

## Modelling and Simulation to tackle Complexity

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## 1 Modelling and Simulation

- Modelling and Simulation for ...
- The Modelling Relationship

## 2 Causes of Complexity

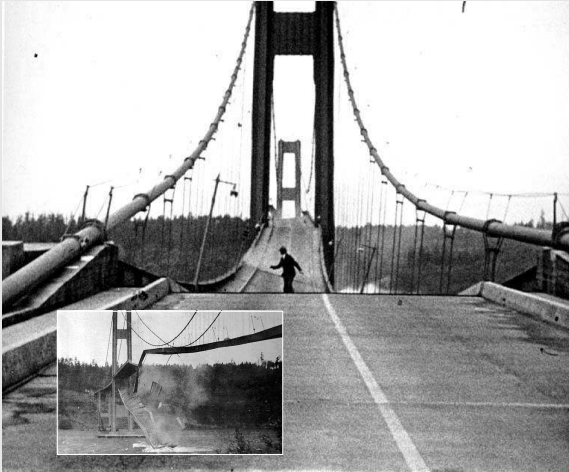
- Large Number of Components
- Diversity of Components
- Non-compositional/Emergent Behaviour
- Uncertainty

## 3 Dealing with Complexity

- Multiple Abstraction Levels
- Optimal Formalism
- Multi-Formalism
- Multiple Views/Aspects

## 4 Multi-Paradigm Modelling

## Simulation . . . when too costly/dangerous



**analysis ↔ design**

## Simulation ... real experiment not ethical



**“physical” simulation, training**

## Simulation ... evaluate alternatives



# Simulation ... "Do it Right the First Time"

The screenshot displays a comprehensive simulation environment for a vehicle system. At the top, a block diagram represents the system architecture, including components like 'Drive Cycle', 'Vehicle Model', 'Wheel and Tire Model', 'Shaft Drive', 'Gearbox', 'Motor Controller', 'Motor', 'Power Electronics', 'Energy Storage', 'Fuel Cell Controller', 'Fuel Cell', 'Battery', 'Power Split', 'Transmission', 'Rear Axle', 'Rear Suspension', 'Rear Wheel', 'Front Axle', 'Front Suspension', and 'Front Wheel'. Below this, several plots provide performance metrics:

- Design Variables:** A plot showing Fuel Converter (kW), Energy Storage (kW), and Motor Controller (kW) over 15 Design Iterations.
- Actual Constraints:** A plot showing D-60 mph (s), 40-60 mph (s), and D-80 mph (s) over 15 Design Iterations.
- Normalized Objective:** A plot showing a normalized objective value over 15 Design Iterations.
- Vehicle Input:** A 3D model of a purple car with associated input parameters.
- Component Library:** A table listing various components and their properties.

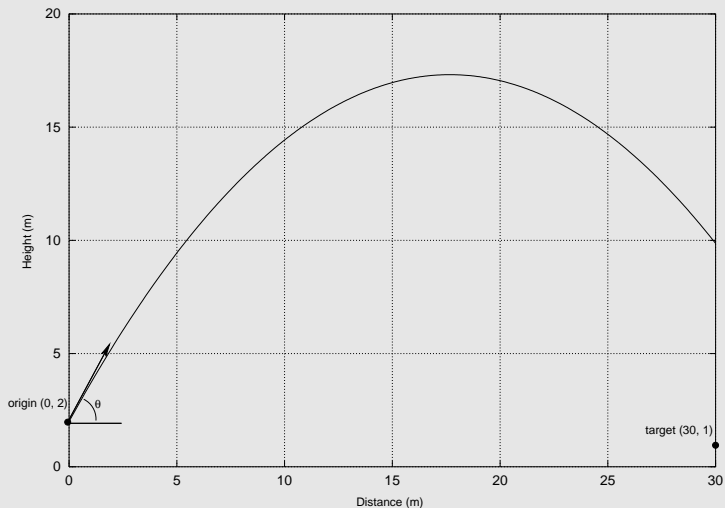
Component	Value
Vehicle	100
Fuel Converter	100
Energy Storage	100
Motor Controller	100
Motor	100
Power Electronics	100
Fuel Cell Controller	100
Fuel Cell	100
Battery	100
Power Split	100
Transmission	100
Rear Axle	100
Rear Suspension	100
Rear Wheel	100
Front Axle	100
Front Suspension	100
Front Wheel	100

