Automatic Programming of Simulation Models

Task 3

Final Report
D.O. 34 Task 3

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ABSTRACT

This report contains the research results from 1988 research grant NAG8-641 from NASA/MSFC and a follow on 1989 contract NAS8-36955. Therefore, some of the results in this report were documented in the final report, Automatic Programming of Simulation Models, UAH Report 725, September 1988.
1.0 INTRODUCTION

The concepts of software engineering offer an approach to minimizing software development problems and to improving the overall simulation modeling environment. Software engineering encompasses the entire life cycle process by which a program is conceptualized, structured, programmed, verified, validated, and maintained. The goal of software engineering is to develop quality code, on time, and within budget. To meet this goal requires a variety of programming tools such as a good language with a library of reusable modules, a flexible editor, and a potent debugger.

The focus of this research project is on using the concepts of software engineering to improve the simulation modeling environment. Of special interest is to apply an element of rapid prototyping, or automatic programming, to assist the modeler define the problem specification. Then, once the problem specification has been defined, an automatic code generator is used to write the simulation code.

The following two domains were selected for evaluating the concepts of software engineering for discrete event simulation: manufacturing domain and a spacecraft countdown network sequence.

The specific tasks for this follow-on contract were to:
1. Define the software requirements for a graphical user interface to the Automatic Manufacturing Programming System (AMPS) system.
2. Develop a graphical user interface for AMPS.
3. Compare the AMPS graphical interface with the AMPS interactive user interface.
2.0 MODELING LIFE CYCLE

There has been considerable interest in improving the process for developing simulation models. One area of interest is the development of simulation support environments. Henriksen (1983) suggests a simulation software development environment composed of a set of integrated software tools. Standridge (1983) proposes the integration of software tools and database management techniques on each stage of the simulation model development process. Pidd (1984) also outlines a simulation support environment concept for handling one simulation problem at a time.


More recently, the Semiconductor Manufacturing Technology Initiative (SEMATECH) is developing a coherent modeling environment called CHIPS (Coherent Intergrated Planning System). CHIPS consists of five major modules: process flow analysis module, queuing network analysis module, system simulation module language, and a cost analysis module (Phillips, et al 1989). SEMATECH is a cooperative project between industry and government with the goal to recover the world leadership in semiconductor manufacturing.
Figure 1 outlines the phases of the model life cycle (Balci 1986 and Nance 1988). Basically, the modeling process is iterative rather than sequential as indicated in Figure 1. That is, the modeler goes back and forth between the various phases during the modeling process.

Figure 1 can be considered as the traditional approach to simulation modeling (Balci 1986 and Nance et al. 1988). The same process also applies to general modeling problems. The process consists of six stages described on the left side of the figure. On the right side, different types of models generated at different stages through the process are listed. For example, a conceptual model of a manufacturing system may be the understanding of the system by the modeler and in the mind of the modeler. A communicative model of the manufacturing system may be a graphic representation of the system in the form of a block diagram, flowchart, or network diagram. A GPSS simulation program of the manufacturing system is a programmed model. The model results are generated by executing the program.

3.0 SOFTWARE ENGINEERING IN THE MODELING LIFE CYCLE

Rapid prototyping is a technique used in software engineering for capturing system requirements early in the modeling life cycle so that these requirements can be evaluated, tested, verified and validated early in the process before starting the actual coding. The end result of rapid prototyping is the potential for large increases in productivity.

An element of rapid prototyping is the automatic conversion of the communicative model into executable code. Automatic Programming (AP) is defined as the automation of some aspects of the computer programming process (Barr 1982). This automation is accomplished by developing another
Figure 1. Phases in the modeling life cycle
program, an automation programming system, that raises the level of satisfying computer program instructions. In other words, an AP system helps programmers write programs. AP systems improve the overall environment for defining and writing programs (Brazier and Shannon 1987). Consequently, there should be a reduction in the amount of detail that the programmer needs to know.

To write simulation programs automatically, two phases in the simulation modeling process are usually automated. The first phase is the automation of the process of specifying the problem. The second phase, and the more difficult phase, is the automatic generation of executable code in the target simulation language.

3.1 **Problem Specification**

Figure 2 shows the overlaying of automatic programming onto the modeling life cycle in Figure 1. Phase II, model development, has been replaced by a user interface program that assists the modeler in defining the problem specification.

The automatic problem specification can be considered as an intelligent assistant to the user in defining the simulation model. Some authors call this approach the specification acquisition element of the simulation model construction (Murray and Sheppard 1988).

Three approaches for assisting the user in defining the simulation model or problem specification are:

° Natural language interface
° Interactive graphical interface
° Interactive dialogue interface
Figure 2. Software engineering imbedded in the modeling life cycle
There is a fourth approach for assisting in the definition of problem specification, which is the use of a high-level specification language. This approach is less domain specific. However, the use of a high-level specification language requires the user to learn another language in order to define a problem.

3.1.1 Natural language interface

The Natural Language Interface (NLI) allows the user to specify the problem in free text format to the computer via a keyboard. The NLI then attempts to parse the text and automatically generate the simulation code in the target language. Most NLI's communicate interactively with the user to identify missing information and possible inconsistencies. The Natural Language Programming for Queueing Simulations (NLPQ) (Heidorn 1974) and the Electronic Manufacturing Simulation System (EMSS) (Ford and Schroer 1987) are two examples of a NLI.

3.1.2 Interactive graphical interface

The second approach to assist the user in specifying the problem is an Interactive Graphical Interface (IGI), which is less difficult than the NLI. An IGI consists of a menu of icons that are mouse selectable by the user in constructing a graphical representation of the system being simulated. Once the system has been constructed, the user inputs the attributes corresponding to the icons through the keyboard.

An example of an IGI is by Khosnevis and Chen (1986) who developed an object-oriented approach for graphically modeling a system. This system is rule-based and written in common LISP on an IBM PC. Once the graphical
description of the model is completed, the system automatically generates the equivalent SLAM simulation code.

3.1.3 Interactive dialogue interface

The third approach to assist the user in defining the problem specification is the Interactive Dialogue Interface (IDI). An IDI consists of a series of questions that are asked the user. Among the three approaches for defining the problem specification, the interactive dialogue interface is the one most commonly used by developers.

Several systems have been developed using the interactive dialogue approach. Haddock and Davis (1985) have developed a Flexible Manufacturing System (FMS) simulation generator. Brazier and Shannon (1987) have developed an automatic programming system for modeling Automated Guided Vehicle System (AGVS). Murray and Sheppard (1988) have developed a Knowledge Based Model Construction (KBMC) system to automate model definition and code generation. These last three systems generate SIMAN code.

3.2 Automatic simulation code generation

In Figure 1, Phase III, write model, has been replaced in Figure 2 by an automatic code generation program. Basically, two approaches exist for taking the internal problem specification and then automatically generating executable code in the target simulation language. The first approach is to generate simulation code directly from the internal representation of the problem specification.

A second approach is to use a library of predefined macros to assist in the automatic generation of the simulation code. The advantage of such
an approach is the ability to solve more specialized problems than those previously discussed in the literature. The disadvantage is that most macros are domain specific. As a result, additional macros are needed to solve another problem domain.

4.0 AUTOMATIC MANUFACTURING PROGRAMMING SYSTEM (AMPS)

4.1 Introduction

The Automatic Manufacturing Programming System (AMPS) is a software engineering tool for rapidly prototyping selected phases of the simulation process for domain specific manufacturing systems. The AMPS system consists of the following elements:

° A set of generic manufacturing modules written in GPSS/PC (Minuteman 1986)
° An interface program for extracting the problem from the user and for creating a problem specification file
° An automatic code generator program for creating the code in the target simulation language GPSS/PC

The AMPS system domain is those manufacturing systems that can be described as having:

° Assembly and subassembly lines where parts are being added to an assembly.
° Manufacturing cells that are providing parts to the assembly and subassembly lines.
° Inventory of parts being moved between the manufacturing cells and subassembly lines.
4.2 AMPS System Overview

Figure 3 is an overview of the AMPS system operation. Once the user has scoped the problem domain, the user sits at a workstation and responds to the questions from the interface program. Based on the responses, the interface program creates an internal problem specification file. This file includes the manufacturing process network flow and the attributes for all stations, cells and stock points. The problem specification file is then used as input to the automatic code generator program which generates the simulation program in the target language GPSS/PC.

The user then adds the experimental frame, such as the run statements, and the GPSS/PC simulation program is executed. To change the GPSS/PC model, the user recalls the problem specification. The user interface then provides the simulationist with a number of options to change or modify the problem specification. The code generator will then rewrite the GPSS program.

4.3 Library of GPSS Macros

In analyzing most manufacturing systems at the macro level, the following function are generally similar in nature:

- Assembly - adding part X to part Y resulting in part Z
- Fabrication - making of part X from part Y
- Inspection - inspecting part X
- Inventory transfer - moving part X or a cart of part X from stock point A to stock point B
- Simple operation - performing an operation on part X resulting in a modified part X
Figure 3. AMPS system overview
These five functions represent the current domain of manufacturing functions within the AMPS system. Once the manufacturing functions have been defined, GPSS subroutines are written for the functions (see Appendix A). These routines constitute a library of predefined GPSS subroutines, or macros. This library of macros is then called, when needed, in the construction of the GPSS simulation model. Currently, the AMPS system has the following five GPSS subroutines:

- Assembly
- Manufacturing
- Inventory transfer
- Inspection
- Task

In a recent article on SEMATECH (Phillips, et al 1989), researchers have identified ten machine modules for the semiconductor manufacturing domain. Furthermore, the SEMATECH group has indicated that possibly no more than 16-20 generic machine modules may be required to completely represent the semiconductor manufacturing environment.

Figure 4 briefly describes each of these macros. For example, the assembly station macro has the capability of simulating the adding of a variety of different items to the incoming part resulting in a modified part that is then transferred to the next destination, a station or stock point. For example, in Figure 4, station STA1 may assemble two part C's and three part D's to the incoming part A resulting in Part B.

The manufacturing cell makes a cart of specified parts when an order is received. The cell can make multiple part types. For example, in Figure 4, cell MCI may make one part A from two part C's and three part D's
Figure 4. GPSS manufacturing macros
and one part B from one part D. The task station performs an operation on a part. For example, in Figure 4 an operation is performed at station STA4 on part E resulting in a modified part E. The inspection station inspects a defined percentage of parts. Of those inspected, a defined percentage is defective. Of those defective, a defined percentage is scrapped.

