

# *Fault Tolerant System Design*

Dr. Axel Krings

JEB 320

208 885-4078

krings@uidaho.edu

<http://www.cs.uidaho.edu/~krings>

**What is Fault Tolerance ?**

# *Why use Fault Tolerance?*

It is Written:

“To err is human, but to *really* foul up takes a computer”

- ◆ Computers are used where system failure would be catastrophic in terms of money, human lives, or ecosystem.
- ◆ Applications: Process Control, Patient Monitoring Systems, Missile guidance & Control, Air Traffic Control, Fly-by-Wire Aircraft, Transaction Processing, Stock Market

# *Fault-Tolerant System Design*

- ◆ Different flavors, e.g.
  - General Fault Tolerance
  - Design for Testability
  - FT for safety critical applications
  - Hardware Fault Tolerance
  - Software Fault Tolerance
  - Related terms/concepts:
    - » Survivability
    - » Resilience
    - » ...

# *Introduction*

- ◆ Designing Safety-Critical Computer Systems
  - the discussion below is directly drawn from the same-called article by William R. Dunn, IEEE Computer, Vol. 36 , Issue 11 (November 2003), Pages: 40-46.
  - to avoid visual clutter references, e.g., of figures etc. are omitted
  
- ◆ More and more computers are used to control safety-critical applications
  - fly-by-wire, hospital life-support systems, manufacturing robots etc.
  - coming up: steer-by-wire automotive systems, automated air- and surface-traffic control, powered prosthetics, smart Grid, etc.

# *Introduction*

- ◆ Concern: can these systems fail and cause harm?
  - early example: Therac 25 therapeutic computer system accidents
- ◆ Concern: proposed system concepts and architectures
  - have been found to be impractical for safety critical real-life engineering applications
  - fail in practice for three primary reasons:
    - » originators or users
      - have incomplete understanding of what makes a system safe
      - fail to consider the larger system into which the system is integrated
      - ignoring single point of failure

# *Introduction*

- ◆ Therac-25:
  - ◆ Radiation therapy machine produced by Atomic Energy of Canada Limited (AECL) and CGR of France after the Therac-6 and Therac-20.
  - ◆ Between June 1985 and January 1987 involved in six accidents involving massive overdoses of radiation, which resulted in patient deaths and serious injuries.
  - ◆ Described as worst series of radiation accidents in history of medical accelerators.
  - ◆ *“The mistakes that were made are not unique to this manufacturer but are, unfortunately, fairly common in other safety-critical systems”*, [1]
  
- ◆ source: [1] Nancy G. Leveson and Clark S. Turner, *An Investigation of the Therac-25 Accidents*, IEEE Computer, Vol. 26, Issue 7, July 1993.

# Introduction

## ◆ Defining “Safe”

- We often think “safe” w.r.t. driving a car, flying etc.
  - » e.g. “is it safe to drive?”
  - » one thinks of a *mishap*
- Mishap
  - » MIL-STD-882D definition: “*An unplanned event or series of events resulting in death, injury, occupational illness, damage to or loss of equipment or property, or damage to the environment.*”
- Mishap Risk
  - » MIL-STD-882D definition: “*An expression of the impact and possibility of a mishap in terms of potential mishap severity and probability of occurrence.*”
  - » Example: airline crash vs. fender-bender: less likely, but higher impact
  - » What is the important message here:
    - **Systems are never absolutely safe => thus reduce risk...**

# *Introduction*

- ◆ Acceptable Mishap Risk
  - public establishes acceptable risk for a given mishap
  - willingness to tolerate mishap as long as it occurs infrequently
  - typical fail rates:  $10^{-2}$  to  $10^{-10}$  per hour
  - how do designers decide on what constitutes an acceptable risk?
    - » they don't!
    - » they rely on standards such as
      - MIL-STD-882D
      - IEC 61508, Functional safety of electrical/electronic/programmable electronic safety-related systems.

