

HOGESCHOOL VOOR WETENSCHAP & KUNST

**DE NAYER INSTITUUT**

SINT-KATELIJNE-WAVER



ASSOCIATIE  
K.U. LEUVEN

# Datacommunicatie

## keuzevak

Bachelor in de Industriële Wetenschappen: elektronica-ICT  
3<sup>e</sup> jaar, 6<sup>e</sup> semester

### 3Ba E / SP E

**EmSD**  
Embedded System Design

*ir. J. Meel*  
april 2008

HOOGESCHOOL VOOR WETENSCHAP & KUNST

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# Datacommunicatie

# Mobile Communication

**EmSD**  
Embedded System Design

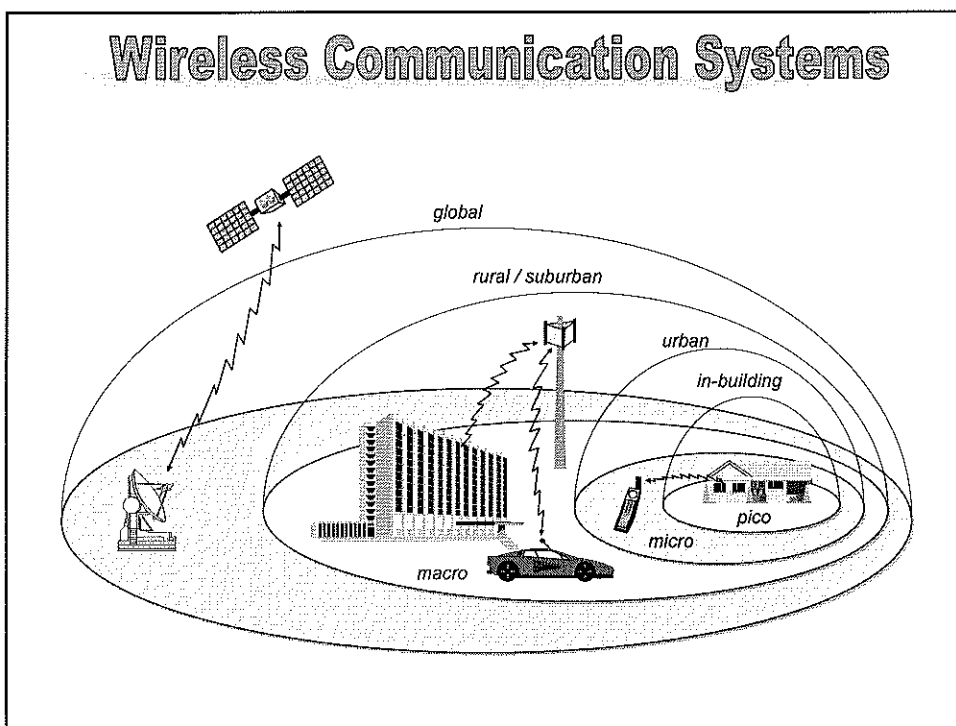
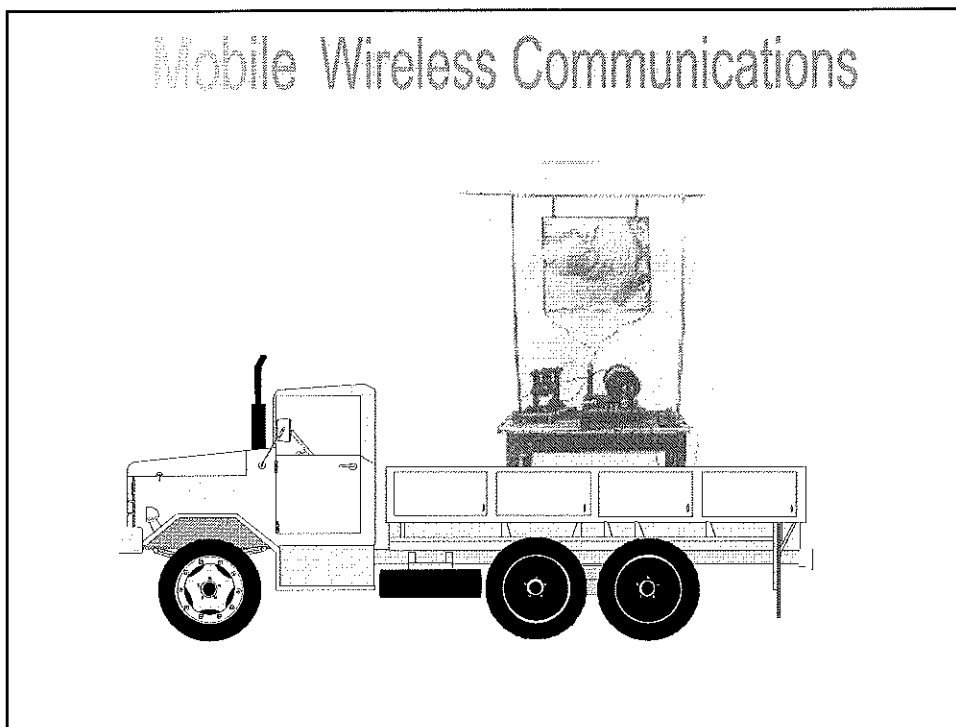


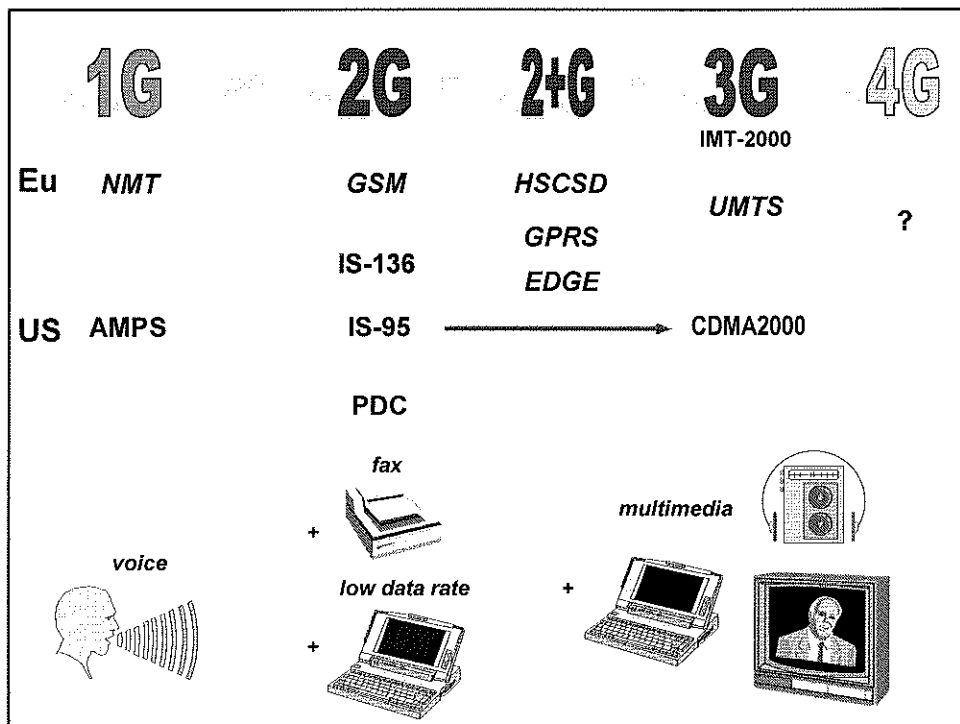
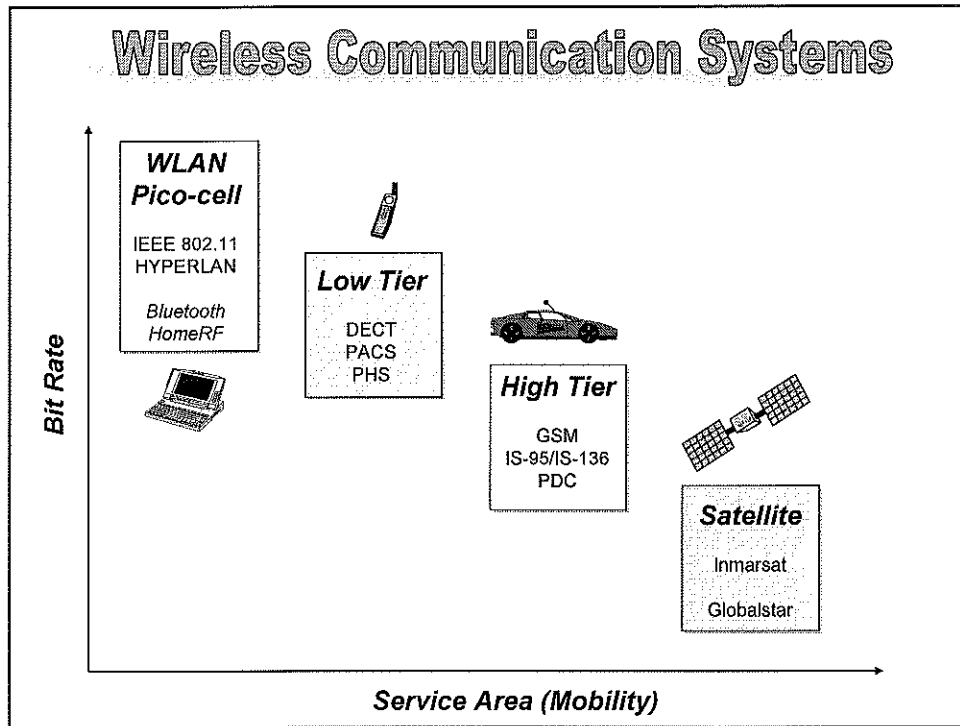
*ir. J. Meel*  
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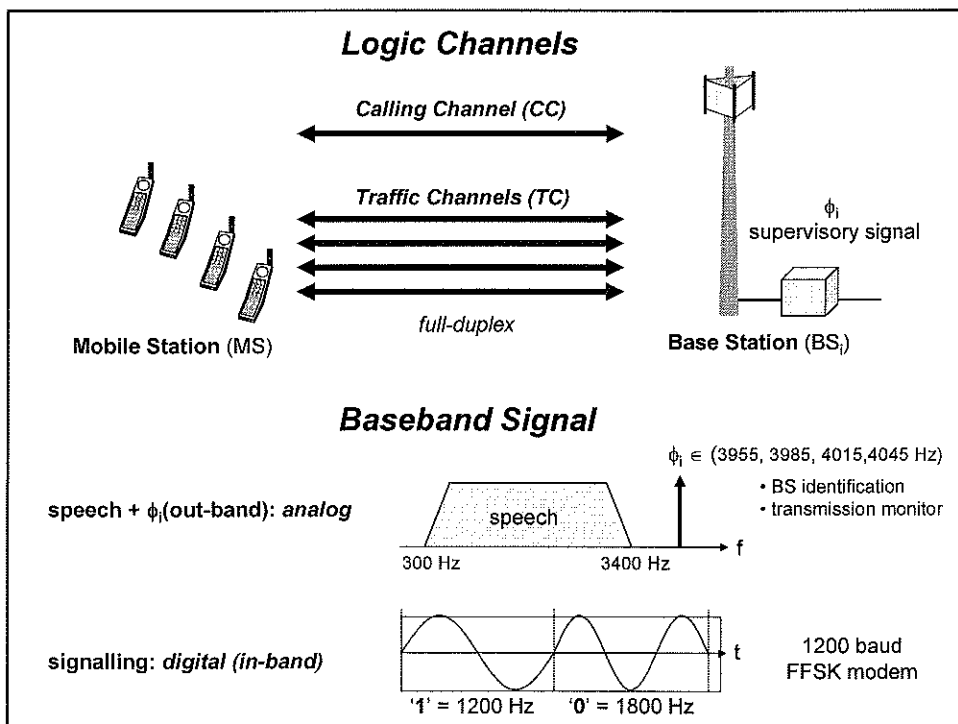
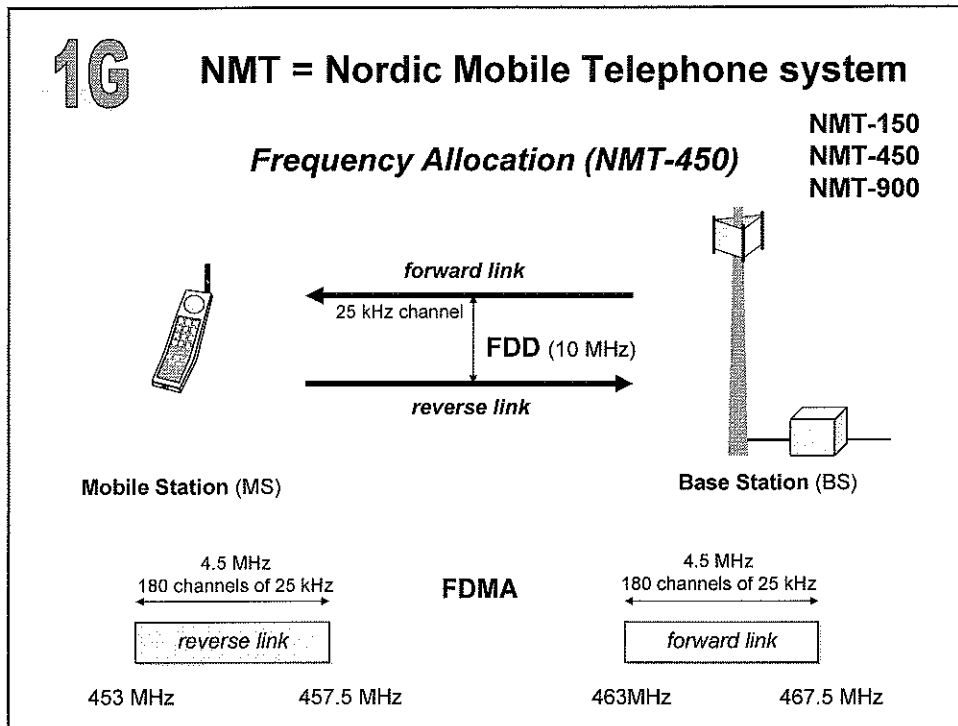
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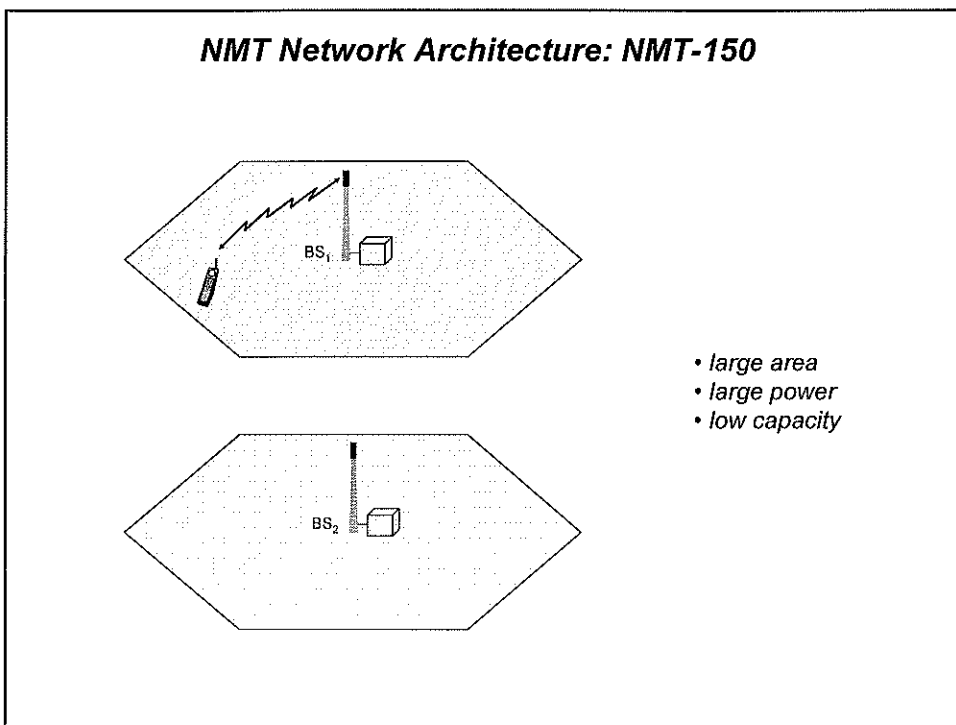
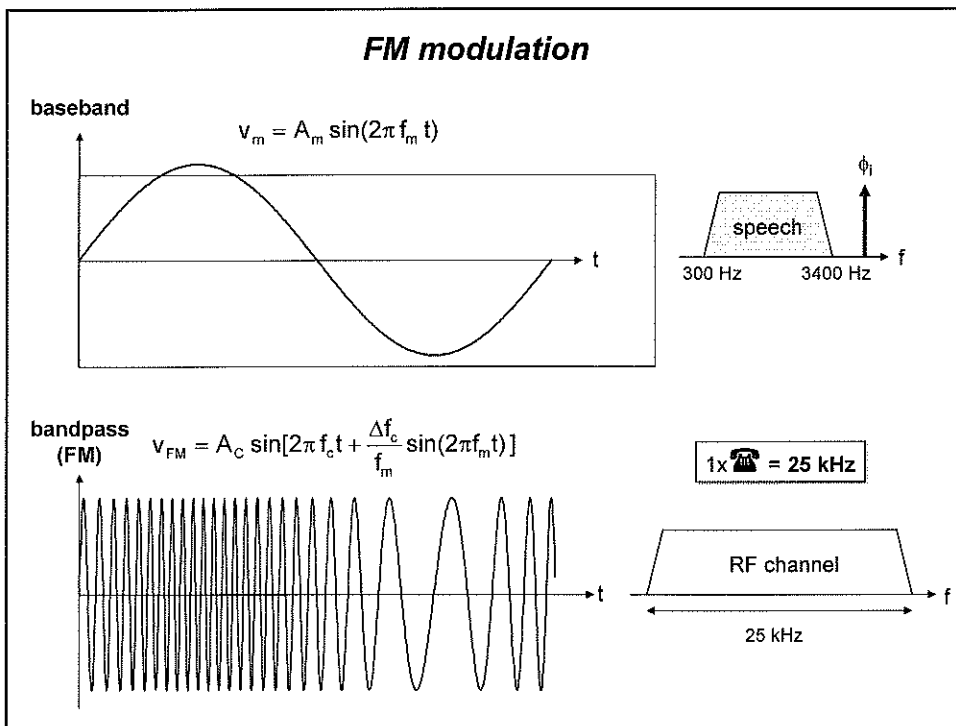
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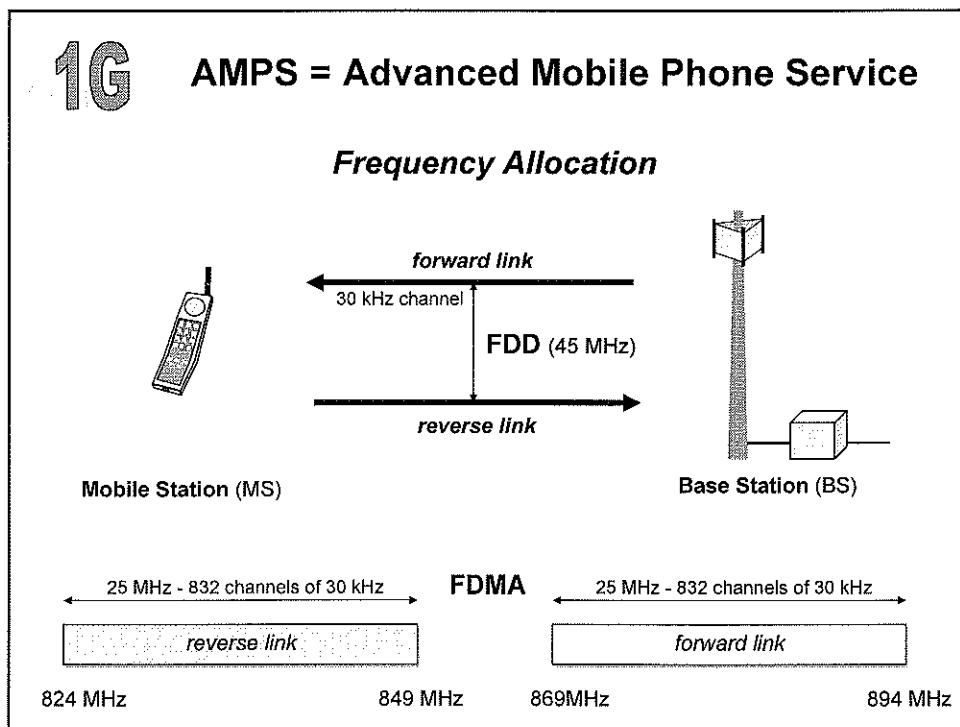
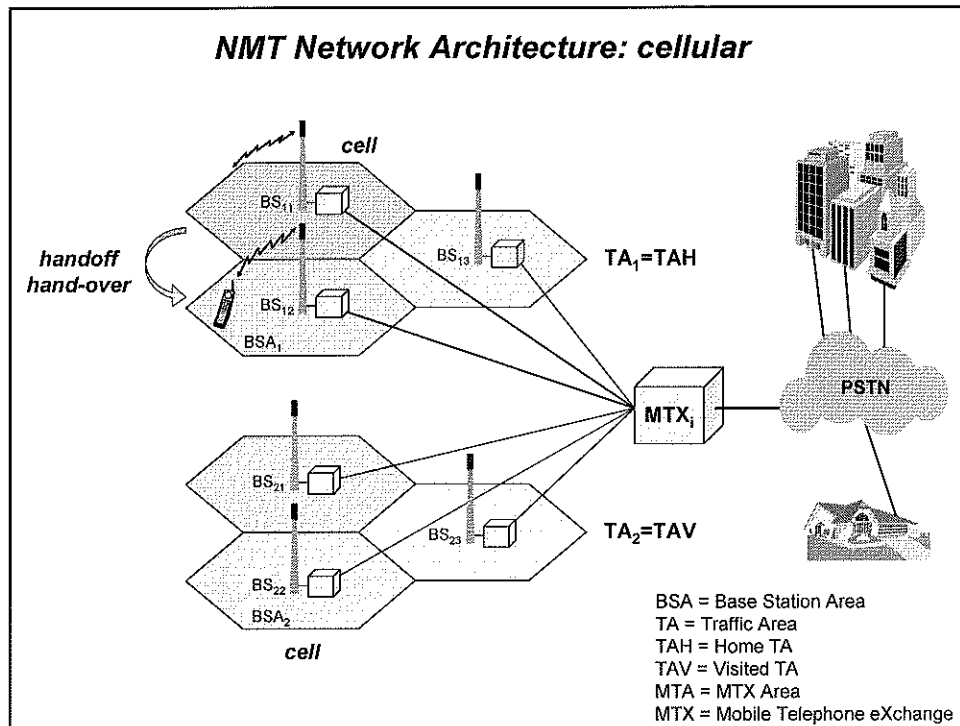


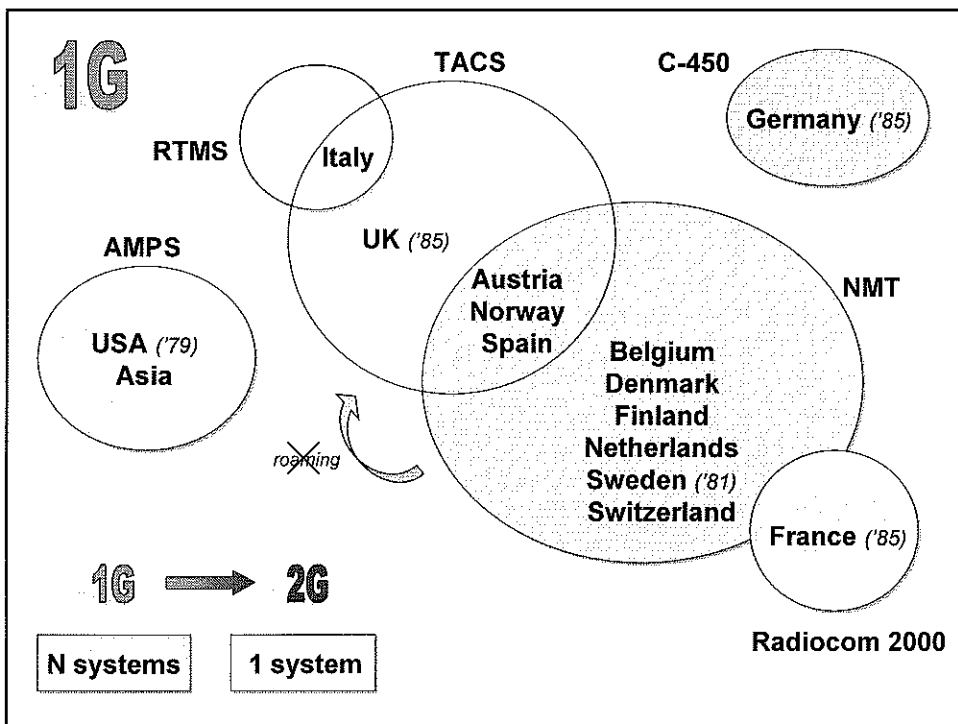
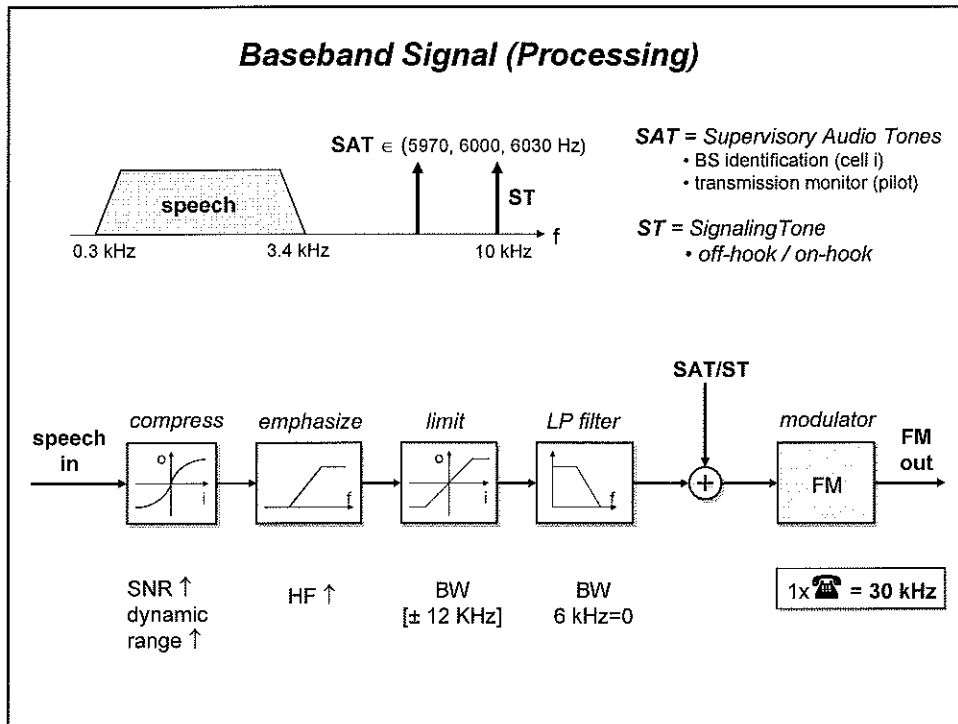




