

A Dependable Automated People Mover System Modeled and Verified using Timed Automata: A Case Study

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Abstract. *Automated People Movers (APM) are systems for passenger transport with fully automated operation and high frequency service. For this study we have used the system named Aeromovel installed in Porto Alegre, Brazil. Aeromovel is a non-conventional Automatic People Mover whose operation principle is based on pneumatics. This paper proposes the use, in a complementary way, of two analysis techniques, simulation and formal verification, in order to guarantee the desired behavior for an APM propulsion system composed by a centrifugal fan and ten (on-off and proportional) pneumatic valves driven by pneumatic pistons. This approach is based on the use of timed automata and UPPAAL model-checker. The more focused aspect is the modeling of the propulsion system associated to the distributed control system. Some simulation and formal verification results are presented, considering desired behavior properties in order to improve the system dependability.*

Keywords: *Modelling, Simulation, Automated People Movers.*

1. INTRODUCTION

An *Automated People Mover (APM)* is a fully automated, grade-separated mass transit system. The term is generally used only to describe systems serving relatively small areas such as airports, downtown districts or theme parks, but is sometimes applied to considerably more complex automated systems. Usually, the vehicles circulate in headways that do not interfere with other traffic ways in order to guarantee safety for passengers and security for the system (IEEE, 2004).

From the existing APM, about one-quarter of them function as urban metros; the remainder are short-range, privately built shuttles and loops that operate in airports, amusement parks, institutions, and shopping centers across North America, Europe, and Japan. They all have in common a high level of frequent service. Some of these, or earlier generations of them, have been operating since the late 1960s (Neumann and Bondada, 1985; Inouye and Kurokawa, 1993; Sproule *et al.*, 1993; AFCET, 1996; Shen *et al.*, 1996; SDE, 1999).

An APM makes automatically the control of movement, the execution of the safety instructions and control of the direction of the trains. The automatic execution of these functions is assured by the *Automated Train Controller (ATC)* system that is composed by the following sub-systems:

- *ATP - Automatic Train Protection.* Protection against collisions, excess of speed, invasion of the train line, among other danger situations;
- *ATO - Automatic Train Operation.* Speed control, programmed stops at the stations and control of the doors, among other similar operations (usually, in a non-automated transportation system, these operations would be executed by the train operator).
- *ATS - Automatic Train Supervision.* Functions of monitoring and adjustment of the individual performance of each train, in order to guarantee the schedule of train arriving and departure.

An ATC must include, imperatively, the ATP system and, optionally, it can include the ATO and/or ATS systems. In order to guarantee the communication among these systems, the standard *IEEE Standard for Communications-Based Train Control (CBTC) Performance and Functional Requirements* (IEEE, 2004) must be followed. This standard describes the functional requirements and also the communications performance concerning the controller systems of the APM (*Communications Based Train Control - CBTC*). The main characteristic of CBTC include:

- Information about the precise positioning of the train, not dependent of the sensors positioned on the way.
- Continuous communication between the train and other processes that are not directly related with its operation.
- Verification of the train control conditions for the ATP (*Automatic Train Protection*). Functionalities of ATO (*Automatic Train Operation*) and ATS (*Automatic Train Operation*) can be also performed.

Safety aspects related with operation of these systems are crucial, therefore, there are safety requirements that must be accomplished when these systems are operating. These safety requirements are defined by International Standards - as mentioned above - and cover all the aspects of the system controller.

In order to improve the robustness of controllers of automation systems, some techniques can be used. In the present study, two analysis techniques were chosen in order to be used in a complementary way: Simulation (Baresi *et al.*, 1998) and Formal Verification (Moon, 1994).

Simulation allows testing automation systems behavior with a reduced and finite number of evolution scenarios. In spite of the results thus obtained be valuable for the tested scenarios only, it becomes possible to quickly detect some errors in the specification of the controller. More important than the generation of several evolutions of the system (changing different logical inputs), it is preferable to obtain these data from the evolution of a plant model. Following this methodology, the plant model has a direct influence (Baresi *et al.*, 1998) in the pertinence of the stimuli of the controller model and, clearly, in the pertinence of the results obtained through the simulation technique.