The inventory transfer macro grants part requests from an assembly station or a manufacturing cell and checks if the inventory system is a push or pull. For a pull system the macro orders a cart of parts by sending an empty cart back to the source and sends a full cart of parts to the demand stock point from the source stock point.

4.4 Sample Problem

Figure 5 is an example of a typical manufacturing system that can be modeled by the AMPS system. The manufacturing system consists of one assembly line, two subassembly lines, and two manufacturing cells. The assembly line consists of two assembly stations, one task station and one inspection station. Subassembly line 2 consists of one assembly station and one task station while line 3 consists of two assembly stations. Manufacturing cell MC1 provides part type C for assembly station ASSY1 and part type H for assembly station ASSY8. Manufacturing cell MC2 provides part type E for assembly station ASSY5 and part types F and G for assembly station ASSY7. There are a variety of stock points, labeled A through L, located throughout the manufacturing system.

The GPSS program for the manufacturing system in Figure 5 that was generated by AMPS consists of 344 blocks, of which 110 blocks are for the five macros, 25 blocks are for the main program and 209 blocks are matrix savevalues for defining the system attributes.
Figure 5. Manufacturing system
5.0 AUTOMATIC NETWORK PROGRAMMING SYSTEM (ANPS)

5.1 Introduction

Large simulation projects have been undertaken for the space program. One of the projects involves simulating the countdown sequence prior to spacecraft liftoff. A countdown has a number of constraints. For example, on a lunar mission, these constraints may include allowable launch azimuth, required earth orbit inclination, daylight at the lunar landing area, and daylight at the primary recovery area. As a result of these constraints, a launch window of only several hours could exist during three consecutive days in a month.

Another constraint is the cryogenic propellents. The handling of the cryogenic propellents prevent a launch hold from one day to the next. For example, a launch that is scrubbed after the cryogenics have been loaded is generally delayed at least until the third day within the launch opportunity. In addition, a typical prelaunch consists of thousands of events, both on the launch vehicle, as well as the ground support equipment, that must be successfully completed to launch within a given launch window.

The Automatic Network Programming System (ANPS) is a tool to assist the modeler of prelaunch countdown sequences define the problem, and to then automatically generate the program code in the target simulation language GPSS/PC. The domain of problems that can be solved by ANPS is the prelaunch activities of space vehicles and the operation of supporting ground support equipment. A broader domain is reliability network models of hardware systems and subsystems.
5.2 Previous Research

Snyder et al. (1967) have developed a simulation model of the Saturn V prelaunch activities beginning at T-24 hours and continuing through T-0 hours, or lift-off. This model was used to predict the probability of launching the spacecraft within a given launch window. A second objective of the model was to identify locations in the countdown for placing holds and to determine the length of these holds. The model consisted of over 1100 vehicle subsystems and 400 ground support subsystems. A detailed time line was developed showing the interrelationships of these subsystems. In additions to the time line, the model input included operational data, reliability data, and maintenance data. The model was written in GPSS-II and ran on an IBM 360 computer.

The Snyder model was expanded to include multiple launch windows and the operational sequence when a launch window was missed and the spacecraft had to be recycled to the next launch window (Schroer 1969). The model was used to predict the probability of launching a spacecraft within a given set of back-to-back launch windows. A second objective was to predict the probability of launching in a subsequent window, given a window had been missed and a recycle sequence and a possible hold had to be executed before resuming the countdown.

5.3 ANPS System Overview

The three AP elements in ANPS are an Interactive Dialogue Interface (IDI), a library of software modules, and an automatic simulation code generator.
The actual operation of ANPS is similar to AMPS (see Figure 3). The ANPS system uses an interactive dialogue interface to assist the user define the problem specification. Using this interface, the user sits at a personal computer and enters into a dialogue with the ANPS system. Based on the user's responses, the interactive interface creates an internal problem specification file. This file includes the time line for the countdown sequence, the attributes for the activities, and the dependent relationships between the activities. The specification file is used by the code generator program to create the simulation program in the target simulation language GPSS/PC.

5.4 **Library of GPSS Macros**

Since the ANPS system is domain specific to prelaunch countdown sequences, the number of needed software modules is minimal. Consequently, ANPS consists of the following four GPSS modules (see Appendix B):

- Fixed activity operation function (VENT_A)
- Continuous activity operation function (VENT_B)
- Activity failure function (FAIL)
- Activity interrupt function (XACT_DELAY)

These modules were selected based on a detailed evaluation of the two previously discussed models by Synder (1967) and Schroer (1969). Interestingly, several of these previously developed modules were written as Fortran HELP routines using the old GPSS-II.

The fixed activity operation function (VENT_A) simulates the operation of each fixed time activity and its time to failure. If the activity fails during its operation, the transaction is forwarded to the activity failure function (FAIL).
The continuous activity operation function (VENT_B) simulates the operation of each continuous time activity and its time to failure. This activity is not completed until all other related activities are completed. For example, system power is a continuous time function that will be on until all activities requiring power are completed. If the activity fails, the transaction is forwarded to the activity failure function. (FAIL).

The activity failure function (FAIL) simulates the failure of an activity as indicated by functions VENT_A and VENT_B. When an activity fails, all the dependent activities enter a hold state. The function then simulates the time to repair the activity. If another activity fails during the delay of a dependent activity and the dependent activity is dependent on the first failed activity, the additional time to repair, if any, is added to the delay of the dependent activity. The failure function assumes that a dependent activity that has been delayed cannot fail during the delay. The activity interrupt function XACT_DELAY contains the logic to add any additional time to an activity on hold if another activity fails during the hold and the held activity is dependent on the failed activity.

The ANPS macros impose the following constraints:

- An activity failure will cause that activity to be delayed until the failure has been repaired.
- All dependent activities will also be delayed for the same time until the failure has been repaired.
- If another activity fails during the delay of a dependent activity and the dependent activity is also dependent on the just failed activity, the additional time to repair, if any, is added to the delay of the dependent activity.
° A dependent activity that has been delayed cannot fail during the delay time and will not cause other dependent activities to be delayed.
° No two continuous activities can end on the same node.
° No two activities can start from the same node and terminate on the same node.
° No two activities can start from the same node and terminate on the same node.

5.5 Sample Problem

Figure 6 is a time line for a simplified prelaunch countdown sequence consisting of 16 fixed activities and two continuous activities. Figure 7 is the time line redrawn in the form of a network diagram and structured for input to the ANPS system. The dotted lines in these figures indicate time line constraints. For example, activities ACT11 and ACT15 must be completed before starting activity ACT12. ACT21 is a dummy activity with zero time that is used to impose the activity ACT15 constraint.

Several other dummy activities were also required to construct the network diagram. For example, dummy activity ACT23 was added to simulate the termination of the second continuous activity ACT2, since no more than one continuous activity can end at a node. Also, dummy activity ACT19 was added at the completion of activity ACT5 since no two activities can start from the same node, node 2, and end at the same node, node 4.

Table I contains the time attributes for the activities in the prelaunch countdown. These attributes include activity duration, activity time to failures, and activity time to repairs. Note that activities ACT1 and
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**ACT1**

**ACT2**

**ACT3**

**ACT4**

**ACT5**

**ACT6**

**ACT7**

**ACT8**

**ACT9**

**ACT10**

**ACT11**

**ACT12**

**ACT13**

**ACT14**

**ACT15**

**ACT16**

**ACT17**

**ACT18**

Figure 6. Prelaunch countdown for sample problem
Figure 7. Network representation of prelaunch sequence
Table I. Countdown sequence attributes

<table>
<thead>
<tr>
<th>Activity</th>
<th>Duration (hours)</th>
<th>Failure time (hours)</th>
<th>Repair time (minutes)</th>
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<tr>
<td>1</td>
<td>Continuous</td>
<td>E(33)</td>
<td>N(60,6)</td>
</tr>
<tr>
<td>2</td>
<td>Continuous</td>
<td>E(33)</td>
<td>N(60,6)</td>
</tr>
<tr>
<td>3</td>
<td>4</td>
<td>E(12)</td>
<td>N(30,3)</td>
</tr>
<tr>
<td>4</td>
<td>8</td>
<td>E(12)</td>
<td>N(60,6)</td>
</tr>
<tr>
<td>5</td>
<td>6</td>
<td>E(12)</td>
<td>N(60,6)</td>
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<td>6</td>
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<td>22</td>
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</tr>
<tr>
<td>23</td>
<td>Dummy</td>
<td>-</td>
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</table>

Table II. Operational dependencies between activities

| Activity | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
|----------|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1        |   | x | x | x | x |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 2        | x |   |   | x | x | x |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 3        |   |   |   |   |   | x | x | x |   |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 4        |   | x |   |   |   | x | x | x |   |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 5        |   |   | x | x | x |   |   |   |   |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 6        |   |   |   |   |   | x |   |   |   | x   |    |    |    |    |    |    |    |    |    |    |    |    |
| 7        |   |   |   |   |   |   |   |   |   | x   | x   |   |    |    |    |    |    |    |    |    |    |
| 8        |   |   |   |   |   | x |   |   |   | x   |   | x   |   |    |    |    |    |    |    |    |    |
| 9        |   |   |   |   |   |   |   |   |   | x   |   | x   |   | x   |   |    |    |    |    |    |    |
| 10       |   |   |   |   |   |   |   |   |   | x   |   | x   |   | x   |   | x   |   |    |    |    |    |    |    |
| 11       |   |   |   |   |   |   |   |   |   |   | x   |   |   | x   |   |   | x   |   |    |    |    |    |    |
| 12       |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   | x   |   | x   |   |    |    |    |    |
| 13       |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   | x   |   | x   |   |    |    |
| 14       |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |   | x   |   |    |
| 15       |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |   |   | x   |
| 16       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |   |   | x   |
| 17       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |   |   | x   |
| 18       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |   |   | x   |
| 19       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |   |
| 20       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   |   |   |   |
| 21       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |   | |
| 22       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   | |
| 23       |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   | x   |
ACT2 have continuous operation times. That is, these activities will operate during the entire prelaunch countdown. An example of a continuous activity is electrical power that may be needed to operate a number of activities.