At the bottom left, a 3D rendering of a purple sedan is shown. To its right, a plot displays 'Power (kW)' on the y-axis against 'Time (s)' on the x-axis, showing a power profile over 40 seconds.

## essence: “shooting” problems

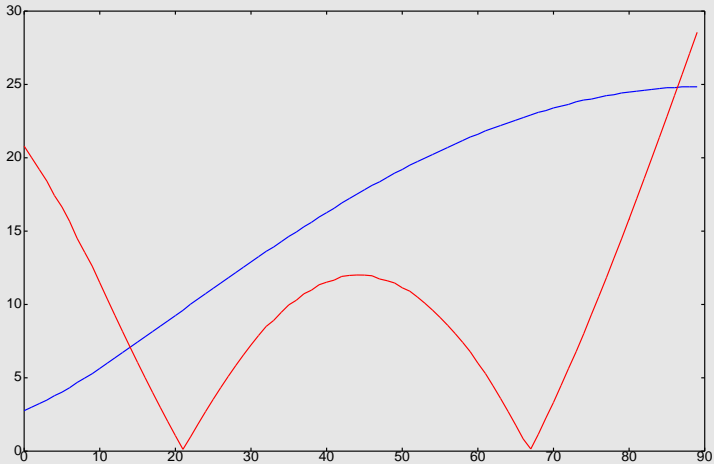


## defining a "hit"

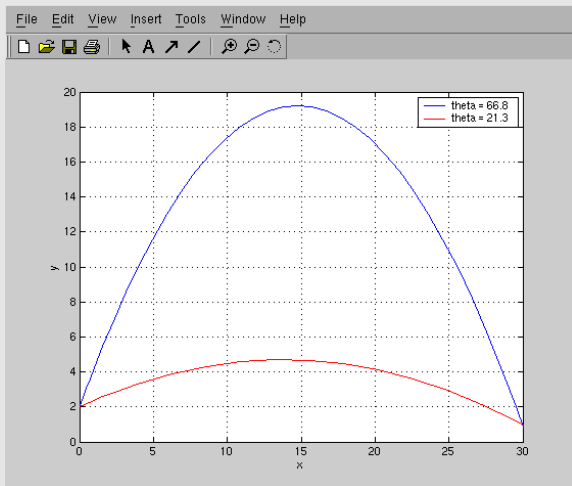




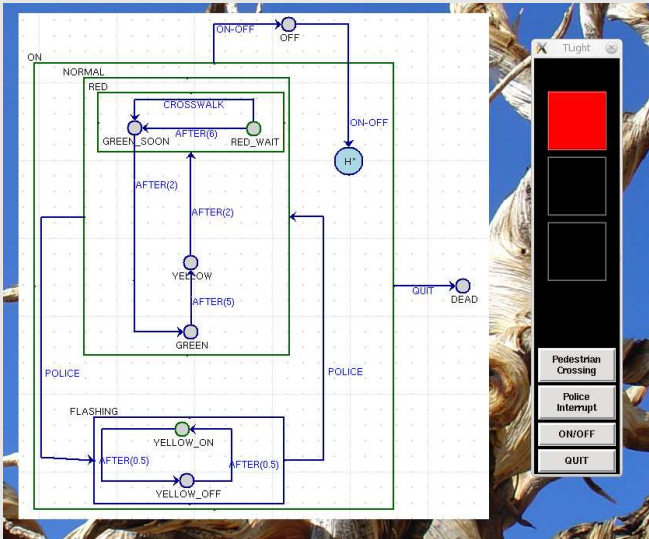
## optimizing a “performance metric”