As the complexity of the systems being built increases, so does decrease the degree of confidence that can be achieved by simulation. In this context, it is commonly argued that formal mathematical notations should be used to support modeling and reasoning (Jones, 1980). Using them, a model of the proposed design can be developed and reasoned about. This process of exploring the model with theorems representing properties to be verified is called formal specification verification (or validation). This is clearly different from formal program verification, that consists of the process of formally proving that a given system satisfies a specification, which was the traditional area of verification (Loeckx and Sieber, 1984; Jones, 2003). At this point it should also be clear that formal verification is different from simulation and testing. Formal verification establishes the validity of a property in a given specification in an absolute manner.

In this paper, it is intended to use simulation and formal verification by model-checking technique (Remelhe *et al.*, 2004), in a complementary way (Machado *et al.*, 2011), in order to improve the dependability of the controllers of the systems. For this purpose, a specific case study is approached: an APM that uses pneumatic power for displacement, in which the combination of a pneumatic propulsion system control and the control of a set of *on-off* and *proportional* valves is crucial to guarantee the system's dependability.

Several formalisms can be used to model timed systems. Timed automata were adopted as the modeling formalism for system modeling due to two main reasons: first, the study of the proposed system needs to take time into account; and, second, it is the input formalism of the UPPAAL model-checker (Behrmann *et al.*, 2004). Hence, this modeling formalism is well adapted to the formal verification of timed systems. Also, the fact that UPPAAL software allows simulation of timed systems, the proposed study is facilitated.

In order to achieve the main goals of this paper, in the Section 2, the case study is described; Section 3 deals with the system modeling where the distributed controller system and the plant are modeled; Section 4 is devoted to the presentation of the simulation and formal verification results and, finally, in Section 5, some conclusions about this study are presented.

2. CASE STUDY: AEROMOVEL

The main features of the technology are the exclusive *Aeromovel* traffic line, the high ratio of useful load/weight carried and external traction of the vehicle. These characteristics are due, respectively, to the fact that the cars travel above the ground in a unique way and have external power system. This characteristic make the cars relatively lighter than other similar transportation systems, allowing less robustness for the beams where it operates, reducing the costs of construction, installation and maintenance of the system (Britto, 2008).

The *Aeromovel* uses rail technology in the interface between the vehicle and the ground. Thus, the consumption of energy is smaller, because the value of the forces of friction metal/metal is inferior than the rubber/concrete one. The vehicle has four-wheel independent sets. The independence of the wheels allows the *Aeromovel* make curves with radii smaller than conventional trains, which have fixed wheels on the axes. The flaps are articulated, allowing the vehicle to make turns and to move uphill and downhill without clashing with the duct wall (Britto, 2008).

The power unit, known as power train group or propulsion system, is responsible for generating differential pressure and is basically composed of an asynchronous electric motor that drives the industrial centrifugal fan (Furtado, 1994). Each power train group is connected to the main duct through a pipeline with $1m^2$ of cross-sectional area.

The fluidic power system (Fig. 1) consists of an industrial centrifugal fan (with air flow of up to $10^6 m^3/h$) and a set of two proportional valves (*VPO* and *VPI*) that allow the control of the pressure and, consequently, the force imposed to the vehicle and eight on-off valves (*VO-7*). Switching the state of the valves, the controller can change de direction of the air flow in the ducts, performing inflation or exhaustion of the air, as seen in Fig. 1. The valves used in the *Aeromovel* system are similar to the butterfly valves usually found in process industries. Pneumatic pistons are used to rotate the flaps of the valves due to the high flow rates involved.

According to Aeromovel (1999) the ideal complete system of transport can be segmented into sections between two stations, which are called "Standard-Block". The standard block is formed by two power train groups, one at each station and a vehicle. This configuration allows three operation configurations:

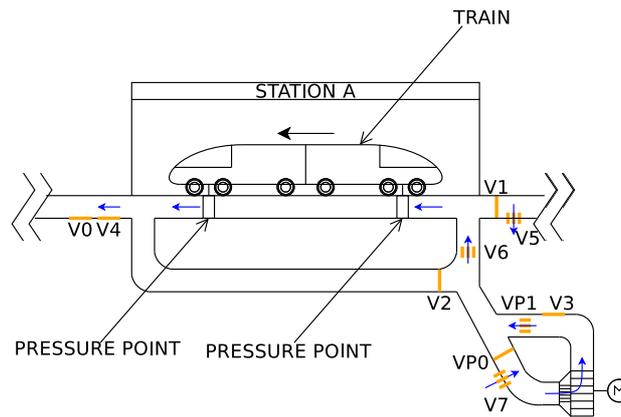


Figure 1. Layout of power train group - Push to Left

- *Push* - the vehicle is pushed by the pressure caused by the operation of the power train group when it is located upstream to the vehicle. In the chamber located downstream to the vehicle position, the atmospheric valve is open, communicating the duct to the atmosphere (see Fig. 1 and Fig. 2).
- *Pull* - the vehicle is pulled by the *vacuum* caused by the operation of the power train group when it is positioned downstream to the vehicle. In the chamber located upstream to the vehicle position, the atmospheric valve is open, communicating the duct to the atmosphere (see figures 3 and 4).
- *Push-Pull* - both power train groups are connected to the duct and two atmospheric valves are closed. Thus, the vehicle moves due to the positive upstream pressure and to the downstream *vacuum*. In this form of operation, the vehicle may develop higher speeds.

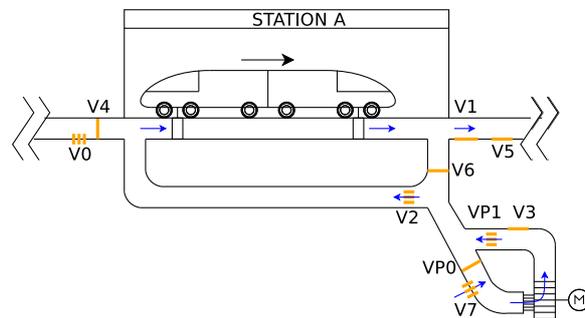


Figure 2. Layout of a power train group - Push to Right

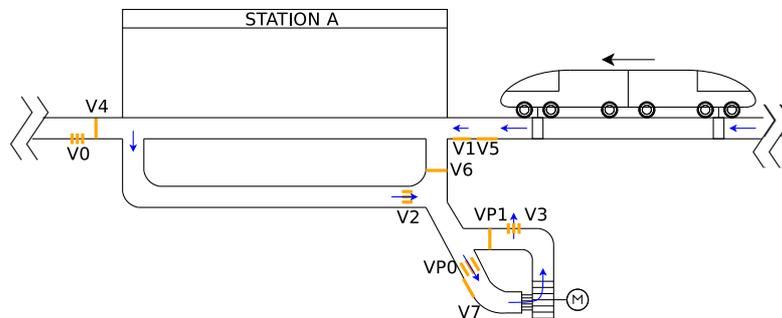


Figure 3. Layout of a power train group - Pull from Right

One of the difficulties of working with this power train group is that the change of states (from push to pull for example) - because the valves can briefly set up a power train group in addition to the three states mentioned above - may cause safety problems for people and security problems for the equipment. To avoid making changes of states of the valves in sequence (which implies in the necessity of a longer time to change). in this paper it is proposed the inclusion of a condition called *OFFLINE* in which the power train group does not influence the movement of the vehicle, independently of the state of the motor, since the segment valves remain closed (V1 and V4) while the atmospheric segment valves remain

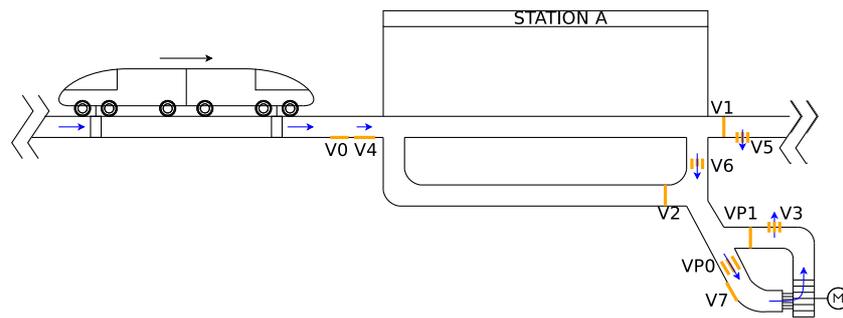


Figure 4. Layout of a power train group - Pull from Left

open ($V0$ and $V5$). Thus, independently of the other valves, there is no interference in the movement of the vehicle, while the propulsion system remains in the *OFFLINE* state. This state is used during the exchange process between the states *PUSH* and *PULL* or when the vehicle remains stationary at the station.