Table II contains the operational dependencies between the activities. In other words, the table gives the effect of an activity failure on other activities in the prelaunch. For example, a failure of the continuous activity ACT1 will cause a stopping of activities ACT3, ACT4, ACT5, ACT12, ACT13, and ACT18. Likewise, a failure of activity ACT4 will cause a stopping of activity ACT5.

Figure 8 gives the distribution of time to complete the prelaunch sequence in Figure 6. This distribution is based on the simulation of 200 launches. The mean time to complete the countdown is 34.2 hours. Launch vehicle availability (LVA) is defined as the probability of launching within a given launch window. The LVA for up to six hour window is given in Figure 9. The LVA for a two hour window is 0.015 and increases to 0.596 for a six hour window.

6.0 DEVELOPMENTAL AP SYSTEMS

Table III contains a comparison of the six platforms that have been developed for the AMPS and ANPS systems. Two programmers were used to develop the systems. Programmer A was Mr. W.S. Dwan who was a graduate student in computer science at the University of Alabama in Huntsville (UAH). Mr. Dwan was experienced in LISP on a Symbolics workstation. Programmer B was Mr. S.X. Zhang who was a visiting scholar at UAH from Northwestern Polytechnical University in Xian, China.
Figure 8. Time to complete prelaunch countdown
Figure 9. Launch vehicle availability
Table III  Comparison of platforms

<table>
<thead>
<tr>
<th>System</th>
<th>User interface</th>
<th>Order of development</th>
<th>Programmer</th>
<th>Platform</th>
<th>Language</th>
<th>Target language</th>
<th>Man-months</th>
<th>Lines of code</th>
<th>Lines of code per month</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMPS</td>
<td>IDI</td>
<td>1</td>
<td>A</td>
<td>Symbolics</td>
<td>Lisp</td>
<td>GPSS/PC</td>
<td>6</td>
<td>1,500</td>
<td>250</td>
</tr>
<tr>
<td>ANPS/PC</td>
<td>IDI</td>
<td>2</td>
<td>B</td>
<td>IBM/PC</td>
<td>Prolog</td>
<td>GPSS/PC</td>
<td>4</td>
<td>1,300</td>
<td>325</td>
</tr>
<tr>
<td>AMPS/PC</td>
<td>IDI</td>
<td>3</td>
<td>B</td>
<td>IBM/PC</td>
<td>Pascal</td>
<td>GPSS/PC</td>
<td>3</td>
<td>1,900</td>
<td>633</td>
</tr>
<tr>
<td>AMPS/PC</td>
<td>IDI</td>
<td>4</td>
<td>B</td>
<td>IBM/PC</td>
<td>C</td>
<td>GPSS/PC</td>
<td>4</td>
<td>1,300</td>
<td>325</td>
</tr>
<tr>
<td>AMPS/Graphics</td>
<td>IGI</td>
<td>5</td>
<td>A</td>
<td>Symbolics</td>
<td>Lisp</td>
<td>GPSS/PC</td>
<td>15</td>
<td>3,500</td>
<td>233</td>
</tr>
<tr>
<td>AMPS/PC</td>
<td>IDI</td>
<td>6</td>
<td>B</td>
<td>IBM/PC</td>
<td>C</td>
<td>SIMAN/PC</td>
<td>3</td>
<td>1,600</td>
<td>533</td>
</tr>
</tbody>
</table>

Notes:
1. IDI - Interactive Dialogue Interface
2. IGI - Interactive Graphical Interface
3. AMPS - Automatic Manufacturing Programming System
4. ANPS - Automatic Network Programming System
6.1 AMPS/Symbolics

The AMPS system was initially developed for the Symbolics 3620 workstation and used the Interactive Dialogue Interface (IDI). Figure 10 is a portion of a typical IDI dialogue. The AMPS system was written in LISP by programmer A in six man months. The system consisted of 1,500 lines of LISP code. The code production was 250 lines per month.

A detailed description and operation of the AMPS system is given in UAH Report 720, Automated Manufacturing Programming System User's Manual, September 1988. The system has been submitted to NASA COSMIC (reference # 28367). The AMPS/Symbolics system was also ported to the TI Explorer workstation.

6.2 ANPS

ANPS was the second system developed and used with the IDI dialogue. Figure 11 is a portion of a typical IDI dialogue. This system was developed by programmer B using Turbo Prolog on an IBM/PC. The system consisted of 1,300 lines of code. The code production was 325 lines per month.


6.3 AMPS/PC

This version of AMP was developed in Turbo Pascal on an IBM/PC and uses an IDI dialogue. The system was developed by programmer B using Turbo Pascal (Borland 1987) on an IBM PC. The system consists of 1,900 lines of code. The code production was 633 lines per month.
Figure 10. Typical IDI dialogue for AMPS/Symbolics
<table>
<thead>
<tr>
<th>Name of GFSS program file</th>
<th>EXAMPLE1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of GFSS problem specification file</td>
<td>SPEC1</td>
</tr>
<tr>
<td>Number of activities</td>
<td>7</td>
</tr>
<tr>
<td>Activity attributes</td>
<td></td>
</tr>
<tr>
<td>Activity name</td>
<td>$ACT1</td>
</tr>
<tr>
<td>Activity type (fixed/variable)</td>
<td>FIXED</td>
</tr>
<tr>
<td>Duration distribution type</td>
<td>CONSTANT</td>
</tr>
<tr>
<td>mean time</td>
<td>20</td>
</tr>
<tr>
<td>Starting node number</td>
<td>1</td>
</tr>
<tr>
<td>Ending node number</td>
<td>5</td>
</tr>
<tr>
<td>MTTF distribution type</td>
<td>CONSTANT</td>
</tr>
<tr>
<td>mean time</td>
<td>10</td>
</tr>
<tr>
<td>MTTF distribution type</td>
<td>CONSTANT</td>
</tr>
<tr>
<td>mean time</td>
<td>0</td>
</tr>
<tr>
<td>Number of dependent activities</td>
<td>0</td>
</tr>
<tr>
<td>Do you want to modify the above input (Y'N): N</td>
<td></td>
</tr>
</tbody>
</table>

**Figure 11. Typical IDI dialogue for ANPS**
A detail description and operation of the system is given in UAH Report 723, Automatic Manufacturing Programming System User's Manual, October 1988. The system has been accepted for publication by NASA COSMIC (reference #28398).

6.4 AMPS/PC

This version of AMP is identical to the AMPS/PC in Section 6.3. The only difference is this version is written in Turbo C (Borland 1988) for the IBM/PC. The system consists of 1,300 lines of code. The code production was 325 lines per month. This system has not been submitted to NASA COSMIC.

6.5 AMPS/Graphics

This version of AMPS was developed for the Symbolics 3620 workstation and uses the Interactive Graphical Interface (IGI). The system was written in LISP by programmer A in fifteen months. The system consists of 3,500 lines of code. The code production was 233 lines per month.

The AMP/Graphics system is documented in UAH Report 788, Automatic Manufacturing Programming/Graphics, August 1989. The system is being submitted to NASA COSMIC. Since the AMPS/Graphics has been developed under the followon contract, a more detailed discussion of the system follows.

6.5.1 AMPS/Graphics Overview

An overview of the AMPS/Graphics system is given in Figure 12. The user sits at a Symbolics 3620 workstation to create or modify the model. The output of the Interactive Graphical Interface (IGI) program is the
Figure 12. AMPS/Graphics system overview
problem specification file. The automatic code generator program combines the specification file with the selected GPSS/PC macros and writes the simulation program. The program is then downloaded to the IBM PC and executed by the GPSS/PC system. To modify the program, the user recalls the problem specification file and the cycle repeated.

The tree structure of the AMPS commands is given in Figure 13. The system consists of five menus: Main, Model, Layout, Specification and GPSS. In summary, the Main Menu contains the master control commands. The Model Menu contains the commands for creating, editing, saving, and reading models. The Layout Menu contains the commands for constructing the model. The Specification Menu includes the commands for defining the model parameters. The GPSS Menu contains the commands for writing the simulation code.

Figure 14 is a list of the icons available in AMPS. These icons serve as the construction blocks in defining a manufacturing system. To define a manufacturing system the user selects these icons and develops a process flow showing the various stations and the flow between the stations. Figure 15 gives all the feasible connections between the icons. For example, it is not feasible to connect an inspection station to a manufacturing cell.

The function and connection rules for each of these icons are documented within the system. The user can click on an icon to learn the function and the rules of the icon. All the connection rules are implemented in the system as construction rules of the models. As the user creates a model, the AMPS checks the partially completed model immediately for possible local violations of the rules. For example, Figure 16 shows the rules for an assembly station.
Figure 13. AMPS/Graphics commands
<table>
<thead>
<tr>
<th>Icons</th>
<th>Function</th>
</tr>
</thead>
<tbody>
<tr>
<td>🛠️</td>
<td>Assembly station</td>
</tr>
<tr>
<td>🔄</td>
<td>Starting point of an assembly line</td>
</tr>
<tr>
<td>🔮</td>
<td>Demand stock point of pull inventory system</td>
</tr>
<tr>
<td>🤔</td>
<td>Ending stock point for final product</td>
</tr>
<tr>
<td>⚙️</td>
<td>Inspection station</td>
</tr>
<tr>
<td>🏡</td>
<td>Manufacturing cell</td>
</tr>
<tr>
<td>🔄</td>
<td>Stock point for part ordered from outside</td>
</tr>
<tr>
<td>🔄</td>
<td>stock point for Push inventory system</td>
</tr>
<tr>
<td>🔄</td>
<td>Supply stock point of pull inventory system</td>
</tr>
<tr>
<td>🔡</td>
<td>Task station</td>
</tr>
</tbody>
</table>

Figure 14. Library of AMPS/Graphics icons
Figure 15. Valid AMPS/Graphics icon connections
Assembly station rules

Assembly station

Function: adding parts stored at the source stock points to a part coming from another source and then transferring the assembled part to the destination.

Rules:
- Must have one and only one source from one of the following:
  - a station, or
  - a starting point.

- Must have at least one source from one of the following:
  - a demand stock point,
  - an ordered-from-outside stock point, or
  - a push stock point.

- Must have one and only one destination from one of the following:
  - a push stock point,
  - an ending stock point, or
  - a station.

