

DESCRIPTION OF THE WEDGE MODEL™

By Robert J. Halligan FIE Aust CPEng

Project Performance International Pty Ltd
P.O Box 2385
Ringwood North Vic 3134 Australia
Ph: 61-3-9876-7345 email: rhalligan@ppi-int.com

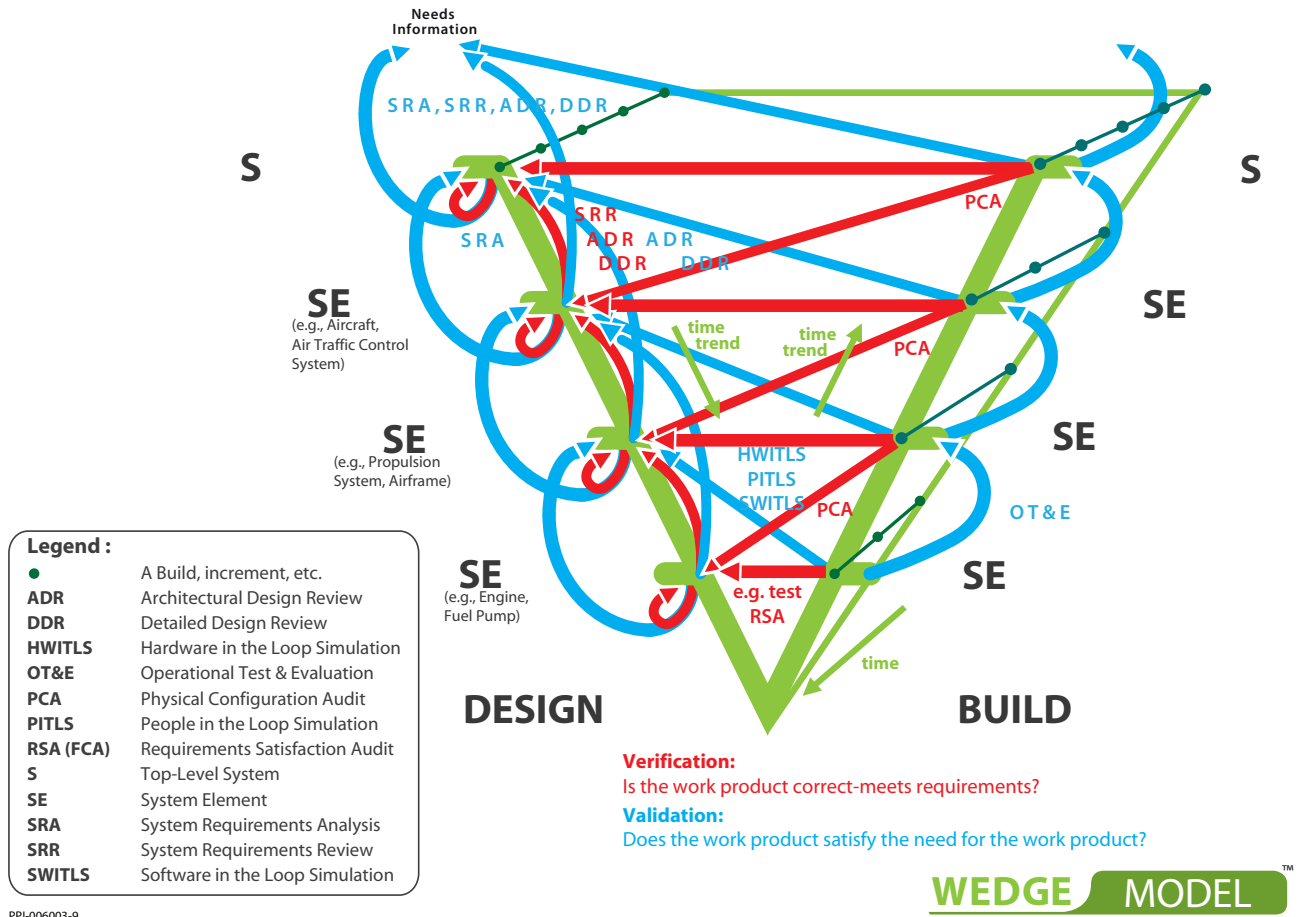
Abstract

The Vee Model, first defined by Rook in 1986, has served well as a depiction of design of non-trivial systems through physical levels of solution description on the left-hand side of the Vee, and physical realization of system elements, together with their integration to create higher physical level system elements, on the right-hand side of the Vee. The Vee model has commonly shown verification of system elements on the right-hand side, against requirements for each element on the left. Whilst valuable, this depiction is a very limited representation of the