# *Introduction*

## ◆ Computer System

- Application
  - » physical entity the system controls/monitors, e.g. plant, process
- Sensor
  - » converts application's measured properties to appropriate computer input signals, e.g. accelerometer, transducer
- Effector
  - » converts electrical signal from computer's output to a corresponding physical action that controls function, e.g. motor, valve, break, pump.
- Operator
  - » human(s) who monitor and activate the computer system in real-time, e.g. pilot, plant operator, medical technician
- Computer
  - » hardware and software that use sensors and effectors to control the application in real-time, e.g. single board controller, programmable logic controller, flight computers, systems on a chip.

# *Introduction*

## ◆ Hazard Analysis

### – Hazard

» MIL-STD-882D definition: *“Any real or potential condition that can cause injury, illness, or death to personnel; damage to or loss of a system, equipment or property; or damage to the environment.”*

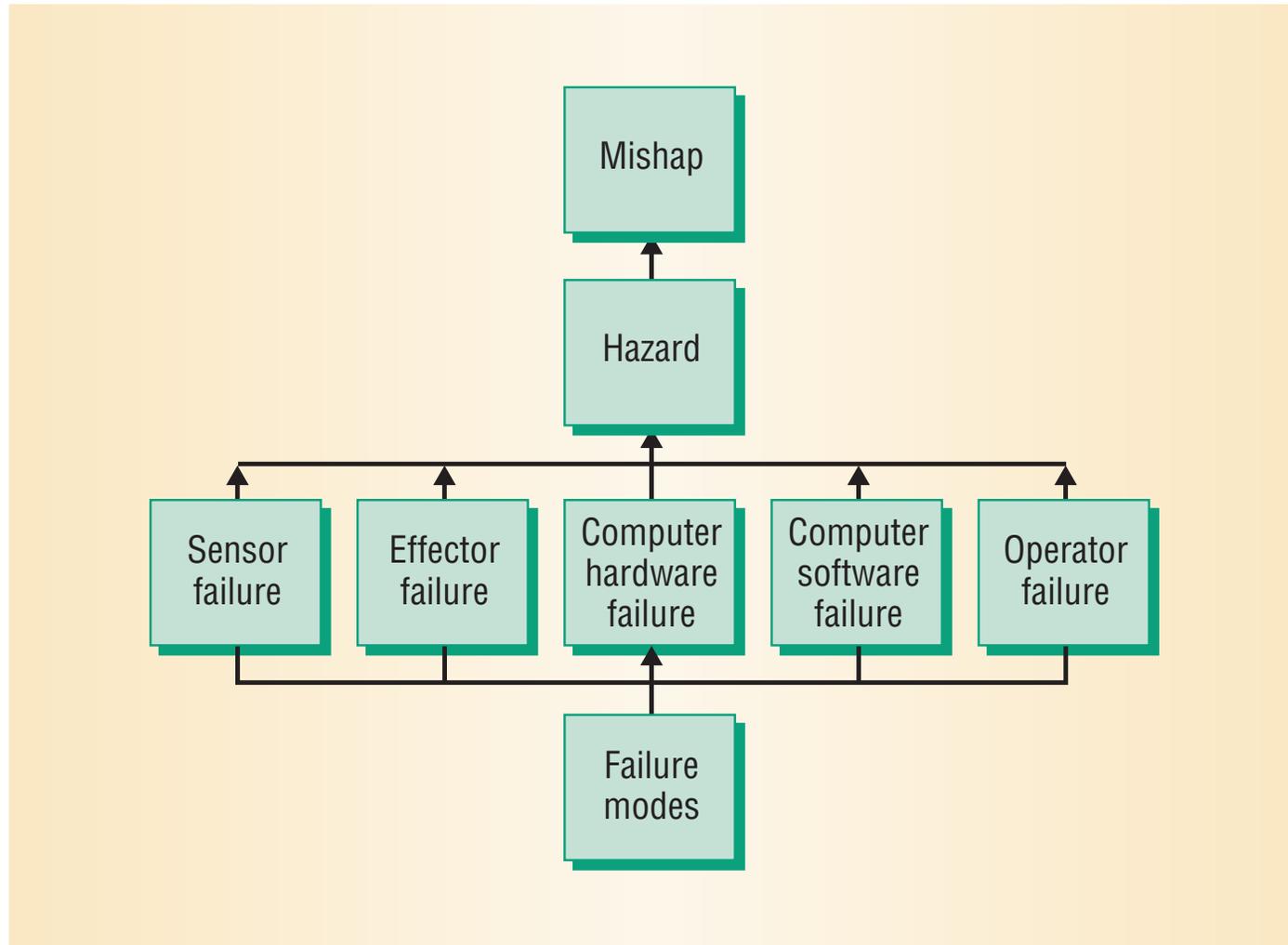
– examples: loss of flight control, nuclear core cooling, presence of toxic materials or natural gas