3. MODEL OF THE SYSTEM

In order to detail the study, this paper presents only the case of one propulsion system with a single vehicle. Aiming the simplicity of the model of the complete system (vehicles and drivers), this work discusses the power train group (motor and set of pneumatic valves) in order to verify the possible states and to prove that the proposed controller for the propulsion system is allowed to operate in only three different states: *OFFLINE*, *PUSH* and *PULL*.

The train control system is usually centralized, but aiming to achieve a solution based on the IEC 61850 standard (Hewings, 2008) the models were developed based on distributed controllers, in a way that the models consider real time dedicated to each individual device. The units are connected to a communication bus that provides information exchange with other processing unit responsible for interfacing with the user, thus reducing the processing request individually. In general, the decision to use a distributed control system is motivated by cost reduction and increased system flexibility and control, in this particular case, the distance between the elements of the system.

Models of plant system devices and controllers and were developed using a timed automata formalism and analyzed using UPPAAL for both simulation and formal verification. The model was divided into the following templates:

- *Valvs_Control*. The on-off valves controller has a controller for each of the eight valves (see Fig. 5).
- *Valvs*. The on-off valves of the propulsion system have four states considered (*closed*, *closing*, *open*, *opening*) modeled by the four locations of each corresponding automaton. The time for changing of state is fixed. The system is initialized with all the valves in known states. This template is repeated for each of the eight on-off valves (see Fig. 6).
- *Valvs_Prop_Control*. The proportional valves controller has a controller for each one of the two proportional valves (see Fig. 7).
- *Valvs_Prop*. Model of pneumatic proportional valves with two states (*moving* or *stationary*). The time of change is proportional to the requested displacement. This template is repeated for each of the two proportional pneumatic valves (see Fig. 8).
- *GMP_Control*. The controller of the propulsion system template is unique for the standard block (see Fig. 9) and it is responsible for receiving messages from other controllers and send them to the other components of propulsion system. This model is essential to simplify the system representation, since verifying the total states that are allowed in this model of the propulsion system, it is the only one that remains in the analysis of the complete system (including vehicles and other ATC systems), modeling the time required between changes of the states *PUSH*, *PULL* and *OFFLINE*.
- *Motor*. The motor physical system is modeled with 3 states (see Fig. 10). The time for states changing is fixed. It is assumed the hypothesis that the fan works in steady state. This template is unique for the standard block.
- *Random*. The random model generator request for the power train group. The requests include all the input message of the propulsion system and are executed at a predetermined fixed time, with no known sequence (see Fig. 11).

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The models of the physical system (*Motor*, *Valv* and *Valv_Prop*) were modeled in order to allow free behavior, without restrictions, for these plant parts. The models of the controllers (*GMP_Control*, *Valv_Control* and *Valv_Prop_Control*) are responsible for restricting movement of the models of the plant in order to prevent undesired behavior. Because of the duplicity of equipment, a total of 23 models are checked.

4. SIMULATION AND FORMAL VERIFICATION RESULTS

For the totality of the models, the range of all variables has been limited in order to decrease the necessary computational capacity to obtain the results when executing formal verification tasks. For all the locations of the entire automata model - with exception of the "committed" locations - it is necessary a time interval to allow evolutions from a location to another location, in all automaton models.

4.1 Simulation Results

Concerning the simulation results, the data of the file *XTR* (simulation registry) was used to obtain the diagram presented in Fig. 12. This diagram illustrates the behavior of all the valves when the system changes its states for: *OFF*, *PUSH* or *PULL*.

VP0 and *VP1* are the proportional pneumatic valves, but, in this chart - and to simplify the analysis - they appear only totally open or totally closed. *V0*, *V1*, *V2*, *V3*, *V4*, *V5*, *V6* and *V7* are the on-off valves. *OFF*, *PUSH* and *PULL* represent the states *OFFLINE*, *PUSH* and *PULL*, respectively, of the valves set and motor of the pneumatic propulsion system. The motor is not presented in the chart of Fig. 12 because it is supposed always running in steady-state mode, during the analysis.