Figure 16. Assembly station rules
When the process flow has been completely drawn, the AMPS/Graphics will check the completeness of the structure. After the layout has passed the check for completeness, the user enters the parameters of the manufacturing system. The user then clicks on each icon to input the specification. A parameter menu will pop up on the screen. Figure 17 shows the parameter menu of an inspection station. The user can move the cursor to each field to enter the data. The system then performs additional checking. For example, the AMPS will check whether the data are the right types for the fields. The AMPS will make certain that an initial inventory level is not larger than the capacity.

6.5.2 Sample Problem

Figure 18 is an example of a simple manufacturing system formulated using the AMPS/Graphics system. The manufacturing system consists of an assembly line, MAIN and two assembly stations, STA1 and STA2. The assembly line produces part A. Station STA1 assembles part C to the incoming part and passes it to station STA2. Station STA2 then assembles part B to the incoming part from station STA1 and produces part A. Part C is supplied through a pull inventory control system from manufacturing cell MC. A part C is made of parts D and E at the manufacturing cell MC. Parts B, D, and E are supplied from outside sources.

Parts arriving at the assembly line follow the exponential distribution with a mean of 100. The assemble time of each of the two stations is a constant 100. Station STA1 requires one part C and station STA2 requires one part B for an assembly. The stock point to hold the final product, part A, has a capacity of 1000 units.
Figure 17. Typical parameter input

Figure 18. Sample manufacturing system
Part C is used at station STA1 and is manufactured at manufacturing cell MC. A pull inventory system controls the production and shipment of part C, which is represented by a pair of supply and demand stock points. A vehicle WGIG is used to move the carts between the stock points. The time to move the carts is 10. Each cart has a capacity of 4 parts C. Initially there is a cart of parts C at each of the supply and demand stock points. Parts B, D, and E are supplied from outside sources. Initially there are 1000 units for each part type. Manufacturing cell MC makes part C. One part D and two parts E are used to make one part C. The manufacturing time is 100 and there is no setup time.

The model is created by selecting the Model command from the Main Menu and the Create command from the Model Menu (See Figure 13). The actual layout of the model is created by using the commands Draw Icons and Connect Icons in the Layout Menu.

After the model has been completely drawn, the Layout Complete option is selected to start specifying the model parameters. Figure 19 shows a portion of the model parameters. To specify an icon the user simply clicks on the icon when the AMPS is in the Specification Menu.

Both the layout and the parameters can be saved for future use through the Save command in the Model Menu. At the completion of the problem specification, the user selects the Specification Complete command to end the model specification. The system then leads the user to the GPSS Menu command to create the corresponding simulation code in the target language GPSS/PC.

Appendix D contains another sample problem. Included in this appendix are layout of the manufacturing system, a listing of the input parameters, and a complete listing of the GPSS simulation model.

40
Starting Point of Line
Name of line: MAIN
Interarrival time distribution: Constant
Constant: 100

Final Product from Assembly Line
Part name: A
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 1000
Initial number of parts at stock point: 0

Demand Stock Point
Part name: C
In a pull system, parts are assumed to be ordered, made, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 1
Initial number of carts at supply stock point: 1
Vehicle used to move carts between stock points: wqig
Moving time distribution: Constant
Constant: 10

Supply Stock Point
Part name: C
In a pull system, parts are assumed to be ordered, made, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 1
Initial number of carts at supply stock point: 1
Vehicle used to move carts between stock points: wqig
Moving time distribution: Constant
Constant: 10

Ordered from outside
Part name: D
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 1000
Initial number of parts at stock point: 1000
Will Part D be replenished during the simulation? No

Figure 19. Partial parameter input
6.6 AMPS/PC/SIMAN

The basic AMPS/PC system in Section 6.4 was modified to create SIMAN (Pegden 1985) rather than GPSS/PC code. This system used the identical Interactive Dialogue Interface (IDI) as the AMPS/PC system. However, the automatic code generator program was rewritten to create code in the target simulation language SIMAN. A listing of the SIMAN macros is given in Appendix C.

The system was written by programmer B in Turbo C on an IBM/PC. The system consisted of 1,600 lines of code. The code production was 533 lines per month. This system has not been documented and has not been submitted to NASA COSMIC.

7.0 SYSTEM EVALUATION

The concepts developed in AMPS have been used to model three real world problems. The first system was a Flexible Manufacturing System (FMS) at Rexham Speedring Inc., in Cullman, Alabama. The FMS consisted of 18 stations and nine alien stations. The FMS makes four different parts with each requiring 47, 31, 22 and 22 operations respectively (Schroer 1988).

The second system was a 25 station assembly line at SCI Manufacturing Inc. in Huntsville, Alabama. The line assembles a health monitoring device (Schroer 1988). The third system was a twelve station Unit Production System (UPS) at Camptown Togs, Inc. in Clanton, Alabama (Schroer and Ziemke 1989).

The following observations are made based on the above implementations:

- The problem domains were sufficiently different that the AMPS user
interface could not be used in defining the problem specification.

° The library of GPSS modules were used extensively in writing the simulation models. For the FMS model, several additional simulation modules were developed.

° By using the library of GPSS modules, the UPS model was written and validated in less than four hours as compared to forty hours without the use of the modules.

° The use of the GPSS modules caused the resulting simulation code to be structured code and well documented.

8.0 PUBLICATIONS

The following is a list of publications resulting from the research supported by NASA Grant NAG8-641 and NASA contract NAS8-36995.


9.0 CONCLUSIONS

9.1 Comparison of the AMPS/GRaphics System with the AMPS System

Both AMPS and AMPS/Graphics were written in Lisp on the Symbolics 3620 machine. The AMPS/Graphics used the Symbolics system dependent features such as the flavors (frame) window, and the graphics function. Also, AMPS/Graphics use object oriented programming concepts. The adoption of the above features greatly simplified the programming effort for such a complicated system. However, these system dependent features also make the conversion of the AMPS/Graphics to other types of machines very difficult. On the other hand, the AMPS system used very few system dependent features. Most of the statements in AMPS are Common Lisp compatible. Therefore, it is much easier to convert AMPS to other platforms. For example, the AMPS system has been successfully ported converted to a TI Explorer with only minor modifications.

The AMPS system provides an Interactive Dialogue Interface (IDI) for the user to create the model. In AMPS, the user must follow the preset logic system and answer a series of questions prompted in constructing a model. That is, the user is in a passive role. The AMPS system controls the main logic. The AMPS system allows the user to make only very limited modifications throughout the development process. Also, the user must remember the stage of the development process. Consequently, it is difficult to visualize the development process of the model in AMPS.

The AMPS/Graphics has a an Interactive Graphic Interface (IGI) through which the user builds the model mainly by icons. The user can start building the model from any part of the model. Also, the user can
always see the partially completed model on the screen. The AMPS/Graphics system allows the user to modify any part of the model throughout the development process. Consequently, it is much easier to build a model and to trace the logic by the AMPS/Graphics. Furthermore, a graphical model is also a much better communicative model than a descriptive model.

The AMPS/Graphics system provides several help features. For example, on-line documentation of each icon can be obtained by clicking a button. The documentation shows the function of each icon and the connection rules with other icons. In the construction process, if a mistake is made, the system will immediately give the appropriate error message. The AMPS system does not have these help features.

The models created by the AMPS/Graphics can be saved and then modified through the IGI interface. The corresponding simulation program will then be modified automatically. The AMPS system does not have this capability.

It is much slower to design a user friendly system such as AMPS/Graphics at the beginning of the design process because of the many factors to be considered. However, once the basic framework of the system is completed, a system such as AMPS/Graphics is much easier to modify and expand. For example, it is rather easy to add a new facility icon or to change a model construction rule. A carefully designed system should be flexible enough to add or remove a construct from the system with only minor effort. On the other hand, a system like AMPS is easier to initially design, and therefore is ideal to serve as a prototype. However, any change after the initial design requires a major modification to the system.
The AMPS/Symbolics system makes use of some advantages of the Symbolics machine. For example, the system automatically checks for some types of errors, executes much faster, and has a large amount of memory available. However, currently none of the popular commercially available discrete simulation languages, such as GPSS, is available on the Symbolics. The simulation programs must be downloaded to an IBM-PC to run the simulation. On the other hand, the AMPS/PC system is much slower than the AMPS/Symbolics. The small memory of the PC's also limits any reasonably large models to be constructed on the AMPS/PC.

9.2 Summary

In summary, an Automatic Programming (AP) system, such as AMPS and ANPS, offers a number of advantages for improving the simulation modeling environment. These advantages include:

° Rapid prototyping - Once the necessary library of simulation modules has been written, the AP system permits the user to rapidly construct a model. As a result, the AP system produces executable simulation code that is syntax error free.

° Software correctness - Correct simulation software requires the definition of a complete and formal set of model requirements. An AP system forces the user to completely define these requirements.
Improved clarity of simulation code - The simulation code generated by the AP system is structured code that is easy to read, trace, and modify. An added benefit is embedded code documentation.

Increased productivity - By using an AP system, the modeler should have an increased productivity in the lines of simulation code written per hour.

Automatic documentation - Instead of changing program code, the user modifies the problem specification through the AP system's user interface. The AP system then rewrites a new simulation model. Therefore, the problem specification file always reflects the current configuration, or documentation, of the problem.

Software reusability - Software reusability refers to the ability of new simulation models to use element of other models. Large collections, or libraries, of reusable program modules can be defined, making it possible to develop new models by writing only a small amount of new code. The library of GPSS modules provides the basic building blocks for the simulation model. This library is constantly being updated and expanded as the AP system is used in other domains.

Software compatibility - Software compatibility is the ability of program modules to be interfaced with other simulation code. An AP system designed with expansion in mind and as generic as
possible will be easier to modify as additional requirements are defined.

- Extendability - Since an AP system operates in a structural environment, the overall software maintenance is less difficult. Software designed and developed using an AP system will have each data element and related processes grouped into one location, making modifications simpler.

- Reduced simulation knowledge - An advantage of an AP system is a reduction in the modeler's knowledge of the simulation language.

There are also a number of disadvantages of an AP system such as AMPS and ANPS. These disadvantages include:

- Domain specific - Most AP systems are very domain specific. Therefore, the systems can only model a very limited class of problems. To model a slightly different problem in a similar domain may require additional modules and modifications to the user interface.