# *Introduction*

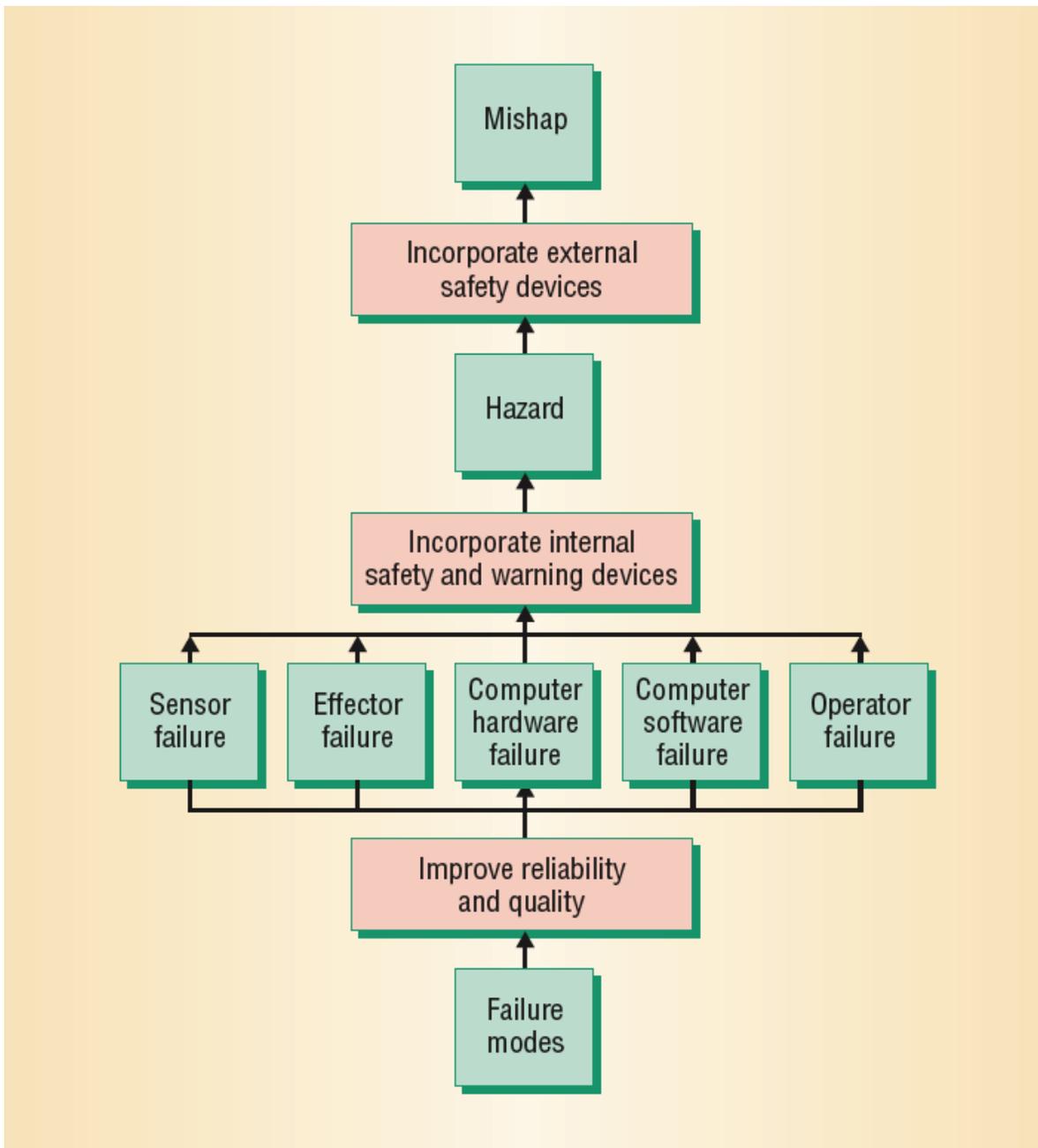
## ◆ System design

- identify hazards of application components
- next, determine how operator, sensor, computer and effectors can fail and cause mishaps
  - » use failure-modes analysis to discover all possible failure sources in each component, i.e. operator, sensor, computer and effector
  - » includes random hardware failure, manufacturing defects, program faults, environmental stresses, design errors, maintenance mistakes
- now the design can begin