reality of development of non-trivial systems. The Wedge Model™ extends the basic Vee model to incorporate verification and validation of requirements, design, system elements and system, within a multiple-build development strategy.

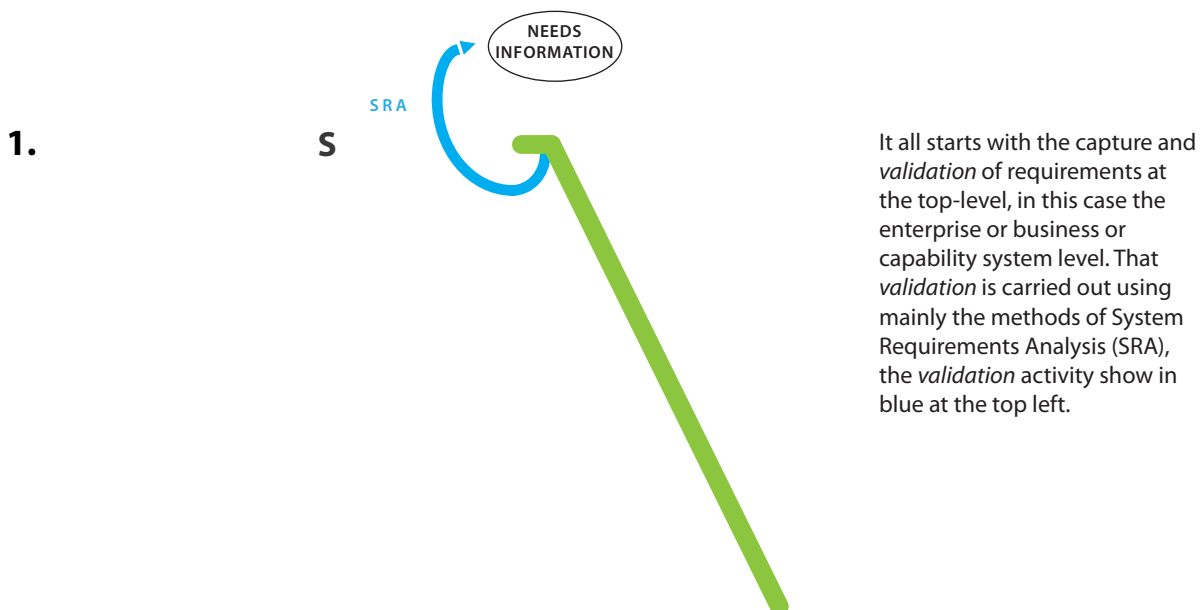
Description

The Wedge Model™ is a derivative of the well-known Vee Model (Rook, 1986). The Wedge Model™ shows the products of design on the left-hand side of the wedge, and system integration on the right-hand side, with *verification* (is the work product correct with respect to the inputs used to create it - usually "meets requirements?") and *validation* (does the work product correspond to the need for the work product?) superimposed. Colloquially, *verification* is - have we done the job right, and *validation* is - have we done the right job?

