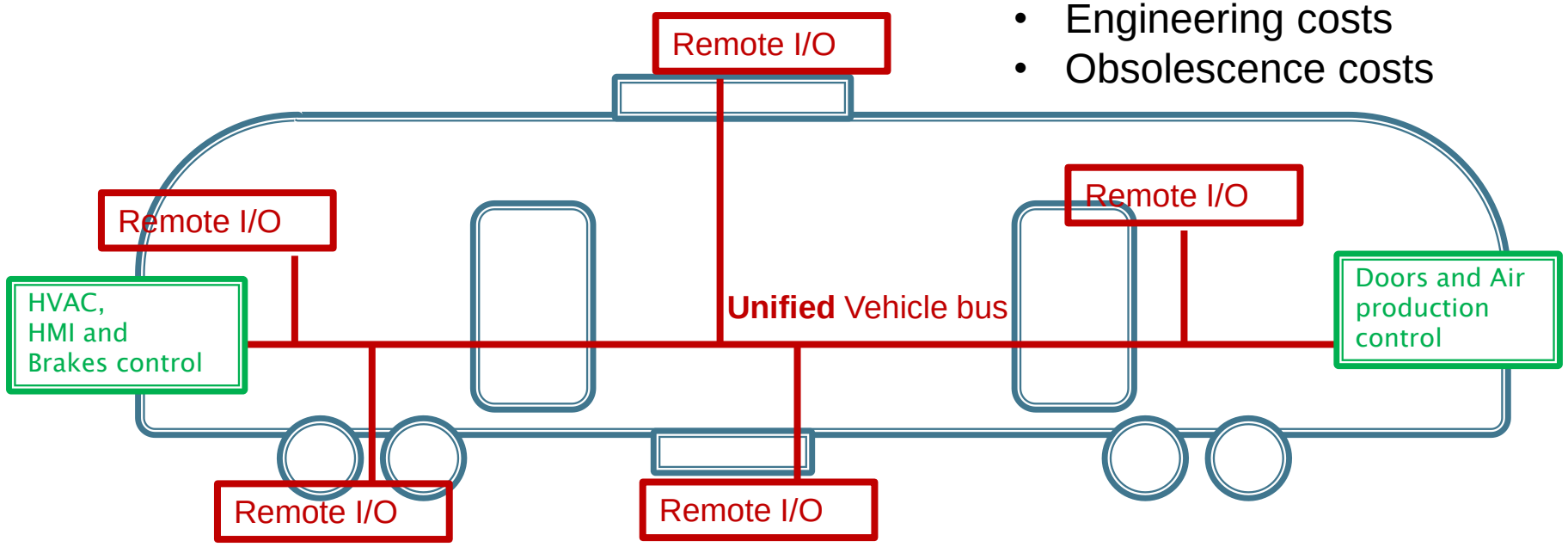


Future Architecture

- Advanced Integrated Modular Architecture for Train Control and Monitoring System (TCMS)

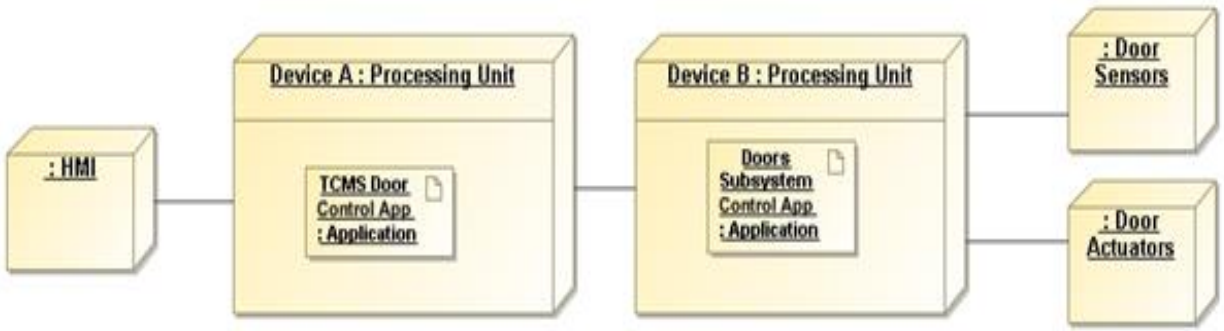
Reduces:

- Diversity and complexity of architecture
- Engineering costs
- Obsolescence costs