## optimal solution...s



# Modelling/Simulation ... and code/app Synthesis



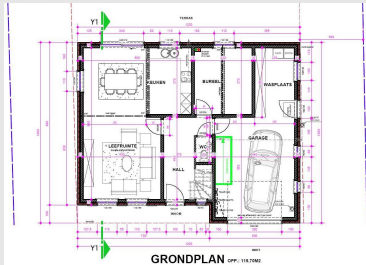
## The spectrum of uses of models

- Documentation
- Formal Verification (all models, all behaviours)
- Model Checking (one model, all behaviours)
- Test Generation
- **Simulation** (one model, one behaviour)  
... calibration, validation, optimization, ...
- Application Synthesis

### Requirements ("What?")

- Detached or Semi-detached
- Style (classical, modern, ...)
- Number of Floors
- Number of rooms of different types (bedrooms, bathrooms, ...)
- Garage, Storage, ...
- Cellar
- Energy-saving measures
- ...

### Design ("How?")

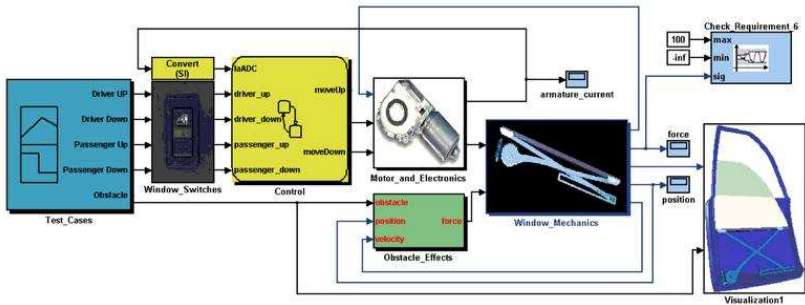


## System Boundaries

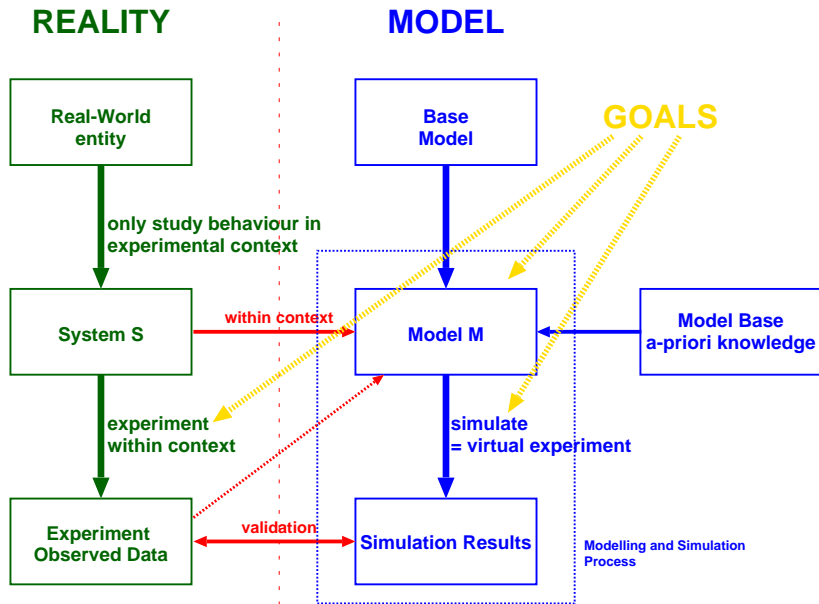
- **System** to be built/studied
- **Environment** with which the system interacts



