Java Upgrade

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| DCP State | Translating into Auto world | KTLO Analysis |
| DCP is written in Java 8 and majority of payment code is a copied of BNET with legacy decade old Java libraries. Whenever some issue occurred its pointed as KTLO issue redirected that they should handle entire upgrade. | Imagine you purchased a brand new 2023 model car. Upon delivery, you discovered that it’s equipped with a 2005 engine (Java 8), and most of its components are outdated parts from older vehicle systems (BNET). | * The fair answer is it’s not an KTLO. * The manufacturer is unfit for designing automobiles if they fail to inform the owner about outdated components at the time of design or delivery. * If the owner had known the engine and core parts were decades old, it would be the manufacturer's responsibility to replace or upgrade them to current-generation standards. |
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Logging enhancements

Most of the incident analysis takes days/weeks to identify the cause.

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| DCP Incident Example | Translating into Auto world | KTLO Analysis |
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Incidents KTLO analysis

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| DCP Incident Example 1 | Translating into Auto world | KTLO Analysis |
| * The client reported an issue where a file uploaded by the user was being deleted before approval. * Through joint analysis, we discovered that an overnight cleanup job, intended for a different stream, was responsible for this deletion. * Further investigation revealed that the internal testing team had previously reported the same issue, but it was placed in the backlog due to the significant effort required to resolve it. * The client is dissatisfied with the issues they've encountered, leading us to implement a quick fix to address the problem. | * The recently purchased automobile's fuel tank seems to empty out every night when parked in the garage. * No signs of theft or leaks have been detected. * The manufacturer identified the cleanup(exhaust) system clears out thinking the fuel has no usage. | * This cannot come under KTLO as the issue pre-exists and should come under manufacturer recall: * These problems have been present since delivery and should be covered under the manufacturer’s warranty. * As the manufacturer, the design should have included sufficient diagnostics (logging) for the service engineer to assess and recommend possible fixes or send it back to the manufacturer if needed. * This situation creates a dependency where no one aside from the manufacturer can address the vehicle's issues. |

Sonar, Veracode, Pen Testing issues

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| DCP Incident Example 1 | Translating into Auto world | KTLO Analysis |
| * In DCP Sonar, Veracode, Pen Testing open issues are claimed as KTLO * These are required quality standard ensures the product meets required quality. * These quality standards ensure the built meets standards, protects from exploitation | * Safety Act also established a "self-certification" framework, which means that manufacturers are responsible for certifying that their products meet all applicable safety standards. * Imagine a scenario where the manufacturer does not adhere to these required standards. * This could pose a serious risk to both the owner and other drivers. | * Quality and security standards should never be treated as "Keep-the-Lights-On" (KTLO) or post-delivery tasks. * These must be completed well in advance of delivery. * Anyone who considers these as KTLO is unsuitable for the industry itself. |