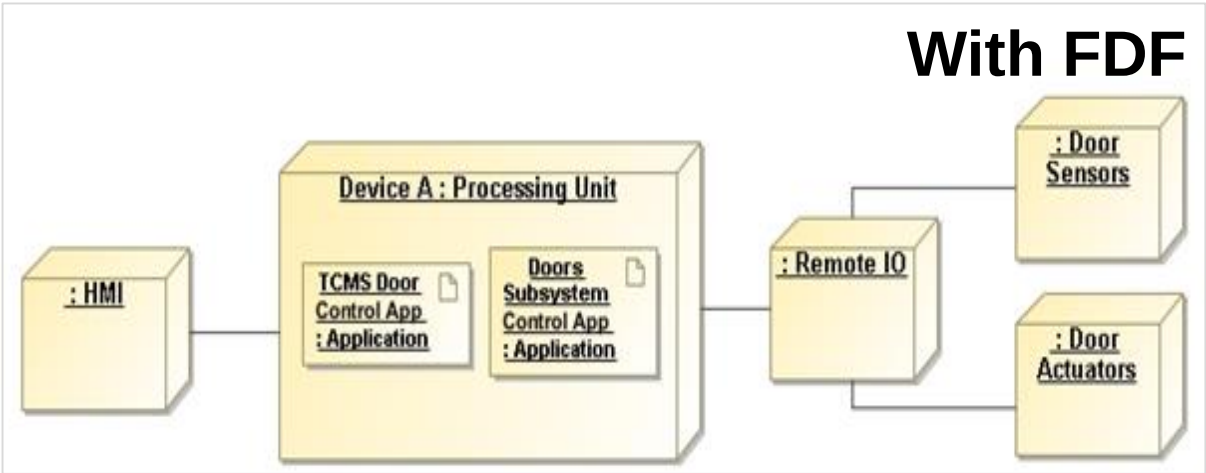


Use example: Door control

Without FDF



With FDF

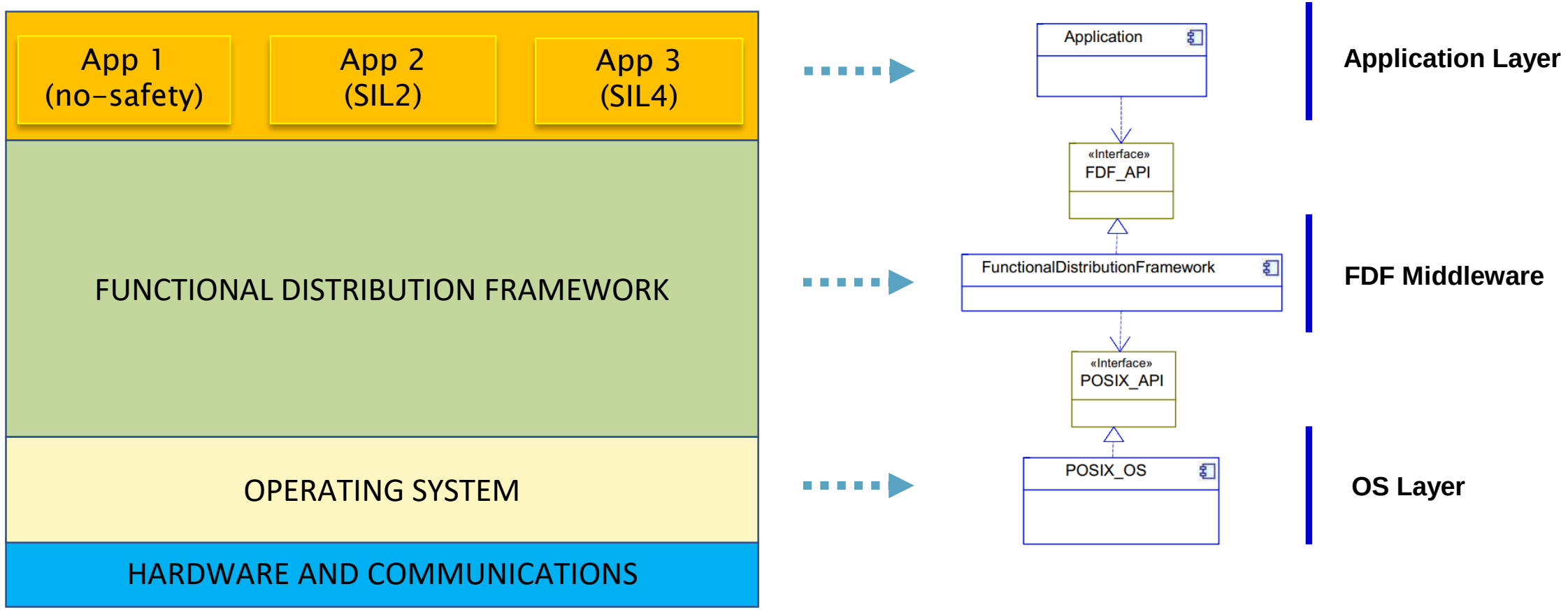


Main Goal

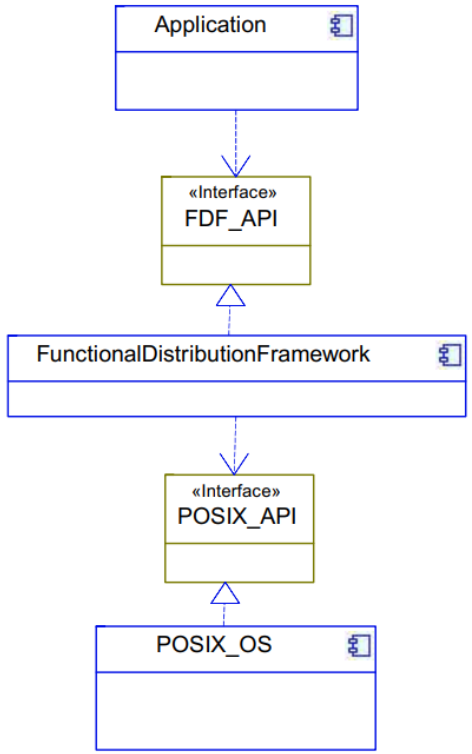
- Provide the "Functional Distribution" architecture concept for a mixed criticality embedded platform, offering an execution environment:
  - for multiple Train Control and Monitoring System (TCMS) application functions inside the end-system
  - that ensures:
    - Common API and Services
    - Portable Applications between different FDF Implementations
    - Abstraction from the underlying network protocols and hardware

Outline

System View



FDF API + AP



Application Layer

FDF Middleware

OS Layer

- FDF_API
  - Implement user logic
  - Access to Application Profile Variables
  - Access to FDF Services
  - Enables portability of applications
- POSIX OS (Not visible to applications)
  - OS services
  - Drivers functionality

Why using a Service Oriented Architecture?

