

### Effects of Dynamic NoC Resource Management for Mixed Criticality Applications

Rolf Ernst TU Braunschweig Annecy, July 5, 2017

### **Motivation**

- many-core systems are reaching critical embedded systems
  - sensor fusion and recognition in highly automated driving
  - avionics, space
- Iimited power and cost budget
  - compact solutions
  - higher systems integration
- mixed criticality







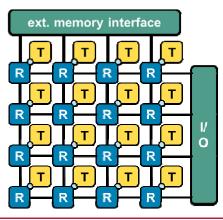
### Mixed criticality challenge - Independence



- safety standards require
  - isolation of subsystems with different criticality levels (IEC 61508: sufficient independence; ISO26262: freedom from interference)
  - predictable timing where timing is relevant (almost every system)
  - error resilience

#### already challenging in current multicore implementations

- how to meet these challenges in many-cores?
- main difference: Communication via Network-on-Chip (NoC)

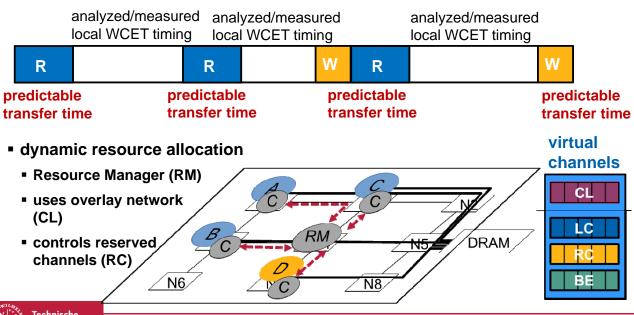




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## Last year: Predictable NoC transfer for critical app.

- flexible block transfers
- resource management (RM) for predictable worst case (WC) timing





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#### This year: Integration with end-to-end network traffic



- manycore-to-manycore over TSN (Real-time Ethernet)
  - matches block transfer
  - Iarge packets NoC peak loads in competition with NoC traffic
  - can be combined with software defined networking (SDN)



#### Avionics

- communication in ARINC653 scheduling
- pipelining of computation and communication

#### Automotive

- predictable integration of network traffic
- handling dynamic communication patterns
  - dynamic adaptation for Adaptive AUTOSAR
  - dynamic transmission error handling

#### Media

predictable communication integration

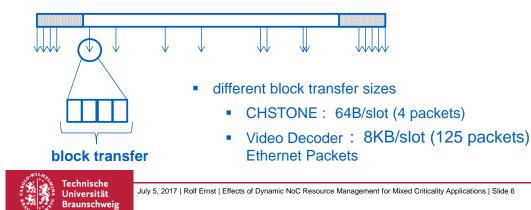


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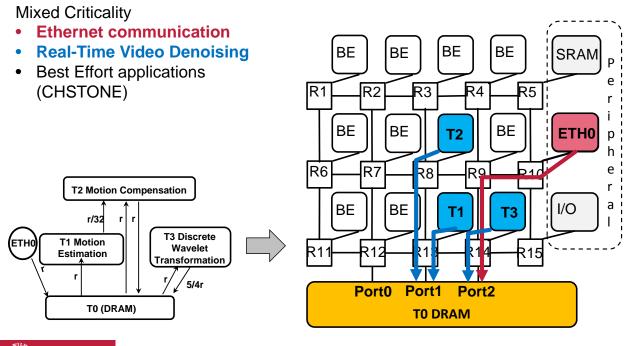
### **Experiments**

# **IDA**

- analytical WC experiments
  - pyCPA analysis framework
- simulations
  - OMNeT++ event-based simulation framework
  - HNOCS library
- input data
  - memory access traces



# Experiment: Real-Time Video Denoising [Kostrzewa2016b]





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### **Comparing different schedules**

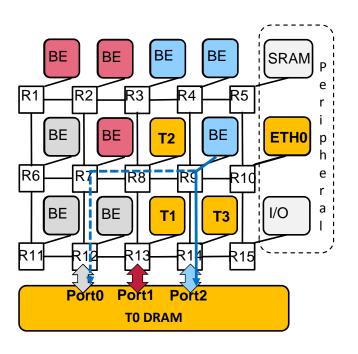


- all BE senders must use Port0
- no link shared between BE and SC
- temporal isolation (TIS)
  - priority assignments for VCs
  - distribute the load between ports (group of 3 applications per port)
  - BE blocked when SC are active
- adaptive communication load distribution (ALD)
  - each BE has a detoured path to Port0 (blue and dotted line)
  - when SC sender is active load is detoured