# Introduction



**Figure 1. Mishap causes. System designers identify the application's attendant hazards to determine how system-component failures can result in mishaps.**



**Figure 2. Risk mitigation measures. Designers can modify a system to reduce its inherent risk by improving component reliability and quality and by incorporating internal or external safety and warning devices.**

# *Introduction: Example*

- ◆ Example: computer system used for electrically heating water
  - Application
    - » steel tank containing water
  - Effector
    - » computer-controlled electric heating elements
  - Sensor
    - » temperature sensor measures water temp and transmits to computer
  - Computer
    - » software in the computer maintains water temp at 120F by controlling heating element
      - ON if water temperature is below target
      - OFF otherwise

# *Introduction Example*

- ◆ Example cont.
  - Hazard
    - » e.g. water could overheat
  - Mishap
    - » e.g. overheated water could cause tank to explode
    - » e.g. person opens faucet and gets scald by overheated water or steam
  - Failures that could create this hazard
    - » temperature sensor malfunction signaling “low temperature”
    - » heater unit may fail and remain on permanently
    - » computer interface hardware might fail permanently signaling an “ON” state to the heater
    - » computer software fault, possibly in unrelated routine, might change the set point to 320F
    - » operator might program an incorrect set point

# *Introduction*

- Failures that could create this hazard, (cont.)
  - » maintenance error, e.g. repair person installs wrong temperature sensor.
  - » environmental condition, e.g. overly warm application location causes chips to fail
  - » design failure that results in using the wrong sensor for the selected operating temperature.
  
- This water heating system (as it stands) has unacceptable risk of mishap!