Strong decoupling provided

- ➔Train layer: In case of functional open coupling multiple suppliers and operators may contribute to a train
- ➔TCMS ⇔ Subsystem: Separation between system integrator and supplier of the component

FDF API

- C++14
- Available in CTA-2 Deliverable D1.2 (Public)
- Grouped in Functional Components

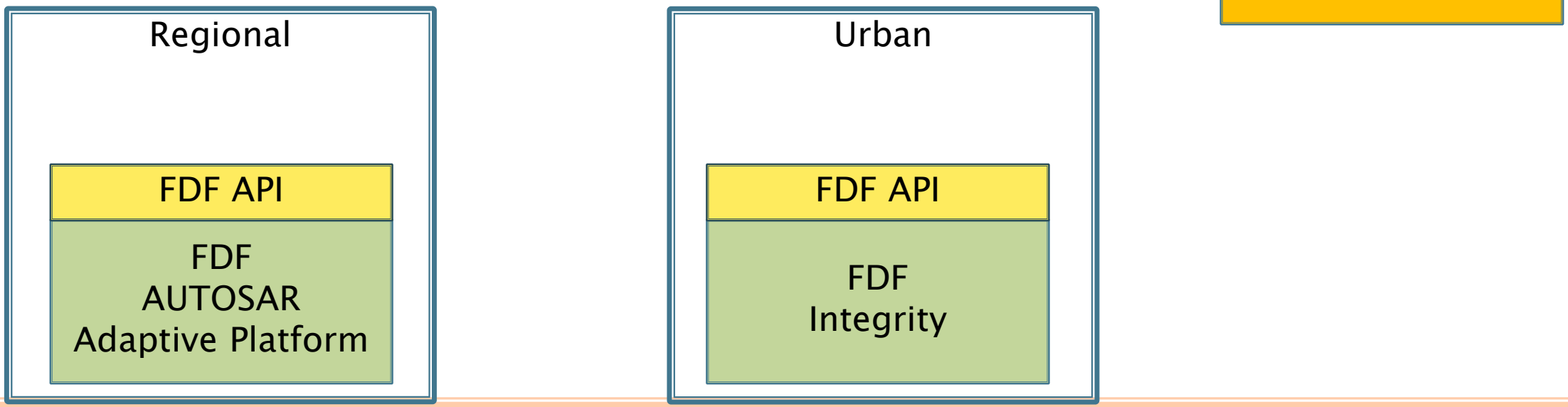
Event Logging

```
// Log is created
fdf::log::Log & c_log = fdf::log::createLog("App1Log", "Log for App1");
// an Info level stream is obtained
fdf::log::LogStream c_log_info_stream = c_log.addInfoEntry();
// stream operator is used to write into the log
c_log_info_stream << "Text to log";
// the written data is flushed
c_log_info_stream.flush();
```

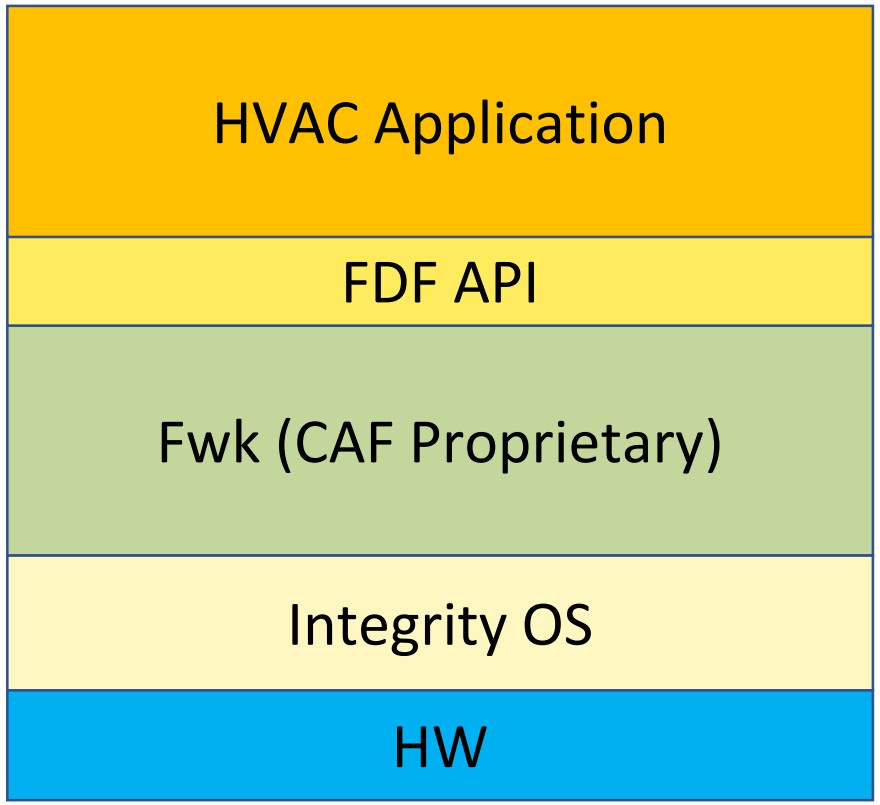
Outline

FDF Implementations

- 2 different implementations
  - Based on AUTOSAR Adaptive Platform → Regional Demonstrator
  - Based on Integrity RTOS → Urban Demonstrator
- Single Application implementation