- Library robustness - A related disadvantage is the robustness of the library of predefined modules. Generally skilled GPSS programmers are needed to write a new modules.
Memory and execution time - Another disadvantage is that AP systems require more memory and execute slower than a nonstructured equivalent simulation program. However, this disadvantage is not as significant as in prior years because computers are now faster and have more memory.

In comparing the IDI and IGI for the Symbolics systems, the following observations are made:

° The IGI had 3,500 lines of code versus 1,500 lines for the IDI. Interestingly, the code production was similar for both systems.

° The IGI, or object oriented approach, is preferred by the user.

10.0 ACKNOWLEDGEMENTS

In addition to the funds received from NASA/MSFC, a contract was received in 1988 from the Science, Technology, and Energy Division, Alabama Department of Economic and Community Affairs (ADECA) (Reference Contract ADECA-UAH-9001) and a grant in 1989 from the Alabama Industrial Development Training (AIDT).

11.0 REFERENCES


Pegden, C. Dennis, 1985. *Introduction to SIMAN*, Systems Modeling Corp., College Station, PA.


Appendix A

GPSS macros for AMPS
GPSS Assembly station subroutine

2370  **************************************
2380  * ASSEMBLY STATION  *
2390  **************************************
2400  ASM  ASSIGN  3,MX$STAN(P2,1)
2410  ASSIGN  7,MX$STAN(P2,2)
2420  ASSIGN  6,MX$STIME(P2,1)
2430  ASSIGN  8,1
2440  ASSIGN  9,2
2450  QUEUE  P3
2460  PAQ  ASSIGN  8+,2
2470  ASSIGN  9+,2
2480  ASSIGN  5,MX$STAN(P2,P8)
2490  ASSIGN  10,MX$PART(P5,1)
2500  ASSIGN  20,MX$STAN(P2,P9)
2510  QUEUE  P10
2520  TRANSFER  SBR,TAKEP,RTRN2
2530  DEPART  P10
2540  LOOP  7,PAQ
2550  SEIZE  P3
2560  DEPART  P3
2570  ADVANCE  V*6
2580  RELEASE  P3
2590  TRANSFER  P,RTRN1,1

GPSS Task station subroutine

1980  **************************************
1990  * TASK STATION  *
2000  **************************************
2010 TASK  ASSIGN  3,MX$STAN(P2,1)
2020 ASSIGN  6,MX$STIME(P2,1)
2030 QUEUE  P3
2040 SEIZE  P3
2050 DEPART  P3
2060 ADVANCE  V*6
2070 RELEASE  P3
2080 TRANSFER  P,RTRN1,1
GPSS Inspection station subroutine

2090 ******************************************************************************
2100 * INSPECTION STATION *
2110 ******************************************************************************
2120 INSPI ASSIGN 3, MX$STAN(P2,2)
2130 ASSIGN 4, MX$IPERC(P3,1)
2140 ASSIGN 5, MX$ITIME(P3,1)
2150 ASSIGN 6, MX$ITIME(P3,2)
2160 QUEUE MX$STAN(P2,1)
2170 DEPART MX$STAN(P2,1)
2180 TRANSFER ,FN*4
2190 CHECK QUEUE MX$ISTA(P3,1)
2200 SEIZE MX$ISTA(P3,1)
2210 DEPART MX$ISTA(P3,1)
2220 ADVANCE V*5
2230 RELEASE MX$ISTA(P3,1)
2240 ASSIGN 4, MX$IPERC(P3,2)
2250 TRANSFER ,FN*4
2260 REPAIR QUEUE MX$ISTA(P3,2)
2270 SEIZE MX$ISTA(P3,2)
2280 DEPART MX$ISTA(P3,2)
2290 ADVANCE V*6
2300 RELEASE MX$ISTA(P3,2)
2310 ASSIGN 4, MX$IPERC(P3,3)
2320 TRANSFER ,FN*4
2330 PASS TRANSFER P, RTRN1,1
2340 SCRAP QUEUE MX$ISTA(P3,3)
2350 DEPART MX$ISTA(P3,3)
2360 TERMINATE
3150 * MANUFACTURING CELL *
3160 ************************************************************
3170 ASSIGN 13, MX$CELL(P12,1)
3180 ASSIGN 14, MX$CTIME(P12,1)
3190 ASSIGN 16, MX$CTIME(P12,2)
3200 QUEUE P13
3210 ASSIGN 7, MX$CSIZE(P12,1)
3220 CARTQ ASSIGN 17, MX$ITEM(P12,1)
3230 ASSIGN 8,0
3240 ASSIGN 9,1
3250 PARTQ ASSIGN 8+,2
3260 ASSIGN 9+,2
3270 ASSIGN 5, MX$ITEM(P12,P8)
3280 ASSIGN 10, MX$PART(P5,1)
3290 ASSIGN 20, MX$ITEM(P12,P9)
3300 QUEUE P10
3310 TRANSFER SBR, TAKEP, RTRN2
3320 DEPART P10
3330 LOOP 17, PARTQ
3340 LOOP 7, CARTQ
3350 FAC SEIZE P13
3360 DEPART P13
3370 ADVANCE V*14
3380 ADVANCE V$MTIME
3390 MTIME FVARIABLE V*16#MX$CSIZE(P12,1)
3400 RELEASE P13
3410 TRANSFER P,RTRN3,1

GPSS Manufacturing cell subroutine
GPSS Inventory transfer subroutine
Appendix B

GPSS macros for ANPS
1360 *       ACTIVITY TIME SIMULATION GENERATOR
1370 *
1380 *
1390 VENT_A SEIZE   P2
1395 ASSIGN   99, MX*WORK_TIME(P3,1)
1400 ASSIGN   ETIME, V*99
1405 BACK3 ASSIGN   98, MX*F_TIME(P3,1)
1410 ASSIGN   MTTF, V*98
1420 TEST L   P*MTTF, P*ETIME, NOFAIL
1430 ADVANCE   P*MTTF
1440 ASSIGN   ROW, P3
1450 TRANSFER   SBR, FAIL, RTRN1
1460 ASSIGN   REST_TIME, V*TIME3
1470 TIME3 FVARIABLE   P*ETIME-P*MTTF
1480 ASSIGN   ETIME, P*REST_TIME
1490 TRANSFER   , BACK3
1500 NOFAIL ADVANCE   P*ETIME
1510 RELEASE   P2
1520 TRANSFER   P, RTRN2, 1
1530 *
1530 *
1532 *       CONTINUOUS ACTIVITY TIME SIMULATION GENERATOR
1534 *
1540 VENT_E SEIZE   P2
1542 ASSIGN   98, MX*F_TIME(P3,1)
1543 SAVEVALUE   FTS, V*98
1545 TIME9 FVARIABLE   X*FTS
1550 TIMES  FVARIABLE   X*FTS/100
1555 TEST L   V*TIME9, 100, BACK6
1560 ASSIGN   TIM3.1
1565 ASSIGN   BSUM, V*TIME9
1570 TRANSFER   . BACK5
1575 BACK6 ASSIGN   TIM3, V*TIME8
1580 ASSIGN   BSUM, 100
1585 BACK3 ASSIGN   NR_LOOPS, P*BSUM
1590 BACK4 GATE LR   MX*SWITCH1(P3,1), ENDA
1595 ADVANCE   P*TIM3
1600 LOOP     NR_LOOPS, BACK4
1605 ASSIGN   ROW, P3
1610 TRANSFER   SBR, FAIL, RTRN1
1615 TRANSFER   , BACK5
1620 ENDA RELEASE   P2
1625 TRANSFER   P, RTRN2, 1
1060 * ACTIVITY FAILURE SIMULATION GENERATOR (DIRECTLY)
1070 *  
1080 *  
1090 FAIL ASSIGN NR_ACTS,X*ACTS  
1100 ASSIGN COL,1  
1102 ASSIGN 100,MAX_R_TIME(P$ROW,1)  
1105 MSAVEVALUE R1_TIME,P$ROW,1,V*100  
1110 BACK0 TEST NE MX$ACT_NAME(P$ROW,P$COL),0,AA  
1120 GATE U MX$ACT_NAME(P$ROW,P$COL),AA  
1130 SPLIT 1,AB  
1140 TRANSFER .AA  
1150 AB MARK DELAY  
1160 PREEMPT MX$ACT_NAME(P$ROW,P$COL)  
1170 ASSIGN ADELAY,MP$DELAY  
1180 TEST LE P$DELAY,0,XACT_DELAY  
1190 MSAVEVALUE R2_TIME,P$ROW,P$COL,MAX_R1_TIME(P$ROW,1)  
1200 BACK1 ADVANCE MAX_R2_TIME(P$ROW,P$COL)  
1210 BUFFER  
1220 RETURN MX$ACT_NAME(P$ROW,P$COL)  
1230 TERMINATE  
1240 AA ASSIGN COL+,1  
1250 LOOP NR_ACTS,BACK0  
1260 TRANSFER P$RTRN1,1  

1270 * LOGIC WHEN ACTIVITY ALREADY IS INTERRUPTED  
1280 *  
1290 *  
1300 XACT_DELAY ADVANCE  
1310 MSAVEVALUE R2_TIME,P$ROW,P$COL,V$NEWDELAY  
1320 NEWDELAY VARIABLE MAX_R1_TIME(P$ROW,1)-P$DELAY  
1330 TEST L MX$R2_TIME(P$ROW,P$COL),0,BACK1  
1340 MSAVEVALUE R2_TIME,P$ROW,P$COL,0  
1350 TRANSFER BACK1  

B-3
Appendix C

SIMAN macros for AMPS
Assembly station model

ASM
ASSIGN:A(1)=M;
ASSIGN:A(2)=0;

BACKASM
ASSIGN:A(2)=A(2)+1;
BRANCH,1:
    IF,A(2).GT.A(4),OUT:
    ELSE,DOWN1;

DOWN1
BRANCH,2:
    ALWAYS,BACKASM:
    ALWAYS,DOWN2;

DOWN2
ASSIGN:M=3+2*A(2);
ASSIGN:A(5)=A(M);
ASSIGN:A(6)=A(M+1);
ASSIGN:A(11)=A(5)+3;
BRANCH,2:
    IF,P(A(11),2).EQ.2,PULL1:
    ALWAYS,PICKPT;