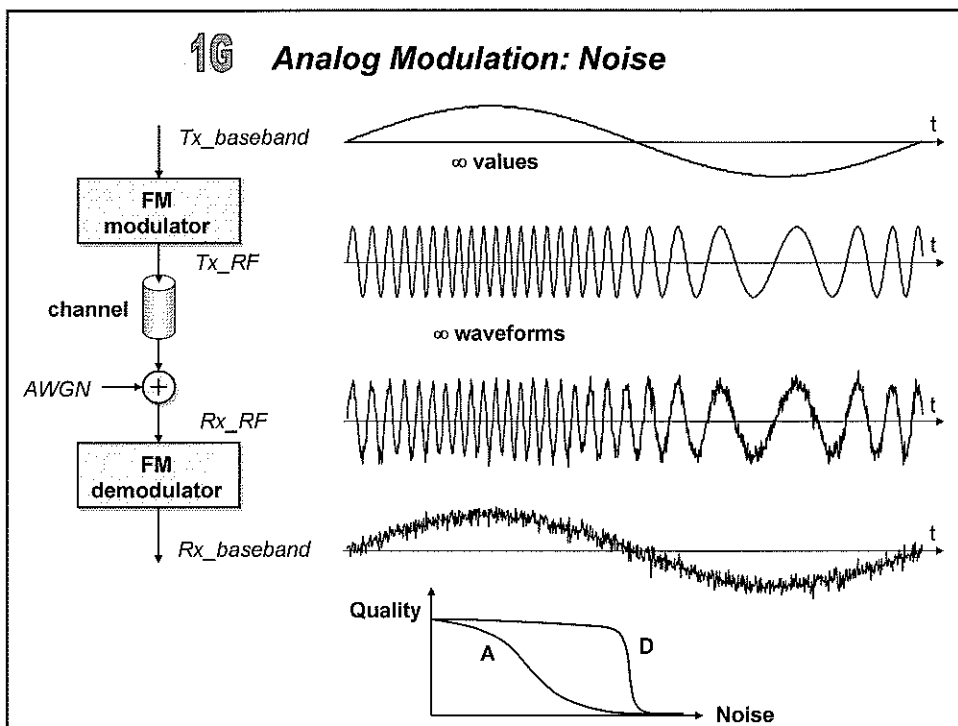
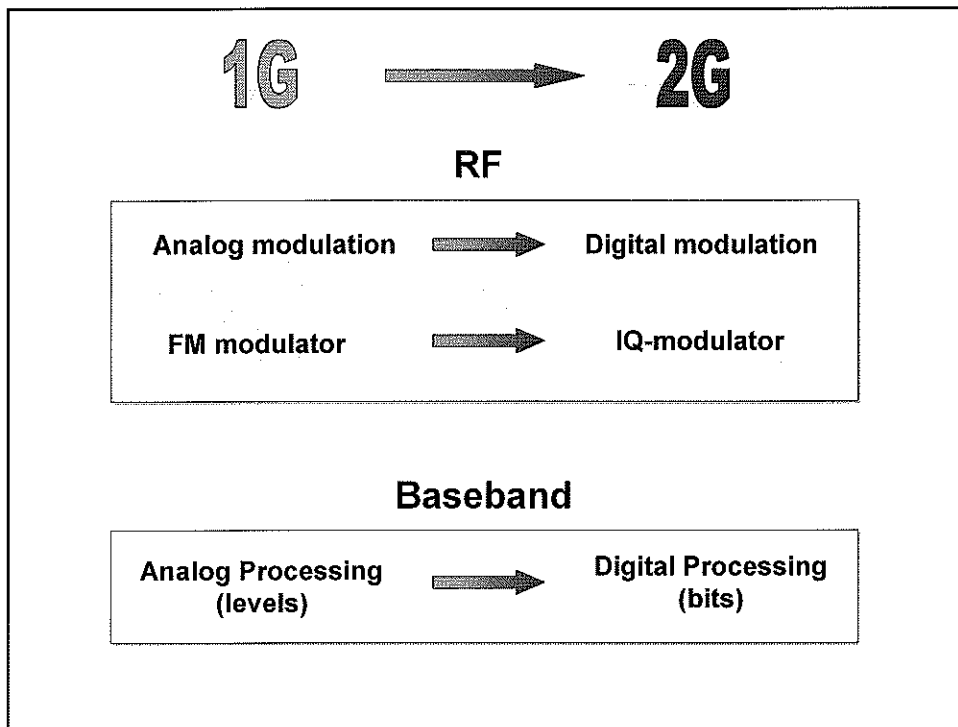


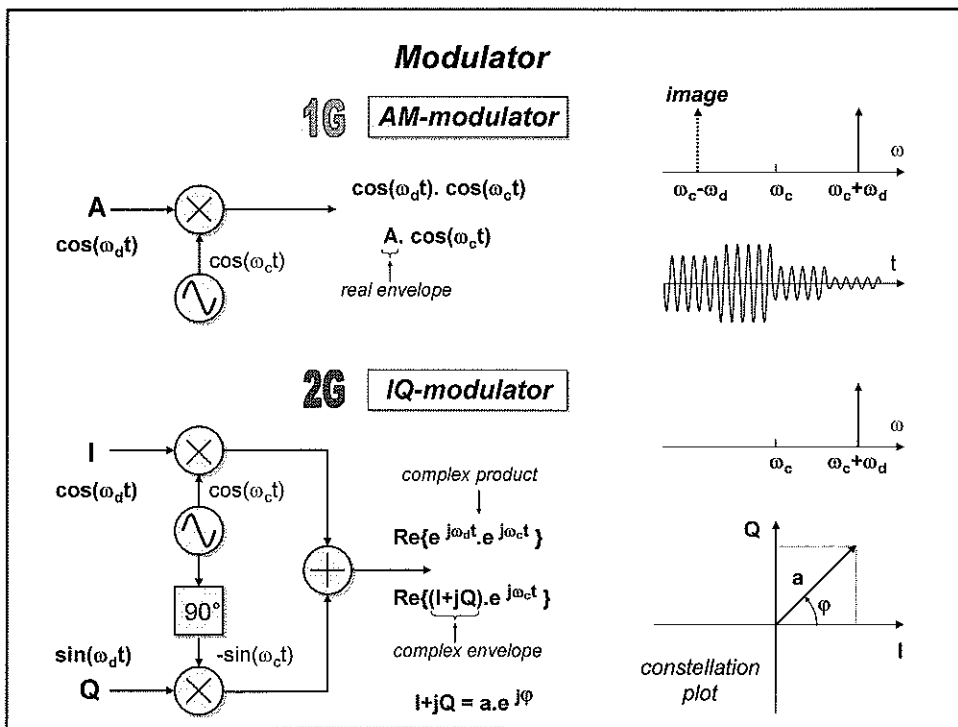
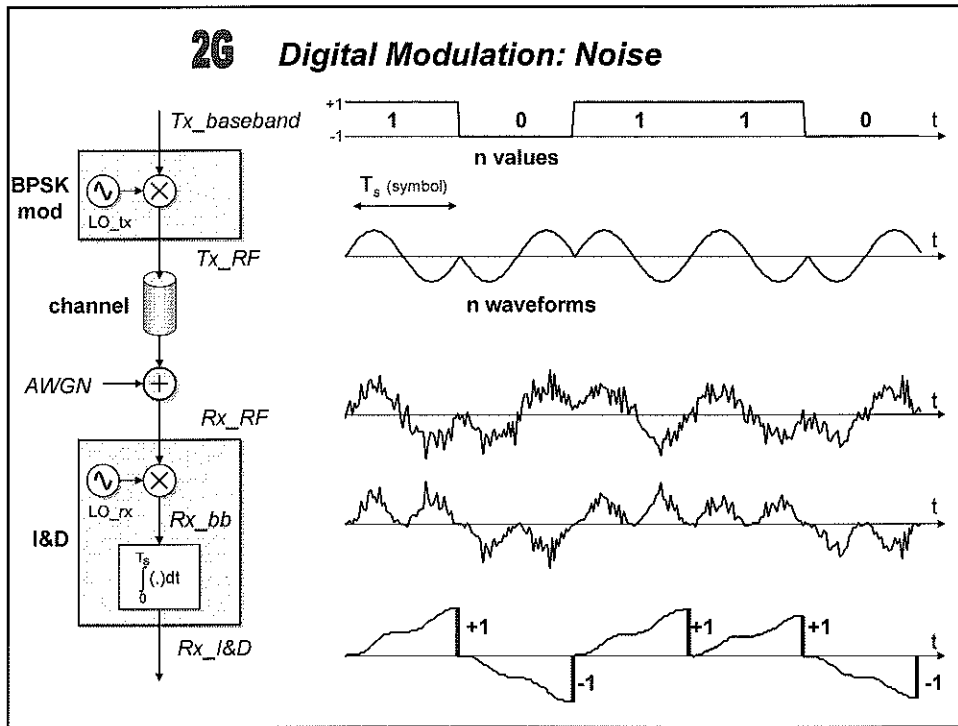


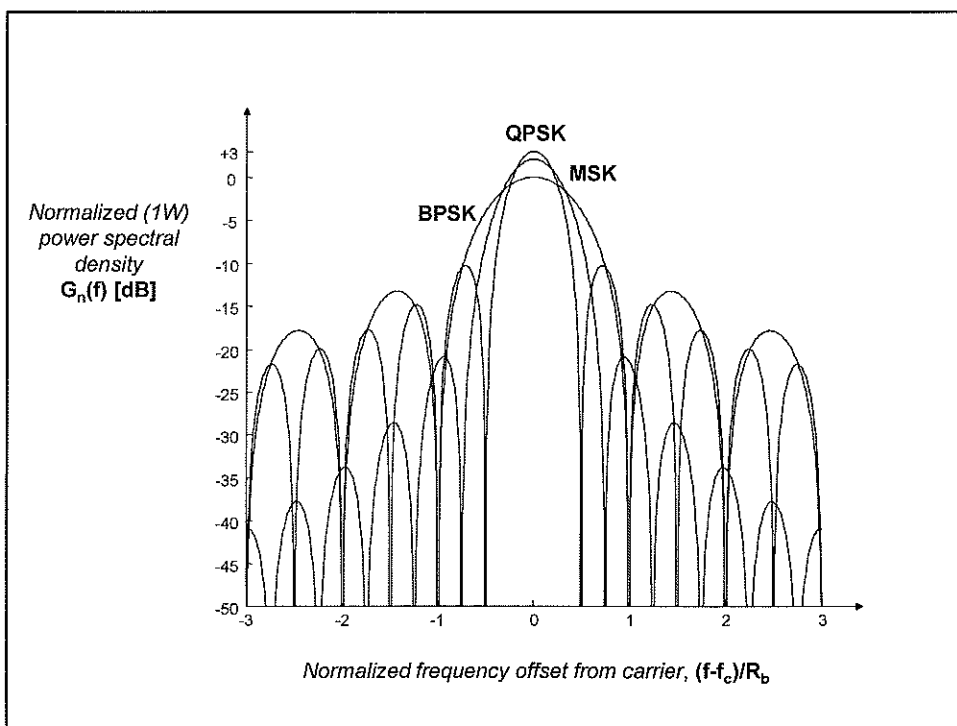
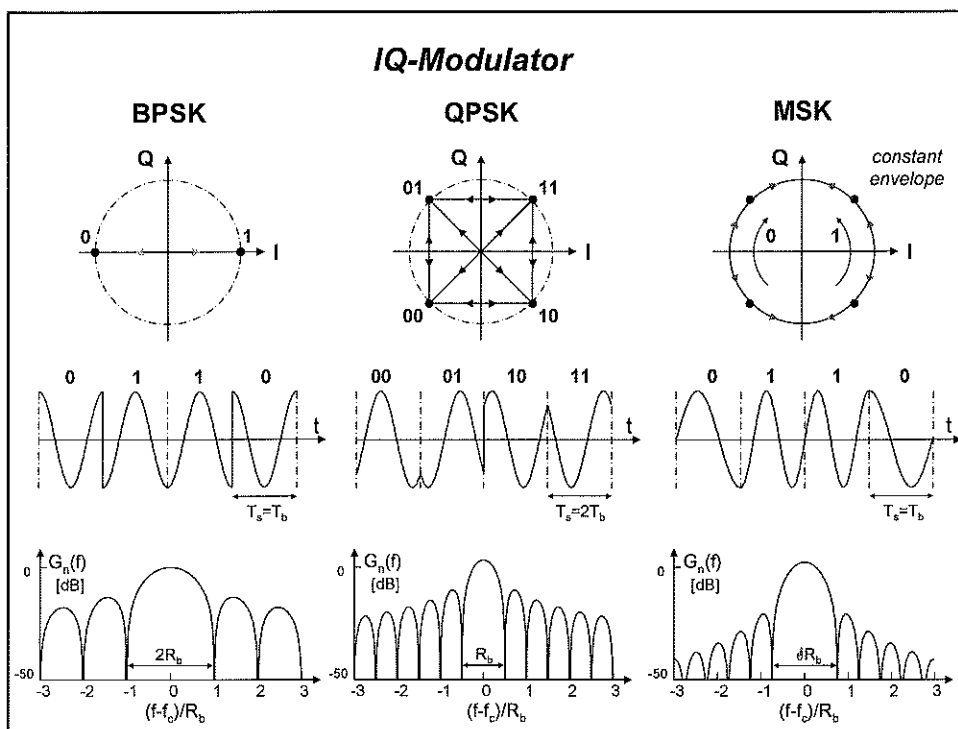


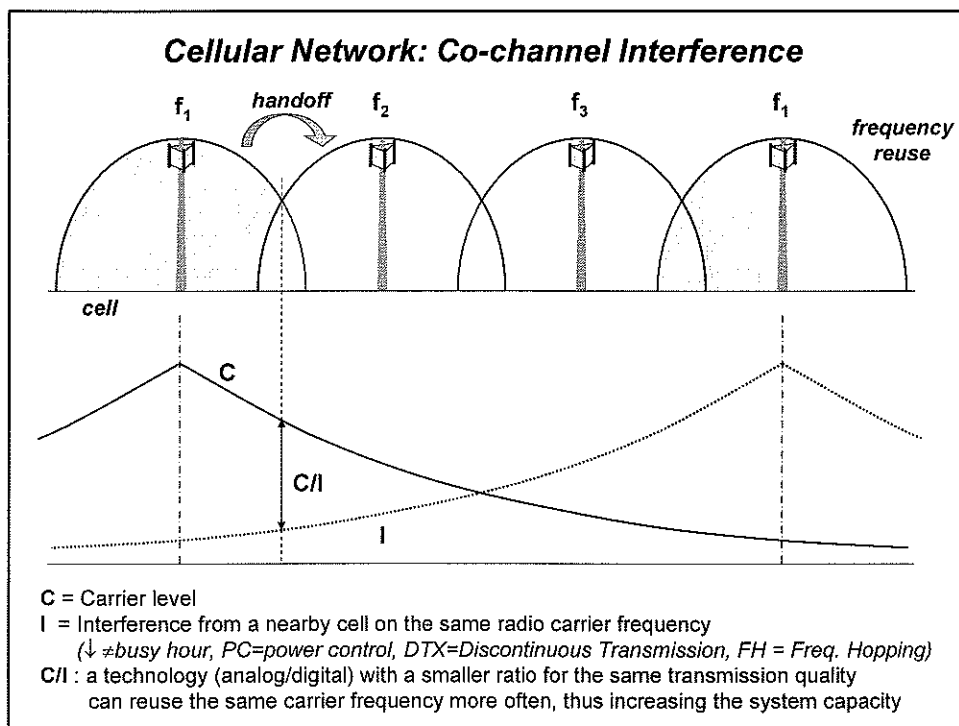
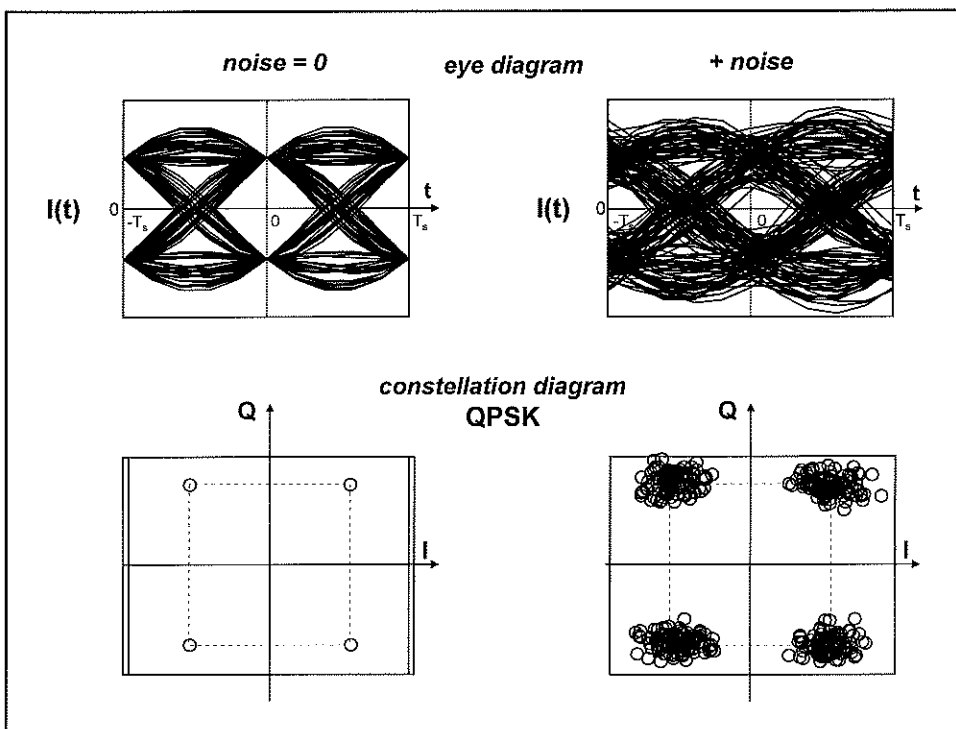


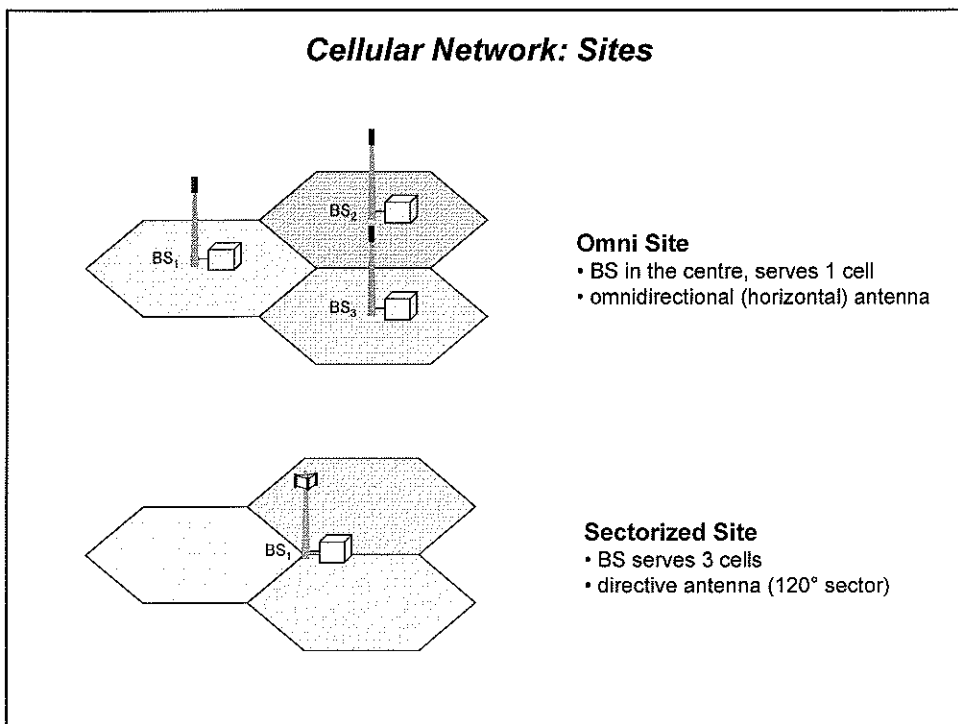
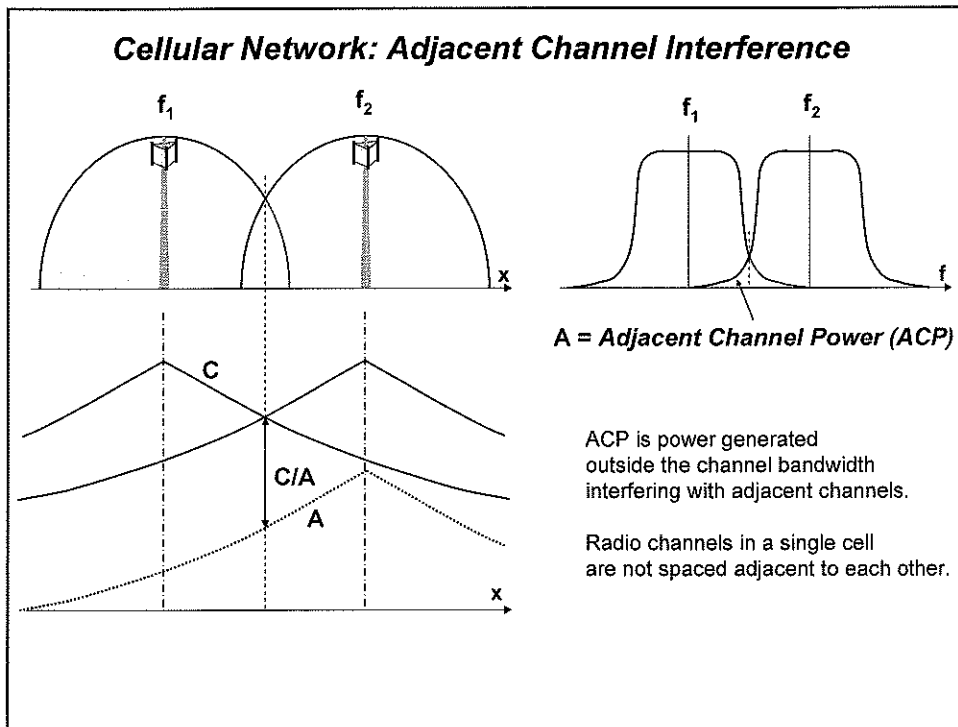


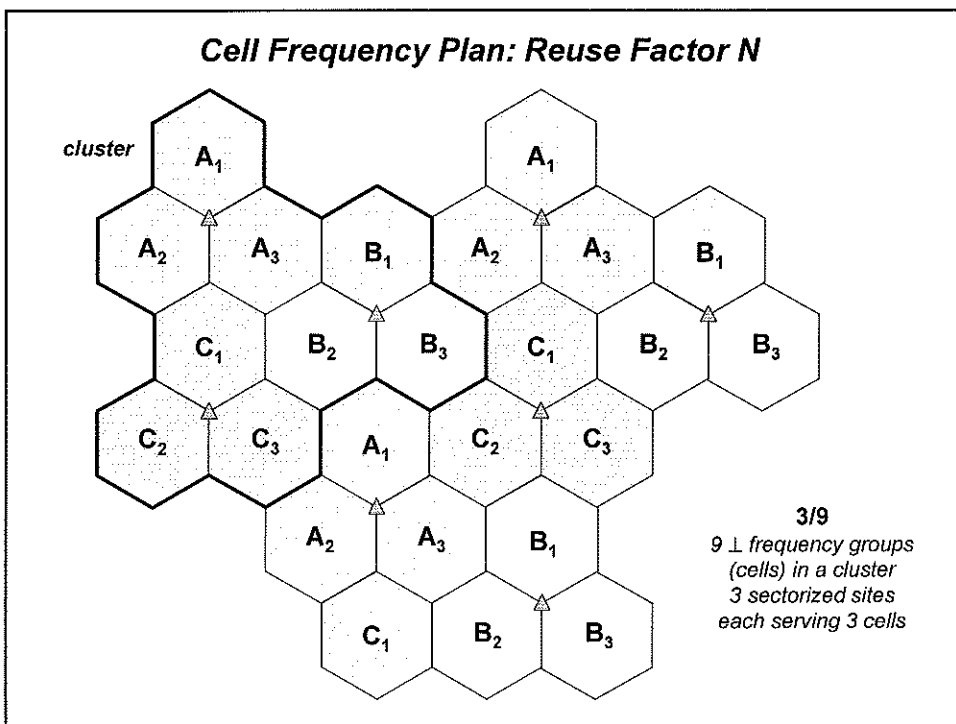
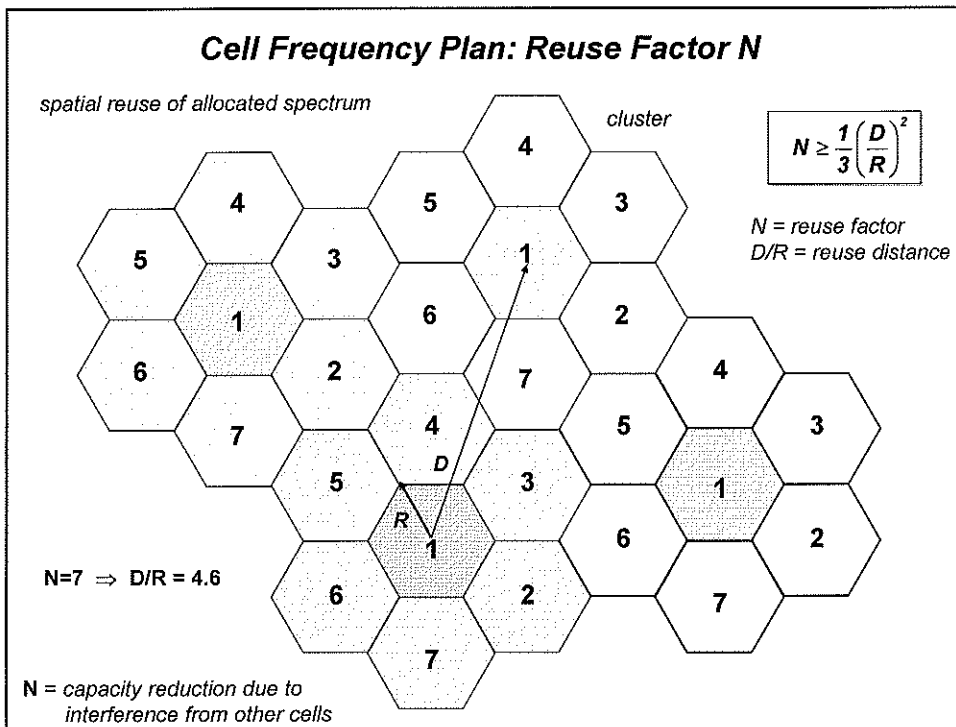


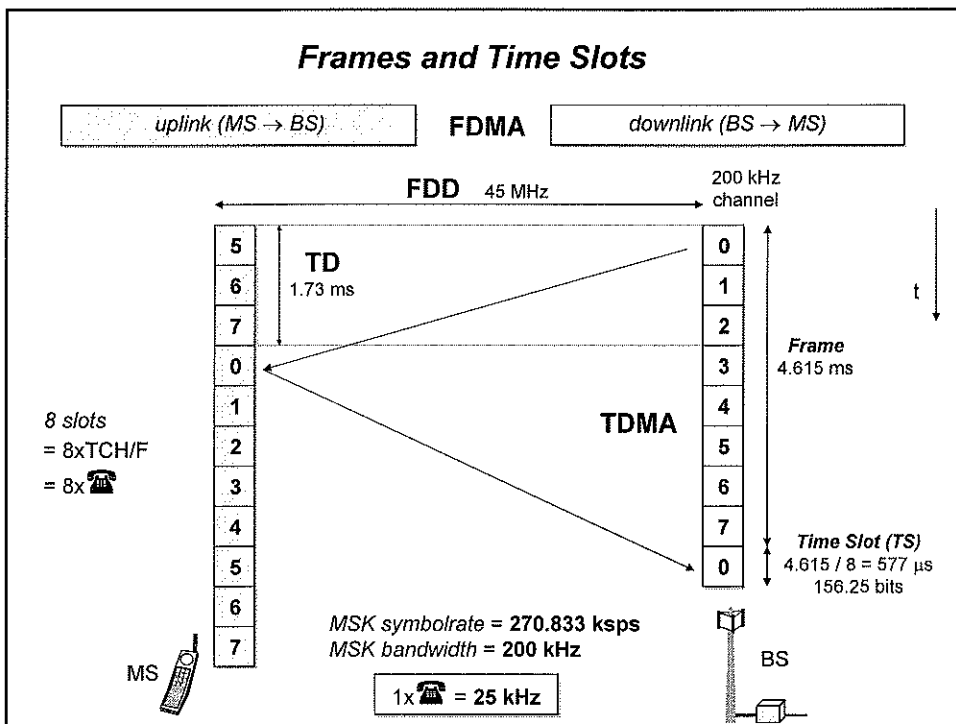
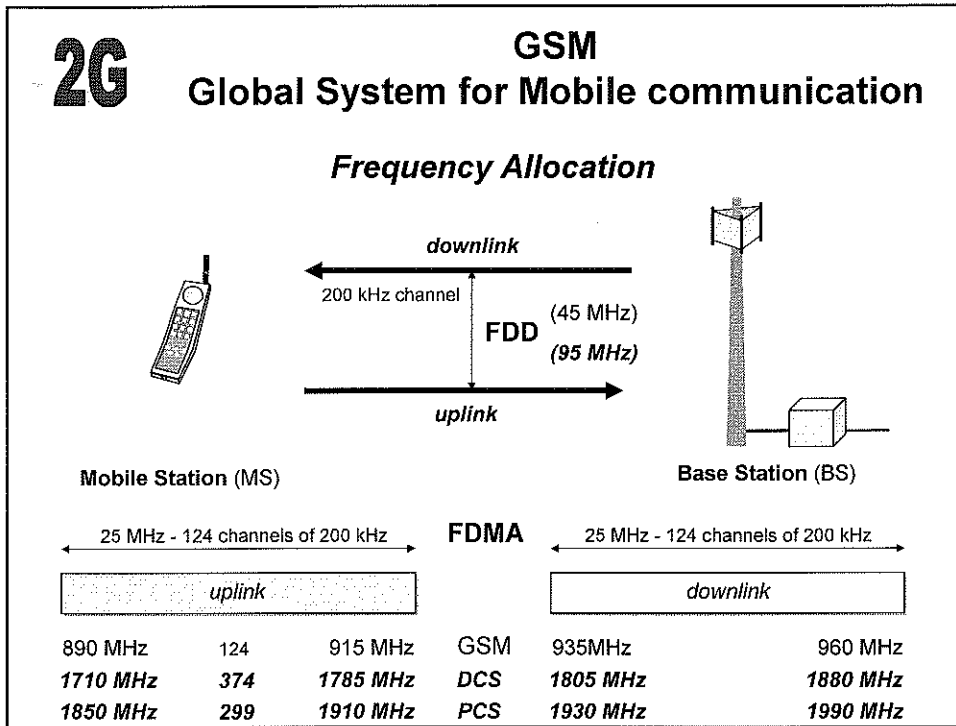