Through the analysis of the mentioned chart of Fig. 12 it can be observed that the system starts by the *PULL* state. When occurs the changing of state of the valve *V0* (from *closed* to *opened*, illustrated by the changing "m", in the chart)

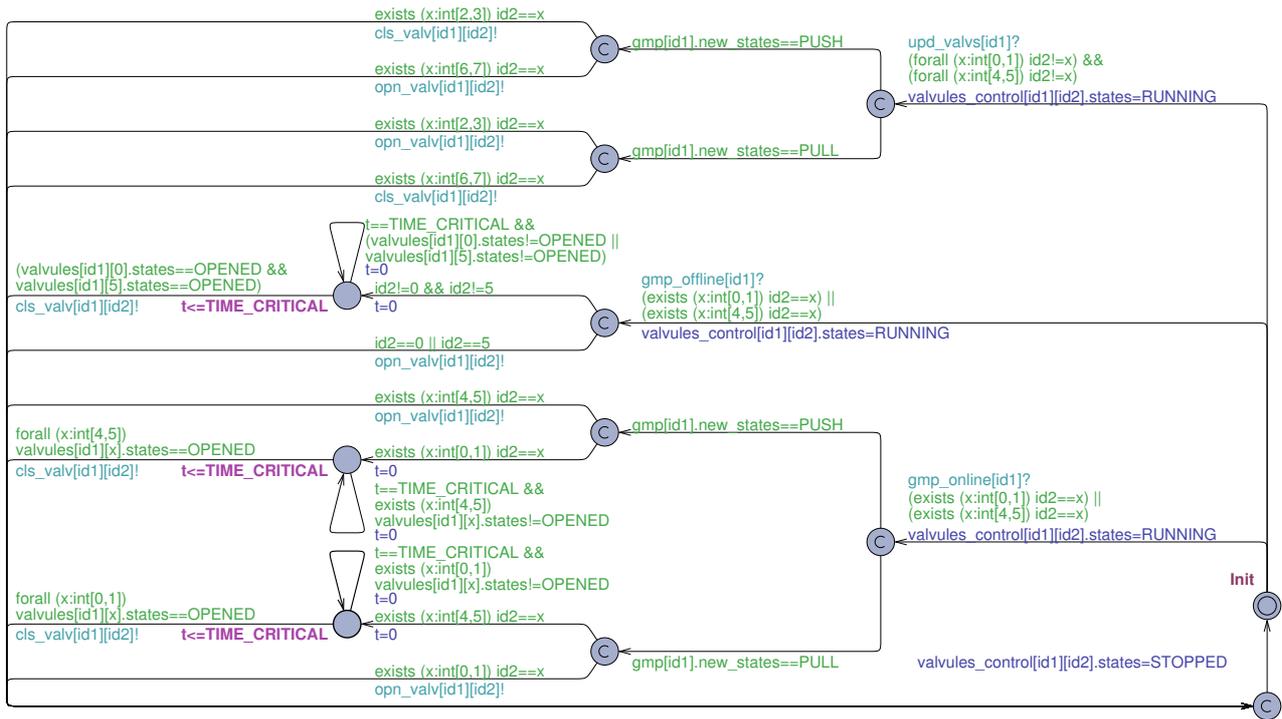


Figure 5. Controller Model of On-Off Valves

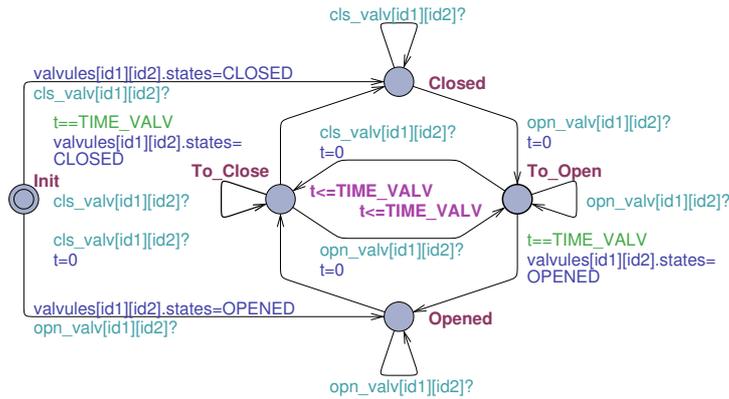


Figure 6. Model of On-Off Valves

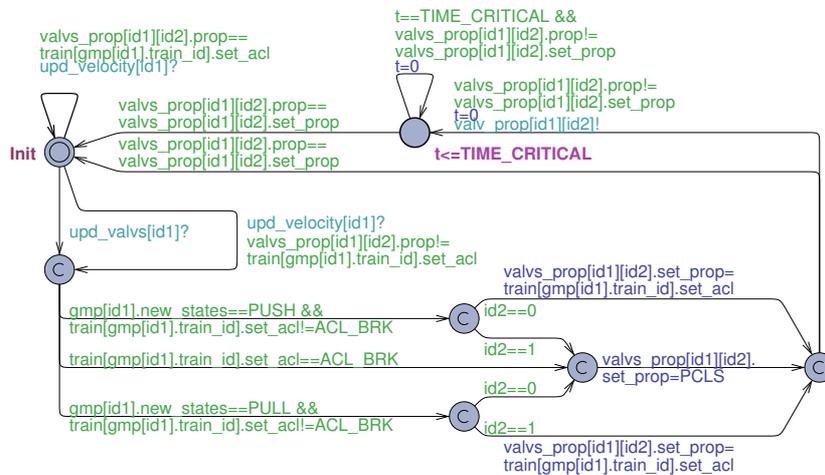


Figure 7. Controller Model of Proportional Valves

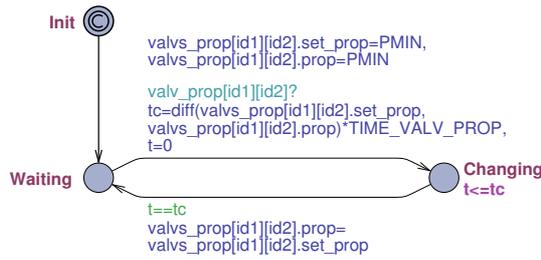


Figure 8. Model of Proportional Valves

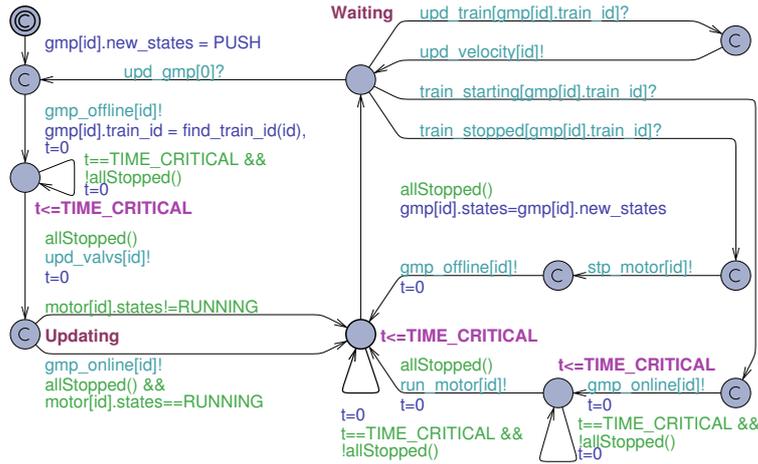


Figure 9. Propulsion System Controller Model

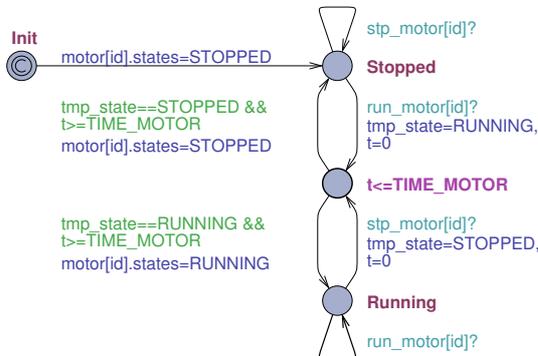


Figure 10. Motor Model

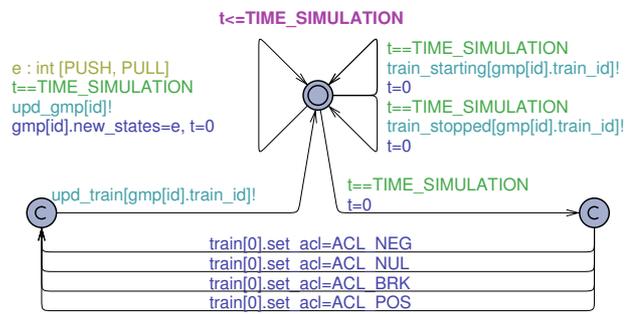


Figure 11. Random Generator Model

the valve *V4* starts changing the respective state (from *opened* to *closed*, illustrated by the changing "h", in the chart). In parallel with the changing of valve *V4*, it begins the changing of the configuration for the state *PUSH*, defined by changing of state of the valves *V1*, *V2*, *V3*, *V6* and *V7* (illustrated by the changing "l", "j", "i", "f" and "e" in the chart). The proportional pneumatic valves change their state too. The *VP0* proportional valve changes from *opened* state to *closed* state (illustrated by the changing "o" in the chart) and the *VP1* proportional valve changes from *closed* state to *opened* state (illustrated by the changing "n" in the chart). Once the system is reconfigured, the valve *V5* changes from *opened* state to *closed* state (illustrated by the changing "g" in the chart) and the Propulsion System is now in the *PUSH* state (illustrated by the changing "a" in the chart).

The results show that the simulated behavior is the expected one for this system. The next step is to perform the formal verification in order to achieve more confidence in respect to the behavior of the propulsion system.

4.2 Formal Verification Results

Concerning formal verification tasks, it have been identified some suitable operational modes for the APM propulsion system. These operational modes are described using natural language and formalized using the input language of UP-PAAL model-checker (see Table 1). For the deduction of properties was used a tool described in (Campos and Machado, 2009).