PICKPT
ASSIGN:M=A(5);
QUEUE,M+1;
SEIZE:PART(M),A(6);

DOWN3
ASSIGN:M=A(1);
QUEUE,M;
SEIZE:STATIONN(M);
DELAY:ED(A(3));
RELEASE:STATIONN(M):NEXT(LOOP);

PULL1
ASSIGN:A(11)=A(5)+3;
ASSIGN:A(12)=A(5)+1;
BRANCH,1:
    IF,NR(A(12)).GE.P(A(11),4),PICKCAR:
    ELSE,OUT;

PICKCAR
ASSIGN:M=P(A(11),5);
QUEUE,M+4;
SEIZE:CAR(M);
QUEUE,M+5;
SEIZE:SCAR(M);
BRANCH,2:
    ALWAYS,VECHIC:
    ALWAYS,MAKE;

VECHIC
ASSIGN:M=P(A(11),8);
QUEUE,M+7;
SEIZE:ROBOT(M);
ASSIGN:A(12)=P(A(11),9);
DELAY:ED(A(12));
RELEASE:ROBOT(M);
ASSIGN:M=P(A(11),5);
RELEASE:CAR(M);
ASSIGN:M=A(5);
RELEASE:PART(M),P(A(11),4):DISPOSE;
MAKE

ASSIGN: A(1) = A(5);
ASSIGN: A(2) = 0;
ASSIGN: A(4) = P(A(11), 13);

BACKMAK

ASSIGN: A(2) = A(2) + 1;
BRANCH, 1:
   IF, A(2) .GT. A(4), OUT:
   ELSE, DOWNM1;
   BRANCH, 2:
      ALWAYS, BACKMAK:
      ALWAYS, DOWNM2;

DOWNM1

ASSIGN: A(3) = 2*A(2) + 12;
ASSIGN: A(5) = P(A(11), A(3));
ASSIGN: A(3) = A(3) + 1;
ASSIGN: A(6) = P(A(11), A(3));
ASSIGN: M = A(5);
BRANCH, 2:
   ALWAYS, MAKEPT:
   ALWAYS, CHKPUL;

MAKEPT

ASSIGN: A(12) = A(6) * P(A(11), 4);
QUEUE, M+12;
SEIZE: PART(M), A(12);

DOWNM3

ASSIGN: M = P(A(11), 10);
QUEUE, M+6;
SEIZE: MCELL(M);
ASSIGN: A(12) = P(A(11), 12);
DELAY: ED((A(12)) * P(A(11), 4);
ASSIGN: M = P(A(11), 10);
RELEASE: MCELL(M);
ASSIGN: A(12) = P(A(11), 11);
DELAY: ED((A(12));
ASSIGN: M = P(A(11), 5);
RELEASE: SCAR(M): DISPOSE;

CHKPUL

ASSIGN: A(5) = M;
ASSIGN: A(11) = A(5) + 3;
BRANCH, 1:
   IF, P(A(11), 2) .EQ. 2, PULL1:
   ELSE, OUT;
OUT

DELAY: 0.0: DISPOSE;

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; *** Inspection station model ***

INSP
  BRANCH,1:
    WITH,A(4),CHECK:
    ELSE, PASS;

CHECK
  QUEUE,M;
  SEIZE:STATIONN(M);
  DELAY:ED(A(3));
  RELEASE:STATIONN(M);
  BRANCH,1:
    WITH,A(5),REPAIR:
    ELSE, PASS;

REPAIR
  ASSIGN:M=A(B);
  QUEUE,M+B;
  SEIZE:REPAIR(M);
  DELAY:ED(A(7));
  RELEASE:REPAIR(M);
  BRANCH,1:
    WITH,A(6),SCRAP:
    ELSE, PASS;

SCRAP
  DELAY:O:DISPOSE;

PASS
  DELAY:O:NEXT(LOOP);

; *** Task station model ***

TASK
  QUEUE,M;
  SEIZE:STATIONN(M);
  DELAY:ED(A(3));
  RELEASE:STATIONN(M):NEXT(LOOP);
Model-8-stations
Parameters of Example Model Model-8-Stations

Starting Point of Line
Name of line: Y
Interarrival time distribution: NORMAL
Mean: 100
Standard deviation: 5

Starting Point of Line
Name of line: X
Interarrival time distribution: EXPONENTIAL
Mean: 300

Starting Point of Line
Name of line: Z
Interarrival time distribution: NORMAL
Mean: 75
Standard deviation: 5

Final Product from Assembly Line
Part name: R
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 2000
Initial number of parts at stock point: 8

Demand Stock Point
Part name: F
In a pull system, parts are assumed to be ordered, 
named, and shipped by carts. Two stockpoints: supply 
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK2
Moving time distribution: UNIFORM
Minimum: 6
Maximum: 14

Supply Stock Point
Part name: F
In a pull system, parts are assumed to be ordered, 
named, and shipped by carts. Two stockpoints: supply 
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK2
Moving time distribution: UNIFORM
Minimum: 6
Maximum: 14
Supply Stock Point
Part name: H
In a pull system, parts are assumed to be ordered,
made, and shipped by carts. Two stockpoints: supply
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK3
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Demand Stock Point
Part name: H
In a pull system, parts are assumed to be ordered,
made, and shipped by carts. Two stockpoints: supply
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK3
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Supply Stock Point
Part name: E
In a pull system, parts are assumed to be ordered,
made, and shipped by carts. Two stockpoints: supply
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK1
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Demand Stock Point
Part name: E
In a pull system, parts are assumed to be ordered,
made, and shipped by carts. Two stockpoints: supply
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK1
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Supply Stock Point
Part name: I
In a pull system, parts are assumed to be ordered,
made, and shipped by carts. Two stockpoints: supply
and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK3
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Demand Stock Point
Part name: 1
In a pull system, parts are assumed to be ordered, packed, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK3
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Supply Stock Point
Part name: 0
In a pull system, parts are assumed to be ordered, packed, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK2
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Demand Stock Point
Part name: 1
In a pull system, parts are assumed to be ordered, packed, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK2
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Supply Stock Point
Part name: 0
In a pull system, parts are assumed to be ordered, packed, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK1
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Demand Stock Point
Part name: C
In a pull system, parts are assumed to be ordered, made, and shipped by carts. Two stockpoints: supply and demand are created.
Capacity and initial inventory at the stock point:
Current cart capacity (number of parts per cart): 4
Initial number of carts at demand stock point: 4
Initial number of carts at supply stock point: 4
Vehicle used to move carts between stock points: TRUCK1
Moving time distribution: UNIFORM
Minimum: 0
Maximum: 12

Push stock point
Part name: B
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 2000
Initial number of parts at stock point: 120

Push stock point
Part name: B
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 2000
Initial number of parts at stock point: 120

Ordered from outside
Part name: J
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 10000
Initial number of parts at stock point: 10000
Will Part J be replenished during the simulation? No

Ordered from outside
Part name: K
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 10000
Initial number of parts at stock point: 10000
Will Part K be replenished during the simulation? No

Ordered from outside
Part name: L
Capacity and initial inventory at the stock point:
Maximum number of parts at stock point: 10000
Initial number of parts at stock point: 10000
Will Part L be replenished during the simulation? No

Inspection Station
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Standard
dev tion: 10

ASSEMBLY STATION

Station name: RESEY1
Parts required for assembly:
Name of part 81: 8
Number of part 81: 3
Name of part 82: C
Number of part 82: 2
Assembly time distribution: NORMAL
Mean: 300
Standard deviation: 10

ASSEMBLY STATION

Station name: RESEY2
Parts required for assembly:
Name of part 81: 10
Number of part 81: 2
Name of part 82: 3
Number of part 82: 2
Assembly time distribution: NORMAL
Mean: 300
Standard deviation: 10

ASSEMBLY STATION

Station name: RESEY3
Parts required for assembly:
Name of part 81: 14
Number of part 81: 4
Assembly time distribution: NORMAL
Mean: 300
Standard deviation: 10
Assembly Station
Station name: ASSY8
Parts required for assembly:
  Name of part #1: H
  Number of part #1: 1
Assembly time distribution: NORMAL
  Mean: 75
  Standard deviation: 5

Assembly Station
Station name: ASSY7
Parts required for assembly:
  Name of part #1: F
  Name of part #2: G
  Number of part #2: 1
Assembly time distribution: NORMAL
  Mean: 75
  Standard deviation: 5

Manufacturing Cell — F
Cell name: MC2
Items required to make the part F:
  Name of item types required: L
  Number of item #1: 1
  Number of item #2: 2
Setup time for a set of parts: CONSTANT
  Constant: 8
Manufacturing time for a part: NORMAL
  Mean: 10
  Standard deviation: 1

Manufacturing Cell — E
Cell name: MC2
Items required to make the part E:
  Name of item types required: L
  Name of item #1: J
  Name of item #2: K
  Number of item #2: 1
Setup time for a set of parts: CONSTANT
  Constant: 8
Manufacturing time for a part: NORMAL
  Mean: 10
  Standard deviation: 1

Manufacturing Cell — I
Cell name: MC2
Items required to make the part I:
  Name of item types required: L
  Name of item #1: J
  Name of item #2: K
  Number of item #2: 1
Setup time for a set of parts: CONSTANT
  Constant: 8
Manufacturing time for a part: NORMAL
  Mean: 5
  Standard deviation: 1
Manufacturing Cell -- G
  Cell name: MC2
  Items required to make the part G:
  Number of item types required: 1
    Name of item #1: X
    Number of item #1: 2
  Setup time for a cart of parts: CONSTANT
    Constant: 0
  Manufacturing time for a part: NORMAL
    Mean: 10
    Standard deviation: 1

Manufacturing Cell -- H
  Cell name: MC1
  Items required to make the part H:
  Number of item types required: 1
    Name of item #1: I
    Number of item #1: 1
  Setup time for a cart of parts: CONSTANT
    Constant: 0
  Manufacturing time for a part: NORMAL
    Mean: 30
    Standard deviation: 3

Manufacturing Cell -- C
  Cell name: MC1
  Items required to make the part C:
  Number of item types required: 1
    Name of item #1: I
    Number of item #1: 2
  Setup time for a cart of parts: CONSTANT
    Constant: 0
  Manufacturing time for a part: NORMAL
    Mean: 30
    Standard deviation: 3
GPSS Code of Example Model Model-8-Stations