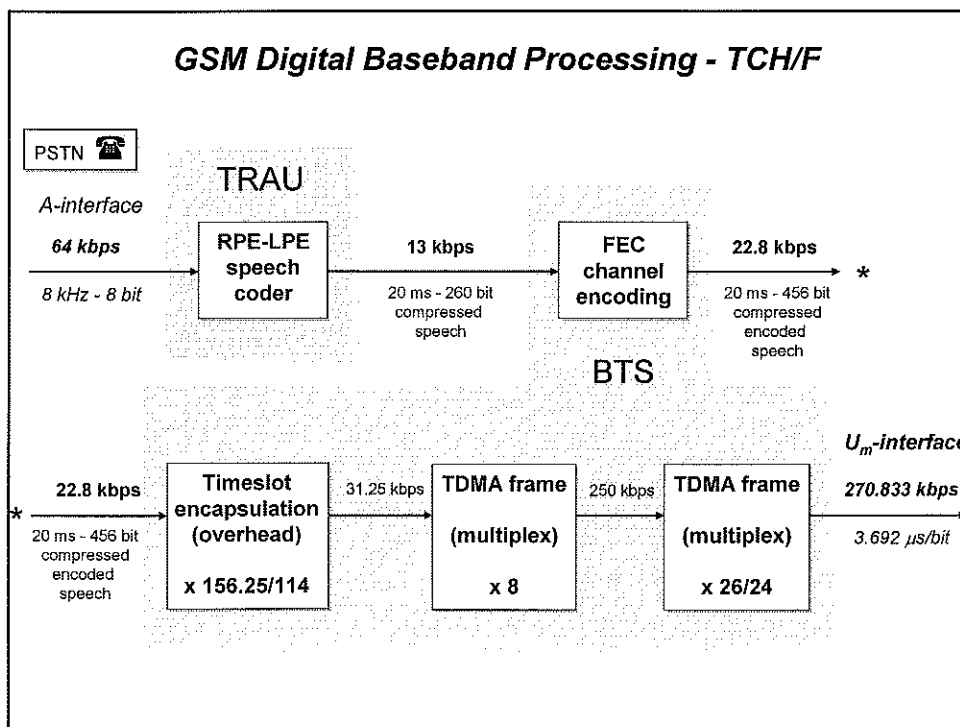
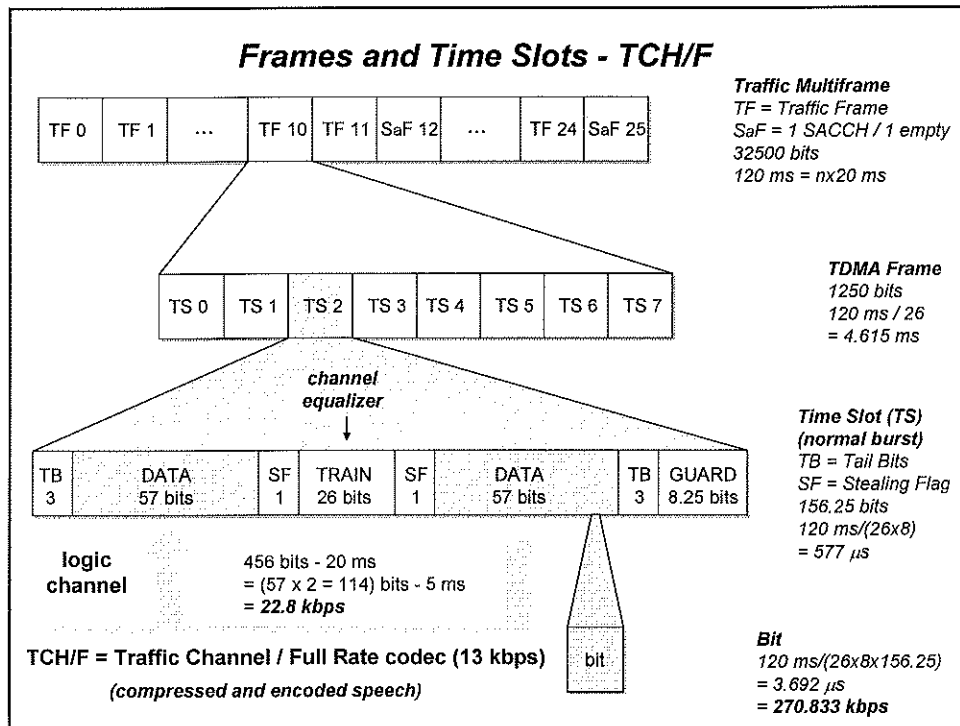




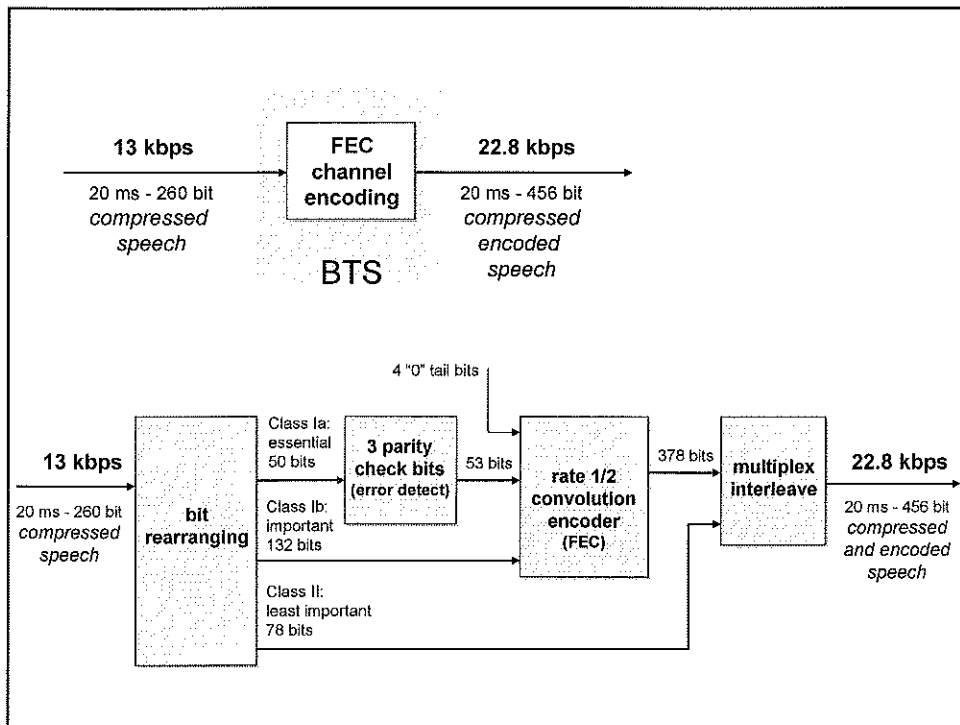
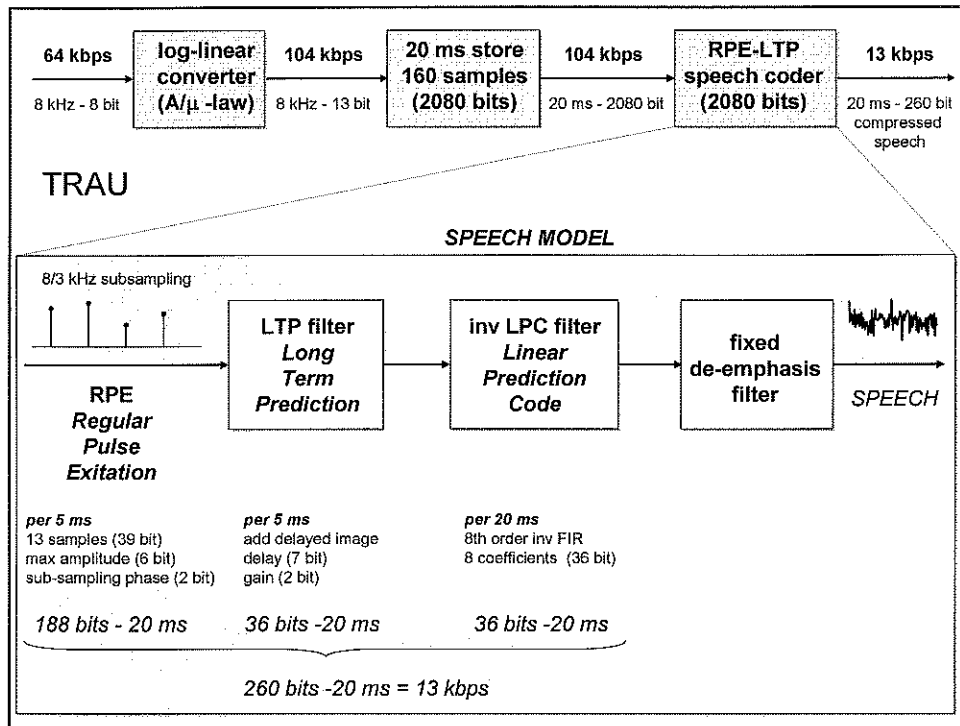


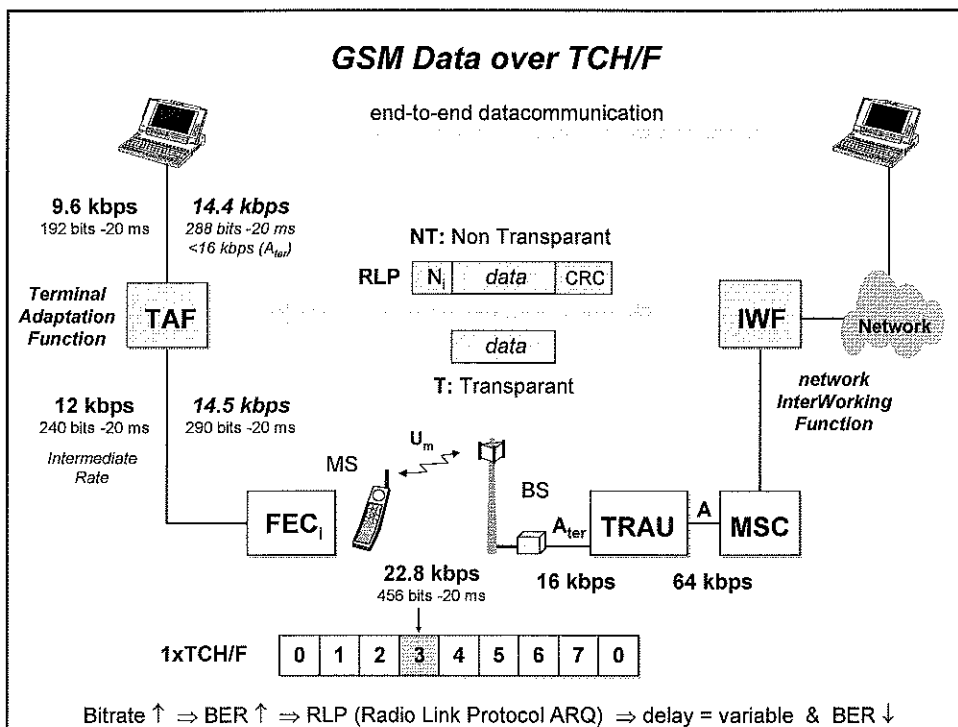
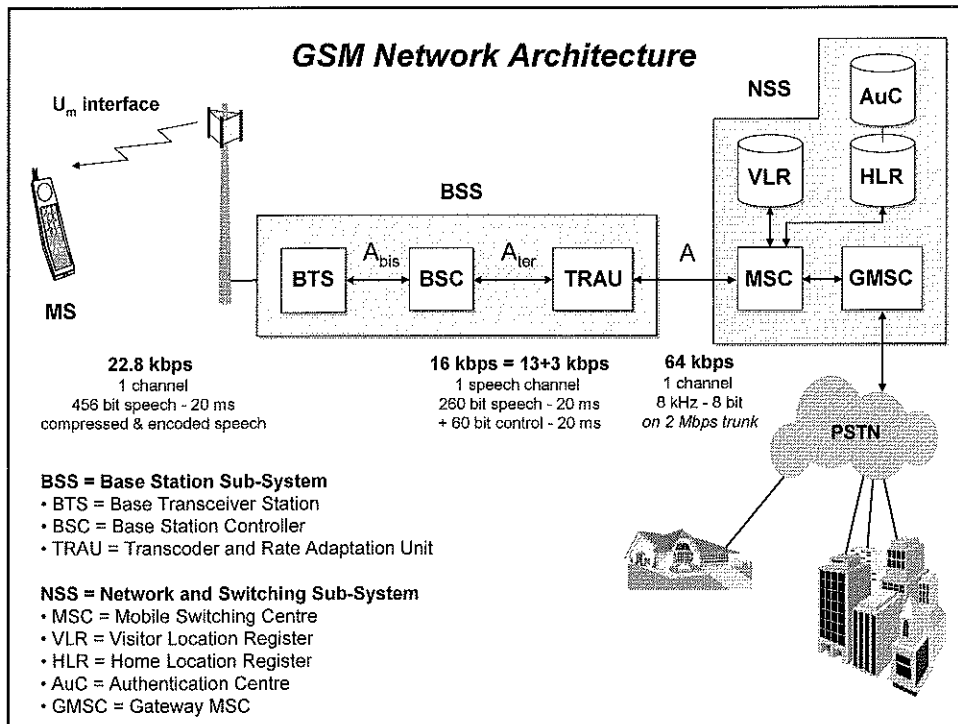


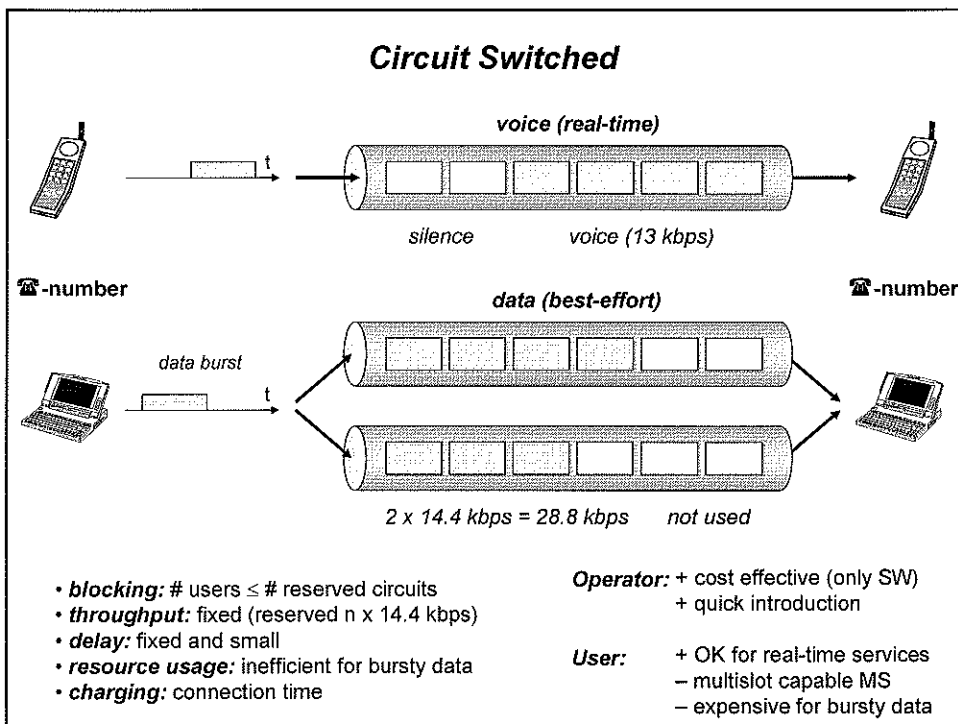
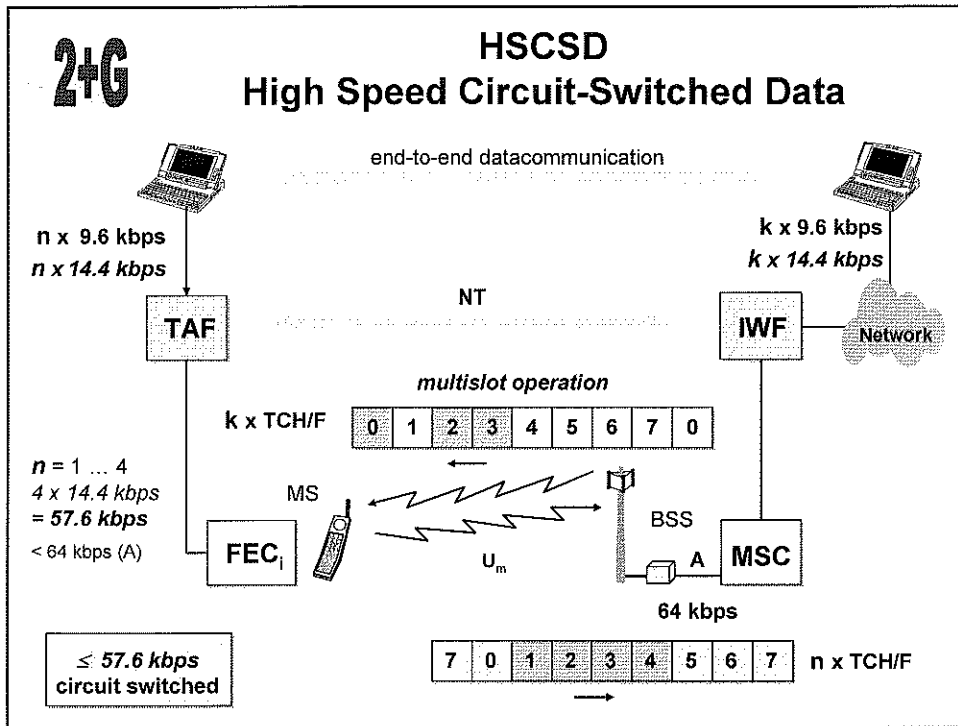


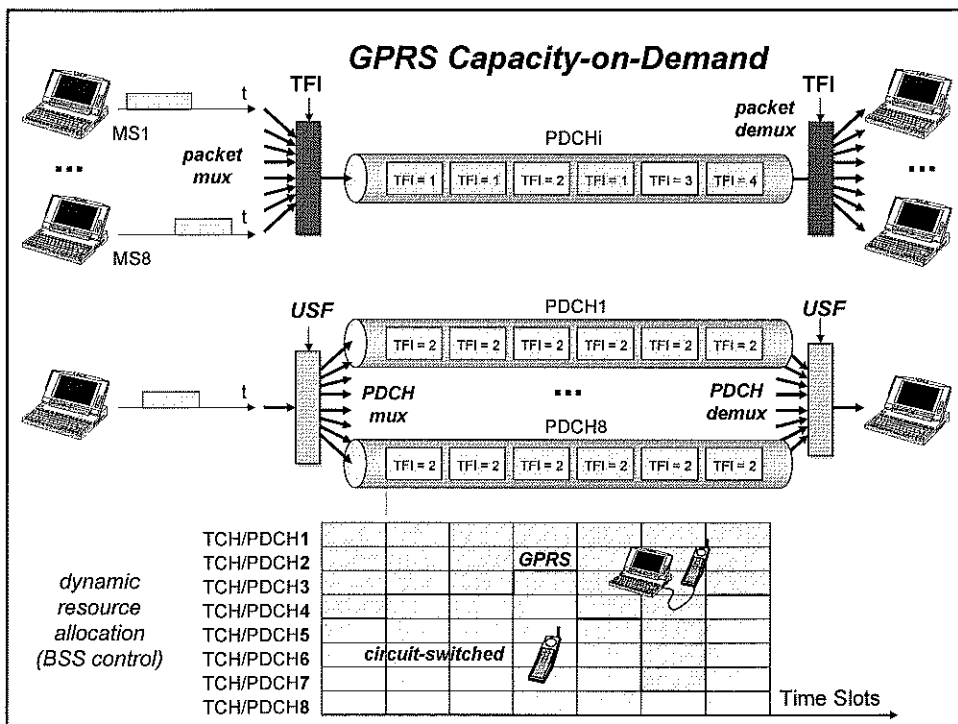
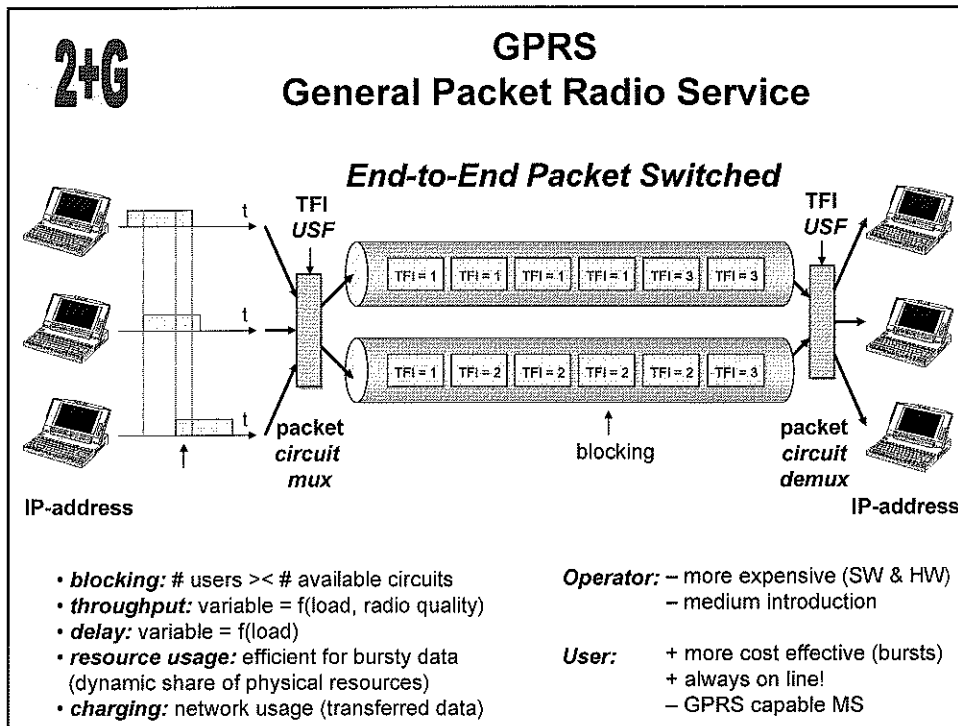


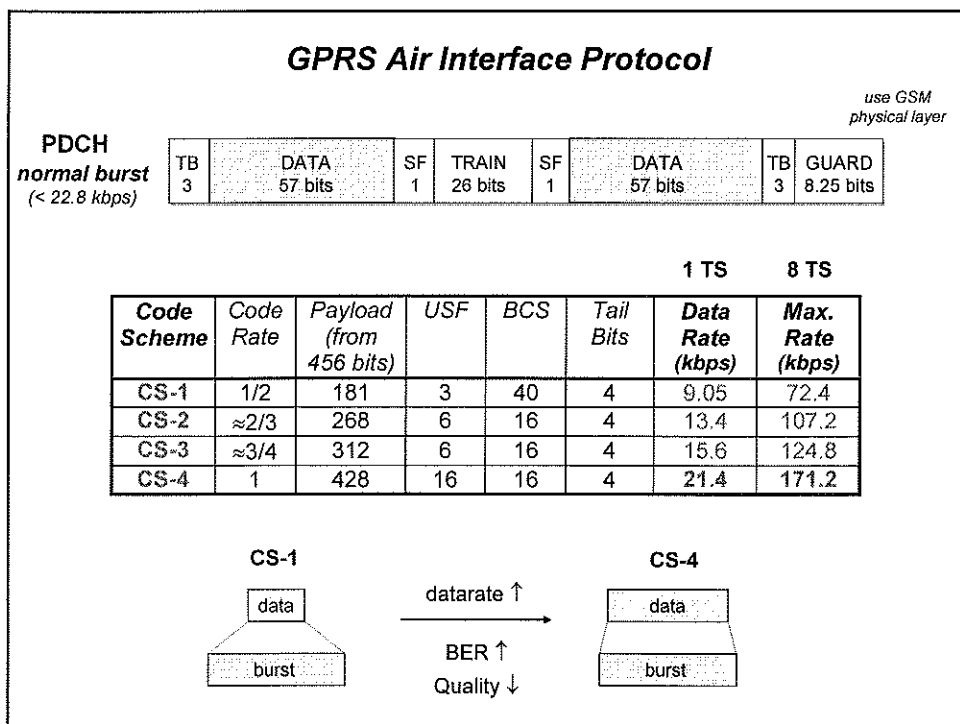
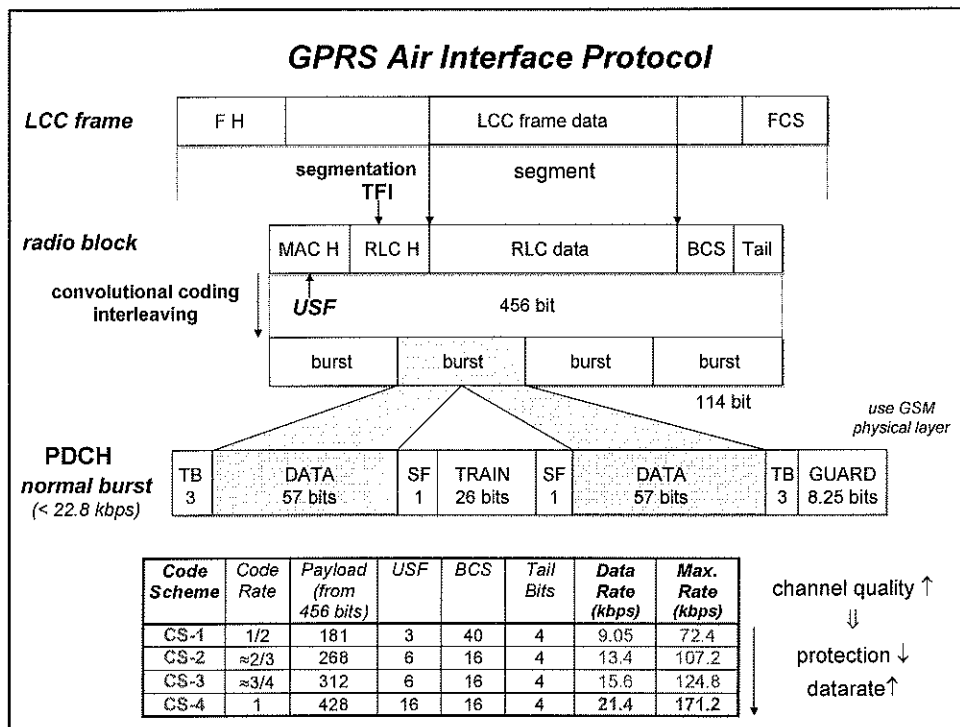