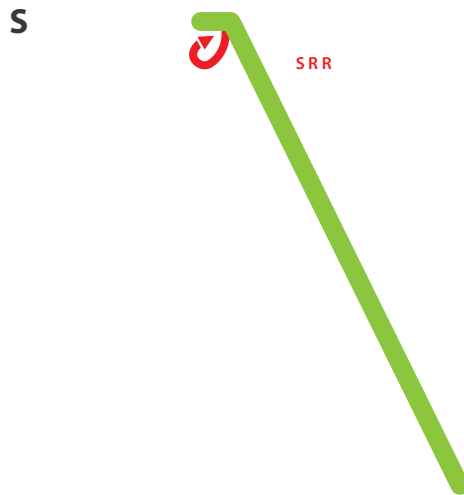
The Wedge Model™ shows multiple builds in the third dimension - a second time axis with time coming out of the page towards the reader. Thus, the face of the Wedge represents the last build (version, release, etc.) in each case. All of the *verification* and *validation* concerns on the face are replicated back onto the earlier builds. Note that not all potential *verifications* and *validations* will be carried out on all of the products associated with all of the builds. It is an engineering management role to decide which of the products will be subject to *verification* and *validation*, and to what degree.



A description of the model follows. Verification is shown in red. Validation is shown in blue. The subjects of verification and validation are at the arrow tails. The references for verification and validation are at the arrow heads.

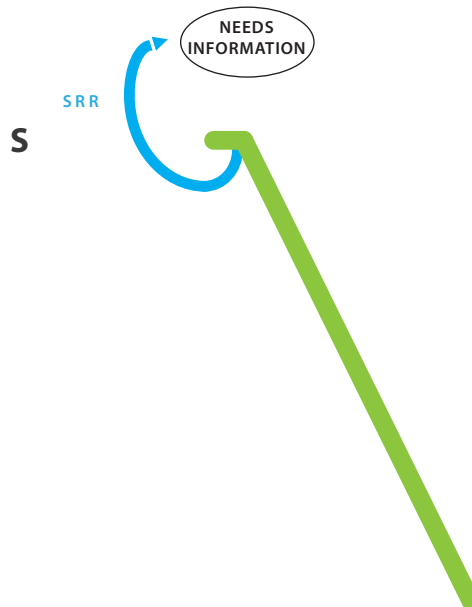


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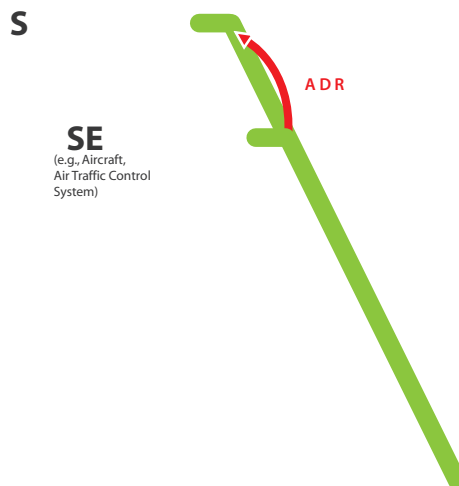
People make mistakes in doing system requirements analysis. Therefore, we want to verify these work products of system requirements analysis. The most common and effective way of doing this requirements work product *verification* is with system requirements review, shown in red. Other methods of *verification* of requirements analysis work products may also be employed.

3.



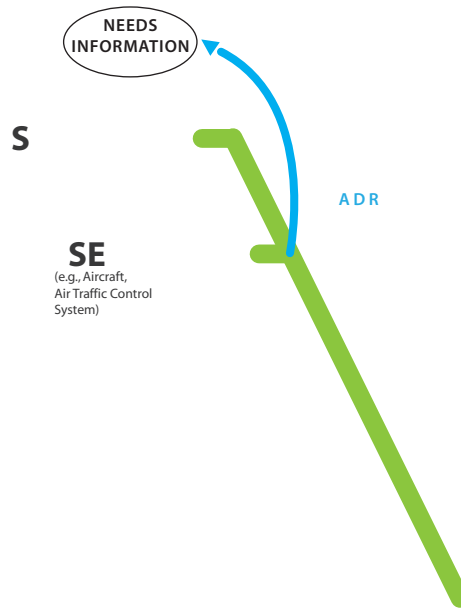
System Requirements Reviews (SRRs) also provide some additional requirements *validation*, although they are not very effective for this purpose. SRR is also shown in blue at the top because of its requirements *validation* contribution.

