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List of Symbols and Abbreviations

Symbol	The Meaning
S_{pi}	The Periodic Stream i .
$\mu_{cy} = T_e$	Time length of microcycle.
M_{cy}	Time length of macrocycle.
HCF	Highest Common Factor.
LCM	Least Common Multiple.
BAT	Bus Arbitrator Table.
WCRT	Worst Case Response Time.
C_{Pi}	The length of the periodic variable i .
C_{Sj}	The length of the aperiodic variable j .
δ_k	The dead time interval length.
$T_{Pi} = T_i$	The period of the periodic variable i .

σ'_{PA}	the overhead incurred with both the polling of the nodes that generate aperiodic variables.
T_S^{MAX}	The cyclic phase or window.
h	The sampling time interval in seconds.
PH_i	The phase of certain process i .
T_{api}	The period of the application process.
t_{max}	The maximum periodic information transmission time.
d_i	The deadline of the process.
Q_o	The size of the ongoing queue.
Q_u	The size of the urgent request queue
Q_n	The size of the normal request queue
R_{ua}^k	WCRT of the Urgent Aperiodic variable.
ABI	Aperiodic Busy Interval.
NABI	Number of microcycles in the ABI.

NP	Number of Periodic variables that are in the BAT.
Ca₁	The maximum transmission time of aperiodic variable.
Ca₂	The maximum transmission time of polling aperiodic variables list.
Δ_{aper}	Aperiodic traffic in the ABI.
Δ_{per}	Periodic traffic in the ABI.
Δ_{pad}	Padding inserted traffic in the ABI.
Jsp_j	maximum communication Jitter of a periodic stream Sp _j .
Ya₁₁	Time to poll one aperiodic variable.
Ya_{12i}	Time to respond with one aperiodic variable value.
Ya₂₁	Time to poll list of aperiodic variables.
Ya_{22i}	Time to respond with the aperiodic variables list.
N_A	Number of aperiodic variables.

R_{na}^k	the Worst Case Response Time of a Normal Aperiodic variable.
N_{pp1}	Number of periodic variables that are served by the BA while serving the urgent queue, when the urgent request queue is full.
N_{pp2}	Number of periodic variables that are served by the BA while serving the normal queue, when the normal request queue is full, and after the urgent queue becomes empty.
$N_{\mu cy_U}$	Number of microcycles passed during the BA serving the urgent queue, when the urgent request queue is full.
a_1	The new urgent aperiodic requests that arrive during serving the full urgent request queue.
a_2	The new urgent aperiodic requests that arrive during serving the full normal request queue.
N_{ABI_N}	Number of microcycles that passed in the Aperiodic Busy Interval of the Normal aperiodic variable.
θ_{SCi}	The delay from the sensor to the controller.
θ_{CAi}	The delay from the controller to the actuator.
D_i	The Delay of Loop i.
$L(t)$	Variable (random) time delay.
Ψ_i	The maximum allowable loop delay of loop i.

L''_p	The length of polling packets in bits.
L''_i	The length of responding packet of node i in bits.
bps	Network Speed in bit per seconds.
r_i	maximum number of data windows that can be served during the worst case latency in loop i.
W_i	Periodic window duration.
K	Vector of ratios of sampling times with respect to T1 the smallest sampling time.
α_K	The average number of sampled data during T1.
U_1	The First Mathematical Representation of Periodic Utilization.
U_2	The First Mathematical Representation of Periodic Utilization.
W_a	The maximum time taken to transmit one aperiodic variable.
σ_1	The maximum turnaround time in seconds.
σ_2	The maximum processing time in seconds.

Dedication

To my late Father Nabil, and my Mother Nadia, to whom I must return all my success and who gave me the sprite to continue.

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Abstract

Fieldbus networks are widely used as the communication support for the Distributed Computer Controlled Systems (**DCCS**), or what is referred to as the Integrated Communication and Control Systems (**ICCS**), also known as Network Controlled Systems (**NCS**). Usually there are many control loops that are attached to the fieldbus common bus. The applications of the Fieldbuses have a wide range from the process control to the discrete manufacturing; in addition to that fieldbus are used in Textile Industry, Home Automation, Trains, Mining Industry, and Automotive Applications. There are Real-Time constraints that are imposed by the DCCS onto its communication network (Bus), which means that the traffic of the periodic and sporadic must be bounded within a well-defined time interval; otherwise a timing fault occurs, which may lead to critical situations. This motivates the designers to use special types of communication networks in which the Medium Access Control (**MAC**) protocol is able to schedule the different types of traffic according to their real-time requirements.

In this thesis we review the history of the Distributed Computer Controlled Systems communications which are used to connect the industrial systems. We introduce the definition of the term "fieldbus" and its relation to the OSI network. Finally and before we compare various types of the fieldbuses, we demonstrate three fieldbus protocols.

We go through the main FIP protocol specifications especially, the ones that are related to the real-time requirements. Then we demonstrate many real-time studies that were done on the FIP protocol, like the change of the scheduling method of the FIP. We concentrate on the real-time aspects of the aperiodic FIP traffic, like the estimation of the Worst Case Response Time (**WCRT**) of the FIP's aperiodic traffic, and the stability of the closed-loop systems that are attached to the FIP common bus.

Our main objective in this thesis is to analyze the appropriate scheduling algorithms to guarantee before the run-time that the real-time constraints of the FIP-based distributed computer controlled systems (DCCS) are easily verified.

In this thesis, we analysis the Data Link Layer (DLL) of the WorldFIP in order to formulate an enhanced analytical formula for the evaluation of the Worst Case Response Time of both types of the aperiodic variables (Urgent and Normal Aperiodic variables) in the FIP. The WCRT is a powerful metric in analyzing the real-time system requirements. Then we verify our formula using a simulation test program that simulates the FIP network traffic.

There is another main objective of this thesis which is how to preserve the control closed-loop system stability of each one of the control loops that is attached to the FIP common bus. We propose a modified scheduling algorithm in order to guarantee the stability of those closed-loop control systems. In addition we refine our proposed scheduling algorithm to assure there will be enough time available for the aperiodic traffic. At the end, we study the performance of our modified algorithm using the Matlab Simulink simulator.