## Final Presentation

M. Redaelli, F. Zanoli

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Analysis and Specification

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# Final Presentation Software Engineering 2 Project

M. Redaelli F. Zanoli

Politecnico di Milano

February 27, 2017

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## Introduction

The project we have been assigned is called *PowerEnJoy* and it is a complex software system that should implement a car sharing service. In order to rationalize, clarify, and put in structured and standardized documents all the relevant concepts and informations, we designed and delivered several documents such as the **RASD**, the **DD**, the **ITPD**, and the **PPD**. These slides will only present an overview of the concepts thoroughly described in the above mentioned documents.

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- **TexStudio:** to compile LATEX document.
- StarUML: to draw UML diagrams.
- Alloy Analizer 4.2: to checking model consistency.
- Draw.io: to build mockups.
- GitHub: for storing the project.
- Skype: for team collaboration

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# Overview

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The aim of the software is to provide a new digital management system for car-sharing service that exclusively uses electrical cars. It can be applied to different small and big city and even in a large urban area.

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This new service pretends to achieve various goals, such as:

- G4: Allow user logged in to book a car in a certain location.
- **G6**: A user who request a rent can abort the process when ever he/she wants.
- **G9:** A non registered users can only register once to the service.
- **G10**: A user can get discount or overtaxes from his/her last rent.

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# Actors - Users, Cars and Customer Service

Below are listed the four main actors that will interact with the application once deployed:

- **Registered User:** A person who subscribed to the system and can access to all functionalities of the application.
- Visitors: A person that needs to move from a position to another one among the city and wants to use *PowerEnJoy* in order to do so, but has not registered yet to the service.
- Car: The car reserved / rented / Parked that communicates with the system.
- External Customer Service: A team that provide technical support in case of problems related to the car.

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# **Product Perspective**

Our *PowerEnJoy* is a **completely new product**, not based on previous ones.

It relies on **location data** received via **Internet** from each user application and car system: all the involved smartphones already have a **GPS antenna** installed inside, that communicates their position to the service.

Being a partially **distributed application**, *PowerEnJoy* requires a fully operative **Internet** connection in order to work properly, both on server and client side: **no service is intended to be provided offline**.

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# More on Product Perspective

All the data generated by this software are stored in a database, accordingly to current normative and laws about privacy and personal data management.

In addition, several **API**s are provided in order to allow further improvements and expansions of the software: for instance, the payment will be managed from an external entity (we supposed **PayPaI**) and the map will be provided by **Google**.

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## **UML** Diagrams

We provided a variety of UML diagrams, each type having a different purpose.

- UML Use Case
- UML Sequence Diagram
- UML Class diagram

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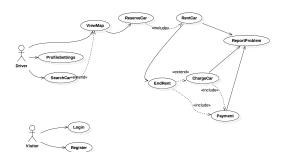
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## **UML** Use Case Diagram

This is perhaps the most useful diagram that can be designed in the early phase of the development of a software project.



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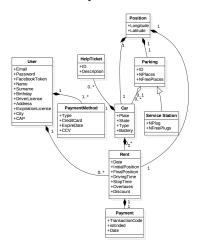
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## **UML Class Diagram**

Furthermore we designed a class diagram for an early evaluation of the basic software components that consists in a sort of **Model** for *PowerEnJoy*.



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Requirement Analysis and Specification

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The tool didn't find a proof of the inconsistency of our Alloy Models, and that along with the Automatic Generation (and Manual Verification) of interesting worlds, made us aware of the Consistency of those Models within a reasonable level of confidence.

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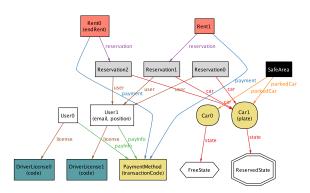
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# Alloy Simple World

Here is an example of one among the **simplest world** we generated and double checked using both **Alloy Analyzer 4.2** and **manual checking**.



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# High level components and their interaction

The system is composed of many **distributed** components: those will communicate with a **Client-Server** style and through **Point to Point** messaging system.