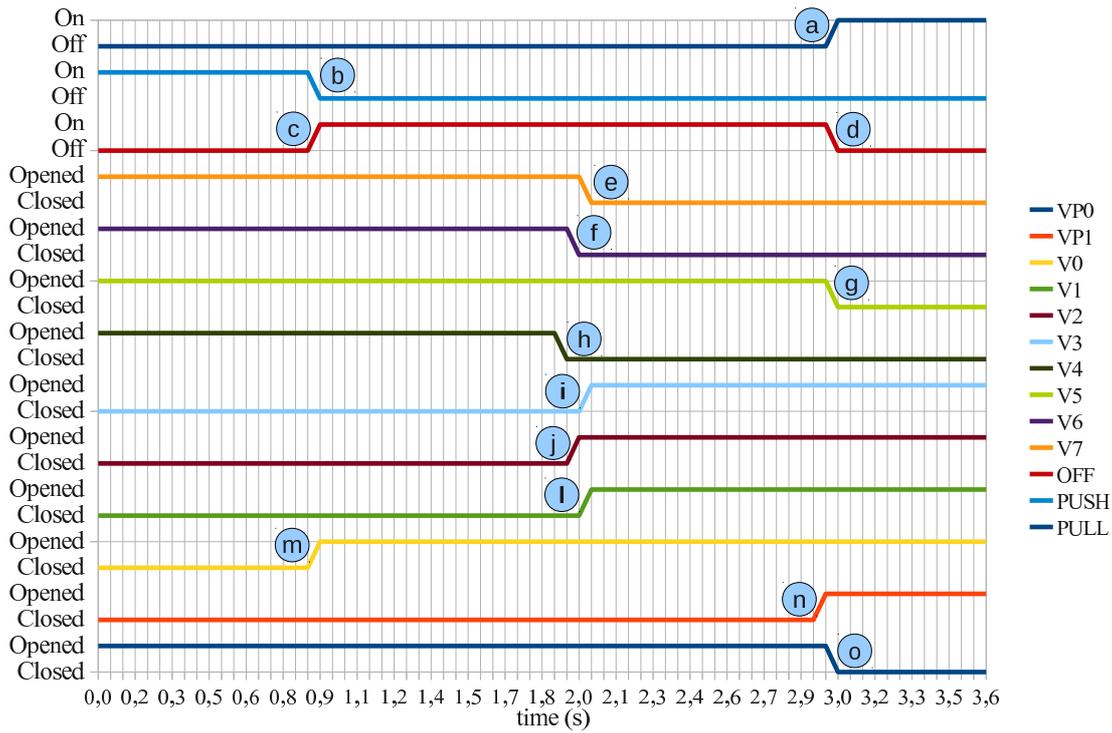


Figure 12. Simulation Results

Table 1. Behavior properties of the propulsion system

Informal Description	Formal Description
The GMP system must attend always the states <i>PUSH</i> or <i>PULL</i>	$E \langle \rangle ((\text{forall } (x:\text{int}[0,3]) \text{Valvs}(0,x).\text{Closed}) \&\& (\text{forall } (x:\text{int}[4,7]) \text{Valvs}(0,x).\text{Opened}) \&\& \text{valvs_prop}[0][1].\text{set_prop} == \text{PCLS}) \vee ((\text{forall } (x:\text{int}[0,3]) \text{Valvs}(0,x).\text{Opened}) \&\& (\text{forall } (x:\text{int}[4,7]) \text{Valvs}(0,x).\text{Closed}) \&\& \text{valvs_prop}[0][0].\text{set_prop} == \text{PCLS}))$
If the motor of the propulsion system is running and if the Propulsion System Controller is not processing information and it is not in the <i>OFFLINE</i> state then the Propulsion System is necessarily in the <i>PUSH</i> state or in the <i>PULL</i> state	$A[] (\text{Motor}(0).\text{Running} \text{ and } \text{GMP_Control}(0).\text{Waiting} \text{ and } !\text{Valvs}(0,0).\text{Opened} \text{ and } !\text{Valvs}(0,5).\text{Opened}) \text{ imply } ((\text{forall } (x:\text{int}[0,3]) \text{Valvs}(0,x).\text{Closed}) \&\& (\text{forall } (x:\text{int}[4,7]) \text{Valvs}(0,x).\text{Opened}) \&\& \text{valvs_prop}[0][1].\text{set_prop} == \text{PCLS}) \vee ((\text{forall } (x:\text{int}[0,3]) \text{Valvs}(0,x).\text{Opened}) \&\& (\text{forall } (x:\text{int}[4,7]) \text{Valvs}(0,x).\text{Closed}) \&\& \text{valvs_prop}[0][0].\text{set_prop} == \text{PCLS}))$
The valves <i>V1</i> and <i>V5</i> must never be closed simultaneously	$A[] \text{ not } (\text{Valvs}(0,1).\text{Closed} \text{ and } \text{Valvs}(0,5).\text{Closed})$
The valves <i>V0</i> and <i>V4</i> must never be closed simultaneously	$A[] \text{ not } (\text{Valvs}(0,0).\text{Closed} \text{ and } \text{Valvs}(0,4).\text{Closed})$
If the motor of the propulsion system is running and if the Propulsion System Controller is processing information then the Propulsion System is necessarily in the <i>OFFLINE</i> state	$A[] (\text{Motor}(0).\text{Running} \text{ and } \text{GMP_Control}(0).\text{Updating}) \text{ imply } (\text{Valvs}(0,0).\text{Opened} \text{ and } \text{Valvs}(0,5).\text{Opened} \text{ and } (\text{Valvs}(0,4).\text{Closed} \vee \text{Valvs}(0,4).\text{To_Close}) \text{ and } (\text{Valvs}(0,1).\text{Closed} \vee \text{Valvs}(0,1).\text{To_Close}))$