## System vs. "Plant"

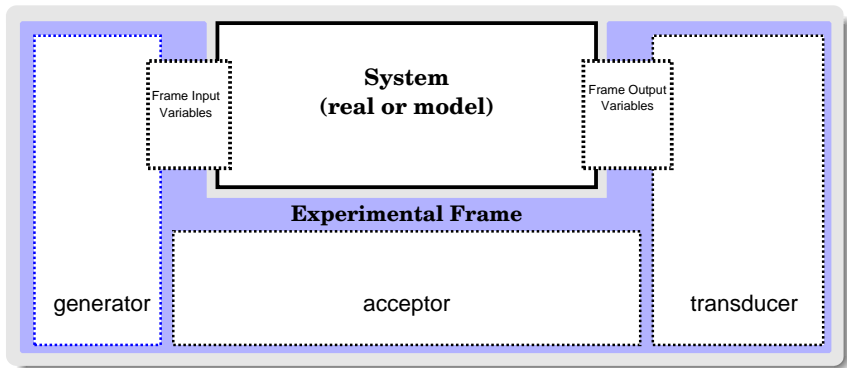


## The Modelling Relationship





## The Modelling Relationship



- set of all “contexts” in which model is valid
- includes experiment descriptions: parameters, initial conditions

~ re-use, testing

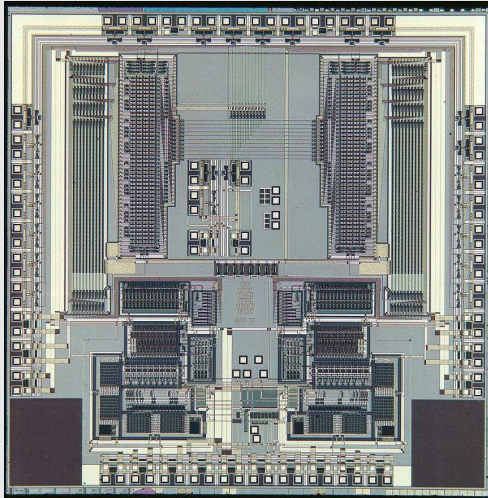
## Dealing with Complexity



## Crowds



## Number of Components – hierarchical (de-)composition



## Diversity of Components: Power Window

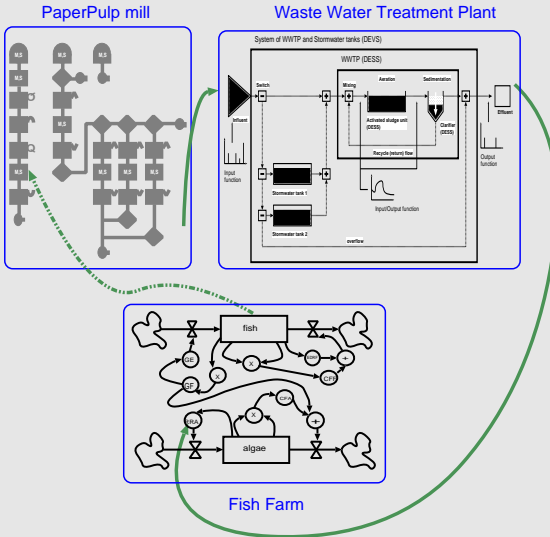


## Diversity of Components: Paper Mill




[www.gov.karelia.ru](http://www.gov.karelia.ru)

# Paper Mill Model

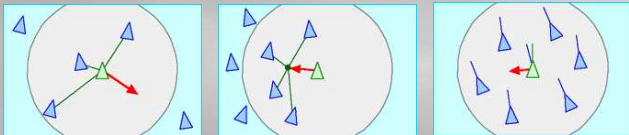


## Non-compositional/Emergent Behaviour



**non-compositionality** of networks  
leads to **emergent behaviour**

separation      cohesion      alignment



[www.red3d.com/cwr/boids/](http://www.red3d.com/cwr/boids/) (Craig Reynolds)



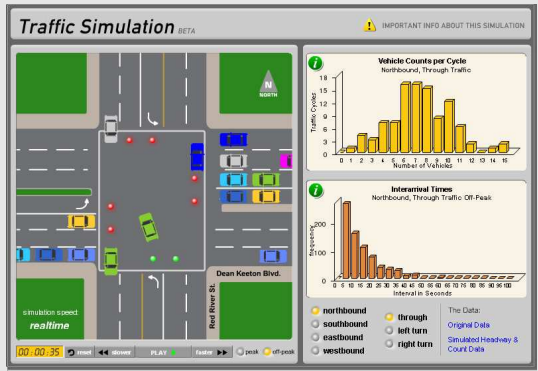
## Engineered Emergent Behaviour



Robert Bogue. *Swarm intelligence and robotics*.  
Industrial Robot: An International Journal.  
35(6):488 - 495, 2008.