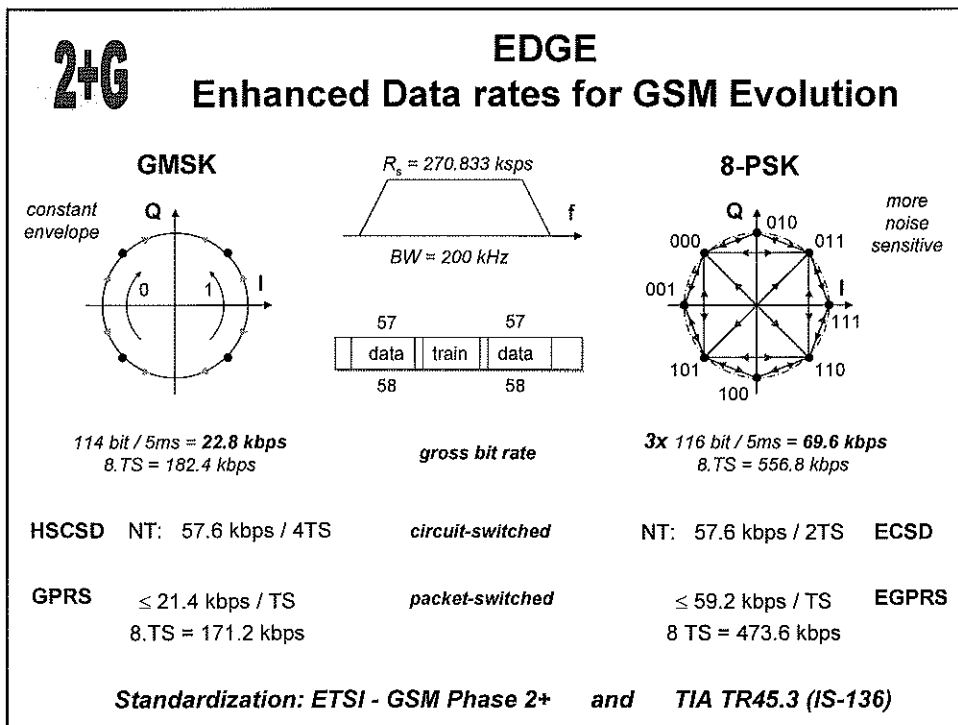
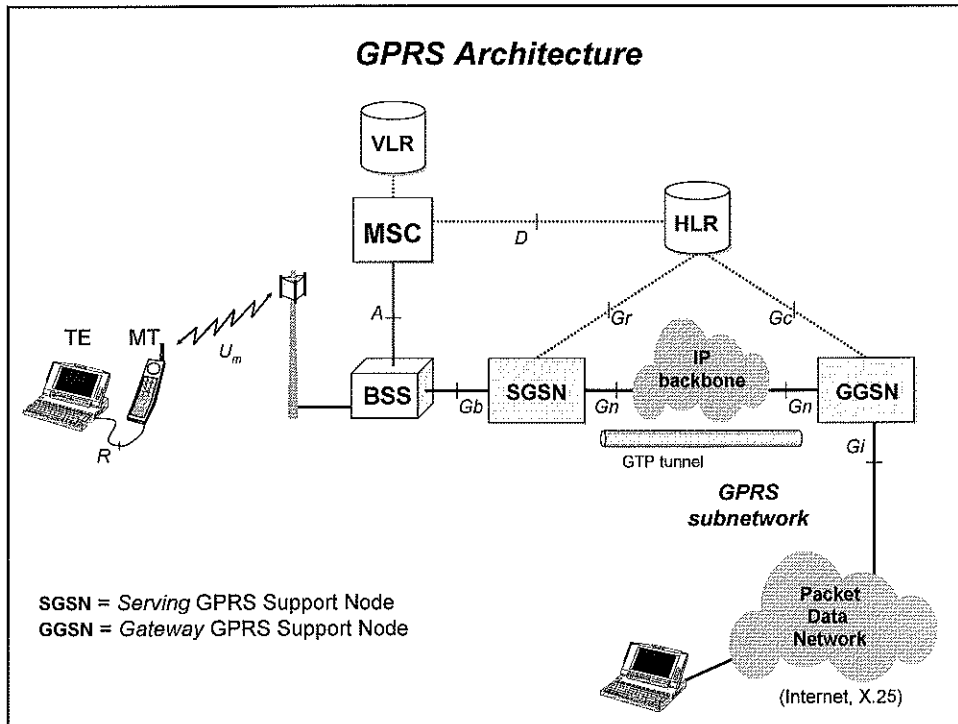


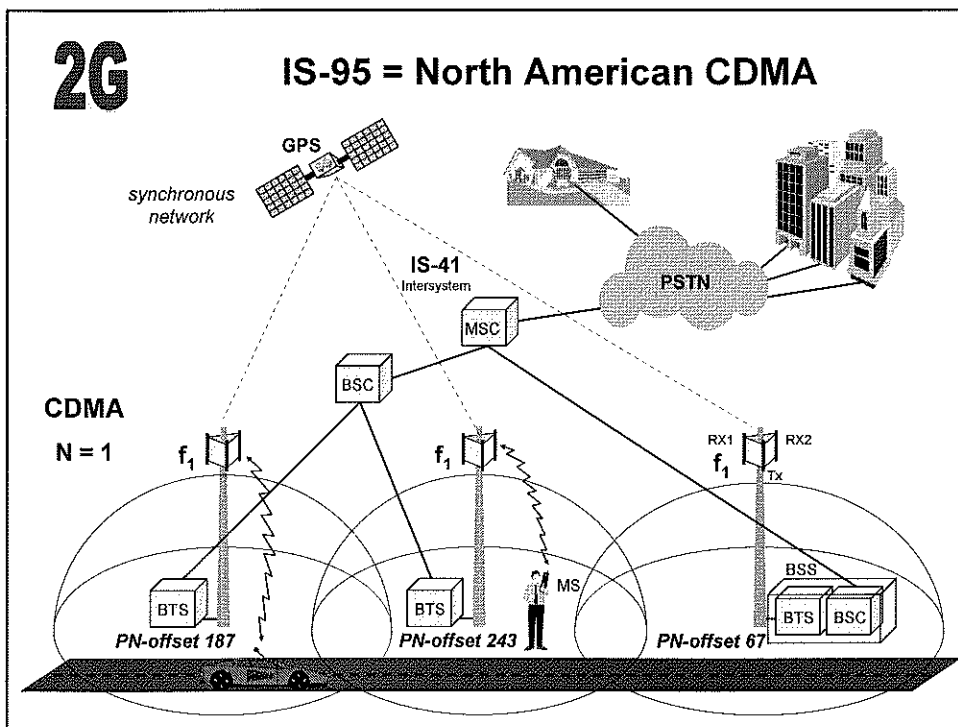
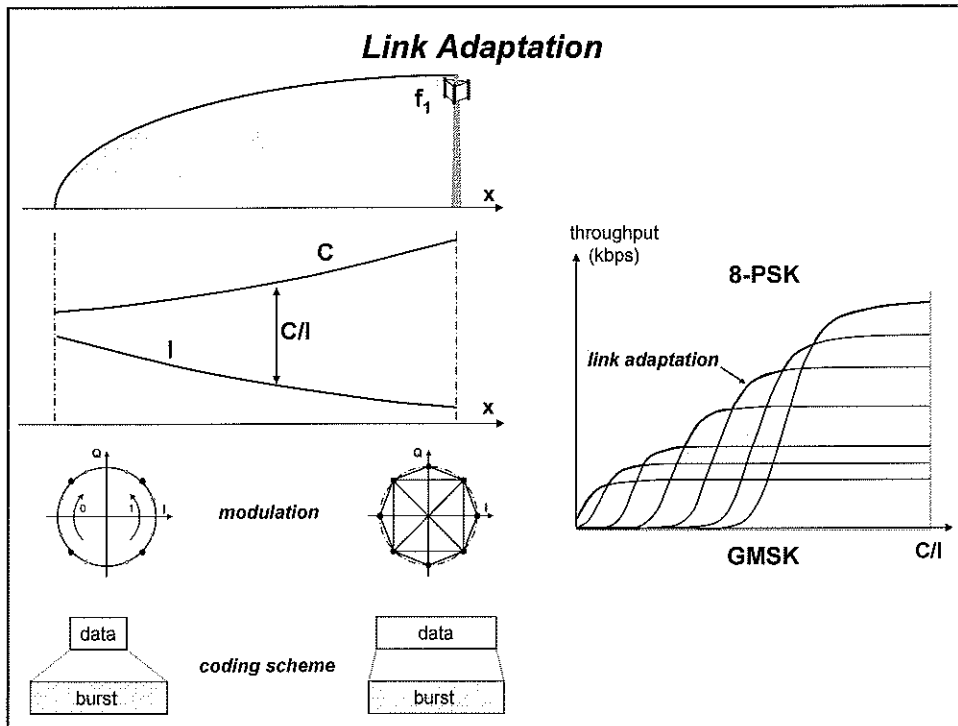












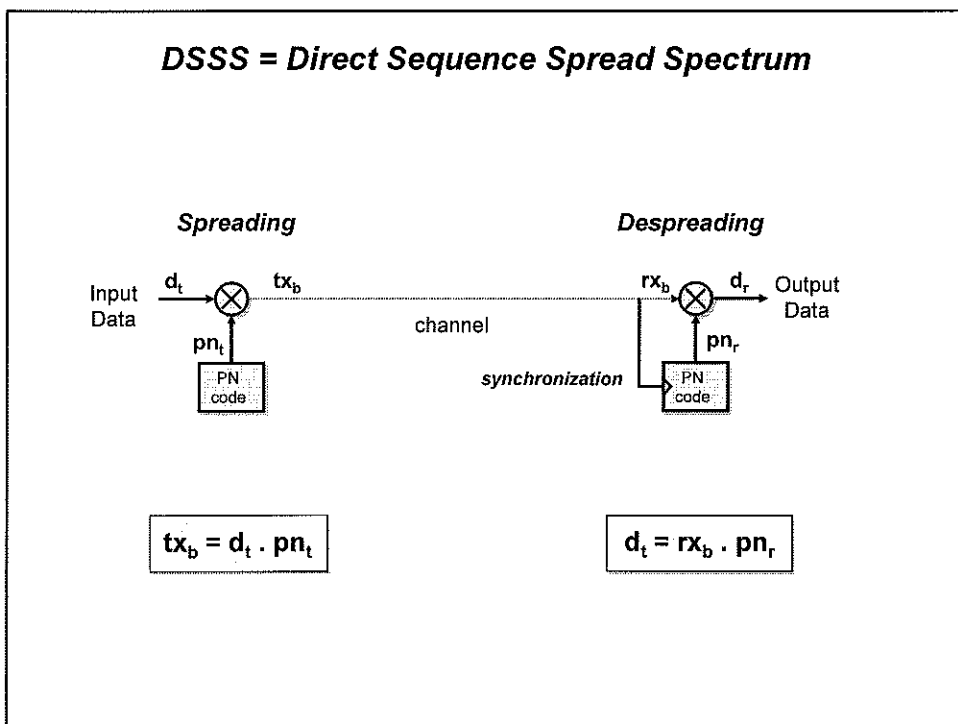
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**Spread Spectrum**

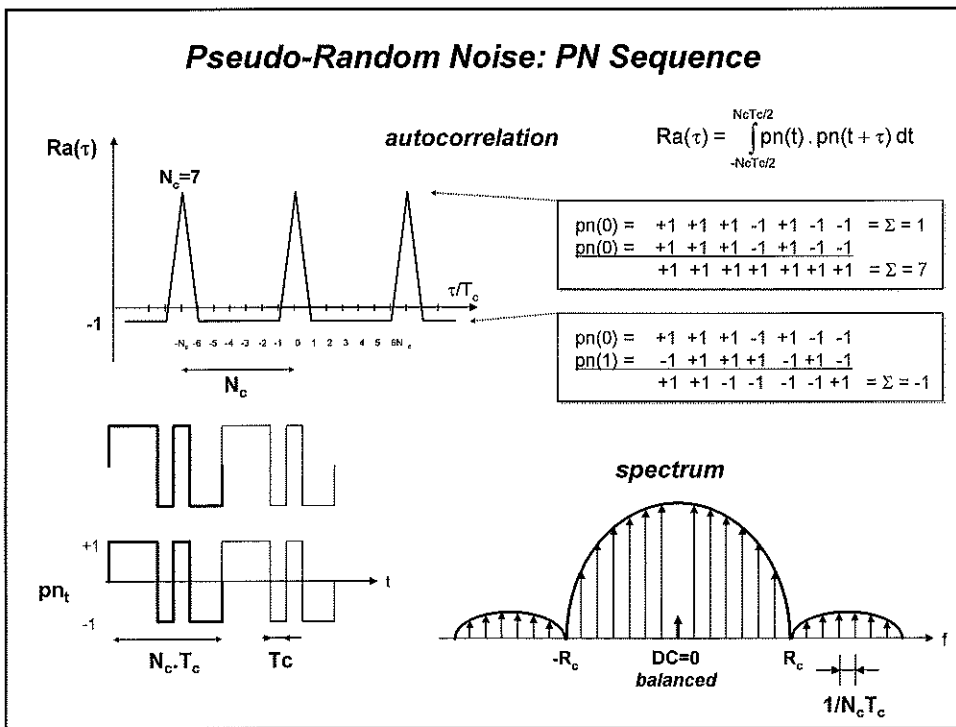
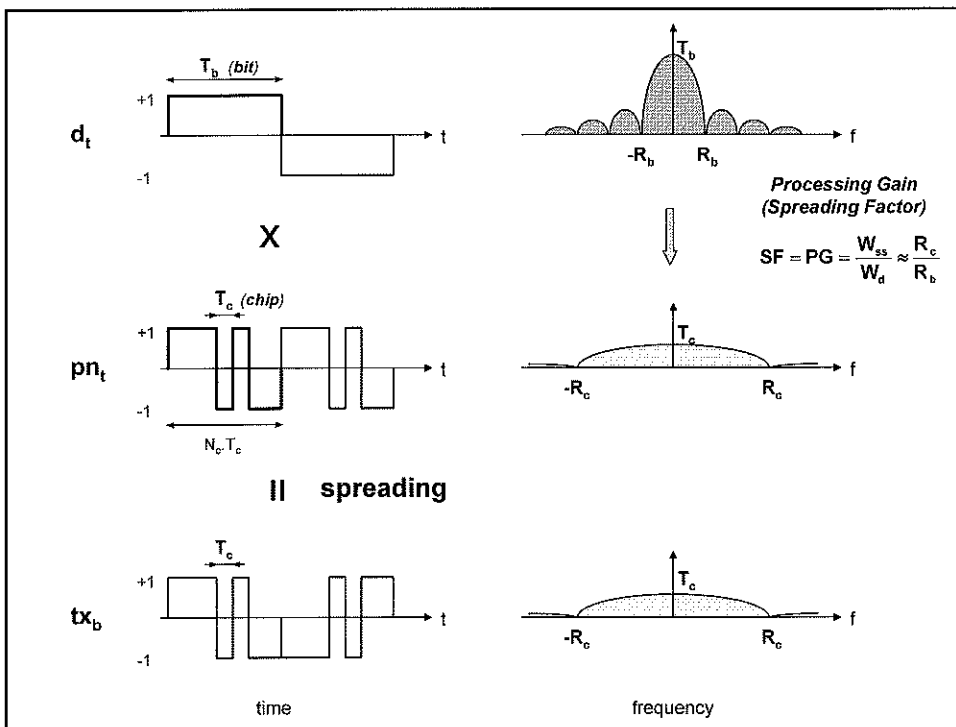
**DS-SSMA demonstrator at 2.4 GHz (ISM band)**

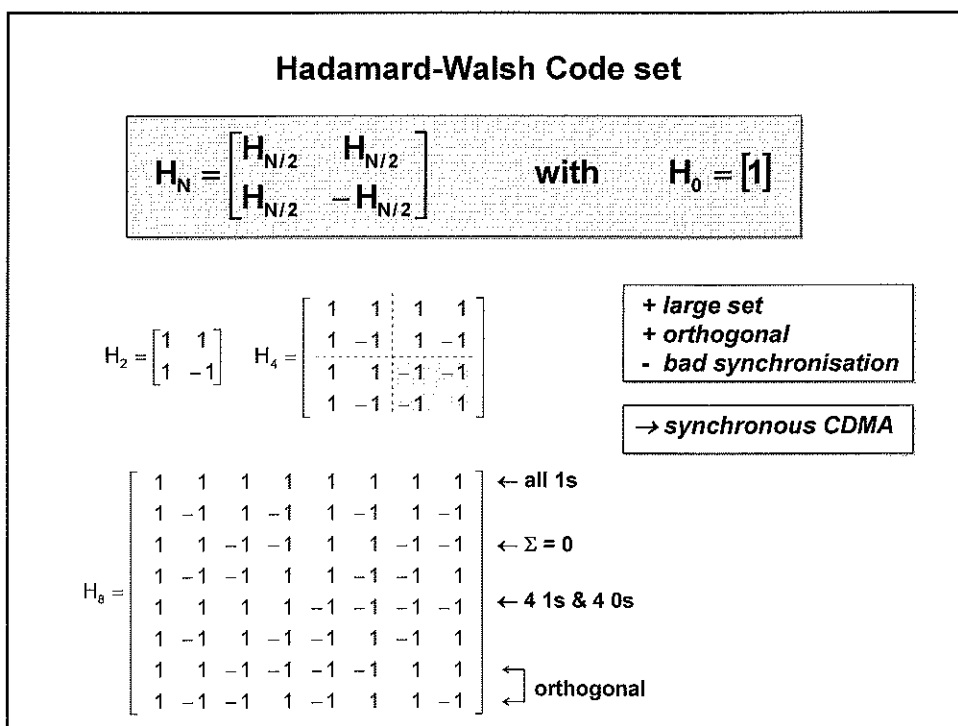
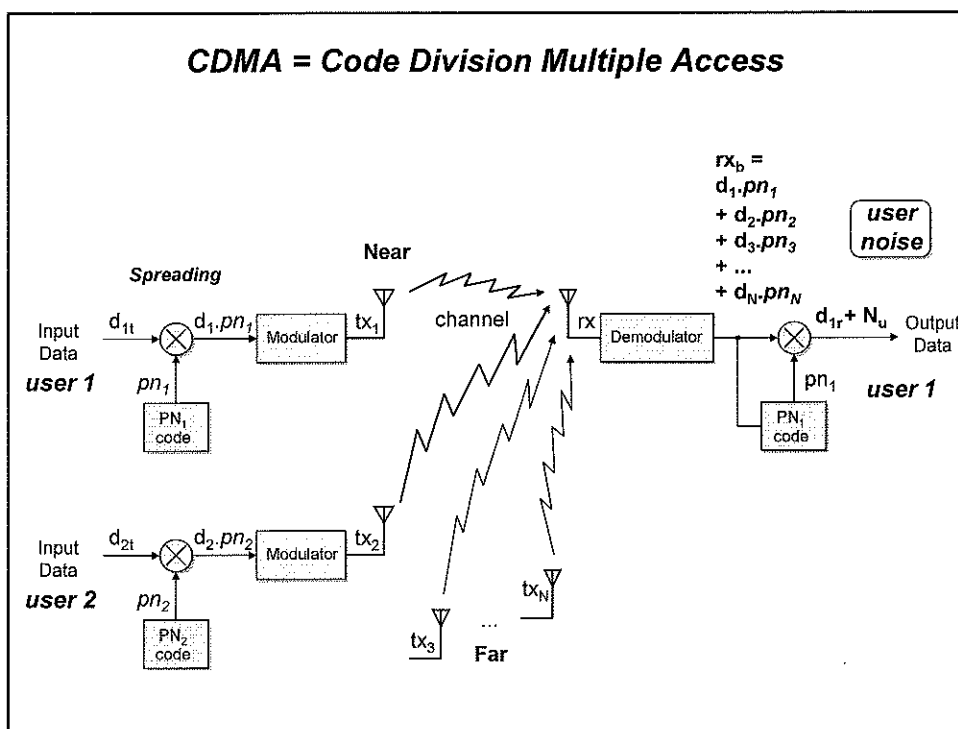
**Measurement aspects  
for wireless communication systems**

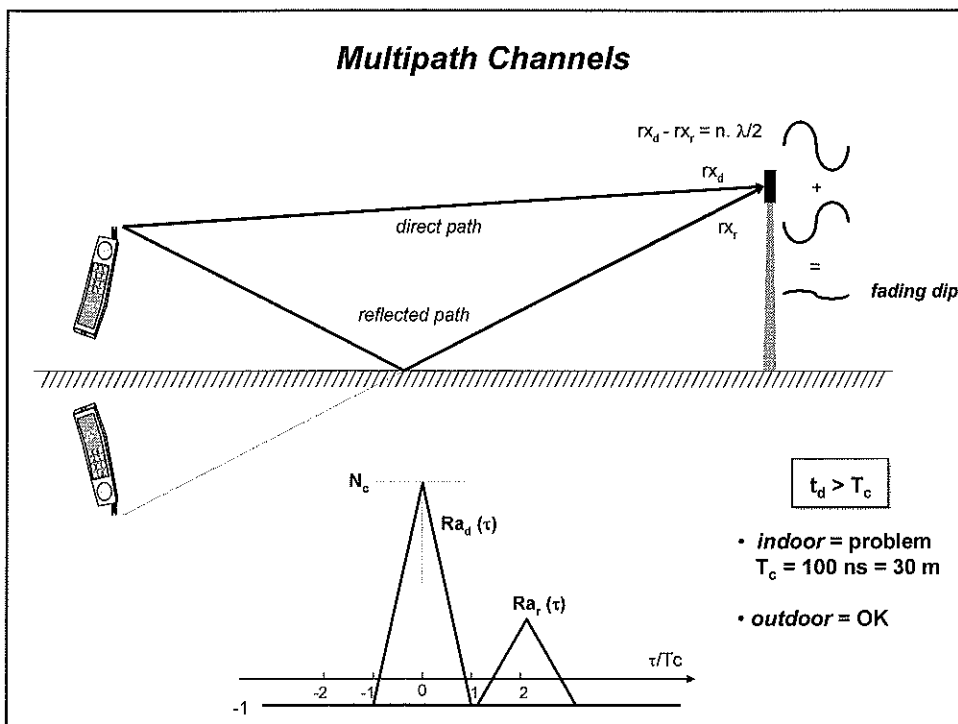
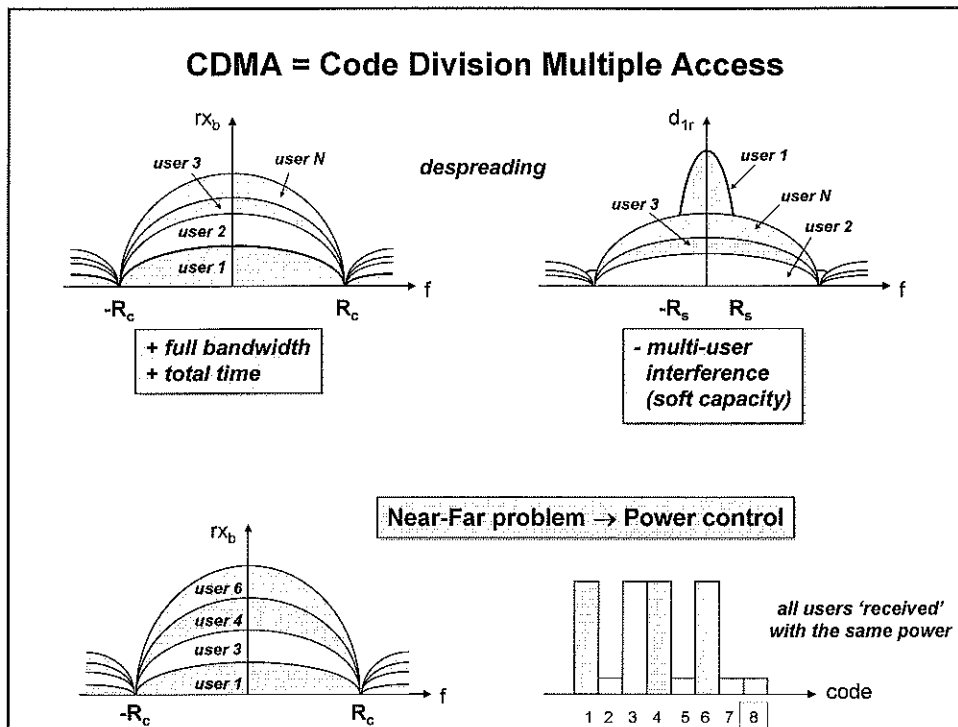
**Measurement infrastructure (VSA, IQ-mod, BERT)**

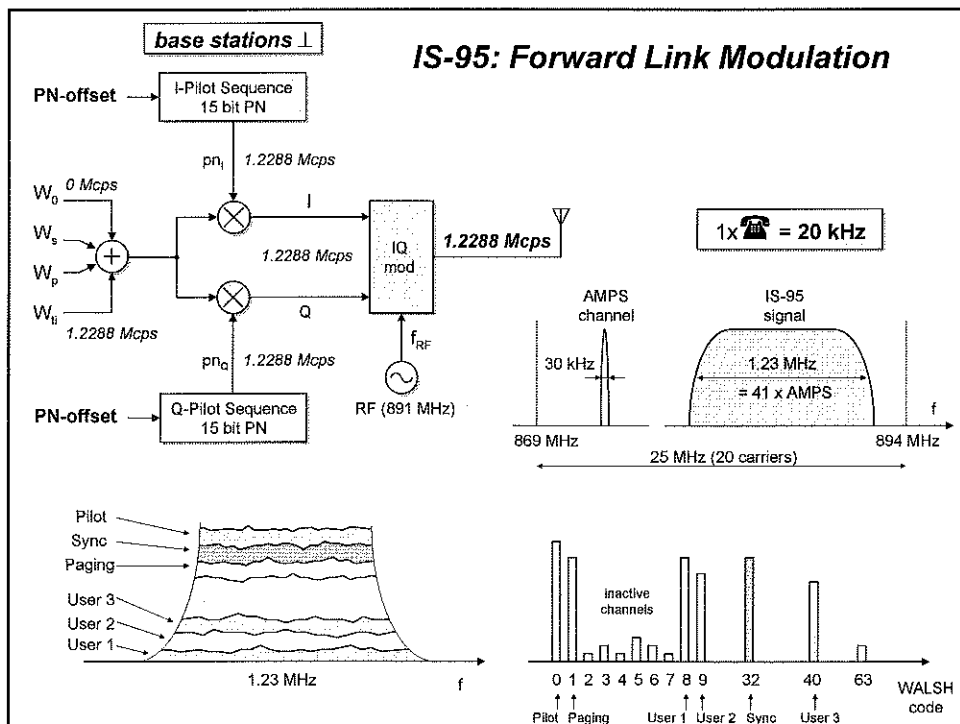
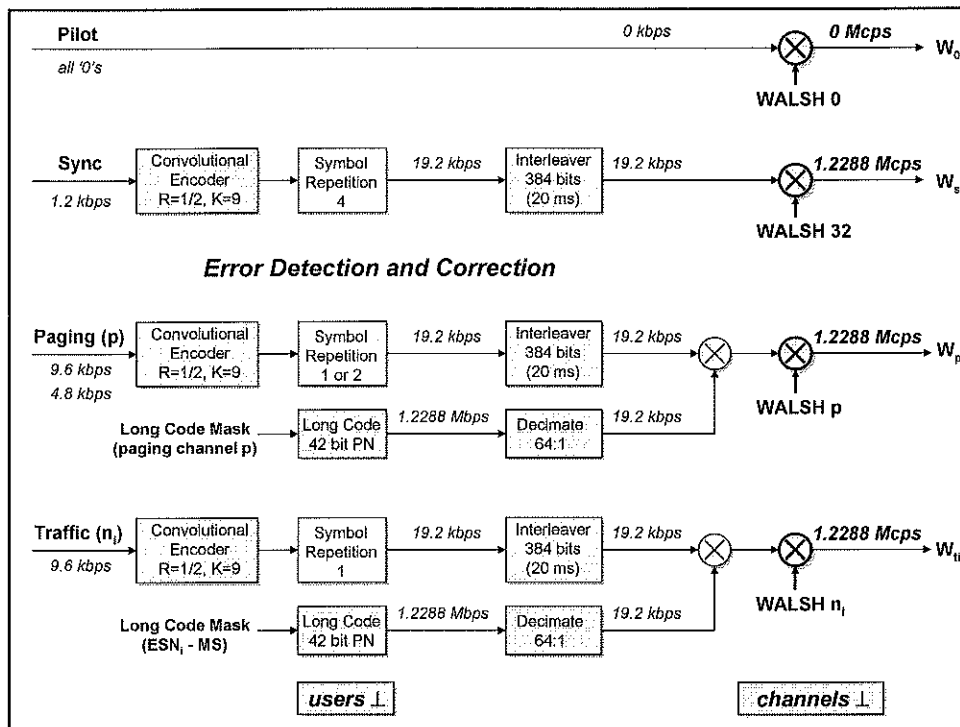