# *Introduction*

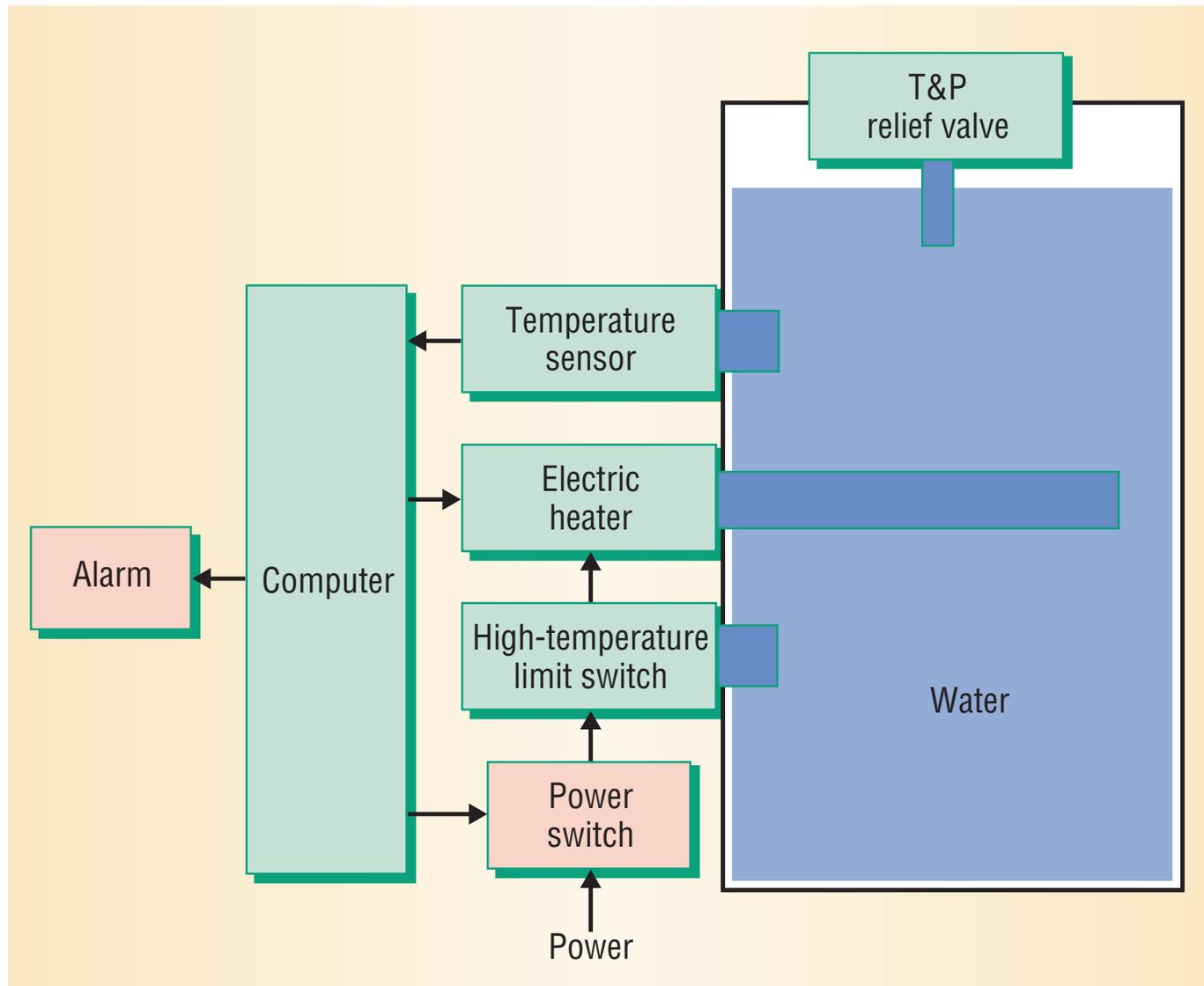
## ◆ Mishap Risk Mitigation

### – Options:

- » 1) improve component reliability and quality
  - » seeks to lower probability of component failure
  - » which in turn reduces probability of mishap
- » 2) incorporate internal safety and warning devices
  - » e.g. thermocouple device turns off gas to home heater when pilot goes out
- » 3) incorporate external safety devices
  - » range from simple physical containment to computer-based safety-instrumented systems