Uncertainty

- Often related to level of abstraction: for example continuous vs. discrete



[www.engr.utexas.edu/trafficSims/](http://www.engr.utexas.edu/trafficSims/)

- uncertainty ≠ imprecise ≠ not rigorous

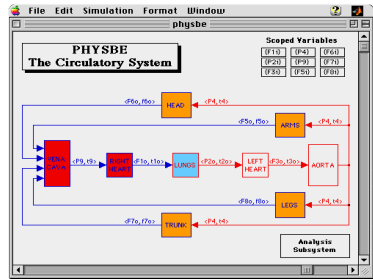
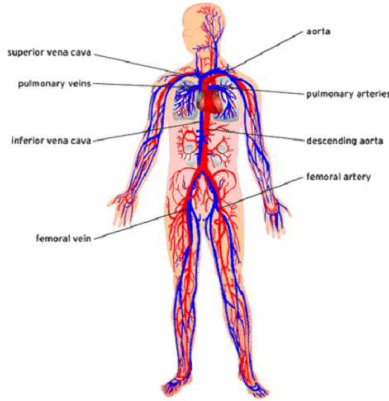


## Solutions

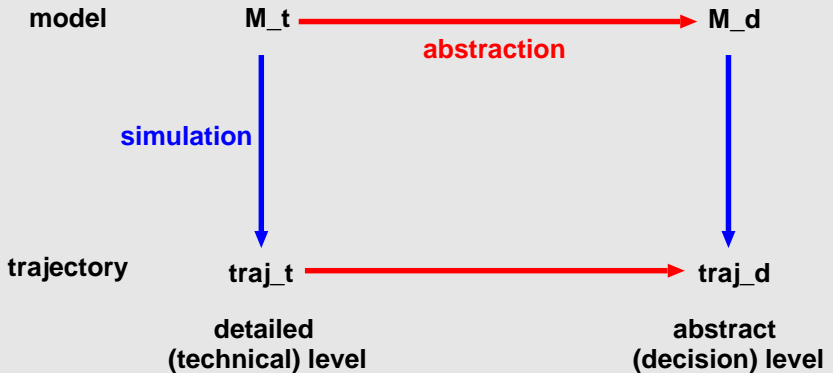
- multiple abstraction levels
- optimal formalism
- multiple formalisms
- multiple views

Multiple Abstraction Levels

Different Abstraction Levels – properties preserved



## Levels of Abstraction/Views: Morphism



## Abstraction Relationship

*foundation*: the *information* contained in a model  $M$ .

Different *questions* (properties)  $P = I(M)$  which can be asked concerning the model.

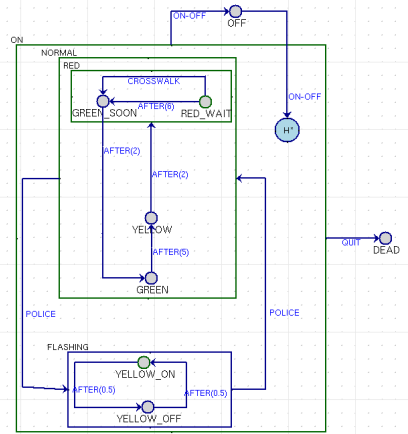
These questions either result in true or false.

*Abstraction* and its opposite, *refinement* are *relative to a non-empty set of questions* (properties)  $P$ .