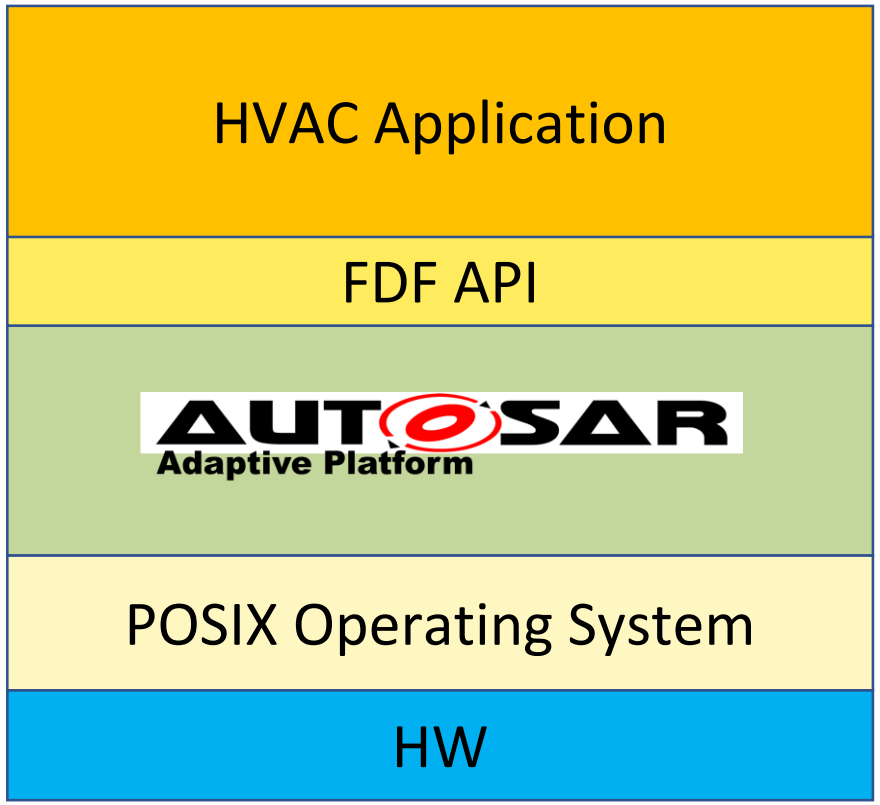


Urban demonstrator: Integrity FDF



- HVAC Application is independent of RTOS and of FDF implementation
- GreenHills Integrity is a certified Real Time Operating System (RTOS) for critical applications
- It facilitates implementation of core FDF requirements:
  - Limited execution time for each application
  - Limited hardware resources for each application

Regional demonstrator: AUTOSAR FDF



- HVAC Application is independent of the FDF implementation
- AUTOSAR Adaptive Platform highly compatible with FDF architecture and requirements
- Highly portable FDF to POSIX PSE51 Operating systems
- Suitable for high performance computing, high bandwidth communication and connectivity

AUTOSAR: AUTomotive Open System ARchitecture

Outline

Outline

Why did we define the Application Profiles?

It reduces:

- Engineering costs due to standardization of
  - Requirements for the subsystem (e. g. Use cases)
  - Interface between TCMS and the subsystem
  - Documentation
  - Tests
- Project duration due to less negotiations between subsystem supplier and integrator
- Problems during system introduction phase, due to less changed software and hardware components

Selected Application Profiles

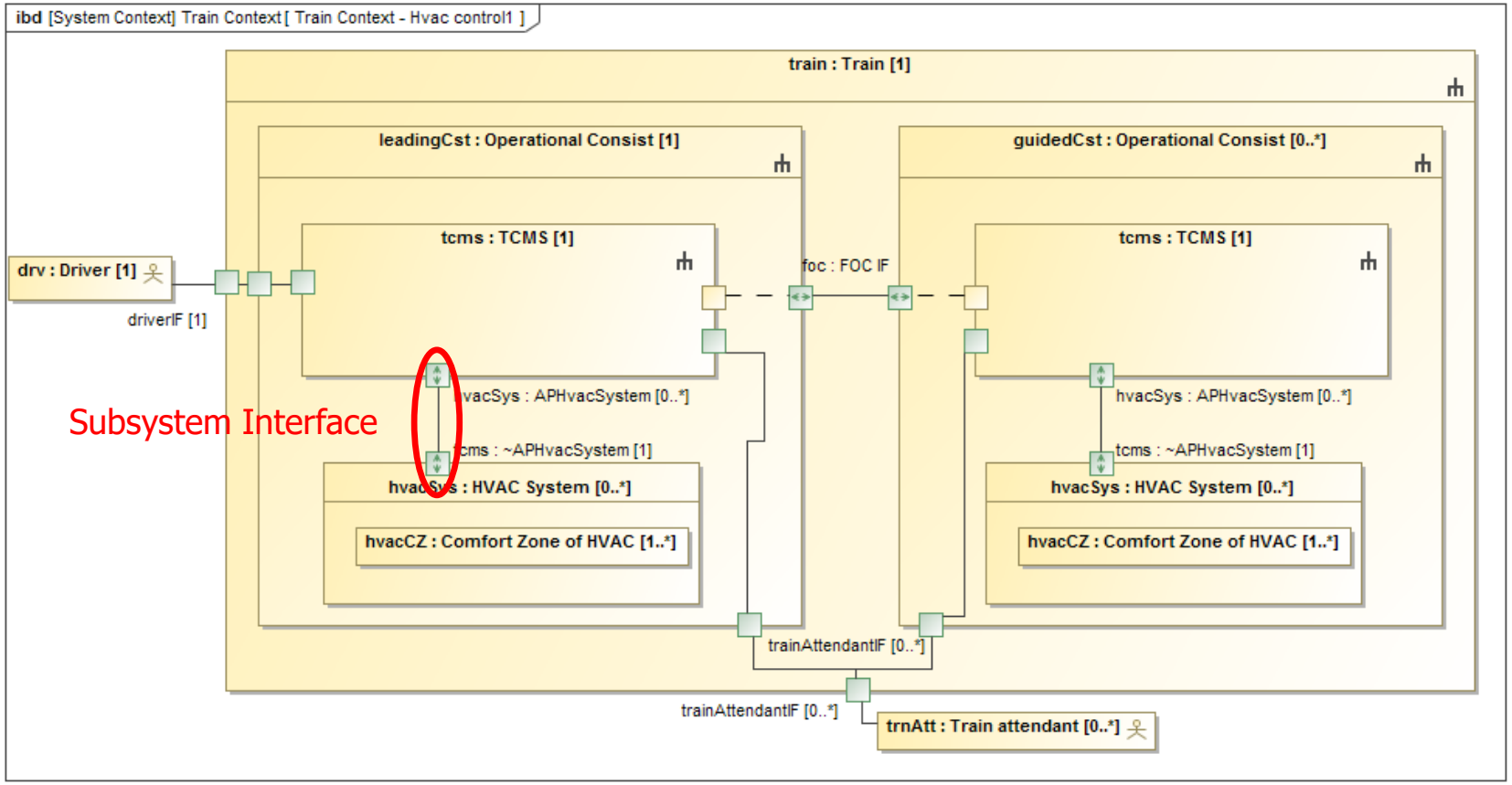
1. HVAC (Heating, Ventilation and Air Conditioning)
2. Doors: Review together with PIVOT-2 (TD1.6)
3. BMS (Bogie Monitoring System)
4. ATO (Automatic Train Operation) over ETCS (European Train Control System) subset 139, together with X2RAIL-2
5. Lavatories