### – Designers should apply all of these options

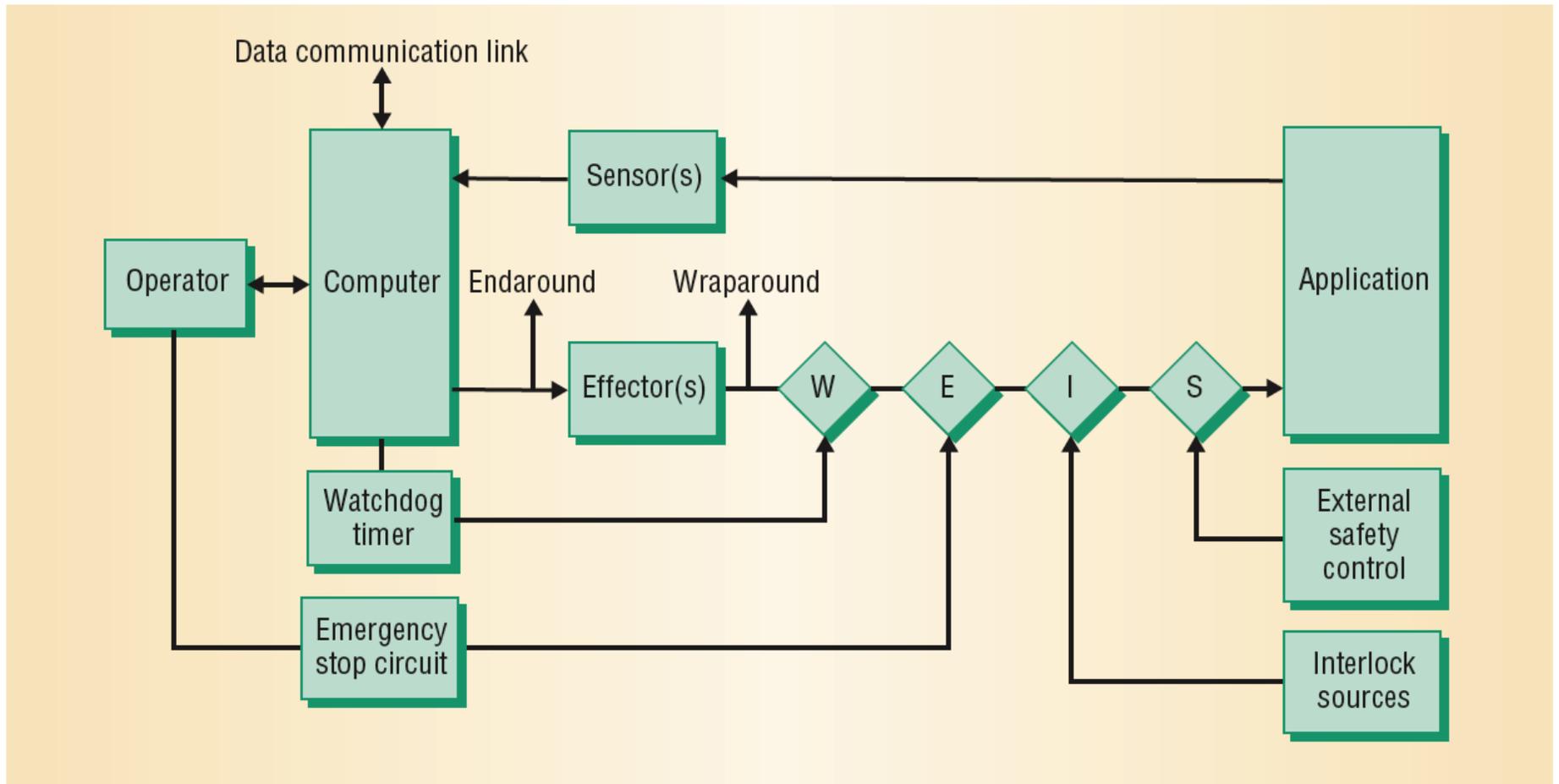
- » ensure distributed, **non-single-point-of-failure** implementation



**Figure 3. Applying risk-mitigation measures. The addition of safety devices such as a high-temperature limit switch and a temperature-and-pressure (T&P) relief valve has reduced the computer-controlled water heating system's operational risk.**

# Introduction

## ◆ Additional Safety Devices



**Figure 4. Risk mitigation methods. Designers have added several risk-mitigation devices to this system, including a watchdog timer, emergency stop circuit, and interlocks that inhibit effector actions unless specific external conditions are satisfied.**

# *Introduction*

## ◆ Fail-Operate Systems

### – Fail-Safe System

- » after failure is detected, systems enters a safe state, by modifying effector outputs, e.g. shut system down.

### – Fail-Operate System

- » many computer systems cannot just be shut down
- » e.g. fly-by-wire aircraft control system
- » system must continue safe operation even after one or more components have failed
- » tolerating faults is the goal of fault-tolerant system design
- » strongly relies on the principle of redundancy

# *Introduction*

## – Fail-Operate System

- » principle of redundancy is simple in concept, but hard to implement
- » all critical system components must be replicated
  - i.e. computers, sensors, effectors, operators, power source, interconnect.
  - ... not to mention the issue of homogeneous vs inhomogeneous redundancy (identical vs dissimilar)
- » redundancy management needs to be incorporated into hardware, software, operator components
  - detect failure
  - isolate failed component
  - reconfigure components
  - we will address reconfiguration and masking extensively later in the course
- » system cost and complexity increase fast

# *Introduction*

- ◆ Evaluating Safety-Critical Computer Systems
  - Failure Modes and Effects Analysis (FMEA)
    - » for each component consider how it can fail, then determine the effects each failure has on the system
    - » goal is to identify single point of failure
  - Fault-Tree Analysis (FTA)
    - » identify mishap and identify all components that can cause a mishap and all the safety devices that can mitigate it.
  - Risk Analysis (RA)
    - » quantitative measure yielding numerical probabilities of mishap
    - » need failure probabilities of components

# *Introduction*

## – Reliability Modeling

- » considering all components, redundant and non-redundant, determine the probability that the system will (reliability) or will not (unreliability) operate correctly (one hour typical)

## – Design Strategy

- » use fault tree to evaluate overall probability of failure
- » can consult probabilities of fault tree to identify where to apply mitigation
- » need to re-design sections that contribute heavily to unreliability
- » continue this process until desired reliability is achieved

# *Finding a Compromise*

How much fault-tolerance is needed for a system or application?