- The Client-Server style is used to give the many Clients connected to the Server the opportunity of sending different requests (e.g. a Car Reservation or Open Car Request).
- The Point to Point bidirectional communication channel is made necessary to enable the Server the delivery of various messages and requests to the Clients and the Car:
  - Generic notifications
  - Service messages
  - Internal message to the car as Open or Check the status

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• The **View**, the user application View that is designed to perform comfortable user expirience

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- The Controller, in charge of leading the communication between views and process either synchronous responses or asynchronous events.
- The Model that guarantees a high level interface to store and manage all the PowerEnJoy relevant data and an abstraction of Relational Database in a software component that is in direct connection with the Controller

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Plan Contents Cost Models Tasks Scheduling The selected software architecture follows the principles of the  ${\bf 3\text{-}Tiers}$  architecture. Therefore our structure expands this concept by adding 1 additional tiers to interact with the external word

In particular the tiers are:

- The Client, the mobile application designed and projected
- The Application Server, the main core of the system that include Controller and Model into it
- The DB Server, the data storage of the PowerEnJoy' data.
- The Car System, that is the interface between the physical system and the software, furnished by sensor and display in order to comunicate with the user.

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## Component View

Several components has been designed to provide all the functionalities needed for *PowerEnJoy* to work. Many subsystems have been identified:

- Ride Manager, Bill Manager, Zone Manager...
- Database ...
- External API ...

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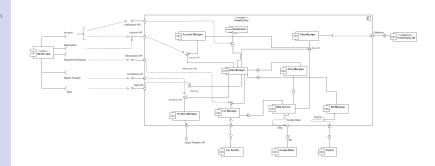
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# Component View - UML Component Diagram



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# Deployment View

The best way found to deploy the software components identified, is to consider 5 different nodes (7 if considering the Google Server and the PayPal server) that correspond with the **Tiers** with in addiction the **External Extentions** 

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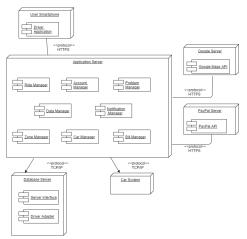
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# Deployment View - UML Deployment Diagram

The following diagram shows how **software components** are mapped into the **physical system**.



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## Runtime View

Here are proposed some of the most meaningful **UML Sequence Diagrams** with respect to show how software components interacts. The chosen functionalities are:

- Find a FreeCar
- Make a Reservation

There are other functionalities whose **UML Sequence Diagram** is not reported here for space and time constraints:

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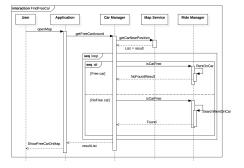
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## Find a FreeCar



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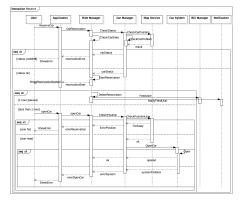
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## Make a Reservation



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# Other design decisions - Car System

We assumed to a Car system that can completly control any important aspect of the car as:

- Open the car:
- Count the Passenger:
- Display Message thought a navigator' LCD:
- Check car' position:
- ....

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# Car Info Mockups



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## Reservation Mockups



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## Scope and Approach

This project phase is highly based on the **Design** one.

We will clearly state the order in which the software components identified in the **Component View** of the **Design** part have to be integrated one with each other in order to guarantee a well tested final software.

The **bottom-up integration testing approach** has been chosen, because for a medium sized project like *PowerEnJoy*, it is best to proceed step by step in a careful yet coherent integration strategy.

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## **Entry Criteria**

Before starting the integration testing of any software component that has been designed for *PowerEnJoy* system, few points have to be underlined:

- The **internal functions** of the considered component must be **unit tested** using an appropriate framework.
- We suppose that Google Maps API and PayPal API are well tested by Google and PayPal and thus we can use them without testing any further.

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## Integration Testing Strategy

We have considered all the **Subsystems**. and we had divided into 3 different categories, in particular we divided the system in part based on the drivers' number. Trying to minimize the number of drivers to use in a **bottom-up** strategy.

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## Convention adopted - Blocks

- **Green:** This block is not dependent on any lower level component in *PowerEnJoy* and therefore it is integrated as a starting point in the current diagram.
- **Red:** This block is going to use some Drivers in order to perform a complete test on all its functionalities
- **Yellow:** This block is going to be tested without Drivers because it's at the end of the process.
- Blue: This block will be not tested.

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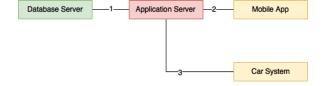
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# System Integration Sequence



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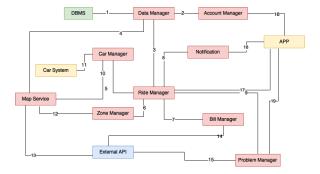
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# Subsytem Integration Sequence



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## Program Stubs And Data Required

In conclusion there is the need for some sample data to be in the **Database** and some sample **GPS** data are needed. Overview UML Diagram

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### Plan Contents

The **Project Plan** consists in tables, **Gantt diagrams**, charts and natural language descriptions of the planning, scheduling and management of *PowerEnJoy* development.