Defined by CONNECTA-1

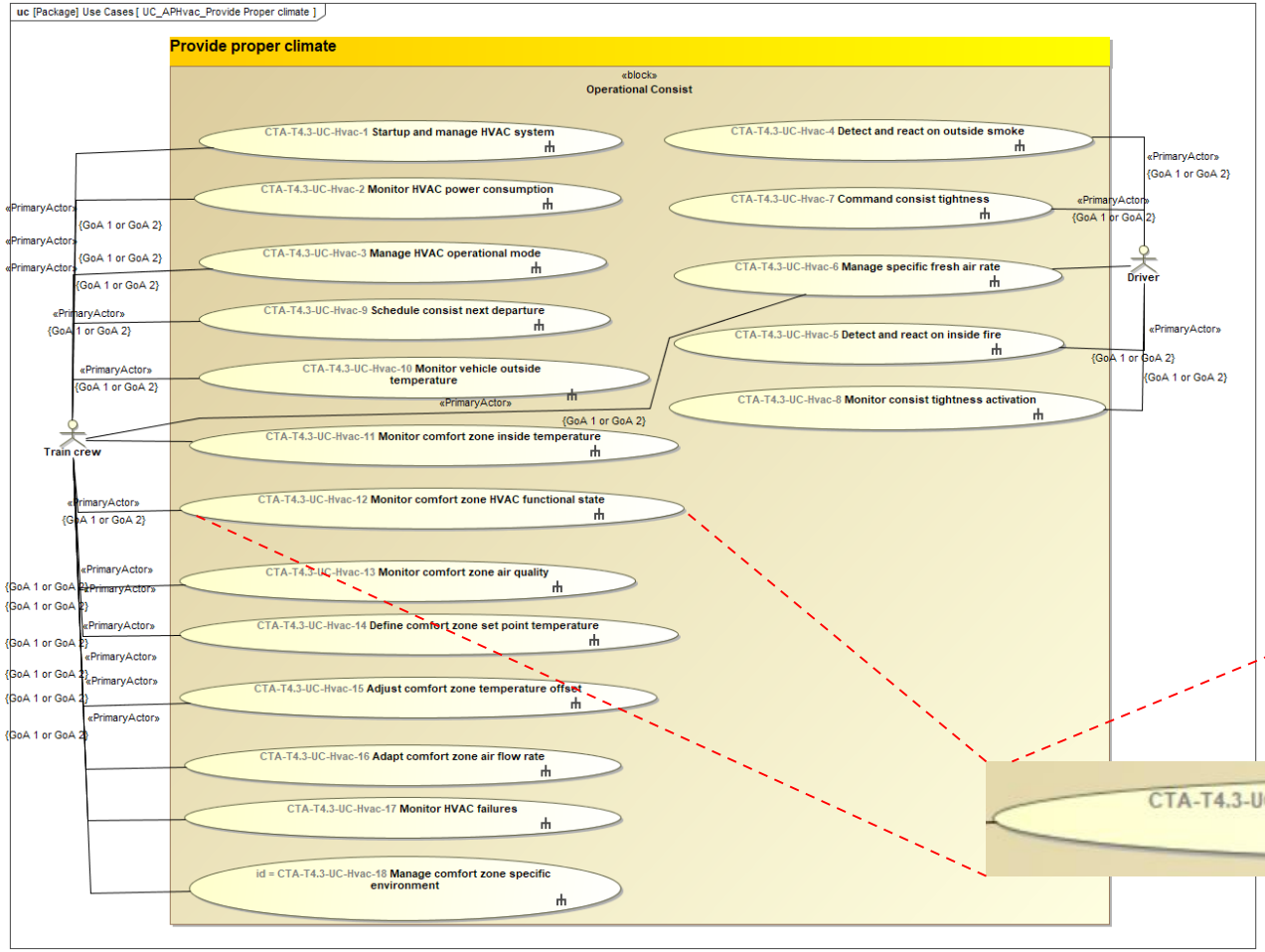
Defined by CONNECTA-2

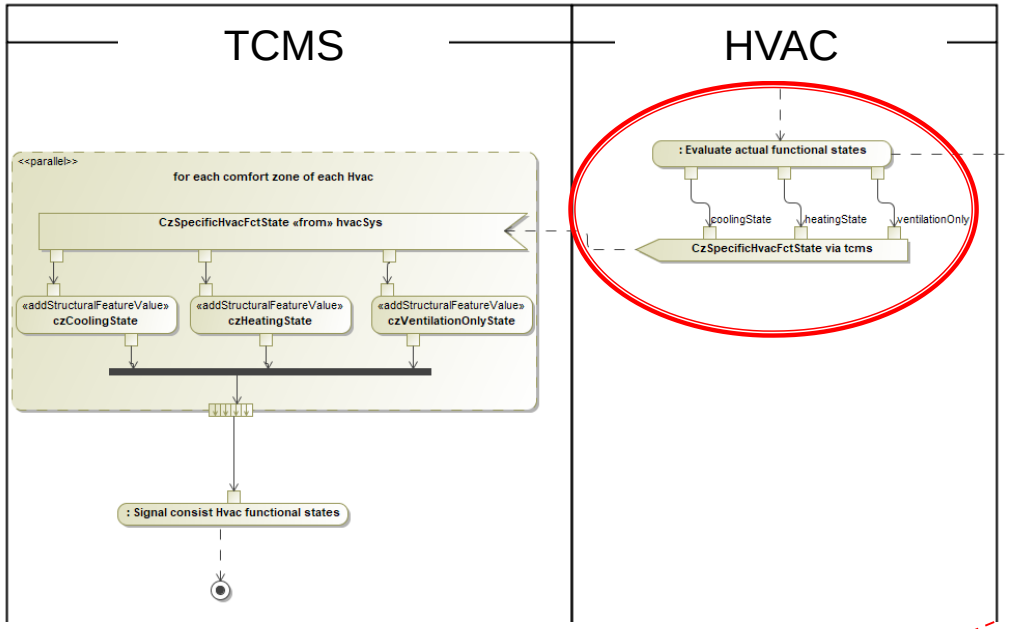
Outline