Original page is of poor quality
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<th>Line</th>
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<tr>
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</tr>
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</table>

**INITIAL VALUES**

**GENERATE**

**PART ID**

**THE SIZE OF EACH CART**

**INITIAL INVENTORY LEVEL AT EACH STOCK POINT**

**MAKE ONE CART READY AT EACH DEMAND STOCK POINT**

**ITEMS REQUIRED TO MAKE EACH PART**
ANDY-TAYLOR:dwan>amps>gpss-8-stations.fsp2  3/18/89 02:04:38  Page 3

1448  \$SAVEVALUE ITEM, 5, 1, 1 j part H requires 1 part type(s).
1450  \$SAVEVALUE ITEM, 5, 2, 4 j part I.
1452  \$SAVEVALUE ITEM, 5, 3, 1 j 1 unit(s).
1454  \$SAVEVALUE ITEM, 5, 4, 2 j part E requires 2 part type(s).
1456  \$SAVEVALUE ITEM, 5, 5, 9 j part J.
1458  \$SAVEVALUE ITEM, 5, 6, 2 j 2 unit(s).
1460  \$SAVEVALUE ITEM, 5, 7, 0 j part K.
1462  \$SAVEVALUE ITEM, 5, 8, 1 j 1 unit(s).
1464  \$SAVEVALUE ITEM, 5, 9, 2 j part I requires 2 part type(s).
1466  \$SAVEVALUE ITEM, 6, 1, 1 j part C requires 1 part type(s).
1468  \$SAVEVALUE ITEM, 6, 2, 4 j part 1.
1470  \$SAVEVALUE ITEM, 6, 3, 2 j 2 unit(s).

1472  *** STATION SERVICE TIME ***
1474  \$SAVEVALUE STIME, 6, 1, STIME1 j time of TASK6 is TIME1
1476  \$SAVEVALUE STIME, 2, 1, STIME8 j time of TASK2 is TIME8
1478  \$SAVEVALUE STIME, 5, 1, STIME11 j time of AGSY5 is TIME11
1480  \$SAVEVALUE STIME, 1, 1, STIME8 j time of AGSY1 is TIME8
1482  \$SAVEVALUE STIME, 0, 1, STIME2 j time of AGSY2 is TIME2
1484  \$SAVEVALUE STIME, 7, 1, STIME12 j time of AGSY7 is TIME12
1486  *** TIME TO MOVE A CART BETWEEN SUPPLY AND REPAIR POINTS ***
1488  \$SAVEVALUE MTIME, 6, 1, MTIME1 j moving time of a cart of part F is TIME1
1490  \$SAVEVALUE MTIME, 5, 1, MTIME4 j moving time of a cart of part H is TIME4
1492  \$SAVEVALUE MTIME, 9, 1, MTIME8 j moving time of a cart of part E is TIME8
1494  \$SAVEVALUE MTIME, 4, 1, MTIME1 j moving time of a cart of part I is TIME1
1496  *** SETUP TIME FOR A CART OF PARTS AND ***
1498  *** MANUFACTURING TIME FOR A PART ***
1500  \$SAVEVALUE CTIME, 2, 1, CTIME2 j setup time for a cart of part F is TIME2
1502  \$SAVEVALUE CTIME, 5, 1, CTIME5 j manufacturing time for part H is TIME5
1504  \$SAVEVALUE CTIME, 5, 2, CTIME6 j setup time for a cart of part H is TIME6
1506  \$SAVEVALUE CTIME, 9, 1, CTIME8 j manufacturing time for part E is TIME8
1508  \$SAVEVALUE CTIME, 2, 1, CTIME2 j setup time for a cart of part E is TIME2
1510  \$SAVEVALUE CTIME, 1, 1, CTIME1 j manufacturing time for part I is TIME1
1512  *** CELL WHERE EACH PART IS MADE ***
1514  \$SAVEVALUE CELL, 2, 1, $MC2 j part F is made on machine MC2
1516  \$SAVEVALUE CELL, 5, 1, $MC1 j part H is made on machine MC1
1518  \$SAVEVALUE CELL, 9, 1, $MC2 j part E is made on machine MC2
1520  \$SAVEVALUE CELL, 4, 1, $MC2 j part I is made on machine MC2
1522  \$SAVEVALUE CELL, 7, 1, $MC2 j part B is made on machine MC2
1524  *** NAME OF EACH STATION ***
1526  \$SAVEVALUE SNAME, 4, 1, $INSF4 j the id of station INSF4 is 4
1528  \$SAVEVALUE SNAME, 6, 1, $INSF6 j the id of station INSF6 is 6
1530  \$SAVEVALUE SNAME, 2, 1, $INSF2 j the id of station INSF2 is 2
1532  \$SAVEVALUE SNAME, 5, 1, $INSF5 j the id of station INSF5 is 5
1534  \$SAVEVALUE SNAME, 1, 1, $INSF1 j the id of station INSF1 is 1
1536  \$SAVEVALUE SNAME, 3, 1, $INSF3 j the id of station INSF3 is 3
1538  \$SAVEVALUE SNAME, 8, 1, $INSF8 j the id of station INSF8 is 8
1540  \$SAVEVALUE SNAME, 7, 1, $INSF7 j the id of station INSF7 is 7
1542  *** INSPECTION STATION INDEX ***
1544  \$SAVEVALUE SNAME, 4, 2, 1 j the index of Inspection station INSF4 is 1
1546  *** INSPECTION STATION ***
1548  \$SAVEVALUE INAME, 1, 1, $PER1 j Inspection rate of INSF4 is 1
1550  \$SAVEVALUE INAME, 1, 2, $PER1 j Repair rate of INSF4 is 0.2
1552  \$SAVEVALUE INAME, 3, 1, $PER1 j Scrap rate of INSF4 is 0.5
1554  \$SAVEVALUE INAME, 1, 1, $INSPECTOR j Inspector of INSF4 is INSPECTOR
1556  \$SAVEVALUE INAME, 1, 2, $REPAIRMAN j Repairman of INSF4 is REPAIRMAN
1558  \$SAVEVALUE INAME, 1, 3, $SCRAP j Scraped items of INSF4 are sent to SCRAP

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OF POOR QUALITY
2170  MSVALUE TIME,1.1,$TIME9 ;inspection time of INSPI4 is TIME9
2180  MSVALUE TIME,1.2,$TIME10 ;repair time of INSPI4 is TIME10
2190  *** PART (12) REQUIRED AT EACH STATION ***
2200  MSVALUE STAN,5.5,1 ;station ASSYS requires 1 part type(s).
2210  MSVALUE STAN,5.5,3 ; part E.
2220  MSVALUE STAN,5.5,4 ; 2 units(s).
2230  MSVALUE STAN,1.5,2 ;station ASSYS requires 2 part type(s).
2240  MSVALUE STAN,1.5,11 ; part E.
2250  MSVALUE STAN,1.4,3 ; 3 units(s).
2260  MSVALUE STAN,1.5,6 ; part C.
2270  MSVALUE STAN,1.5,2 ; 2 units(s).
2280  MSVALUE STAN,5.5,1 ;station ASSYS requires 1 part type(s).
2290  MSVALUE STAN,3.3,12 ; part D.
2300  MSVALUE STAN,9.4,4 ; 4 unit(s).
2310  MSVALUE STAN,8,5,1 ;station ASSYS requires 1 part type(s).
2320  MSVALUE STAN,8,3,5 ; part H.
2330  MSVALUE STAN,8,4,1 ; 1 unit(s).
2340  MSVALUE STAN,7,5,2 ;station ASSYS requires 2 part type(s).
2350  MSVALUE STAN,7,5,2 ; part F.
2360  MSVALUE STAN,7,4,2 ; 2 unit(s).
2370  MSVALUE STAN,7,5,7 ; part E.
2380  MSVALUE STAN,7,6,1 ; 1 unit(s).
2390  *** SUPPLY SYSTEM OF EACH PART ***
2400  MSVALUE PART,18,2,1 ;part A is in push mode
2410  MSVALUE PART,18,2,0 ;part F is in pull mode
2420  MSVALUE PART,18,2,0 ;part H is in pull mode
2430  MSVALUE PART,18,2,0 ;part E is in pull mode
2440  MSVALUE PART,18,2,0 ;part I is in pull mode
2450  MSVALUE PART,21,2,0 ;part E is in pull mode
2460  MSVALUE PART,21,2,0 ;part C is in pull mode
2470  MSVALUE PART,21,2,0 ;part B is in pull mode
2480  MSVALUE PART,18,2,1 ;part F is in push mode
2490  MSVALUE PART,18,2,1 ;part H is ordered from outside
2500  MSVALUE PART,18,2,1 ;part K is ordered from outside
2510  MSVALUE PART,18,2,1 ;part L is ordered from outside
2520  *** CART COUNTER AT EACH DESTINATION ***
2530  MSVALUE CART,2,1,$CART_F
2540  MSVALUE CART,5,1,$CART_H
2550  MSVALUE CART,3,1,$CART_E
2560  MSVALUE CART,4,1,$CART_I
2570  MSVALUE CART,7,1,$CART_G
2580  MSVALUE CART,6,1,$CART_C
2590  *** CART COUNTER AT SOURCE ***
2600  MSVALUE SCART,2,1,$SCART_F
2610  MSVALUE SCART,5,1,$SCART_H
2620  MSVALUE SCART,3,1,$SCART_E
2630  MSVALUE SCART,4,1,$SCART_I
2640  MSVALUE SCART,7,1,$SCART_G
2650  MSVALUE SCART,6,1,$SCART_C
2660  *** UNLOADING TO MOVE PARTS ***
2670  MSVALUE FIG,2,1,STRUC2 ;part F is transported by TRUCK2
2680  MSVALUE FIG,5,1,STRUC3 ;part H is transported by TRUCK3
2690  MSVALUE FIG,3,1,STRUC1 ;part E is transported by TRUCK1
2700  MSVALUE FIG,4,1,STRUC2 ;part I is transported by TRUCK2
2710  MSVALUE FIG,7,1,STRUC2 ;part G is transported by TRUCK2
2720  MSVALUE FIG,6,1,STRUC1 ;part C is transported by TRUCK1
2730  TERMINATE
2740  **********************************
2750  ********* ASSEMBLY LINE Y *********
2760  *******************************
2770  GENERATE VTIME11
2780  ASSIGN 2,5 ; station 3 is ASSYS
2790  TRANSFER GR,ASH,RTN1
2800  ASSIGN 2,6 ; station 6 is TASK6
2810  TRANSFER GR,TASK,RTN1
2820  ENTER PA,0,1
2830  TERMINATE
2840  **********************************
2850  ********* ASSEMBLY LINE X *********
2860  *******************************
2870  GENERATE VTIME7
2880  ASSIGN 3,1 ; station 1 is ASSYS
2890  TRANSFER GR,ASH,RTN1