In order to estimate the project effort, we followed the assumption that the dimension of the software can be characterized by correlating the kind of functionalities offered with the source lines of code (SLOC) of the software itself

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## Function Points Approach

The **Function Points approach**, defined in 1975 by Allan Albrecht:

- Consists in a technique to assess the effort needed to design and develop custom software applications.
- Correlates the kind of functionalities offered with the source lines of code of the software itself.

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## Function Points Approach

This technique consists in combining the following program characteristics to obtain a final result:

- Internal Logic Files
- External Logic Files
- External Input
- External Output
- External Inquiry

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## **Function Points Summary**

All the calculated  $FP_i$  sums up to FP, which is the total Function Points value:

$$FP = FP_{ILF} + FP_{ELF} + FP_{EI} + FP_{EO} + FP_{EIQ}$$
  
= 80 + 10 + 35 + 16 + 8  
= 149

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### COCOMO II - Parameters



#### COCOMO II - Constructive Cost Model

	unction Points	▼			
Function Points Language Ja	iva	▼			
Software Scale Drivers					
Precedentedness Nominal		Architecture / Risk Resolution	Nominal ▼	Process Maturity	High
Development Flexibility High		Team Cohesion	Very High ▼		
Software Cost Drivers					
Product		Personnel		Platform	
	Nominal ▼	Analyst Capability	Nominal ▼	Time Constraint	Nominal
Required Software Reliability	NOTHINAL *				
Required Software Reliability Data Base Size	Low ▼	Programmer Capability	High ▼	Storage Constraint	Nominal
Data Base Size	Low ▼	Programmer Capability	High ▼	Storage Constraint	Nominal
Data Base Size Product Complexity	Low ▼ High ▼ High ▼	Programmer Capability Personnel Continuity	High ▼	Storage Constraint Platform Volatility Project	Nominal Low •
Data Base Size Product Complexity Developed for Reusability	Low ▼ High ▼ High ▼	Programmer Capability Personnel Continuity Application Experience	High ▼ High ▼ Nominal ▼ Nominal ▼	Storage Constraint Platform Volatility  Project Use of Software Tools	Nominal
Data Base Size Product Complexity Developed for Reusability	Low ▼ High ▼ High ▼	Programmer Capability Personnel Continuity Application Experience Platform Experience	High ▼ High ▼ Nominal ▼ Nominal ▼	Storage Constraint Platform Volatility Project	Nominal Low •

Maintenance Off ▼

Software Labor Rates

Cost per Person-Month (Dollars) 1500

Calculate

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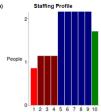
#### Results

#### Software Development (Elaboration and Construction)

Effort = 16.4 Person-months Schedule = 9.2 Months Cost = \$24660

Total Equivalent Size = 7897 SLOC

#### **Acquisition Phase Distribution**



Month

Software Effort Distribution for RUP/MBASE (Person-Months)

Phase/Activity	Inception	Elaboration	Construction	Transition
Management	0.1	0.5	1.2	0.3
Environment/CM	0.1	0.3	0.6	0.1
Requirements	0.4	0.7	1.0	0.1
Design	0.2	1.4	2.0	0.1
Implementation	0.1	0.5	4.2	0.4
Assessment	0.1	0.4	3.0	0.5
Deployment	0.0	0.1	0.4	0.6

Your output file is http://csse.usc.edu/tools/data/COCOMO\_January\_20\_2017\_16\_05\_48\_617569.txt

Created by Ray Madachy at the Naval Postgraduate School. For more information contact him at rjmadach@nps.edu

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Final Presentation			Tasks
M. Redaelli, F. Zanoli	Task	Description	Completed?
Introduction	T1a	RASD - Writing	Yes
Requirement	T1b	RASD - Presentation	Yes
Analysis and Specification	T2a	DD - Writing	Yes
Overview UML Diagrams	T2b	DD - Presentation	Yes
Alloy Design	T3a	ITPD - Writing	Yes
Architectural Design	T3b	ITPD - Presentation	Yes
User Interface Design	T4a	PPD - Writing	Yes
Integration Test Plan	T4b	Final Presentation	Yes
Overview	T5	Implementation	No
Integration Sequence Diagrams	T6	Unit Testing	No
Project Plan	T7	Integration Testing	No
Plan Contents Cost Models	T8	System Testing	No
Tasks Scheduling	T9	User Acceptance - Alpha Testing	No
	T10	User Acceptance - Beta Testing	No

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Overview Allov

Architectural

Overview

Plan Contents

Tasks Scheduling

# Gantt Diagram