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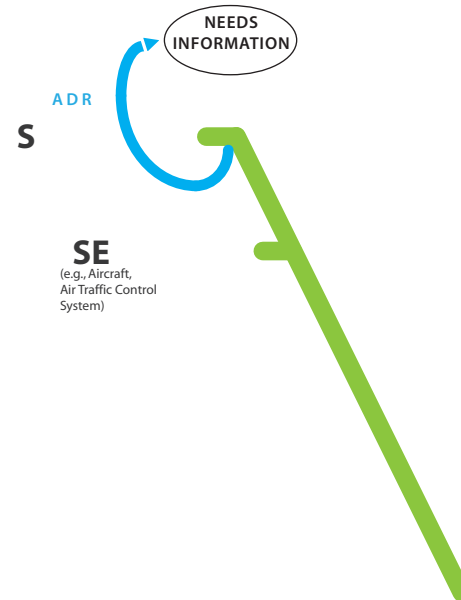
At some point in time, requirements are formally released and drive design. Architecture (i.e. conceptual design) is produced, and there is a desire to verify architecture before committing to the much greater effort of detailed detail. This purpose is most commonly served by an Architectural Design Review (ADR) shown in red. Architecture may also be verified by means additional to or alternate to design review. Here, the term architectural design is used with reference to a system of interest (SoI), and a physical level of design one physical level below the SoI.

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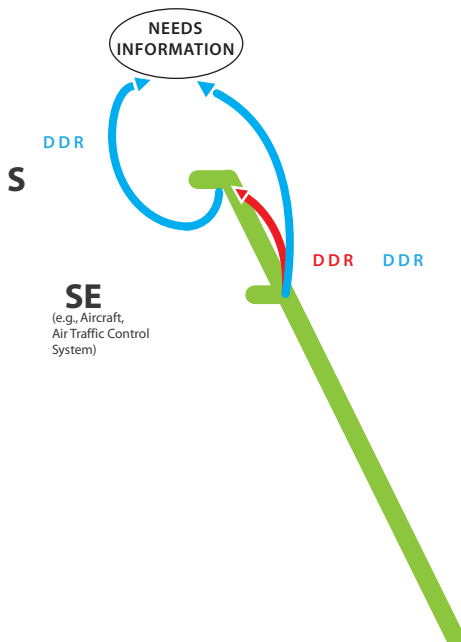
It is all very well verifying architecture, but that requirements *validation* and design *verification* can never be perfect is well understood. So, the possibility exists that the design is still inconsistent with meeting needs. We are therefore interested in design *validation*. A low cost, and the most common, way of achieving this design *validation* is to have stakeholders participate in the design review, thereby identifying any failure to meet need. ADR is therefore also shown in blue for its *validation* contribution, but only if stakeholders participate.

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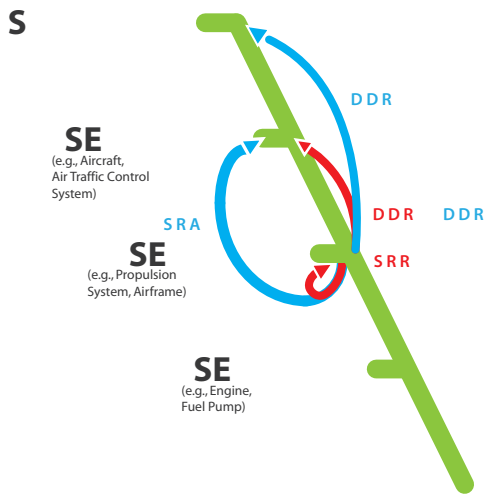
If design is invalid for the usual reason that design is invalid, that is, because requirements are invalid, then we have achieved more requirements *validation*. Requirements *validation* is two steps removed from the primary purpose of design reviews, but design reviews *are* purposefully used to achieve additional requirements *validation* by inviting stakeholder participation.