Application Profile for HVAC (Context Diagram)

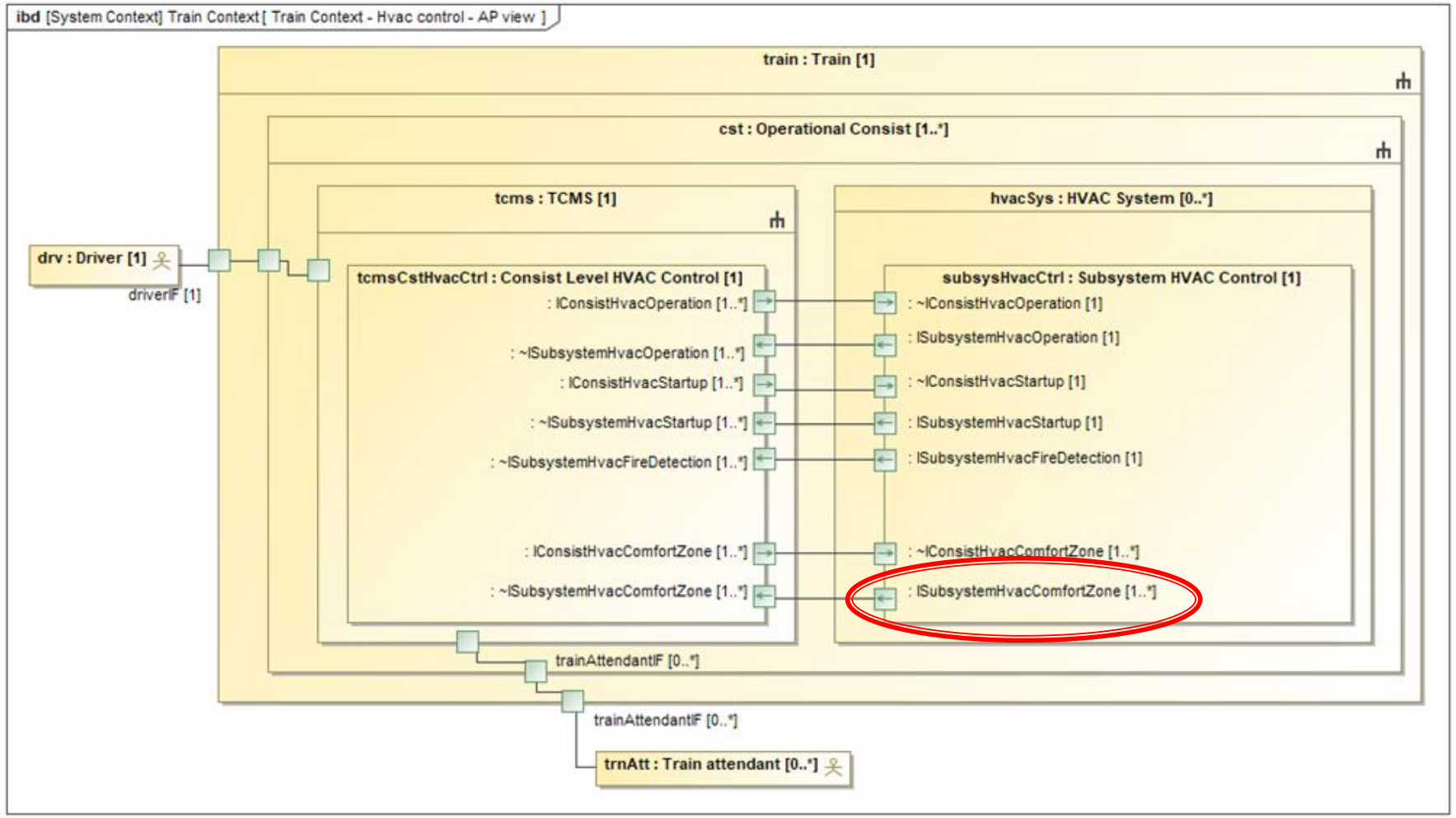


Application Profile for HVAC (Use Cases)