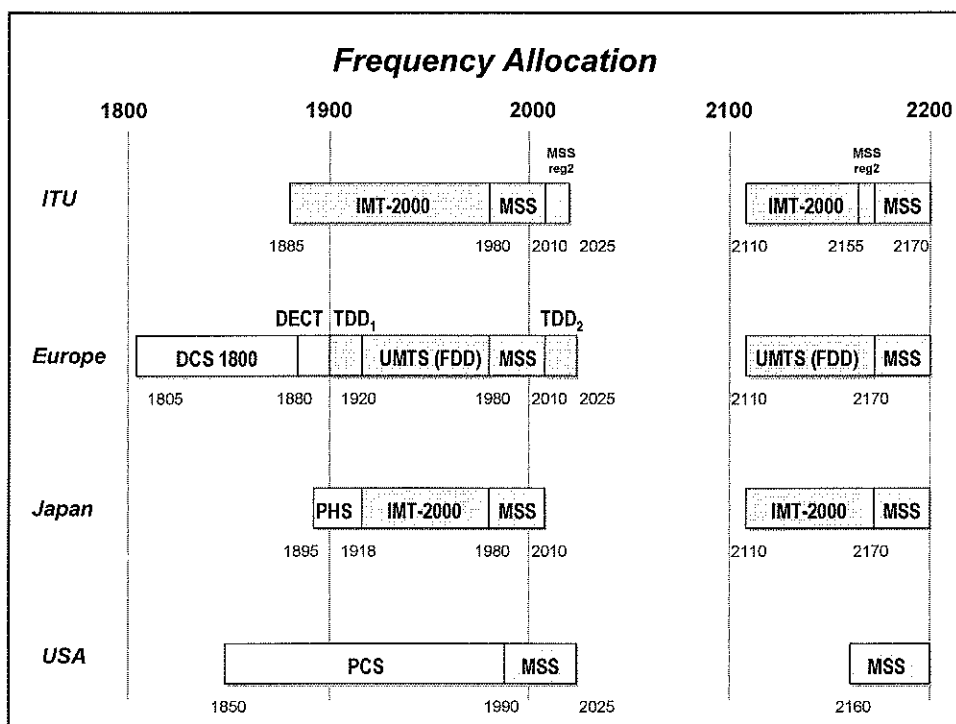
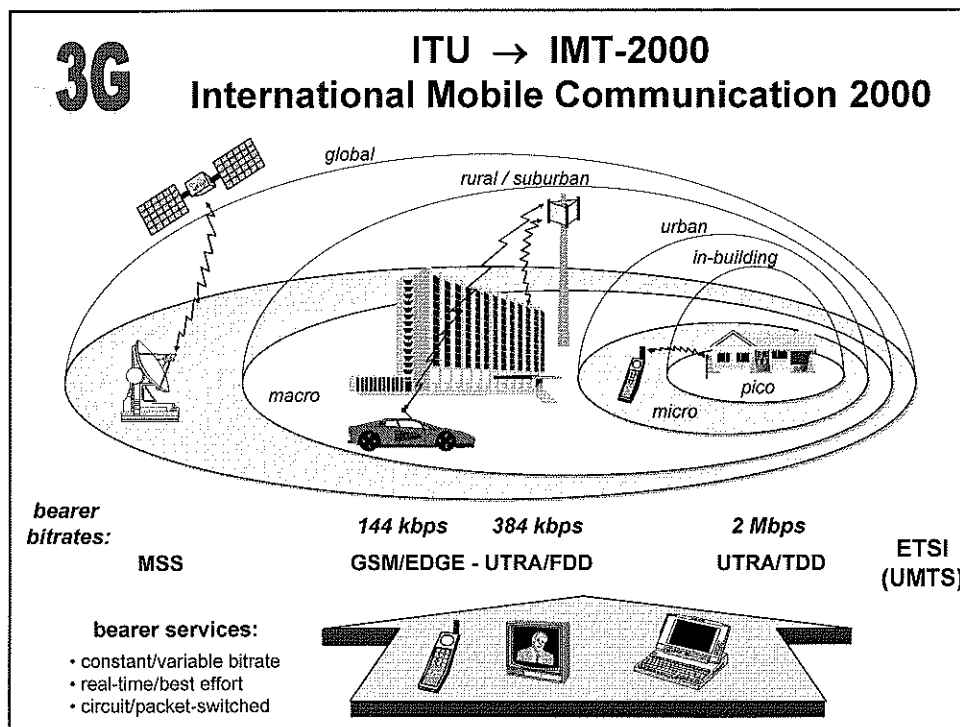


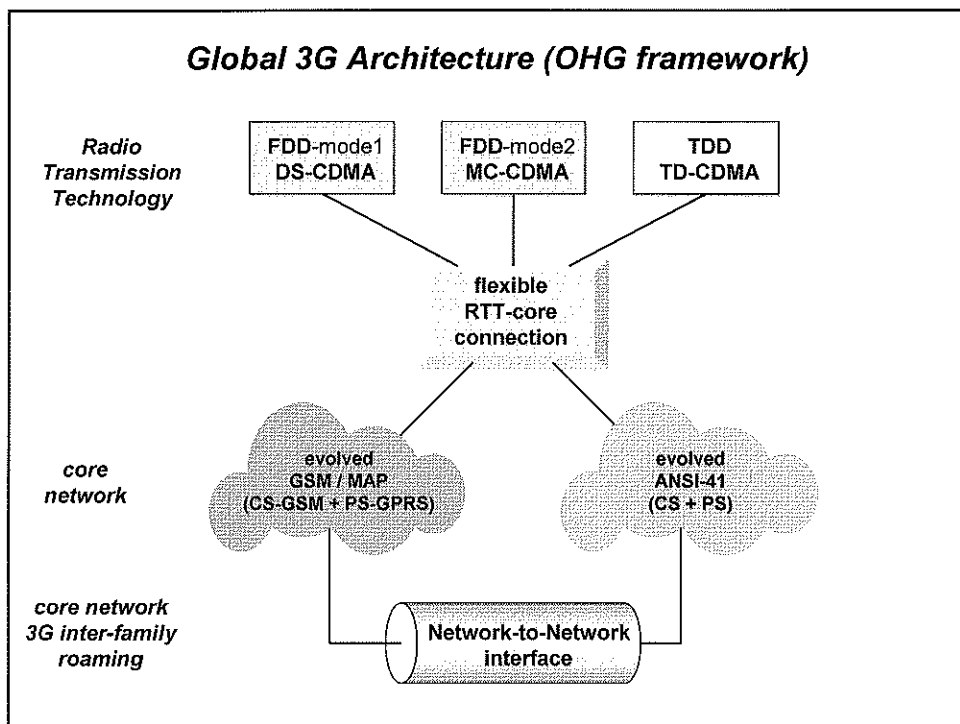
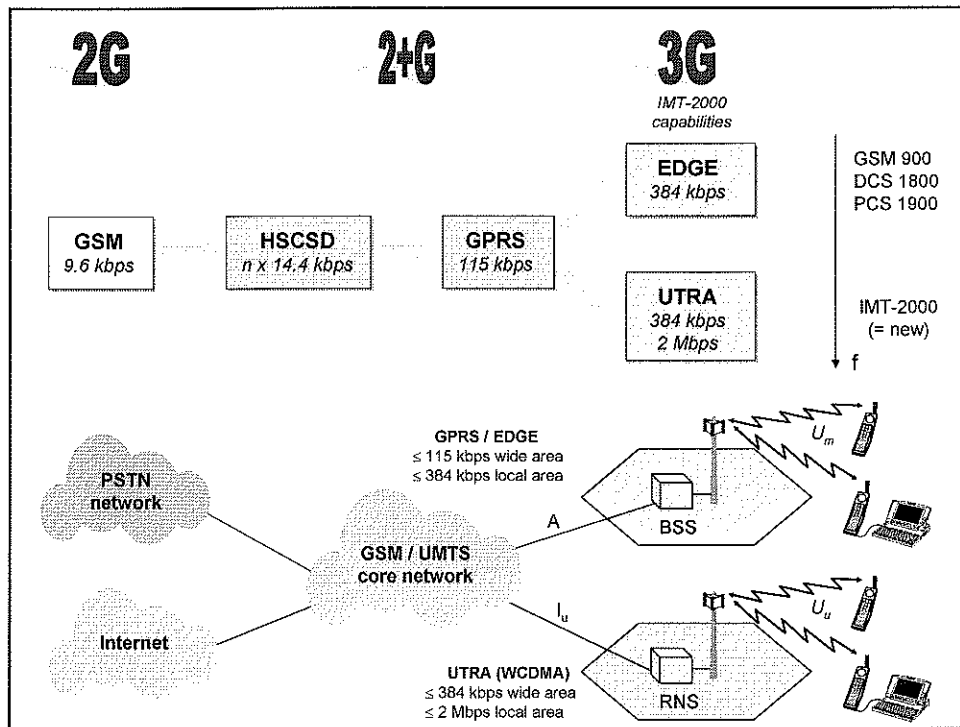


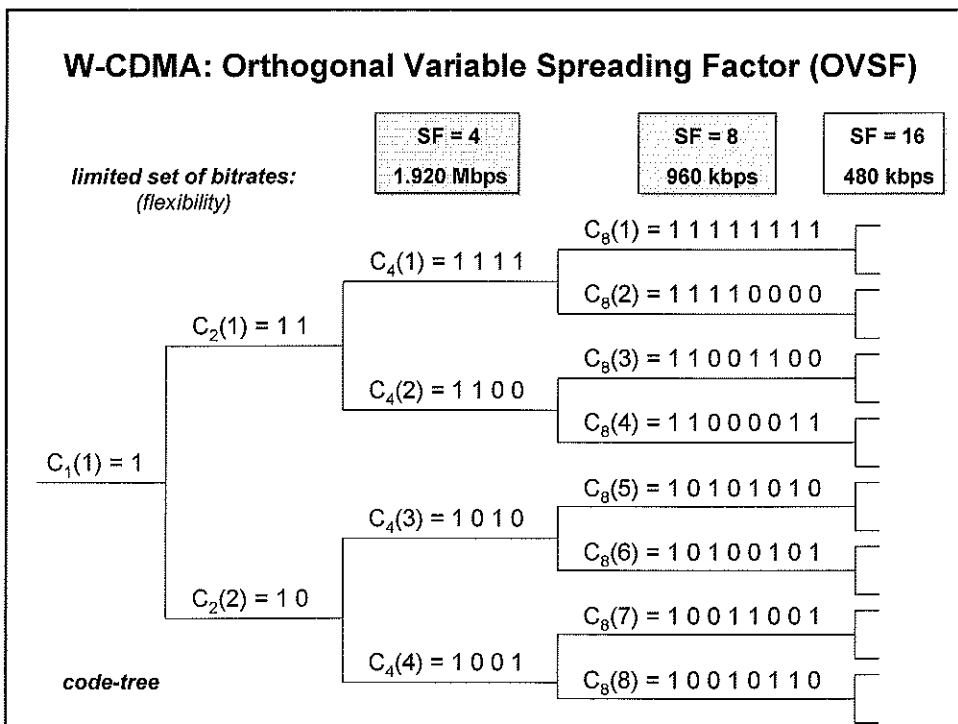
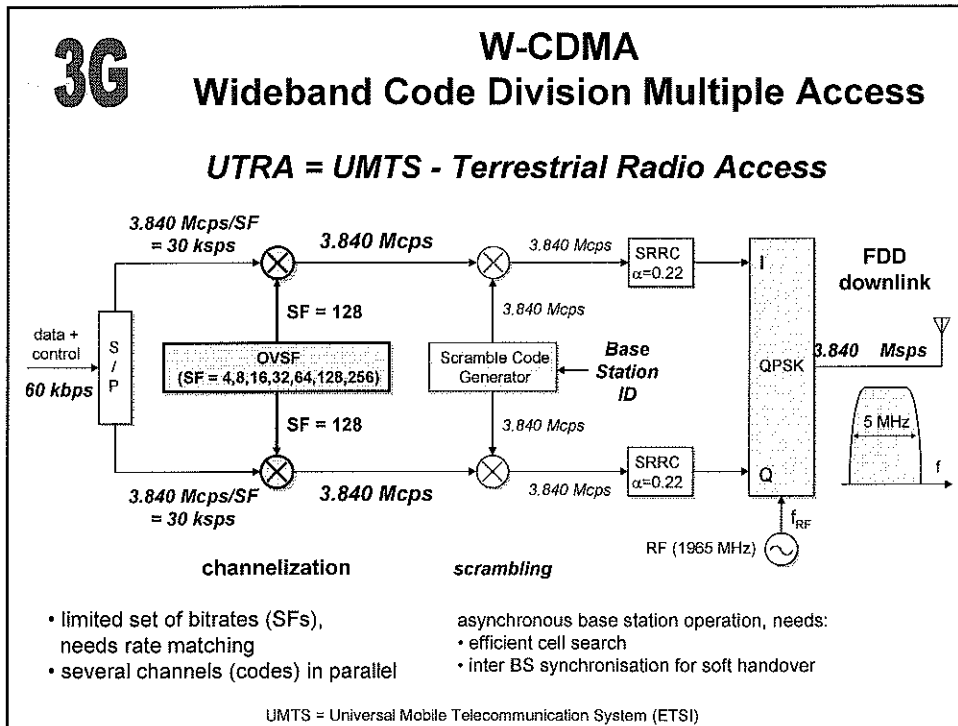


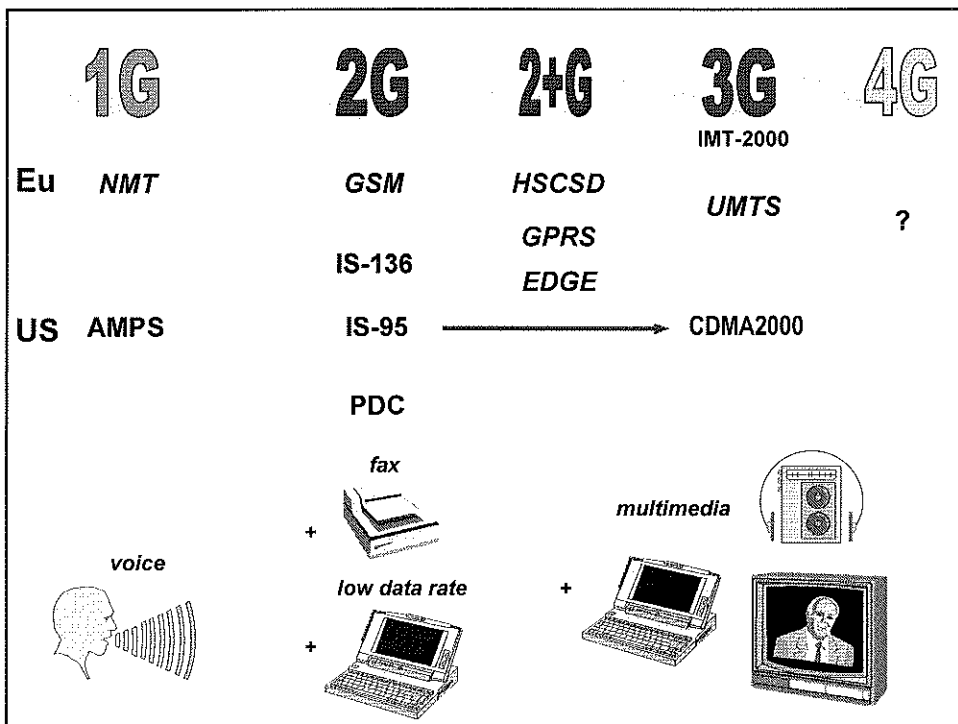
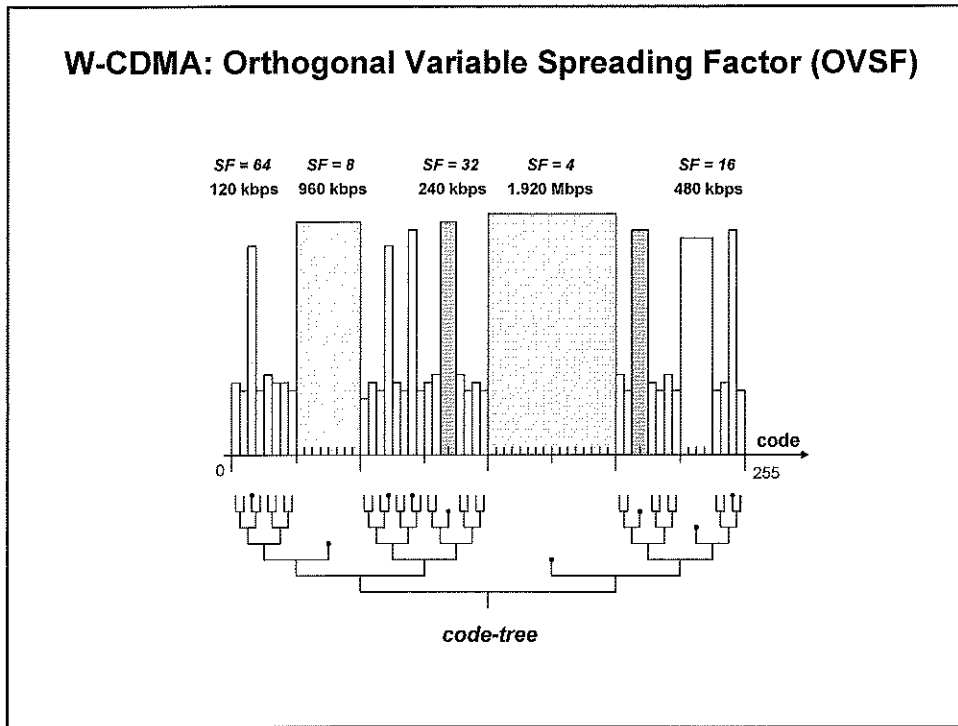














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# In Vehicle Networks

## CAN = Controller Area Network

**EmSD**  
Embedded System Design



*ir. J. Meel*  
dec 2009

### 1. CAN


CAN = Controller Area Network

*Extremely robust standardized communication protocol*

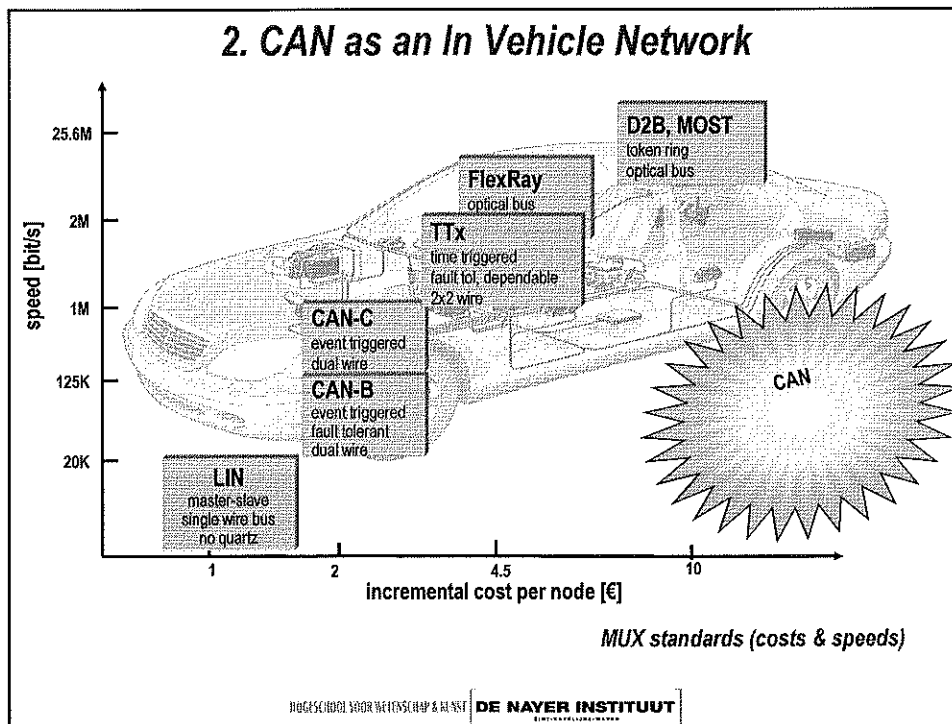
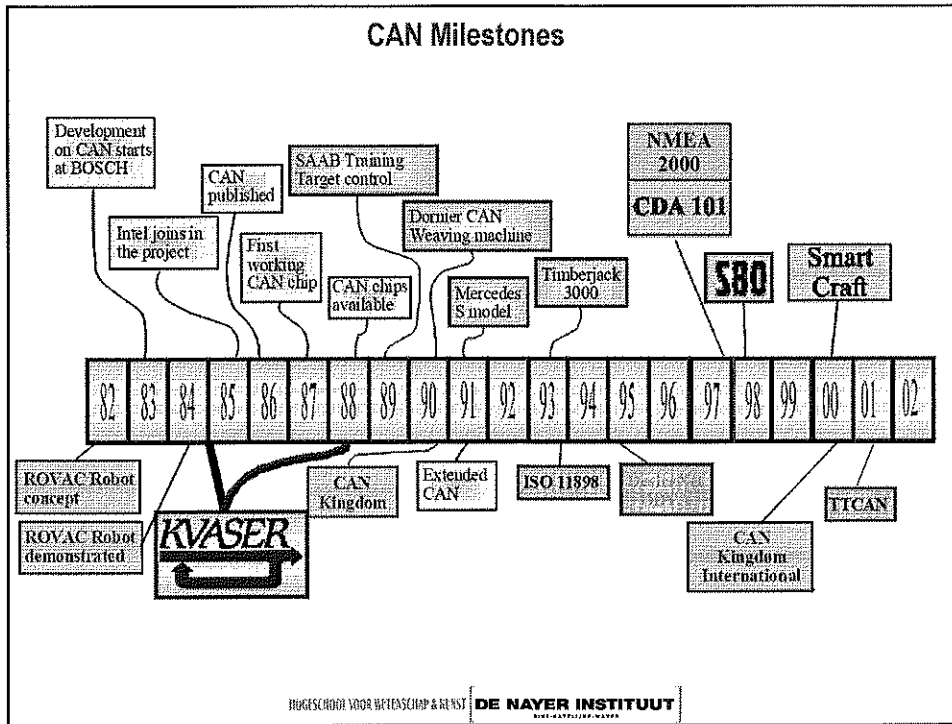
Developed by **Bosch** (in the 1980s) to create standardization and reduce the cost and weight in vehicle wiring harness

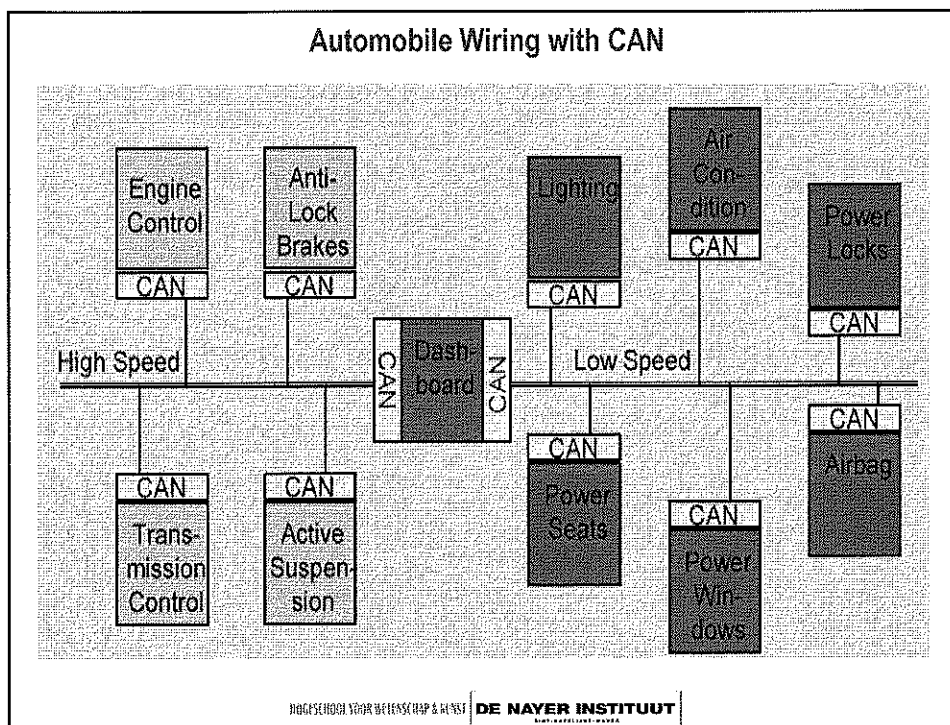
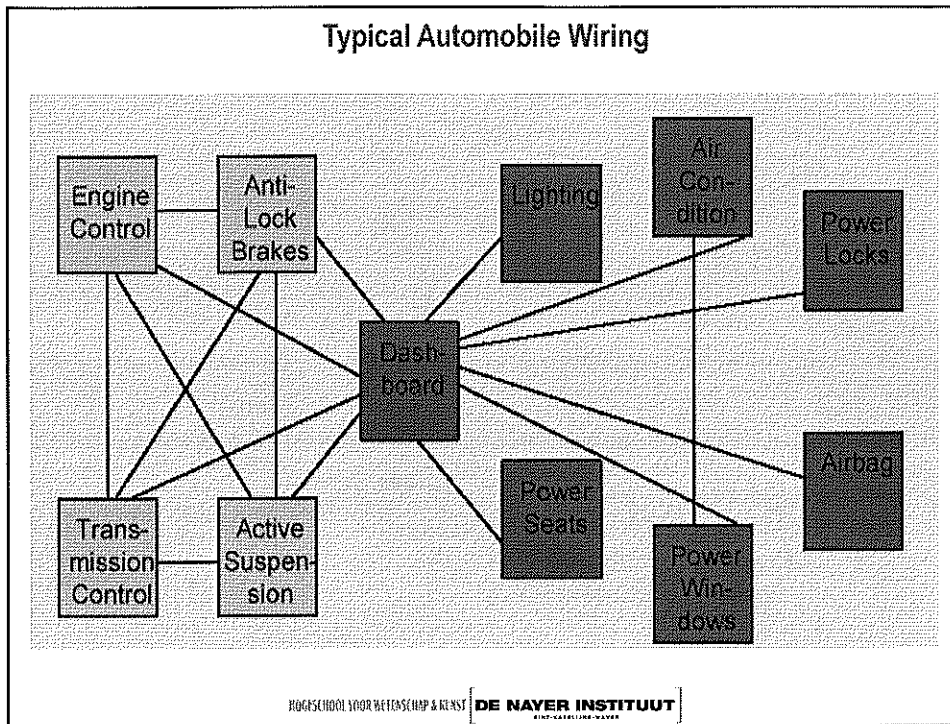
CAN is internationally standardized by the **International Standardization Organization** (in ISO 11898) and by other standards organizations (SAE = Society of Automotive Engineers).