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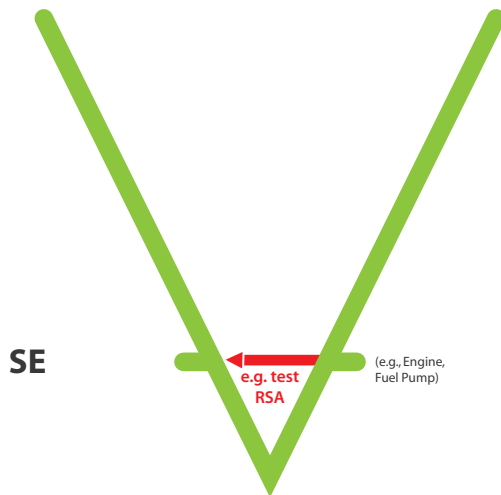
The corresponding comments apply to Detailed Design Review (DDR), for design *verification*, design *validation* and additional requirements *validation*, the last two only if stakeholders participate.

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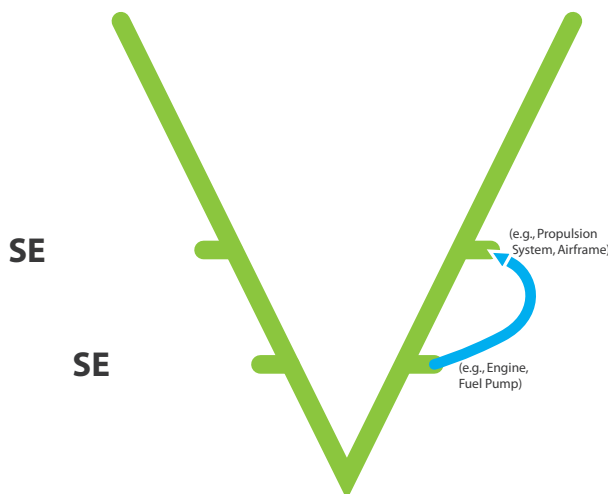
Eventually requirements on the sub-system, here for example the aircraft, are released, and it all starts again, and again, and again, until our development stops, here at, for example, the engine. Note that at level 2, where the aircraft appears in the example, another element will be the project system. If the Vee for that system is taken out and placed beside the aircraft Vee, we get the “Dual Vee” (Forsberg and Mooz, 1992), a view that is useful where the emphasis is the management of a project to create a product. But we lose the enterprise system (etc.) and the references for *validation* of the product that the project is to deliver.

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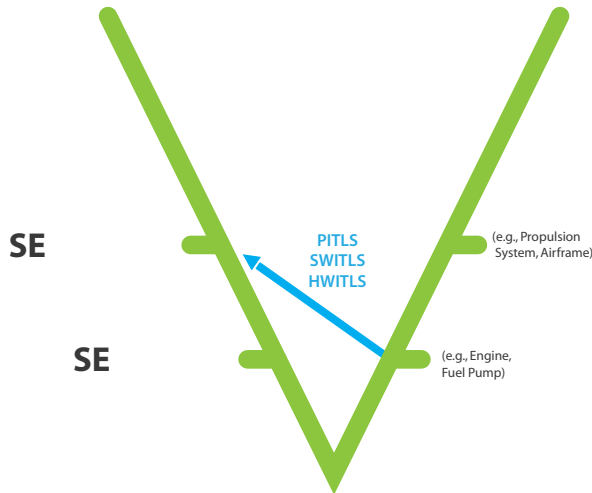
Eventually the engine comes into existence and there is a desire to verify that the engine meets the requirements for the engine, typically by test and other *verification* methods performed on the engine. Another *verification* method sometimes used is a Requirements Satisfaction Audit (RSA), also shown in red. This is sometimes called a Functional Configuration Audit. The activity goes through the whole body of evidence to answer the question “can we reasonably conclude that the engine meets the requirements for the engine?”. That evidence examined includes test and other direct *verification* results, *verification* procedures used, test cases used, calibration of test equipment, system configuration data, the disposition of failures, and any evidence of falsification of test results.