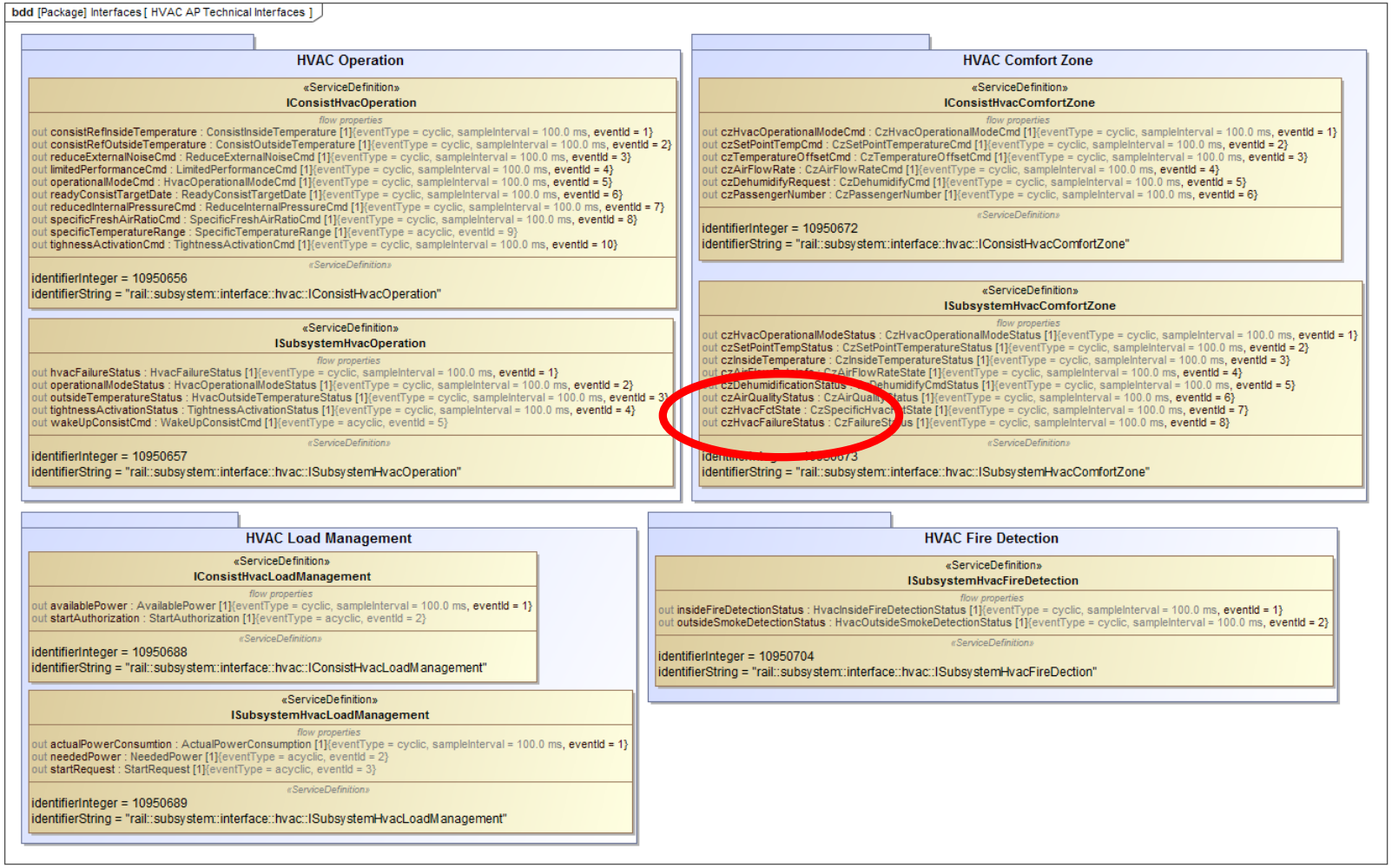




Application Profile for HVAC (Technical Interface)



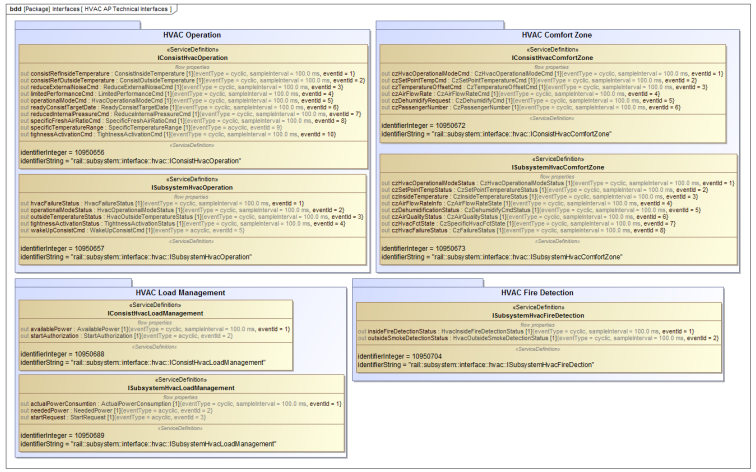
Application Profile for HVAC (Technical Interface)