High cost vs. customer dissatisfaction/loss of market shares

Systems operate just below the threshold of pain

# *Top Five Challenges*

◆ Ram Chillarege (1995) writes:

The top 5 challenges, which ultimately drive the exploitation of fault-tolerant technology are:

- 1) Shipping a product on schedule
- 2) Reducing Unavailability
- 3) Non-disruptive Change Management
- 4) Human Fault Tolerance
- 5) Distributed Systems

Article source: Lecture Notes In Computer Science; Vol. 774, 1999

- the points made in the article still hold

# *Shipping Product on Schedule*

- ◆ extreme pressure to reduce product cycle
- ◆ competitive market
  - introduce products faster
- ◆ FT adds cost in Hardware, Design, Verification
  - increase development cycle
- ◆ compressed schedule can result in greater # of errors
  - errors escape into field

# *Reducing Unavailability*

- ◆ Outage and their Impacts:
  - software & procedural issues (operator errors)
  - hardware & environmental problems
  
- ◆ Years ago: Hardware problems dominant
- ◆ Improvements in manufacturing & technology
- ◆ Improvements in software not significant
  - software problems now dominate outages
  - Software Bugs:
    - » total failure < 10%
    - » partial failure 20% - 40% (requires some response)
    - » rest: Annoyance, update later, update via maintenance

# *Reducing Unavailability cont.*

Down-Time (largest outage part)

<ul style="list-style-type: none"><li>- upgrades</li><li>- maintenance</li><li>- reconfiguration</li></ul>	planned outage
<ul style="list-style-type: none"><li>- act of technology/nature</li><li>- commonly the target of FT design</li></ul>	unscheduled outage

Some commercial applications

- 24 x 7 operations
- reduce outage from all sources

# *Non-Disruptive Change Management*

- ◆ Maintenance on Software
  - most software is not designed to be maintained
  - non-disruptive
- ◆ One Solution: hot standby
- ◆ The Problem of First Failure Data Capture (FFDC)
  - trap, trace, log adequate information
  - FFDC mostly poor
  - error propagation makes it harder to find root cause of problem
  - problems in re-creating

# *Human Fault Tolerance*

- ◆ Human Comprehension of task =
  - non-defect oriented problem
  - no code change required
- ◆ Design System to tolerate human error

# *Distributed Systems*

- ◆ Now consider Distributed Systems
- ◆ We need to start “all over again”

# *Fault-Tolerance & Ultra Reliable Systems*

- ◆ Fly-by-Wire, Airbus 320
  - computer controls all actuators
  - no control rods, cables in the middle
  - 5 central flight control computers
  - different systems used (Thomson CSF=> 68010, SFENA=> 80186)
  - software for both hardware written by different software houses
  - all error checking & debugging performed separately
  - computer allows pilot to fly craft up to certain limits
  - beyond: computer takes over

Airbus A320/A330/A340 Electrical flight Controls: A Family of Fault-Tolerant systems, D. Briere, and P. Traverse, FTCS-23, pp.616-623, 1993.

# *Fault-Tolerance & Ultra Reliable Systems*

- \* Many aircraft use active control
  - F16
  - forward swept wing X-29
  - could not fly without computers
  - moving control surfaces
- \* Burden of proof that fly-by-wire system is safe for civil flight has shifted to training environments and simulation.

# *Fault-Tolerance & Ultra Reliable Systems*

- ◆ Many aircraft use active control, e.g.,
  - e.g., F16, forward swept wing X-29 could not fly without computers moving control surfaces
- ◆ Burden of proof that fly-by-wire system is safe for civil flight has shifted to training environments and simulation.
  - e.g., Boeing 777