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ANDY-TAYLOR:>:dwan>amps>gps-8-stations.lisp.2

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2900 ASSIGN 2,2 ;station 2 is TASK2
2910 TRANSFER GBR, TASK, TRM1
2920 ASSIGN 2,3 ;station 3 is ASY3
2930 TRANSFER GBR, ASN, TRM1
2940 ASSIGN 2,4 ;station 4 is IMSP4
2950 TRANSFER GBR, IMSP, TRM1
2960 ENTER PM_4,1
2970 TERMINATE

2990 # ASSEMBLY LINE 2
3000 #
3010 GENERATE W311NE12
3020 ASSIGN 2,7 ;station 7 is ASY7
3030 TRANSFER GBR, ASN, TRM1
3040 ASSIGN 2,0 ;station 8 is ASY8
3050 TRANSFER GBR, ASN, TRM1
3060 ENTER PM_6,1
3070 TERMINATE

3090 # INSPECTION STATION
3100 #
3110 IMSP ASSIGN 3, M5ISTEP(P2, 2) ;insp. station
3120 ASSIGN 4, M5IPERC(P5, 1) ;insp. station
3130 ASSIGN 5, M5ISTIME(P5, 1) ;time for inspection
3140 ASSIGN 6, M5ISTIME(P5, 2) ;time for repair
3150 QUEUE M5ISTEP(P5, 1) ;count entering parts
3160 DEPART M5ISTEP(P5, 1) ;and pass
3170 TRANSFER R, FHM4 ;to be checked
3180 CHECK M5ISTEP(P5, 1) ;waits on the insp. facility
3190 INSPECT M5ISTEP(P5, 1) ;inspect the insp. facility
3200 DEPART M5ISTEP(P5, 1) ;leave the insp. queue
3210 ADVANCE V45 ;inspecting part
3220 RELEASE M5ISTEP(P5, 1) ;release the insp. facility
3230 ASSIGN 4, M5IPERC(P5, 2) ;repair rate
3240 TRANSFER R, FHM4 ;to be repaired
3250 REPAIR QUEUE M5ISTEP(P5, 2) ;waits on repairing facility
3260 INSPECT M5ISTEP(P5, 2) ;inspect the repairing facility
3270 DEPART M5ISTEP(P5, 2) ;leave the queue
3280 ADVANCE V46 ;repairing parts
3290 RELEASE M5ISTEP(P5, 2) ;release the repairing facility
3300 ASSIGN 4, M5IPERC(P5, 3) ;scrap rate
3310 TRANSFER R, FHM4 ;is part scrapped?
3320 PASS TRANSFER P, TRM1, 1 ;finish inspection and return
3330 SCRAP QUEUE M5ISTEP(P5, 3) ;count scrapped parts
3340 DEPART M5ISTEP(P5, 3) ;and pass
3350 TERMINATE ;terminate the transaction

3360 # TASK STATION
3370 #
3380 TASK ASSIGN 3, M5ISTEP(P2, 1) ;name of the task station
3390 ASSIGN 6, M5ISTIME(P2, 1) ;time for operation
3400 QUEUE P9 ;waits on the facility
3410 INSPECT P9 ;inspect the facility
3420 DEPART P9 ;leave the queue
3430 ADVANCE V46 ;perform operation
3440 RELEASE P9 ;release the facility
3450 TERMINATE ;finish and return

3460 # ASSEMBLY STATION
3470 #
3480 ASH ASSIGN 5, M5ISTEP(P2, 1) ;name of the station
3490 ASSIGN 7, M5ISTIME(P2, 2) ;no. of part type required
3500 ASSIGN 6, M5ISTIME(P2, 1) ;assembly time
3510 ASSIGN 0,1 ;index for part type
3520 ASSIGN 9,2 ;index for units of part
3530 QUEUE P9 ;waits on the facility
3540 PAO ASSIGN 8,2 ;point to next type
3550 ASSIGN 9,3 ;point to next no. of units
3560 ASSIGN 0, M5IFPART(P5, 1) ;name of part
3570 ASSIGN 18, M5IFPART(P5, 1) ;name of part
3580 ASSIGN 20, M5ISTEP(P2, P9) ;number of units of part
3590 QUEUE P10 ;wait to get parts
3600 TRANSFER GBR, TAKEP, TRM2 ;get parts
3630 DEPART P10; leave the queue
3640 LOOP P,PA0; received all parts req'd?
3650 gridSize P3; set the facility
3660 DEPART P3; leave the queue
3670 ADVANCE U46; assembling parts
3680 RELEASE P3; release the facility
3690 TRANSFER P,RT46,1; return to the calling statement

3700 # INVENTORY CONTROL

3720 TAKEN; TEST G 1NHAPPART(PS,2,1),PULL pull or push node?
3740 PUSH TEST GE S10,P20; available = req'd
3750 LEAVE S10,P20; take units requested
3760 TRANSFER P,RT77,1; return
3770 PULL 1NHCMATCH(PS,1); take one part for the part
3790 TEST GE S10,P20,NEEDC; available =? requested?
3800 HALT LEAVE S10,P20; take remaining
3810 SPLIT 1,USEP; signal use of parts
3820 TRANSFER P,RT77,1; return
3830 NEEDC ASSIGN 20-E10; requested - available = unfilled
3840 LEAVE S10,E10; take remaining
3850 SPLIT 1,USEP; signal use of parts
3860 TEST GE S10,1; any full cart available?
3870 LEAVE S10; take 1 cart
3880 ENTER S10,E10; make parts available
3890 TEST GE S10,P20,NEEDC; available = unfilled?
3900 LEAVE S10,P20; take remaining
3910 SPLIT 1,USEP; signal use of parts
3920 TRANSFER P,RT77,1; return
3930 USEP TEST G S10,0,ENPTYC; check if cart empty
3950 TERMINATE; terminate the transaction
3960 EMPTYC SPLIT 1,ORDER1; signal to order
3970 TEST GE S30,1; any full cart available
3980 LEAVE S30; take 1 cart
3990 ENTER S30; make parts available
4000 TERMINATE; terminate the transaction
4010 ORDER ASSIGN 20,E10; name of the vehicle
4020 ASSIGNED 36,E10; moving time
4030 QUEUE P26; wait on the vehicle
4040 GRIDIME P26; leave the vehicle
4050 DEPART P26; leave the queue
4060 ADVANCE U36; moving the empty cart
4070 SPLIT 1,GETIF; release the vehicle
4080 ASSIGN 12,P5; assign part id
4090 ASSIGNED 15,P5; assign name of the cart
4100 GETIF TRANSFER SGR,NFG,RT46; order a cart of parts
4110 ENTER S15;1; receive a cart
4120 TERMINATE; terminate the transaction
4130 GETIF ASSIGN 31,P5;1; index for cart
4140 QUEUE P81; wait on a full cart
4150 TEST GE S31,1; whether a full cart is available
4160 LEAVE S31,1; take 1 cart
4170 DEPART P31; leave the queue
4180 ENDIF QUEUE P26; wait on the vehicle
4190 GRIDIME P26; leave the vehicle
4200 DEPART P26; leave the queue
4210 ADVANCE U36; moving the full cart
4220 RELEASE P26; release the vehicle
4230 ENTRANCE +30,1; increases inventory by 1 cart
4240 TERMINATE; terminate the transaction

4260 # MANUFACTURING CELL

4270 NFG ASSIGN 13,NMC2(P12,1); name of subcell
4280 ASSIGN 14,NMC2(T12,1); setup time of a cart
4290 ASSIGN 16,NMC2(T12,2); setup time of a part
4300 QUEUE P13; wait on the facility
4310 ASSIGN 7,NMC2(T12,1); ino. of parts in a cart
4320 CARTO ASSIGN 17,NMC2(T12,1); ino. of item types req'd
4330 ASSIGN 8,8; index for item type
4340 ASSIGN 5,1; index for units of item
4350 PARTO ASSIGN 8+2; points to next type
<table>
<thead>
<tr>
<th>Line</th>
<th>Command</th>
<th>Arguments</th>
<th>Description</th>
</tr>
</thead>
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<tr>
<td>4360</td>
<td>ASSIGN</td>
<td>9,,2</td>
<td>point to next no. of units</td>
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<tr>
<td>4370</td>
<td>ASSIGN</td>
<td>5,,MITEM(P12,,P8)</td>
<td>iid of the item req'd</td>
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<tr>
<td>4380</td>
<td>ASSIGN</td>
<td>18,,MITEM(P5,,1)</td>
<td>name of the item</td>
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<tr>
<td>4390</td>
<td>ASSIGN</td>
<td>29,,MITEM(P12,,P9)</td>
<td>units of the item req'd</td>
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<td>4400</td>
<td>QUEUE</td>
<td>P18</td>
<td>wait on the item</td>
</tr>
<tr>
<td>4410</td>
<td>TRANSFER</td>
<td>GBR,,TAKEP,,TRTH2</td>
<td>get items</td>
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<td>DEPART</td>
<td>P18</td>
<td>leave the queue</td>
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<tr>
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<td>LOOP</td>
<td>17,,PARIO</td>
<td>loop for next item type req'd</td>
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<tr>
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<td>LOOP</td>
<td>7,,CMATO</td>
<td>loop for next part to be node</td>
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<td>FAC</td>
<td>SEIZE</td>
<td>seize the facility</td>
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<td>P13</td>
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<td>V=14</td>
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<td>ADVANCE</td>
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<td>MTIME</td>
<td>FVALUE</td>
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<tr>
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<td>RELEASE</td>
<td>P13</td>
<td>release the facility</td>
</tr>
<tr>
<td>4510</td>
<td>TRANSFER</td>
<td>P,,TRTH3,,1</td>
<td>manufacturing complete</td>
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