- If  $M_1$  is an *abstraction* of  $M_2$  with respect to  $P$ , for all  $p \in P$ :  
 $M_1 \models p \Rightarrow M_2 \models p$ . This is written  $M_1 \sqsupseteq_P M_2$ .
- $M_1$  is said to be a *refinement* of  $M_2$  iff  $M_1$  is an *abstraction* of  $M_2$ . This is written  $M_1 \sqsubseteq_P M_2$ .

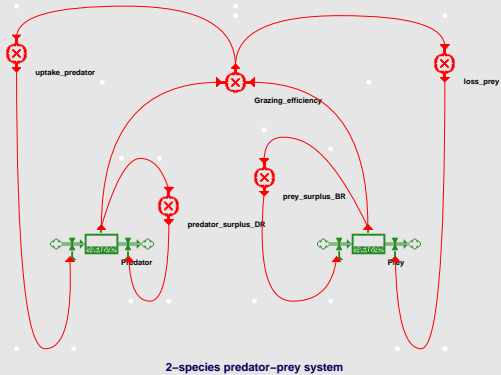
Optimal Formalism

# Most Appropriate Formalism

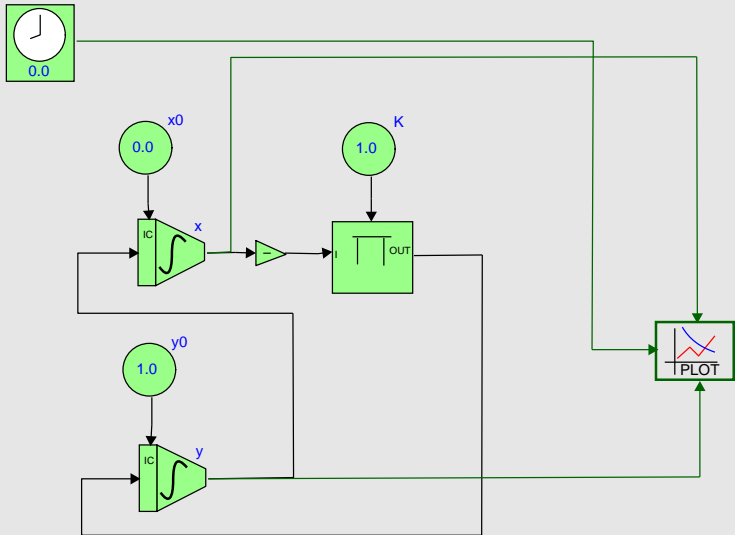




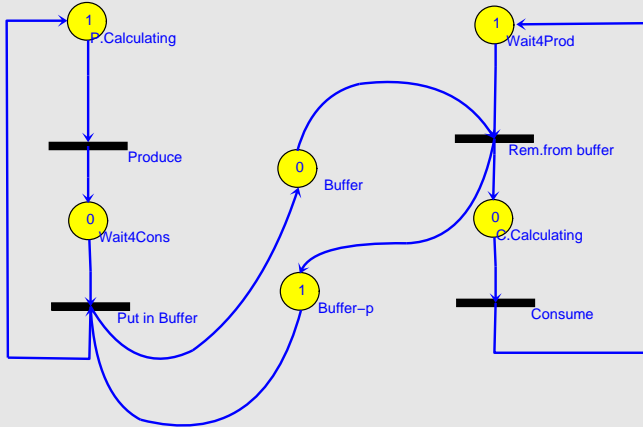
# Forrester System Dynamics model of Predator-Prey interaction



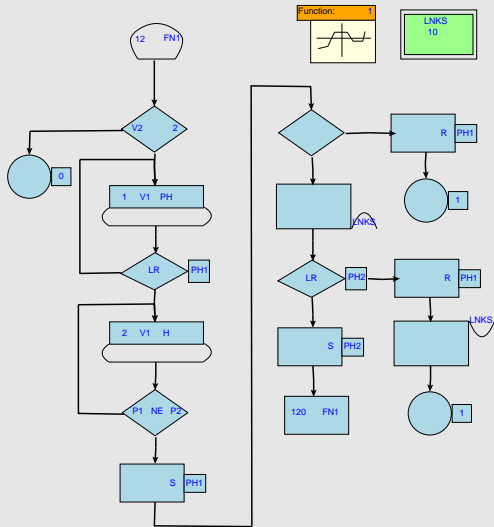
## Causal Block Diagram model of Harmonic Oscillator