Primary uses: automotive and industrial control



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### 3. CAN Concept

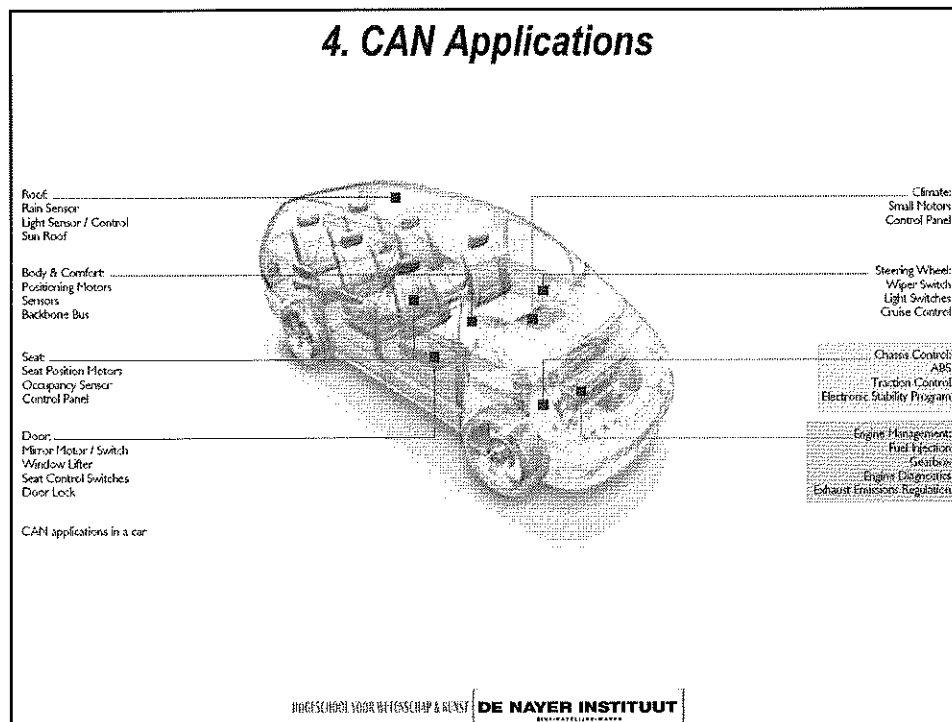
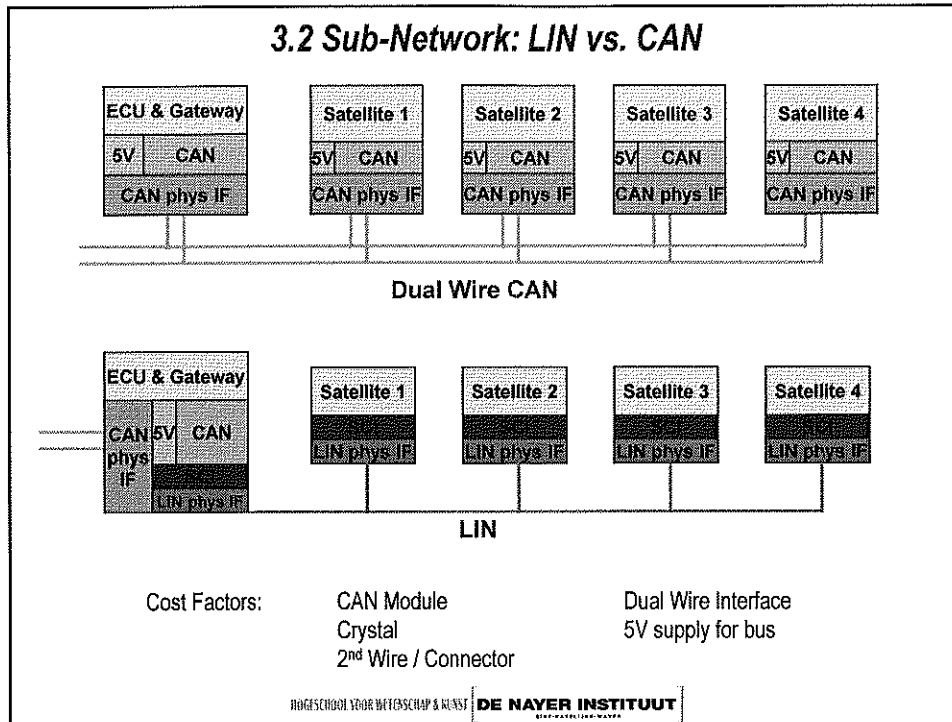
#### 3.1 Network Architecture

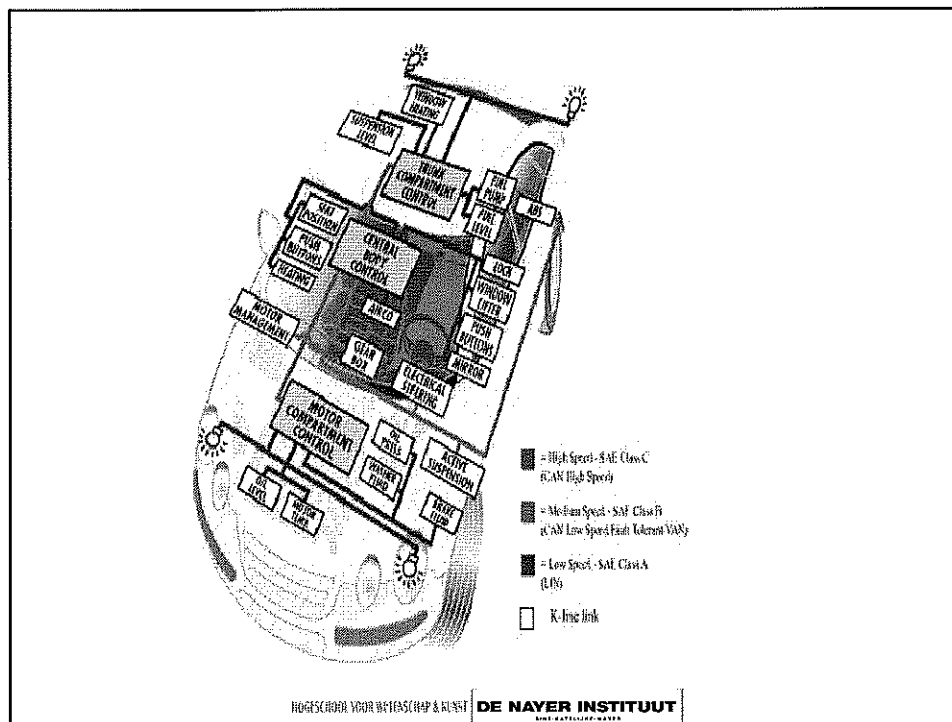
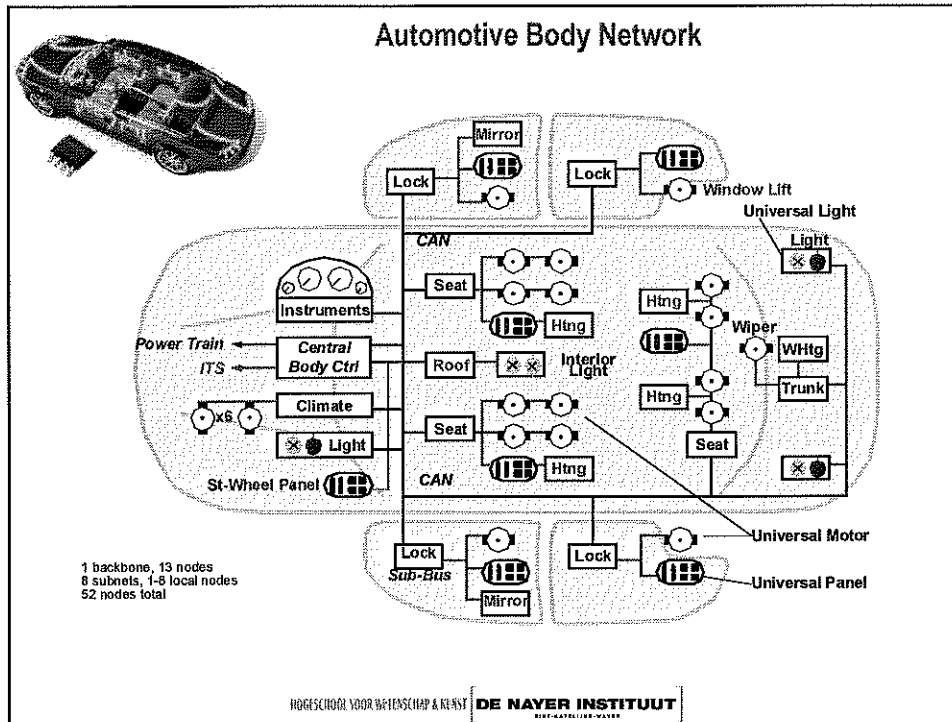
- a CAN network is made up of nodes connected to the bus
- each node can communicate with each other node (flat architecture)
- communication is handled with extremely robust packets called messages
- transmission speeds of up to 1 Mbps are defined

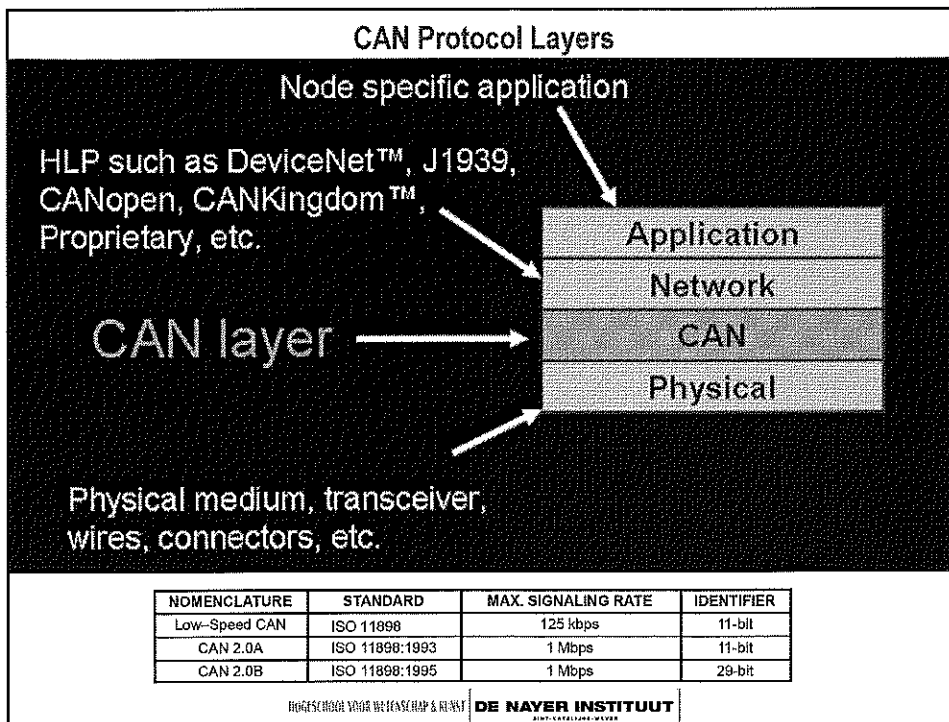
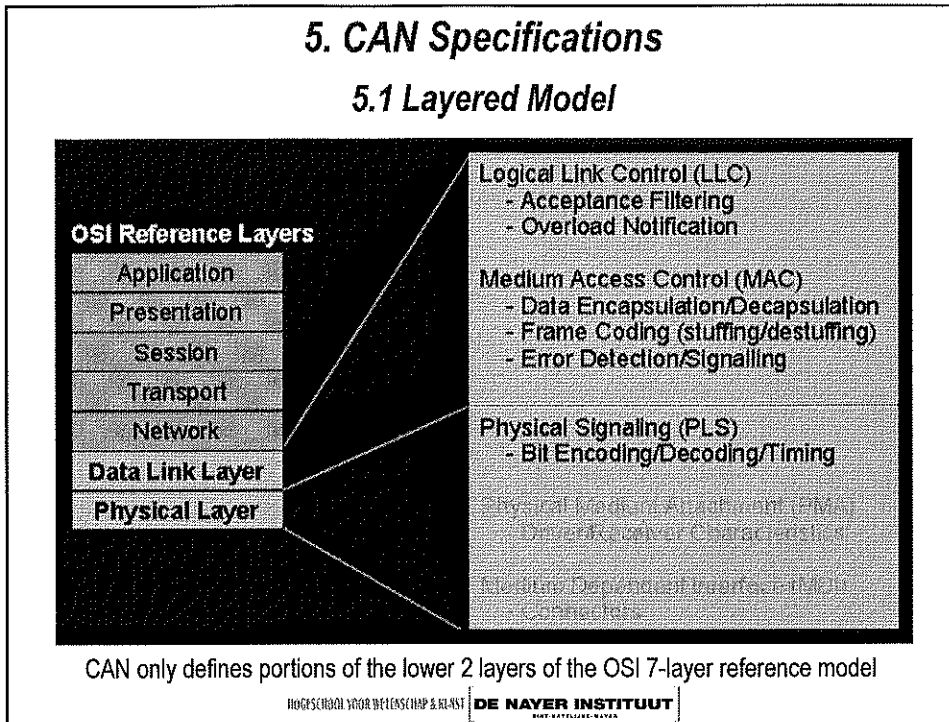
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ONTWIKKELING - WATERS

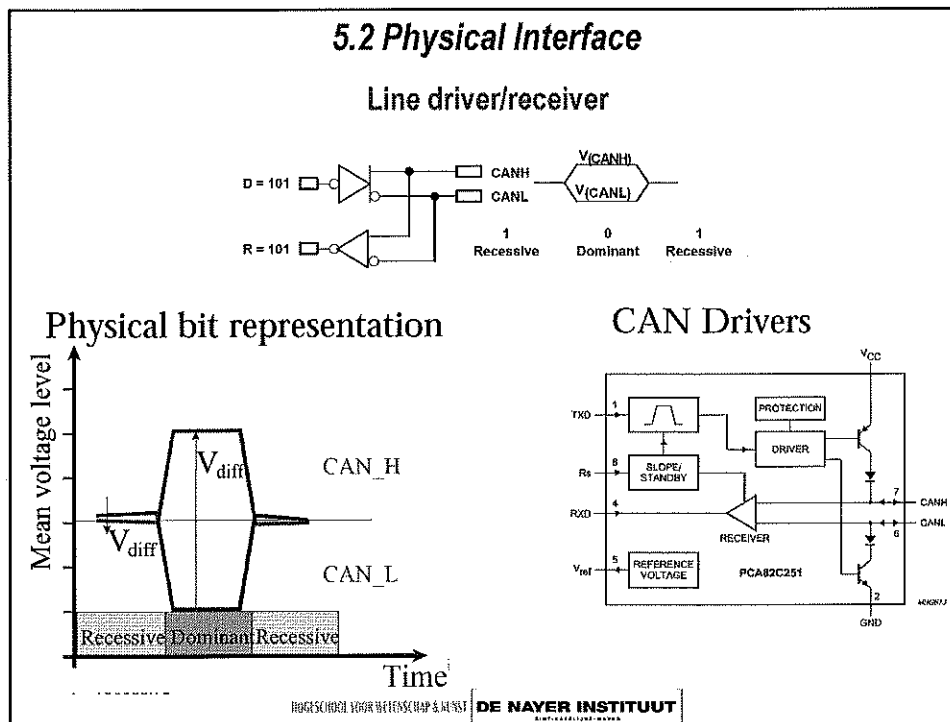
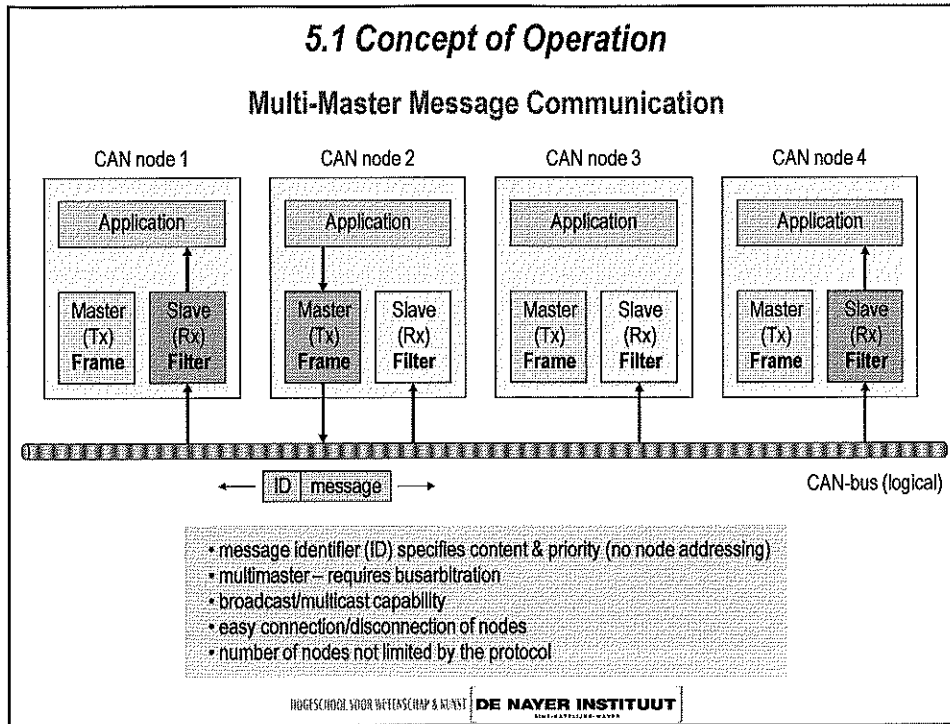
- A node may *continually send messages*, such as a motor speed control node
- A node may *only transmit a message when a system failure has occurred*, such as a temperature monitoring node
- A node may *only take action when another node instructs it to do so*, such as an electronic valve control

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ONTWIKKELING - WATERS

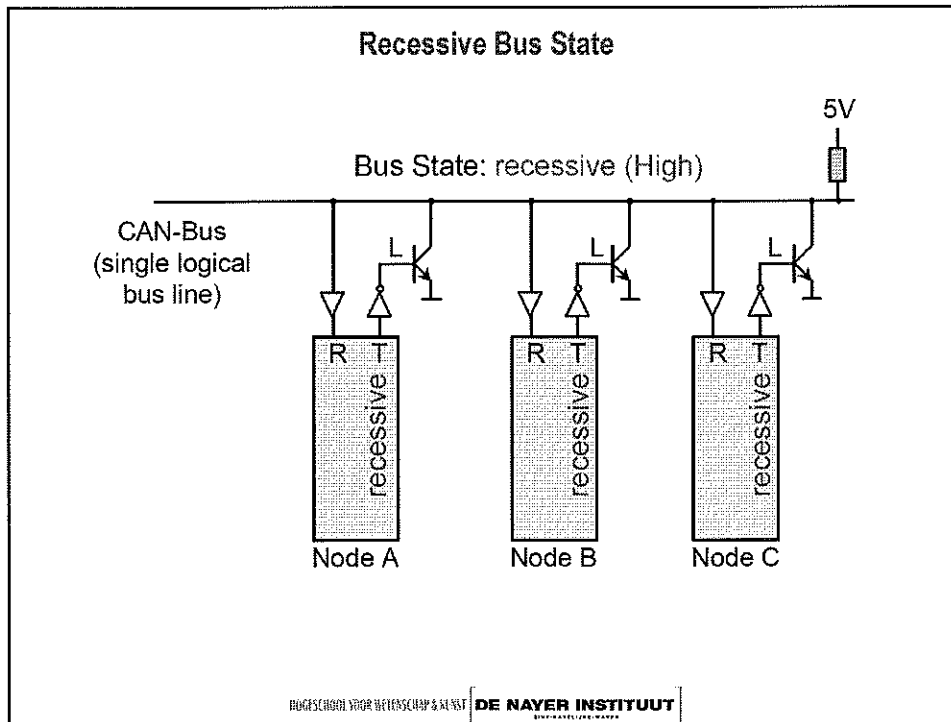
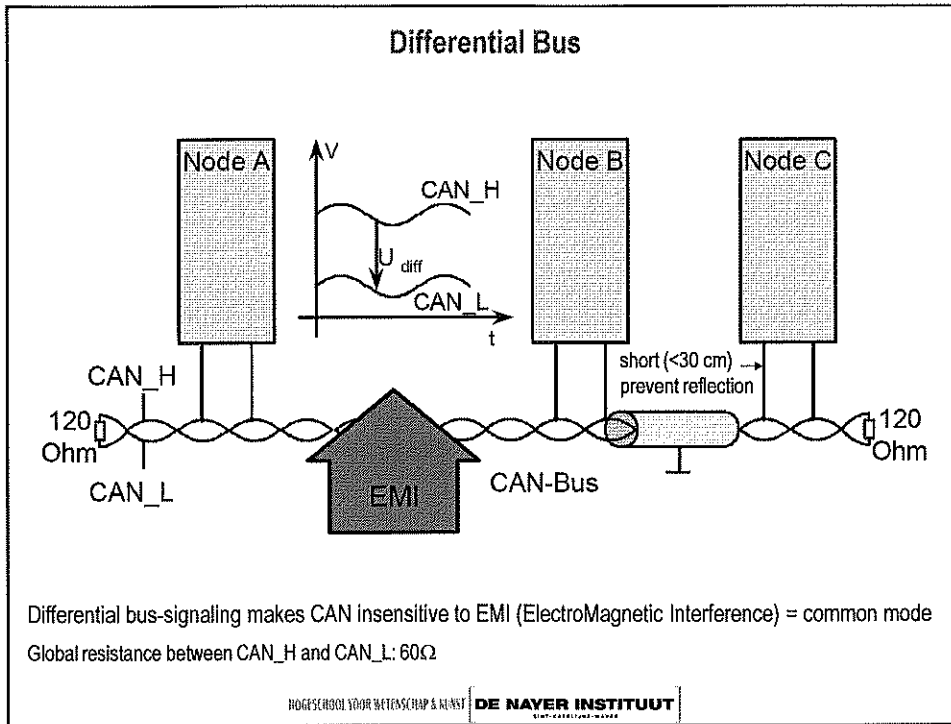


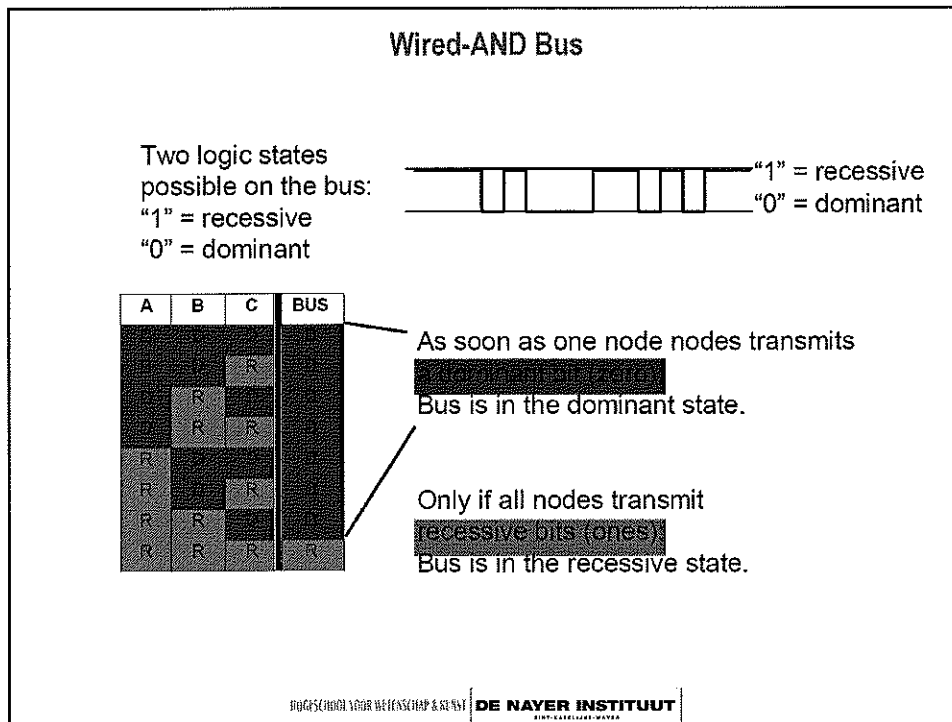
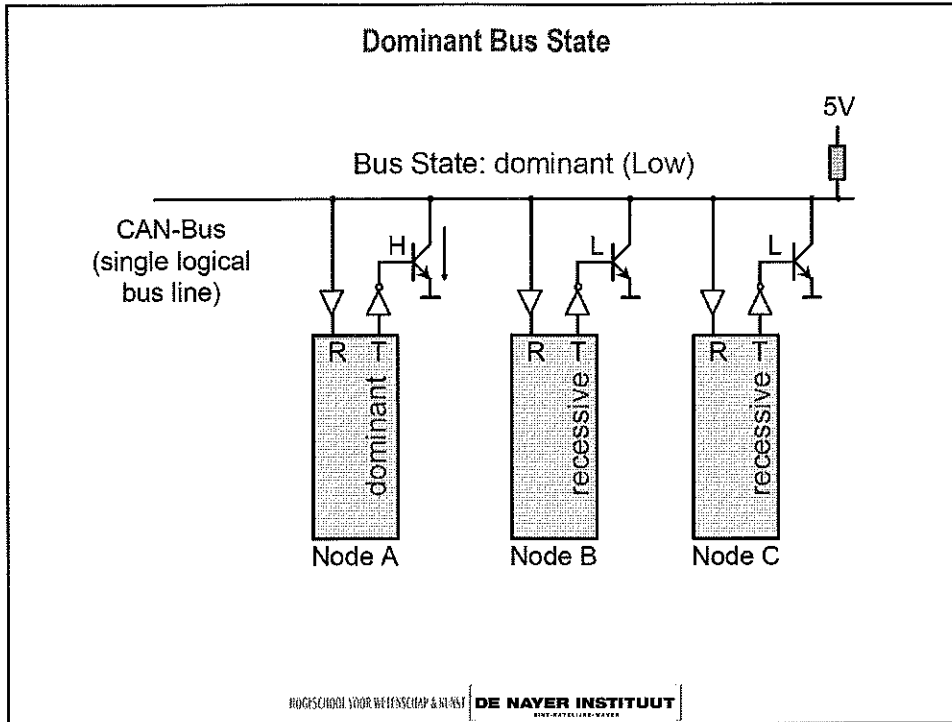




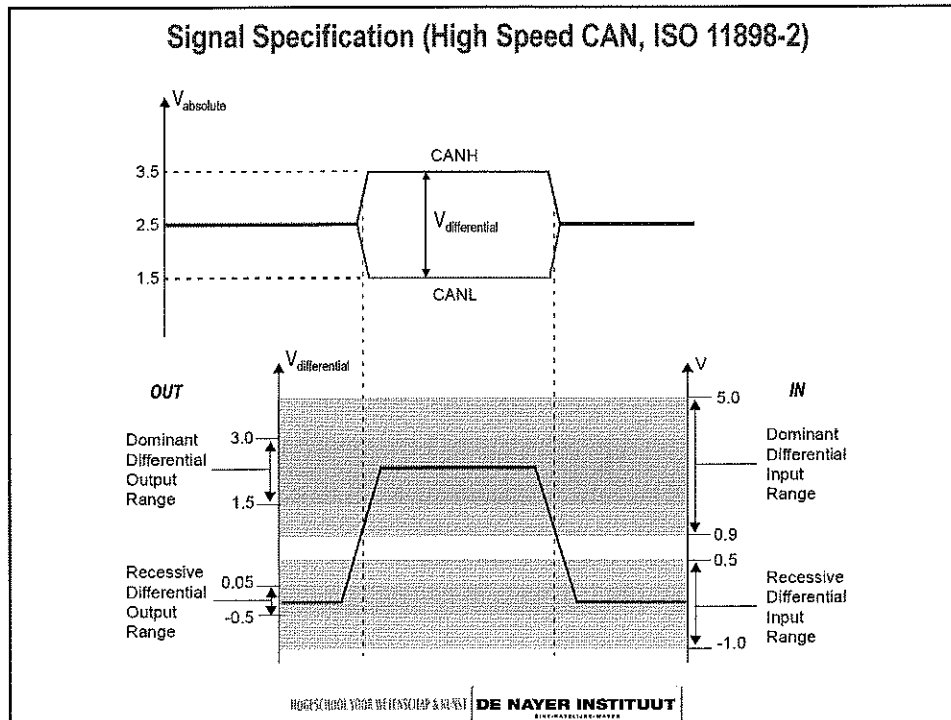








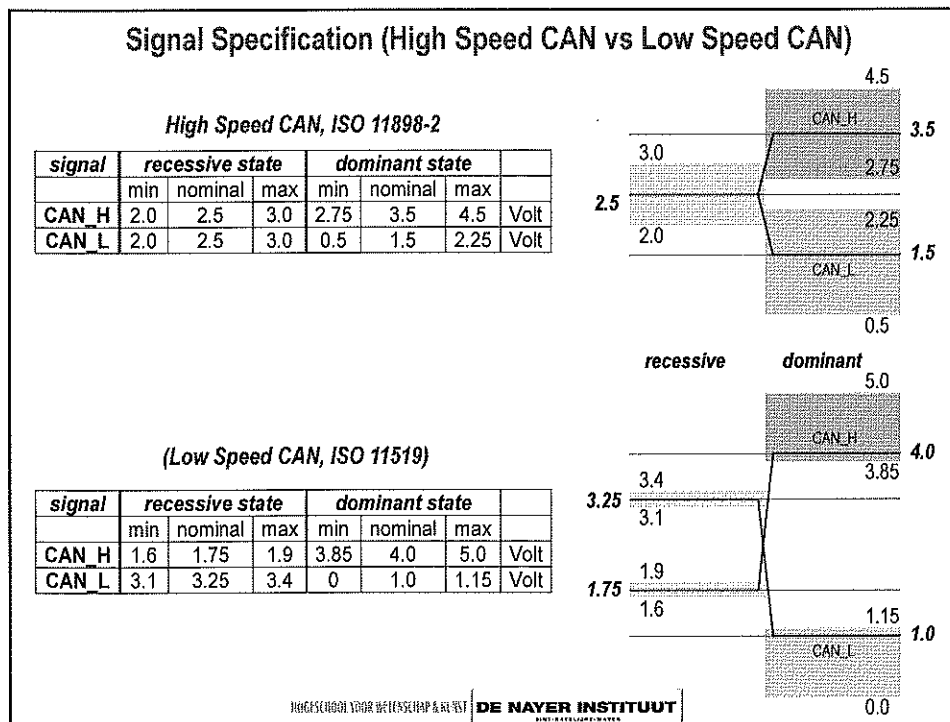
	High Speed	Fault-Tolerant	Single Wire
Features	HS-CAN	FT-CAN	SW-CAN
Data link layer standard	ISO 11898-1	ISO 11898-1	ISO 11898-1
Physical layer standard	ISO 11898-2	ISO 11898-3	SAEJ2411
Number of bus wires	2 (twisted pair)	2 (twisted pair)	1
Maximum bus speed	1 Mbits/s	125 kbits/s	33/41.6 kbits/s
Bus communication signal			
Bus termination principle			
Bus wire short-circuit and interrupt tolerance	limited short-circuit tolerance	tolerant against any single bus wire short or interrupt	no tolerance
Philips transceiver features <sup>1</sup>	<ul style="list-style-type: none"> <li>- bus dominant time-out</li> <li>- bus clamping protection</li> <li>- partial networking support</li> <li>- stand-by and sleep modes</li> <li>- node power management</li> <li>- local and remote wake-up</li> <li>- failure diagnosis</li> </ul>	<ul style="list-style-type: none"> <li>- bus dominant time-out</li> <li>- bus clamping protection</li> <li>- partial networking support</li> <li>- stand-by and sleep modes</li> <li>- node power management</li> <li>- local and remote wake-up</li> <li>- failure diagnosis</li> </ul>	<ul style="list-style-type: none"> <li>- loss of ground protection</li> <li>- 100 kbits/s flash mode</li> <li>- partial networking support</li> <li>- selective sleep</li> </ul>
Automotive applications	<ul style="list-style-type: none"> <li>- engine management</li> <li>- backbone bus</li> <li>- body &amp; comfort</li> </ul>	<ul style="list-style-type: none"> <li>- body &amp; comfort</li> </ul>	<ul style="list-style-type: none"> <li>- body &amp; comfort</li> </ul>