The system never attend the <i>deadlock</i> state	$A[] \text{ not } \text{deadlock}$

All the properties have been verified using Difference Bound Matrices (DBM) state space representation in a PC Intel(R) Core(TM)2 Duo CPU 2.10GHz (4Gb RAM) on less than 250 minutes.

5. CONCLUSIONS

The use, in a complementary way, of simulation and formal verification techniques was helpful for obtaining good results when analyzing a part of the distributed controller for the Aeromovel system. The propulsion system behavior has been verified and results indicate that the achieved states are the predicted states for this system behavior.

In this study, it was shown that a distributed controller - corresponding to a part of a complex system - has been verified and it is possible to conclude that this part of the controller accomplishes the main behavior desired for the system. With the partial verification of the distributed controller, it was possible to obtain results in suitable intervals of time and without significant computational memory consuming during formal verification tasks.

As future work, other partial controllers will be verified - concerning the same system - and, finally, an abstraction of each part of the controller will be verified in order to guarantee the desired behavior for the entire system, considering all the distributed controller system.

In addition, as it is a safety critical application, the controllers communications and occurrence of failure modes will be considered.

6. ACKNOWLEDGEMENTS

Guilherme Kunz is supported by the PTI C&T program (*Fundação Parque Tecnológico Itaipu - FPTI-BR*). The authors would like to thank to PTI C&T/FPTI-BR for financial support and to CESUP-UFRGS for access to the clusters.

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8. Responsibility notice

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