Outline

Technical Interface

- From SysML model to Interface Implementation



Application Profile for HVAC

AUTOSAR Adaptive Platform-based DataTypes Generator

CAF Proprietary Tool based on Integrity

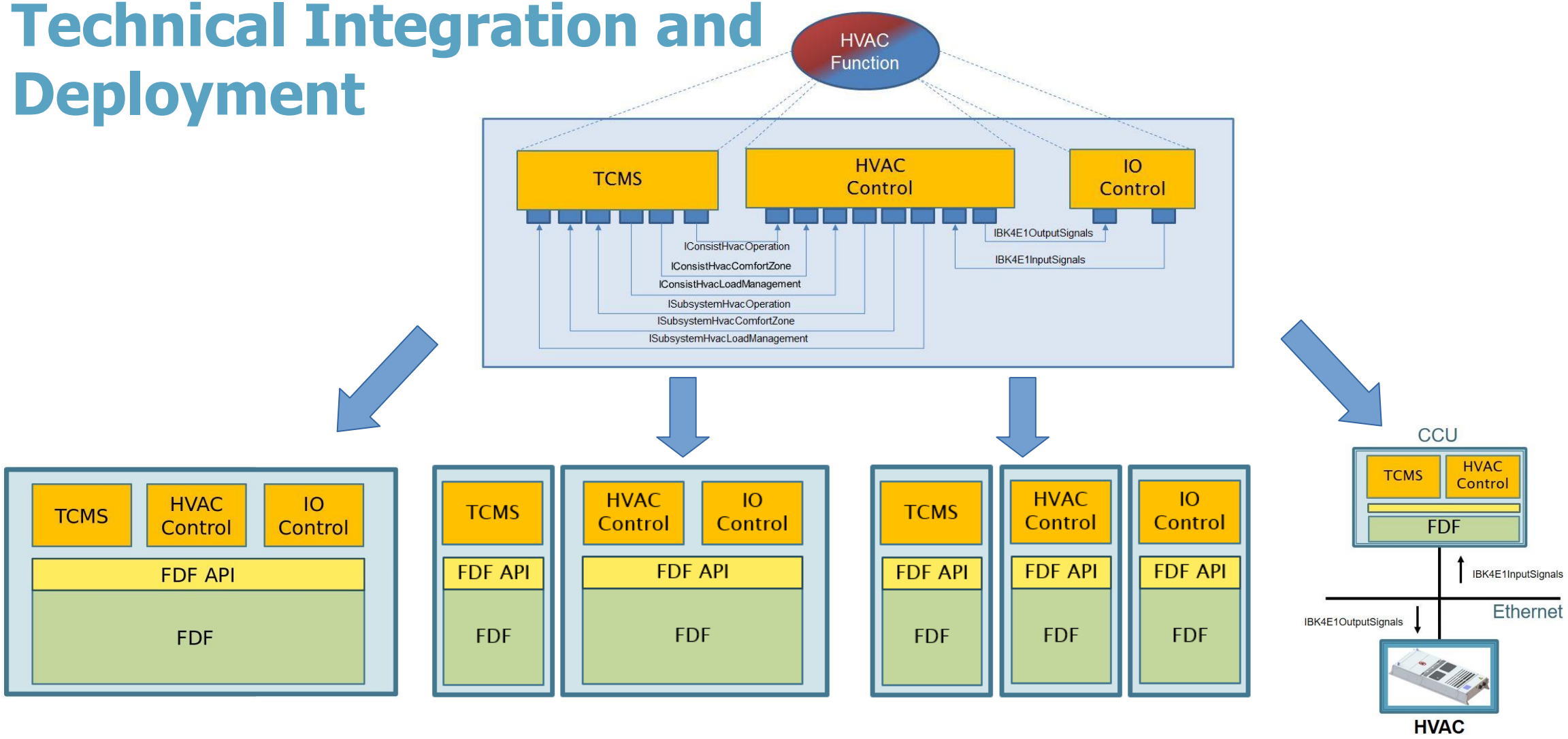
Implementations for AUTOSAR based FDF - APIs: Skeletons & Proxies

Data Structures for Application Profile DataTypes

- impl_type_adjustmenttemperature.h
- impl_type_airflowratecmd.h
- impl_type_comfortzonefailure.h
- impl_type_consistinsidetemperature.h
- impl_type_czdehumidifycmd.h
- impl_type_czdehumidifycmdstatus.h
- impl_type_czhvacoperationalmodestatus.h
- impl_type_czinsidetemperature.h
- impl_type_czsetpointtemperature.h
- impl_type_datetime.h
- impl_type_hvacfailurekind.h
- impl_type_hvacfiredetection.h
- impl_type_hvacoperationalmodestatus.h
- impl_type_hvacoutsidesmokedetection.h
- impl_type_limitedperformancecmd.h
- impl_type_neededpower.h
- impl_type_reduceinternalpressurecmd.h
- impl_type_specificfreshairratio.h
- impl_type_startauthorization.h
- impl_type_startrequest.h
- impl_type_targettemperaturecheck.h
- impl_type_tightnessactivationcmd.h

Implementation of data structures required by Integrity based FDF

Technical Integration and Deployment



Outline

Summary

- The FDF aims to have isolated but integrated applications instead of dedicated equipment (HW, SW, I/O) for each train function

- Takeaway:
  - Reduce number, diversity and complexity of equipment
  - Reduce **safety and certification** tasks and complexity
  - Reduce complexity of deployment for subsystem providers
  - Drastic reduction of obsolescence costs
  - Hardware and communication abstraction
  - Same application can run on different FDF implementations

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