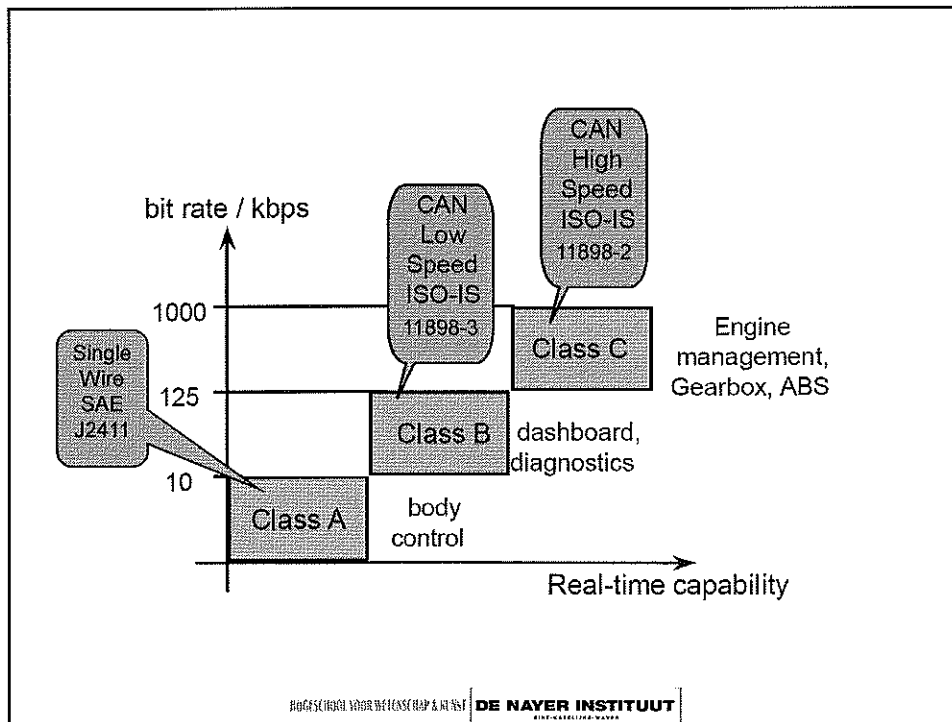
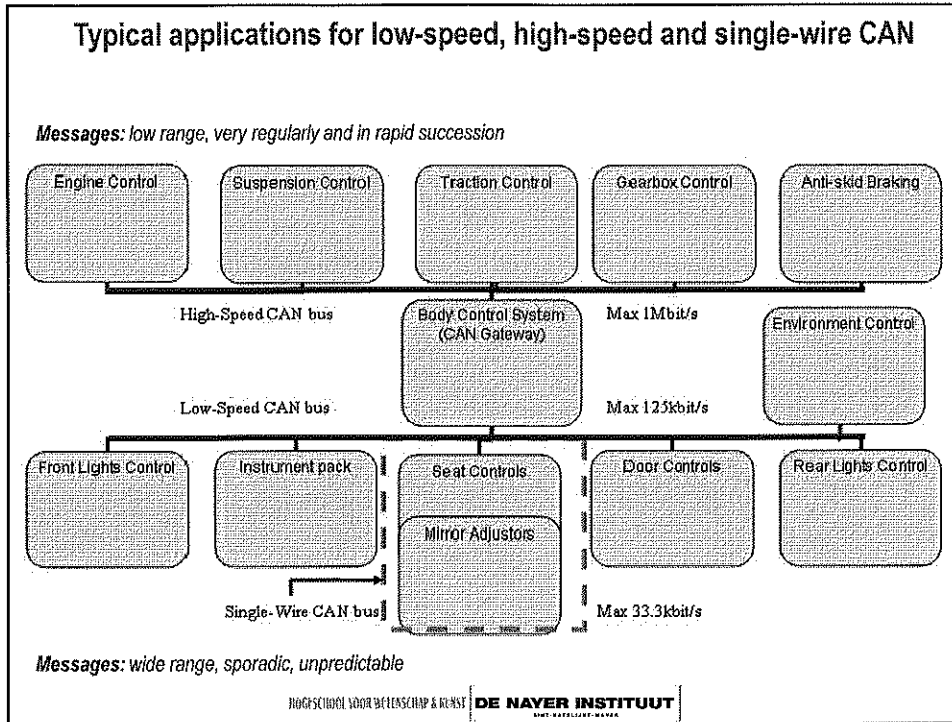


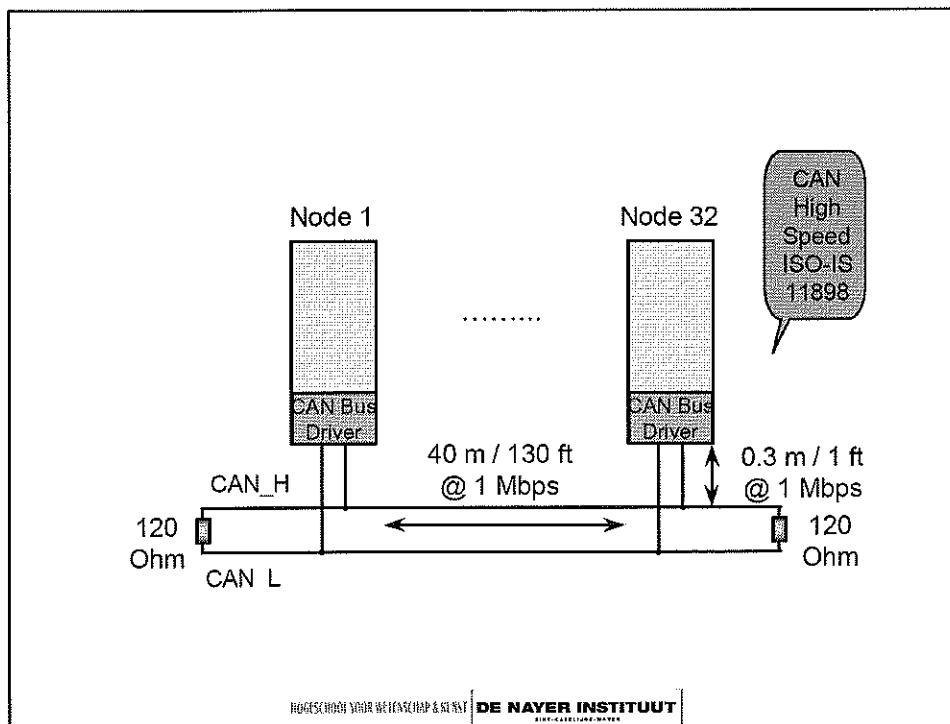
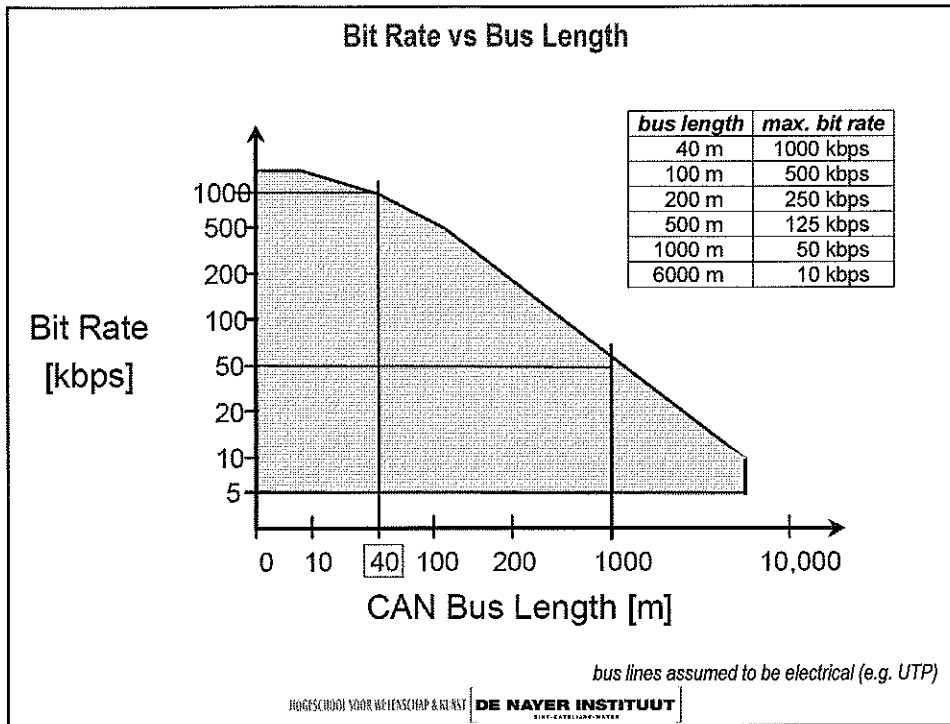
Parameter	ISO-11898-2		Unit
	min	max	
DC Voltage on CANH and CANL	-3	+32	V
Transient voltage on CANH and CANL	-150	+100	V
Common Mode Bus Voltage	-2.0	+7.0	V
Recessive Output Bus Voltage	+2.0	+3.0	V
Recessive Differential Output Voltage	-500	+50	mV
Differential Internal Resistance	10	100	kΩ
Common Mode Input Resistance	5.0	50	kΩ
Differential Dominant Output Voltage	+1.5	+3.0	V
Dominant Output Voltage (CANH)	+2.75	+4.50	V
Dominant Output Voltage (CANL)	+0.50	+2.25	V
Permanent Dominant Detection (Driver)	Not Required		ms
Power-On Reset and Brown-Out Detection	Not Required		-

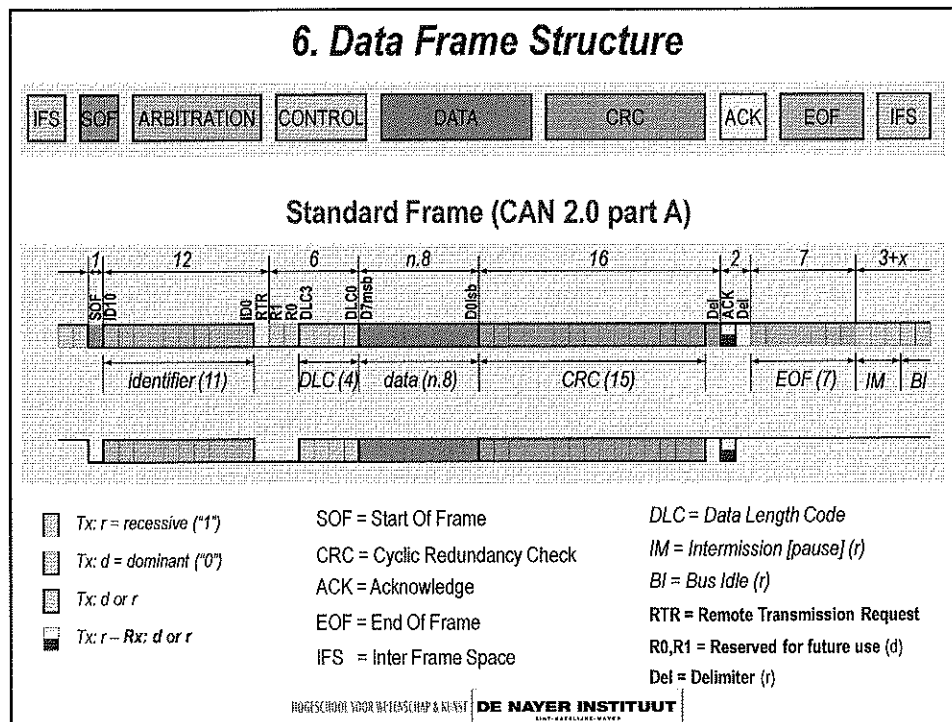
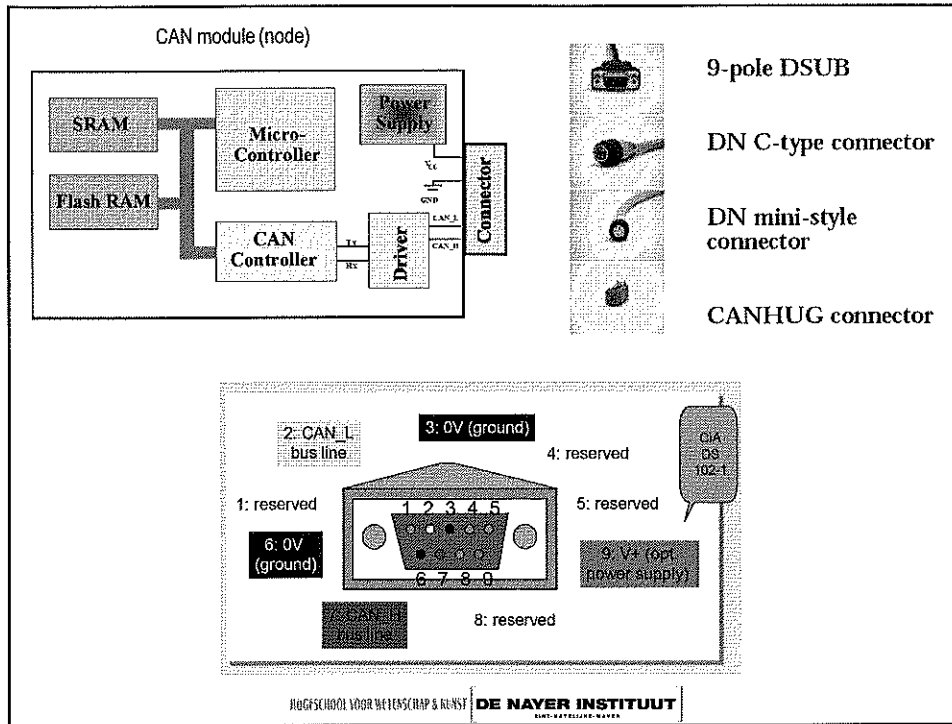
Absolute → Differential → R → R → D → D

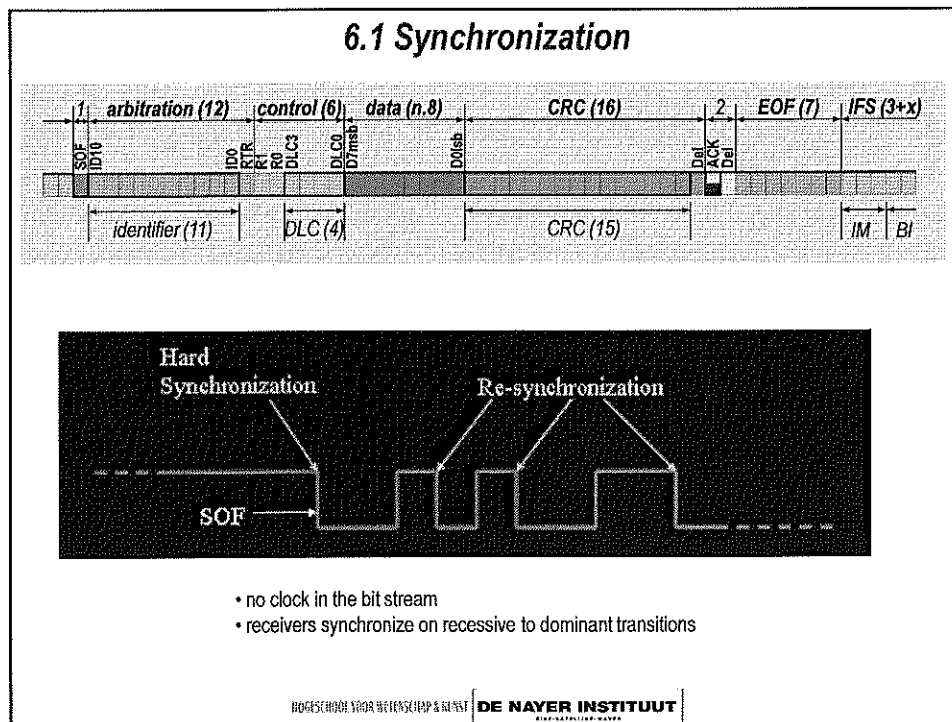
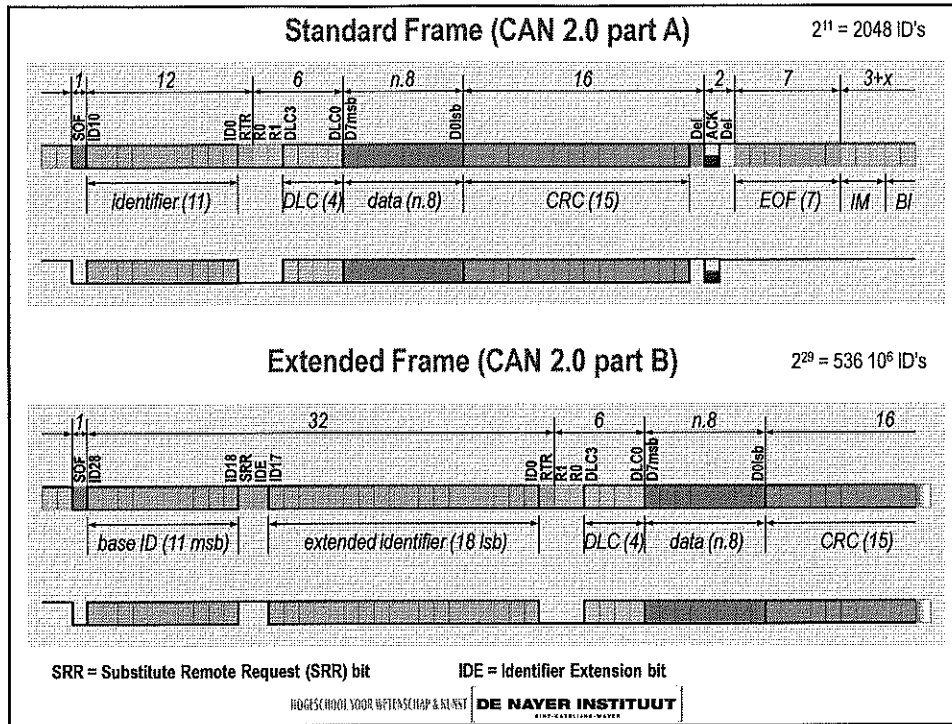
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ONTWIKKELINGEN IN WATER



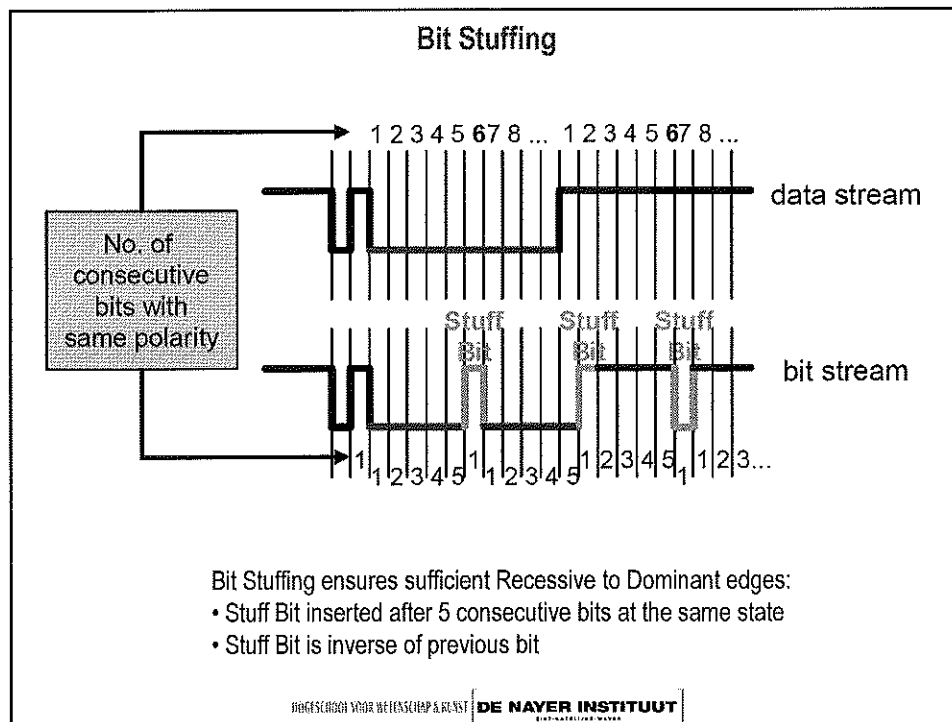
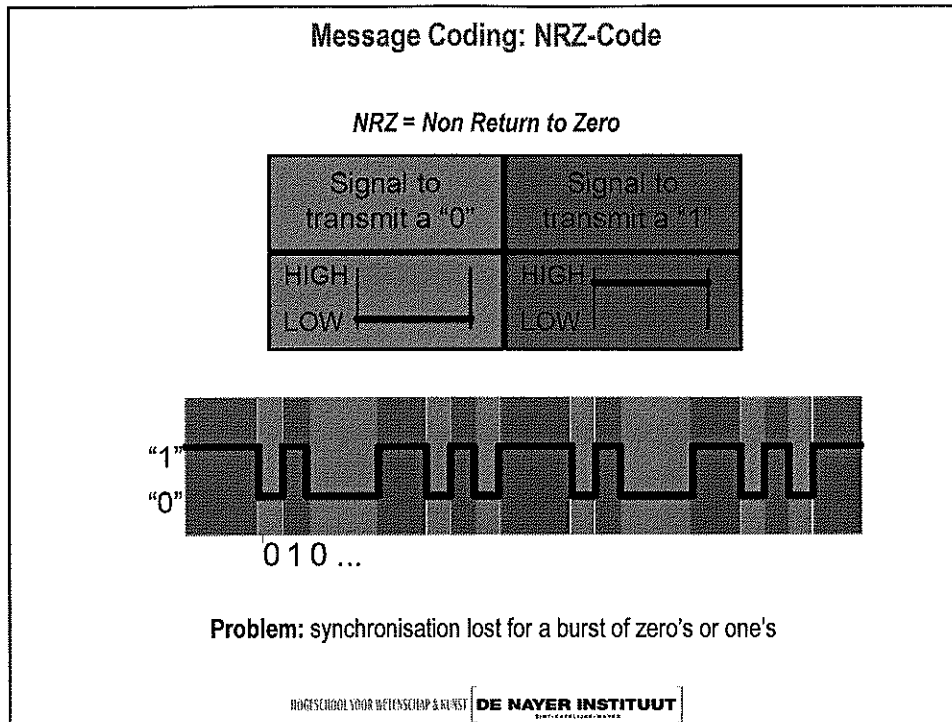


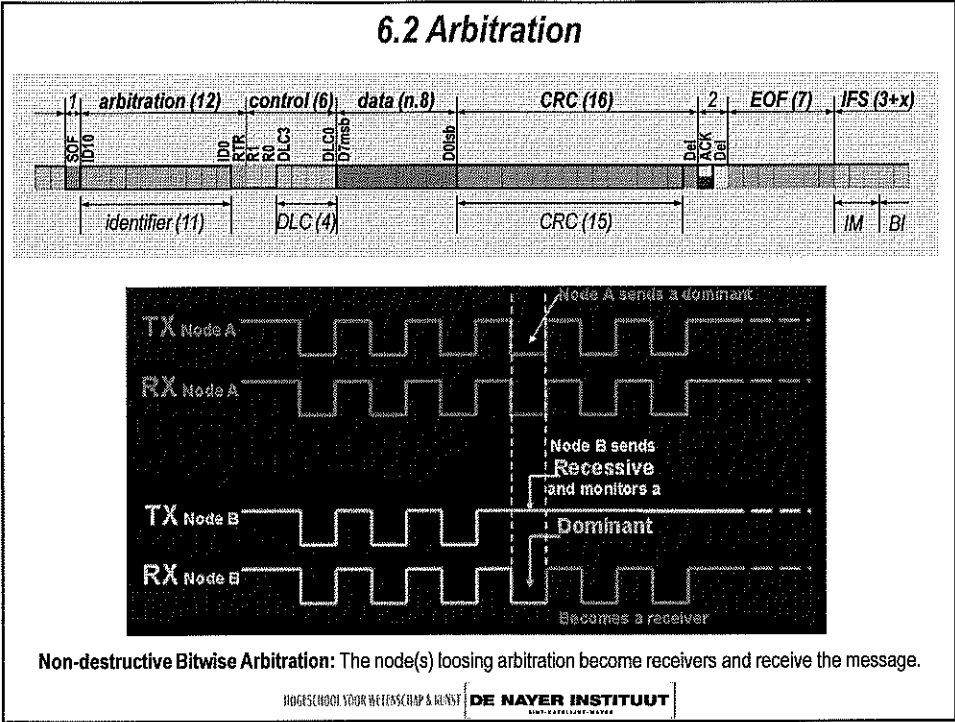












### CSMA/CD w AMP

**Carrier Sense (CS)**  
Every node must monitor the bus for a period of no activity before sending a message.

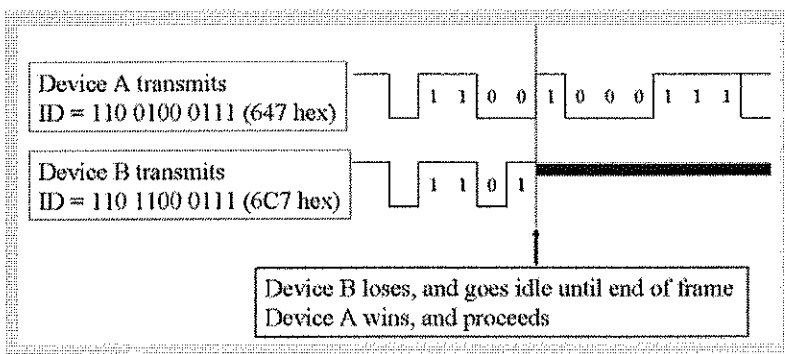
**Multiple Access (MA)**  
Once a period of no activity occurs, every node has an equal opportunity to transmit a message.