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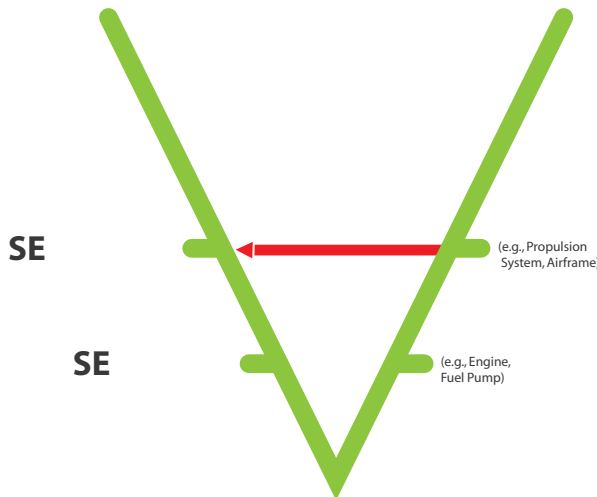
Having verified that the engine meets its requirements, we are now concerned with validating the engine - does the engine satisfy the need for the engine? This is most commonly achieved by operational test and evaluation, for example flight test. Equivalent methods in other sectors are clinical trials in the medical sector, and test marketing in consumer products.

11.



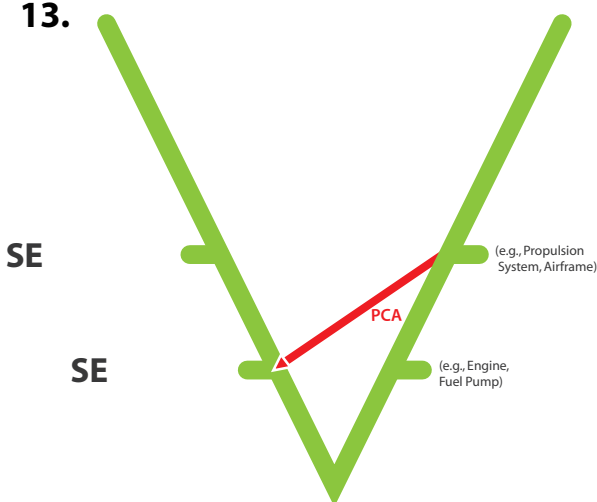
Flight testing an engine and finding that it crashes the aircraft is an undesirable approach. Another method of subsystem *validation* is Hardware in the Loop Simulation, where the engine is exercised in a partly physical and partly simulated environment, and the results of the simulation analyzed to draw a conclusion on meeting need. For space subsystems and systems, “in-the-loop simulation” may be the only viable means of subsystem or system *validation*.

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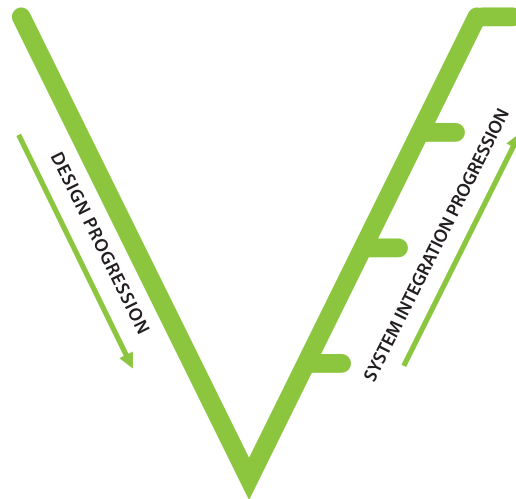
Eventually, through system integration, the propulsion subsystem comes into existence. It is verified by testing etc. as meeting its requirements. Aggregates of system elements are created in a typical system integration activity. Each aggregate is usually subject to integration testing. Integration testing can be regarded as a small “v” *verification* activity, performed by or for the system developers and lacking the independence normally sought for a formal *verification* activity. Some small “v” *validation* of system elements is also achieved within system integration.