## Petri Net model of Producer – Consumer



# GPSS model of Telephone Exchange

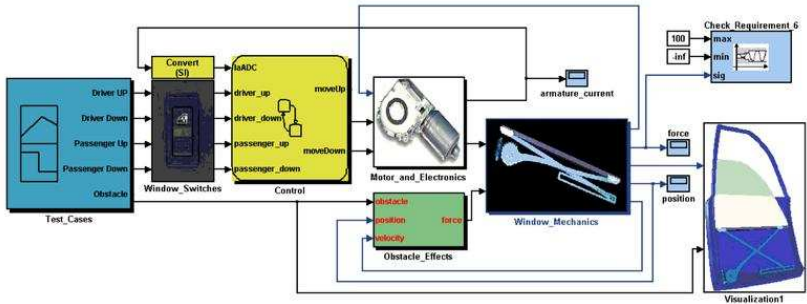


## Multiple Formalisms: Power Window

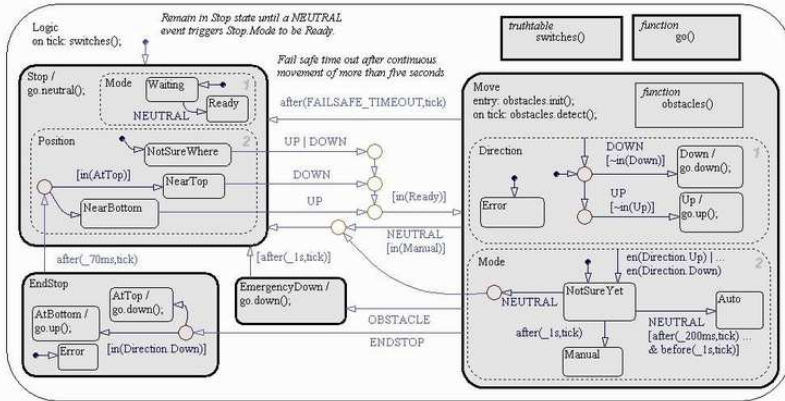


Multi-Formalism

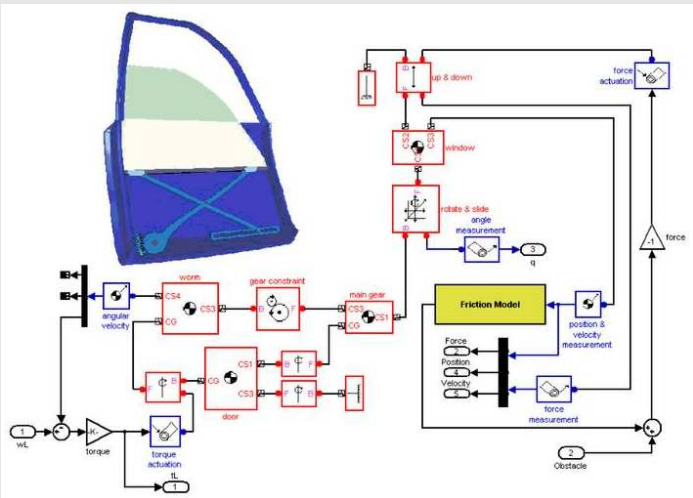
# Components in Different Formalisms



# Controller, using Statechart(StateFlow) formalism

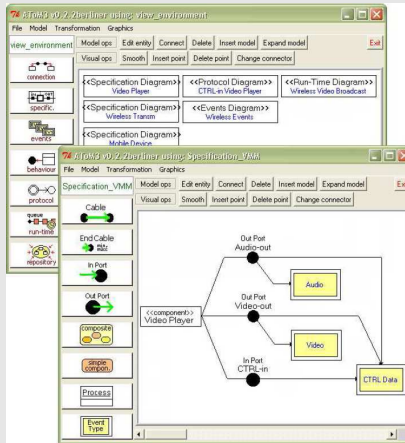


# Mechanics subsystem



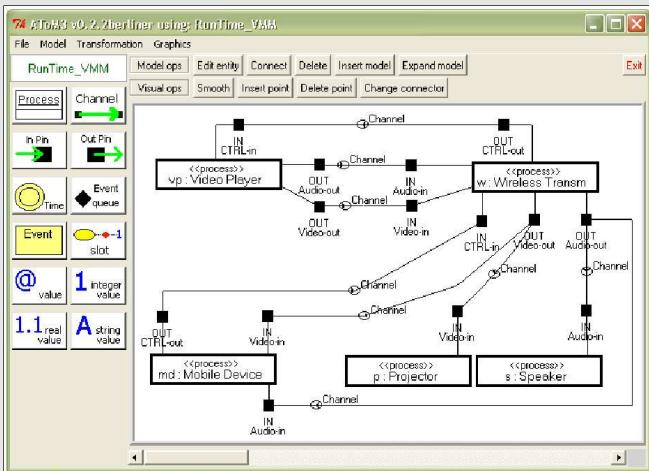


# Multiple (consistent !) Views (in ≠ Formalisms)



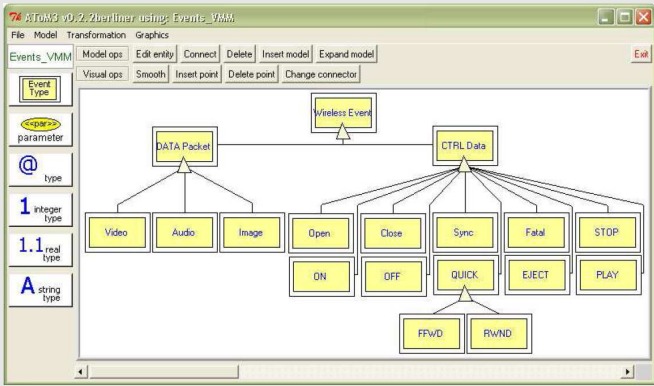
(work by Esther Guerra and Juan de Lara)

## View: Runtime Diagram

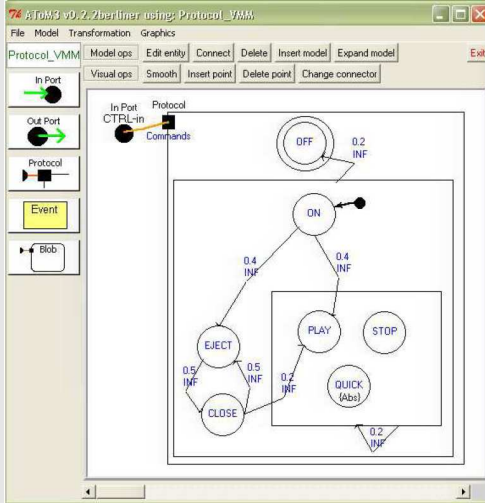


Multiple Views/Aspects

# View: Events Diagram



# View: Protocol Statechart



## No Free Lunch!

**Solutions** often introduce  
their **own accidental complexity**

- multiple abstraction levels (need **morphism**)
- optimal formalism (need **precise meaning**)
- multiple formalisms (need **relationship**)
- multiple views (need **consistency**)



## Multi-Paradigm Modelling ( minimize *accidental complexity* )

- at the most appropriate **level of abstraction**
- using the most appropriate **formalism(s)**  
Differential Algebraic Equations, Petri Nets, Bond Graphs,  
Statecharts, CSP, Queueing Networks, Lustre/Esterel, . . .
- with **transformations** as first-class models

Pieter J. Mosterman and Hans Vangheluwe.

Computer Automated Multi-Paradigm Modeling: An Introduction. Simulation 80(9):433–450, September 2004.

Special Issue: Grand Challenges for Modeling and Simulation.