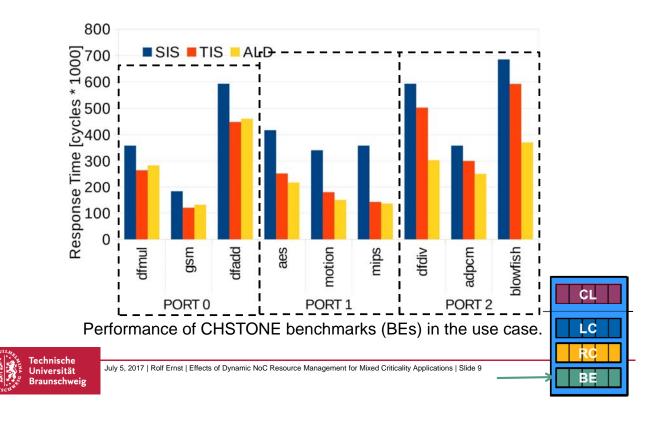


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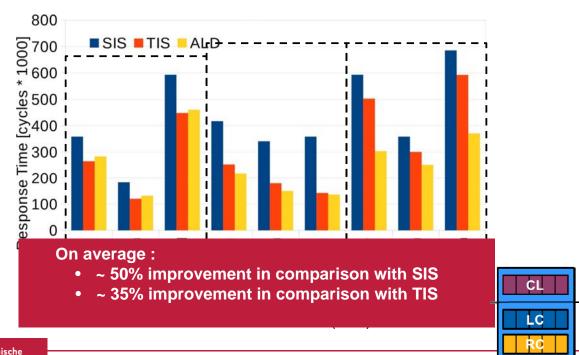




## Benchmark-based results for best effort tasks (BE)



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BE



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### **SDN for TSN - Principle**



SDN

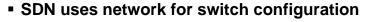
Agent

4 F

SDN Enabled Switch

Flow Table

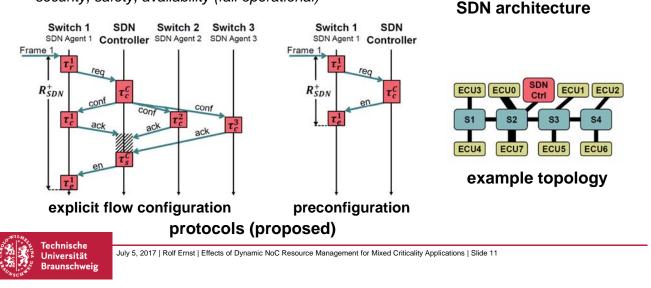
Port Port



- access control, reconfiguration, ...
- explicit control or preconfigured
- control redundancy must be added

#### applications

security, safety, availability (fail operational)



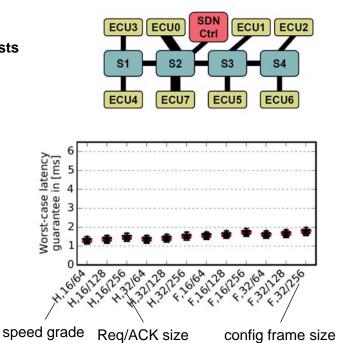
SDN Controller

### Feasibility study SDN for automotive TSN [Thiele2016]

- protocol timing for access control
  - depends on load, number conf. requests
  - explicit configuration: 1ms ...6ms
  - preconf: < 1.3ms</p>

SAFIRE

- feasible approach for automotive
- more research needed
  - H2020 project, www.safure.eu





### Conclusion



- NoC based many-cores are entering safety critical system design
- mixed criticality is result of function integration
- dynamic resource management using a research manager is a highly efficient NoC control mechanism for such NoCs providing worst case guarantees
- this year: coupling with global network traffic

### Thank you!

Acknowledgement: Some of the slide contents have been provided by Adam Kostrzewa and Daniel Thiele



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