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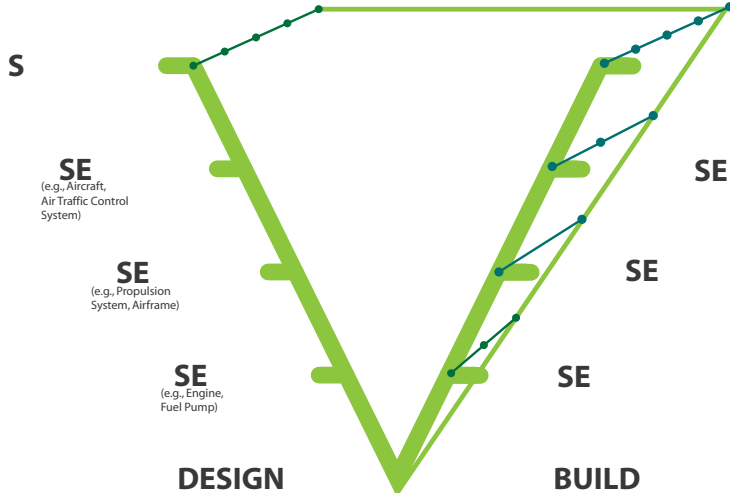
The red diagonal line pointing downwards indicates another *verification* activity. The activity addresses the concern “is the actual propulsion system built as described by its design description?”. If the answer is no, we are compromised in maintaining it, replicating it, adapting it and fixing latent defects. A Physical Configuration Audit (PCA) may be used for this purpose. The PCA painstakingly compares the actual product against its design description, and identifies any inconsistencies.

14.



Verification and validation generally continue up to the top-level system. At the level of the aircraft in the example, validation would typically be in the form of an operational trial, while at the top level for a military capability system, validation would typically be via a military exercise.

15.



However, reality is that systems and subsystems will often be developed in multiple builds (releases, versions), sometimes for end use and sometimes for purely engineering reasons, or technical management reasons, for example, risk reduction. The Wedge Model™ shows multiple builds in the third dimension - a second time axis with time coming out of the page towards the reader. Thus, the face of the Wedge represents the last build (version, release, etc.). Each build has requirements, design and implementation. All of the verification and validation concerns on the face of the wedge are replicated back onto the earlier builds. Note that not all potential verifications and validations will be carried out on all of the products associated with all of the builds. It is an engineering management role to decide which of the products will be subject to verification and validation, and to what degree.

The “Vee” model is sometimes misunderstood to be a development model, and a time-sequential Waterfall development model at that. This is not the case. The original “Vee” represents the end products on the design and build sides of the “Vee”, but says almost nothing about how the developer got there. The Wedge Model™ adds some of the story as to how the developer got there, but only insofar as intermediate design artifacts and corresponding intermediate builds. There are time trends, but no strict time axes, even for incremental and evolutionary builds. These could be sequential or partly concurrent on each side of the Wedge. The timing dependencies are finishing, not starting or doing (we have to have finished building the engine before we can finish building the propulsion system).

A "Project System" invariably appears at Level 2 in the Wedge Model™. The Project System has system elements, and lower physical level system elements, and lower again, and again, down to, for example, individual test procedures and emails. Each subject to the same principles verification and validation principles and relationships.

Conclusion

The Wedge Model™ provides a comprehensive representation of the end products and intermediate products within the development of larger, more complex systems, together with the superimposition of the subjects of verification and validation, the references for verification and validation, and representative methods of verification and validation, within both single build and multiple build development strategies for the system itself and for each developmental system element.

References

Forsberg, K., and Mooz, H. "The relationship of systems engineering to the project cycle". *Engineering Management Journal* Vol. 4, No. 3, 1992, pp. 36-43.

Rook, Paul. "Controlling Software Projects" in *Software Engineering Journal* (Vol 1, No 1, pp. 7-10, January 1986, ISSN 0268-6961.