**Collision Detection (CD)**  
If 2 nodes transmit at the same time, a collision occurs.

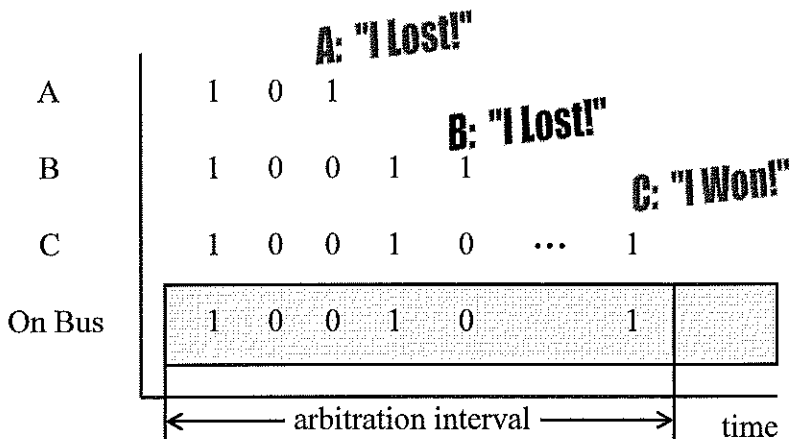
**Arbitration on Message Priority (AMP)**  
Non-destructive bitwise arbitration based on the priority of the send messages to resolve collisions.

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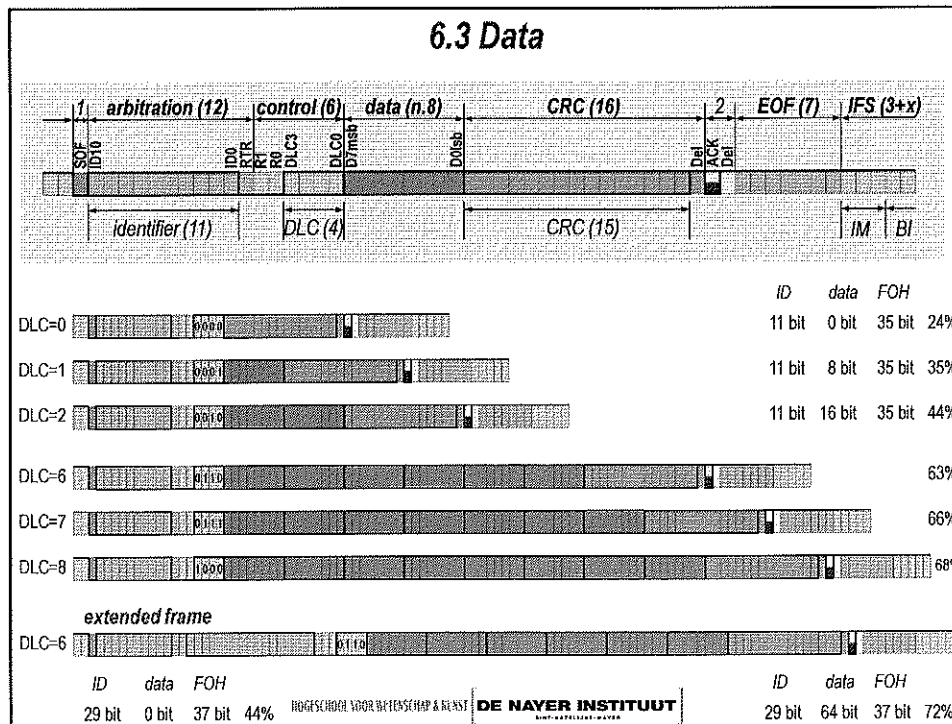
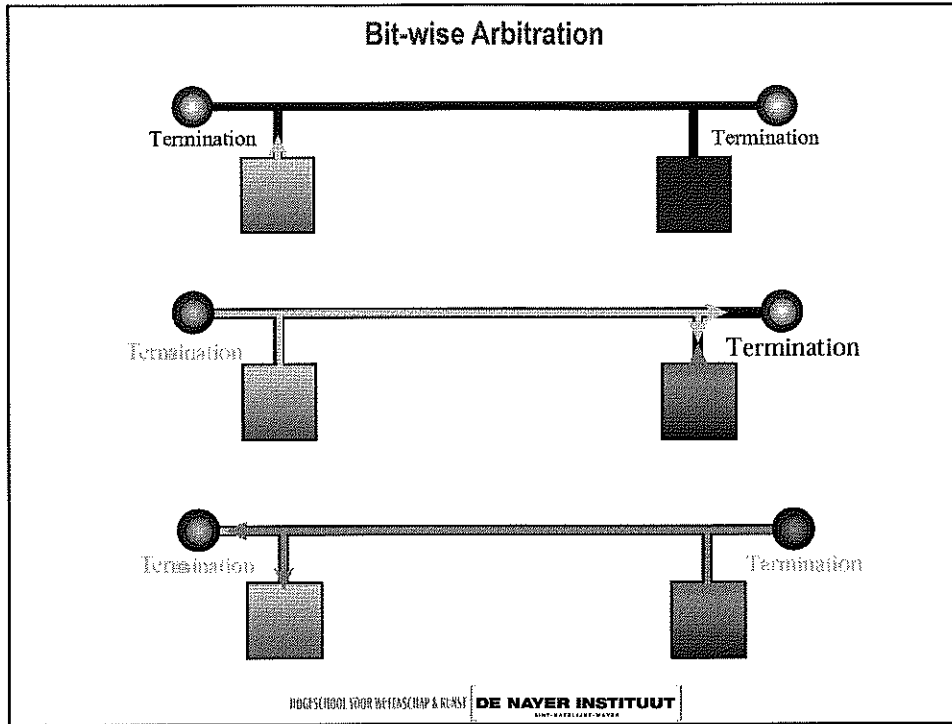
- When two devices attempt to transmit simultaneously, CAN uses non-destructive bitwise arbitration to resolve the collision.
- The arbitration ID indicates message priority (lowest numerical value has highest priority).
- The highest priority message is guaranteed to gain access to the bus.
- Lower priority messages are automatically retransmitted in the next bus cycle, or in a subsequent bus cycle if there are still other, higher priority messages waiting to be sent.
- **A Standard Identifier wins over an Extended Identifier.**



### Non-destructive Bit-wise Arbitration



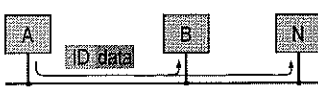
*The lower the priority of a message is, the higher the latency jitter for the media access may be.*



## 7. Message Transfer

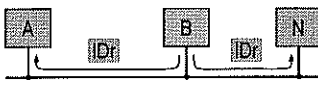
### 7.1 Frame Types

**Data Frame**



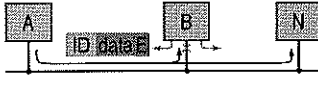
"Hello everyone, here's some data labelled ID"  
carries data from a transmitter to any or all the receivers

**Remote Frame**




"Hello everyone, can someone produce data labelled ID?"  
request a remote node to transmit the data frame with the same identifier

**Error Frame**



(everyone, aloud) "Let's try again!"  
transmitted by any unit on detecting a bus error

**Overload Frame**

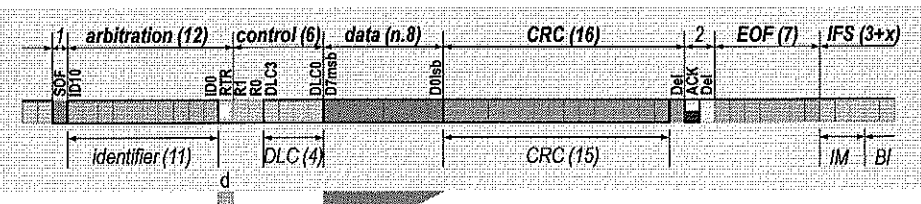


"I'm busy, could you please wait for a moment?"  
transmitted to provide an extra delay between the preceding and succeeding data or remote frames

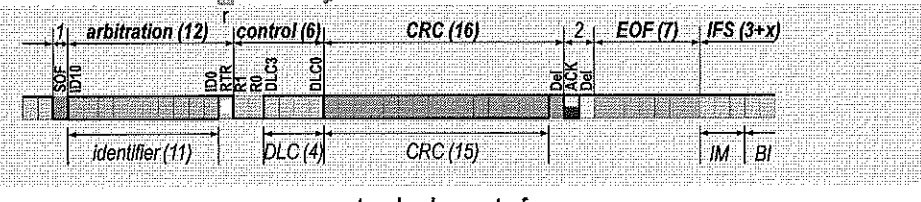
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## 7.2 Remote Frame

### standard data frame

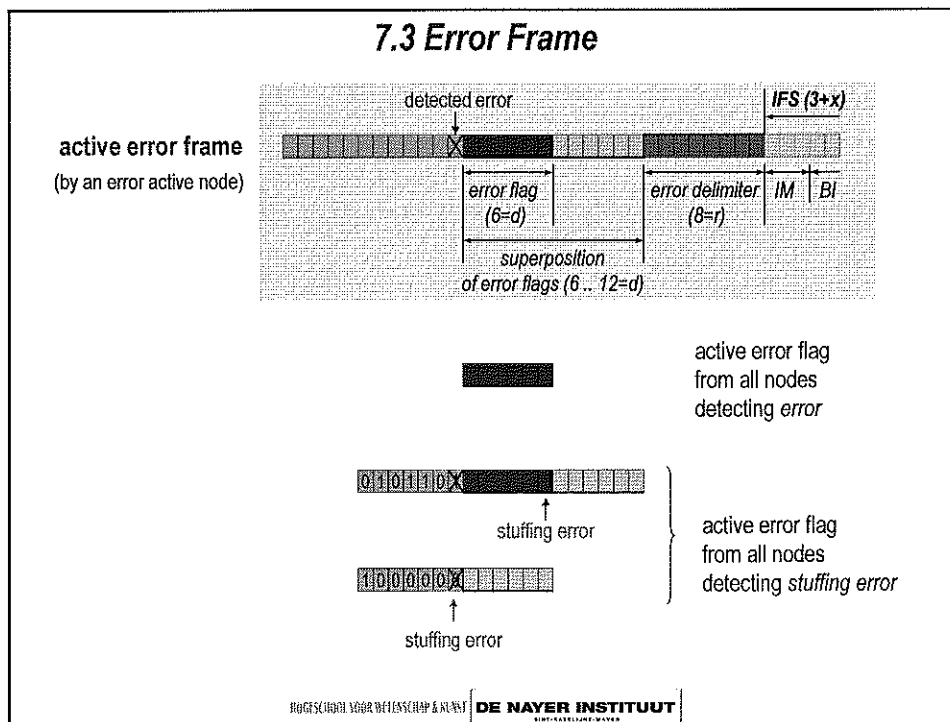
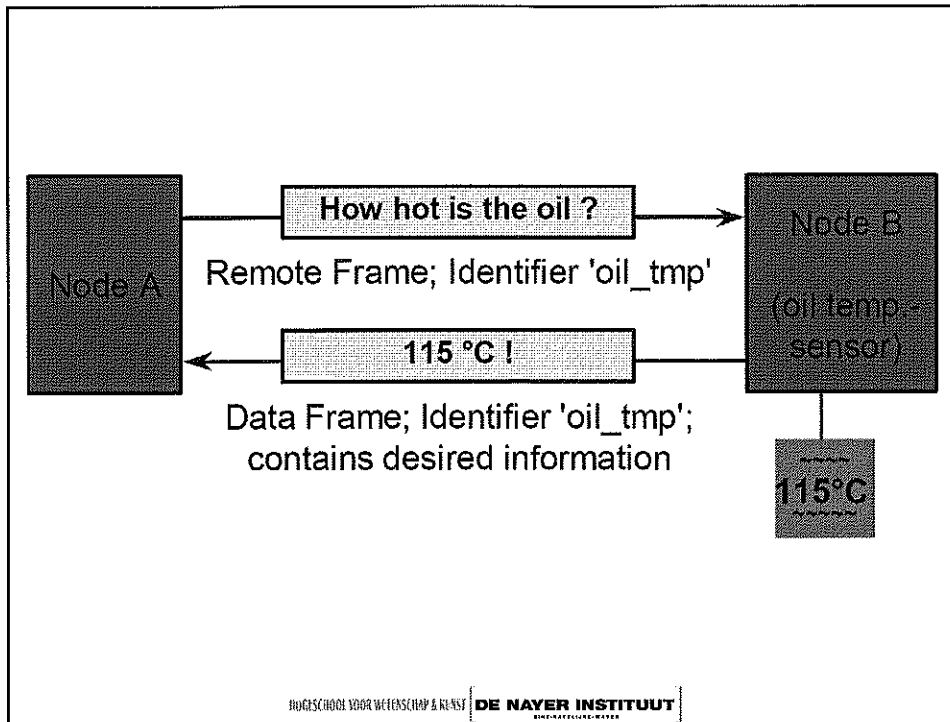


### standard remote frame



- An identifier with request RTR (recessive) will force the same identifier with data to be sent.
- The remote frame can be transmitted by any module, possibly at the same time.
- The DLC (Data Length Code) has to have the same value in the remote frame as in the data frame, but will have no data bytes.

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### 8. Error Handling

The CAN protocol provides sophisticated error detection, signalling and correction mechanisms.

**error detection**

**error signalling**

detected error

error flag

**error correction**

frame retransmission

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### 8.1 Cyclic Redundancy Check Error

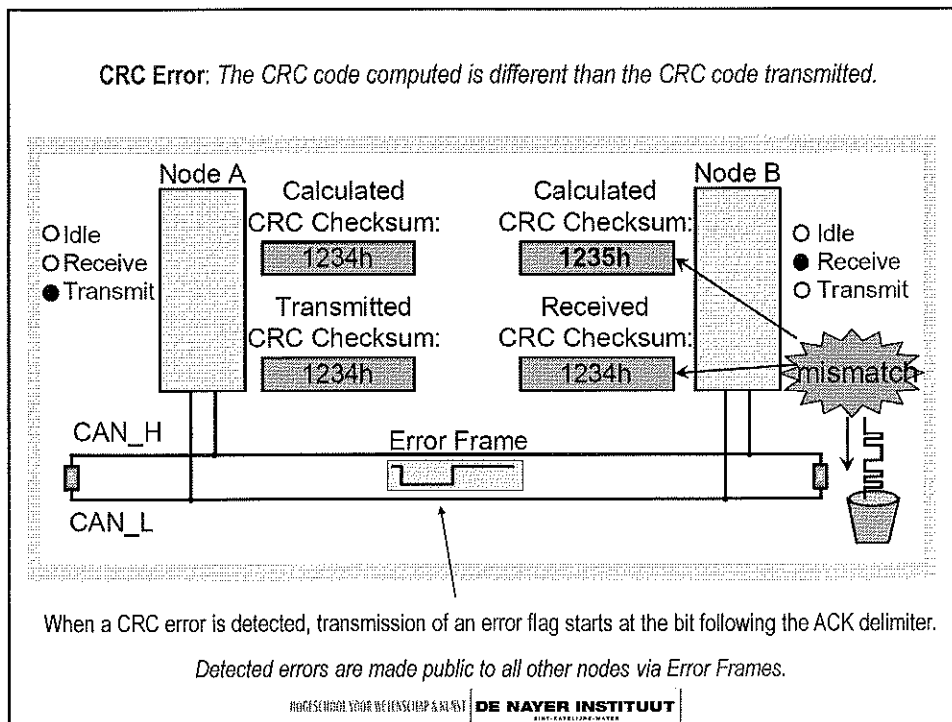
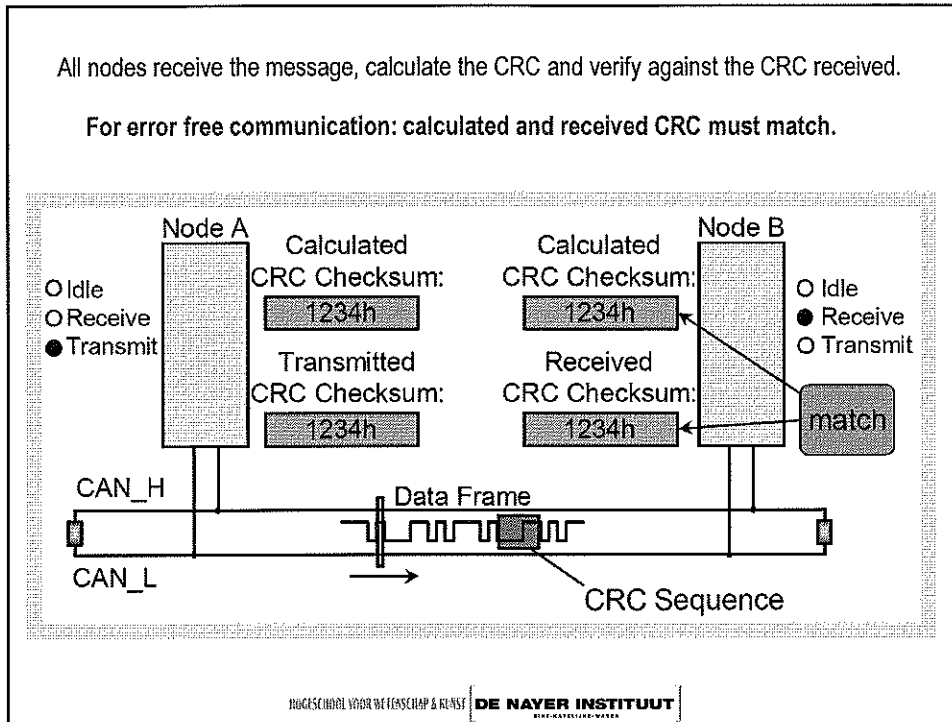
The CRC Field contains:

- A 15-bit CRC code used for error detection.
- The message is divided by the polynomial:
 
$$G(x) = x^{15} + x^{14} + x^{10} + x^8 + x^7 + x^4 + x^3 + 1$$
- The remainder of this division is the CRC.
- BER =  $2^{-15} = 3.10^{-5}$
- One recessive bit used as a delimiter.

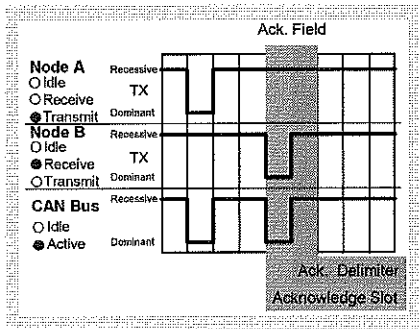
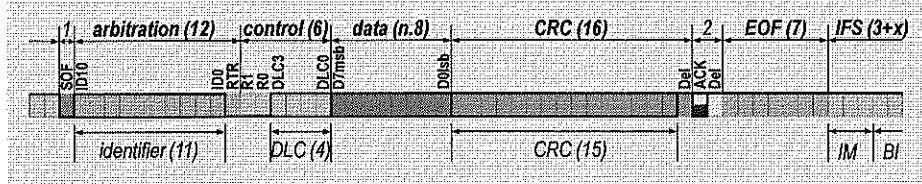
**Hamming Distance = 6** → detection of up to 5 single bit errors

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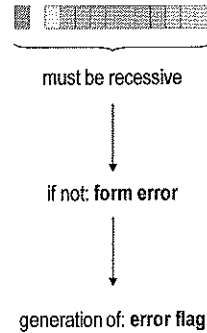
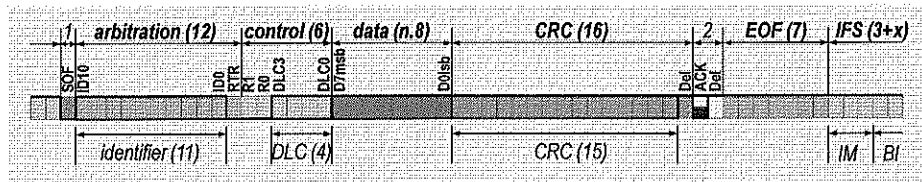


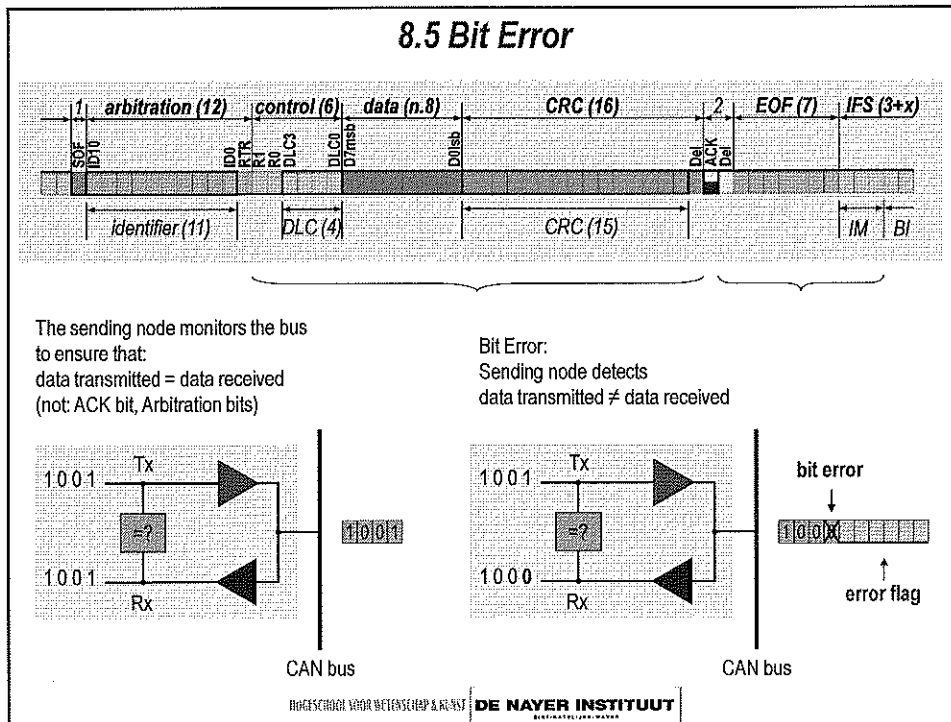
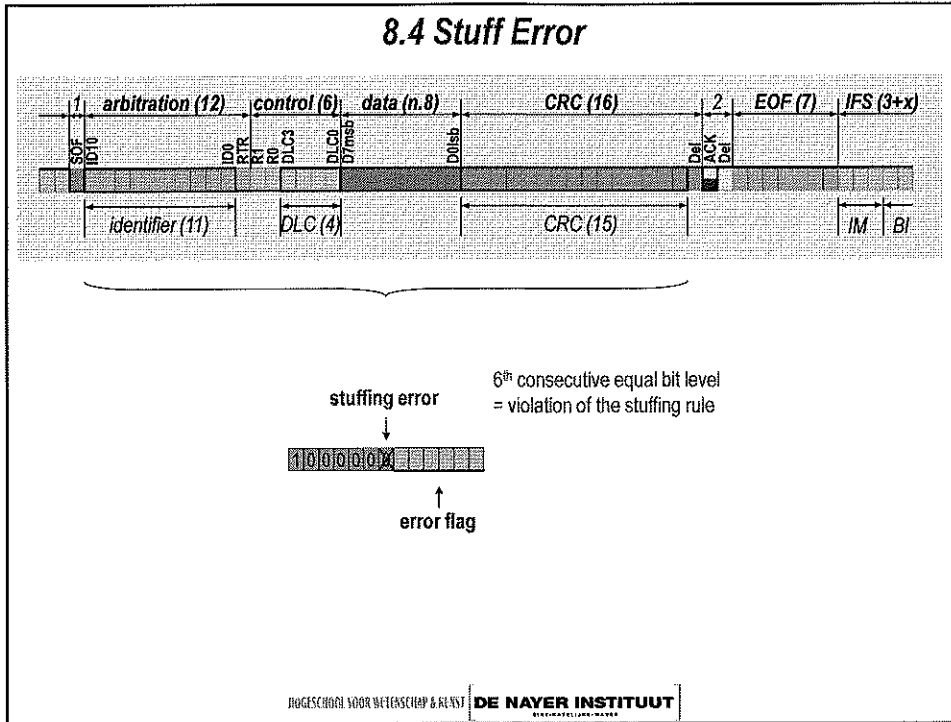
### 8.2 Acknowledge Error

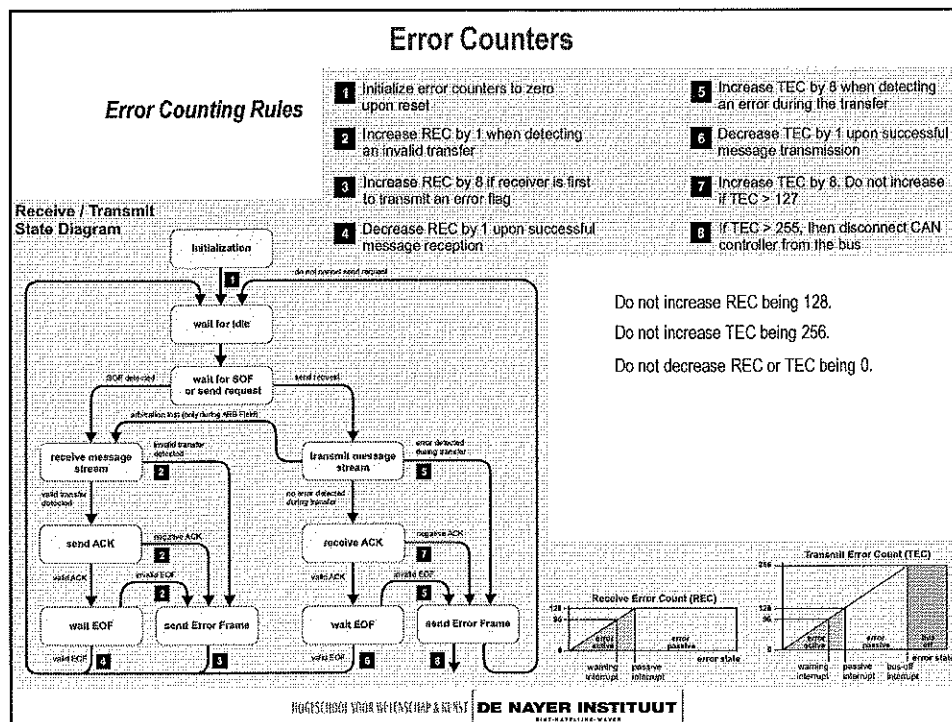
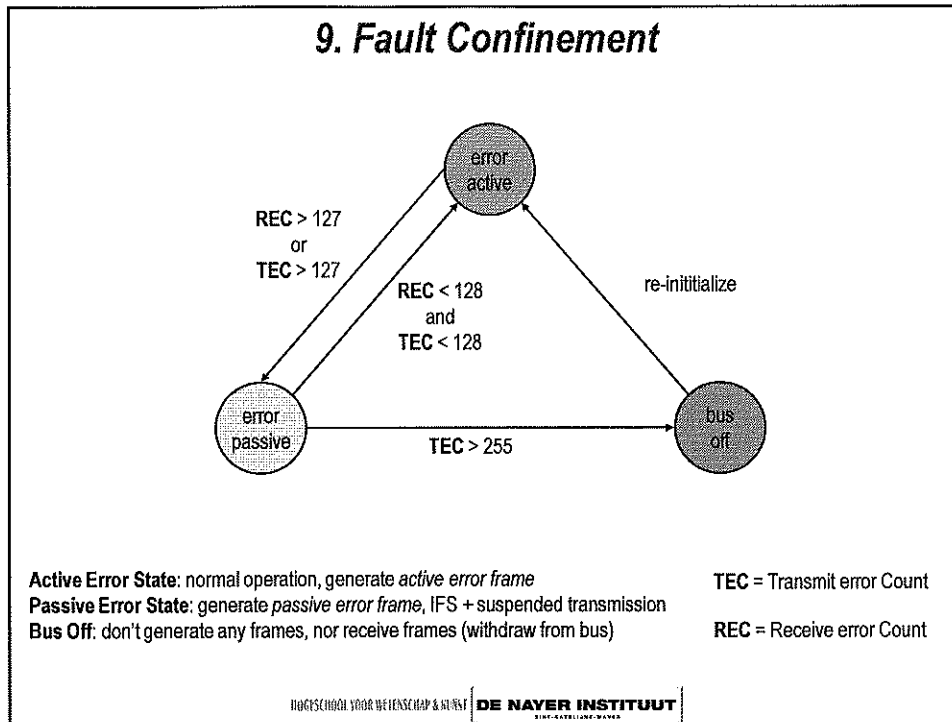


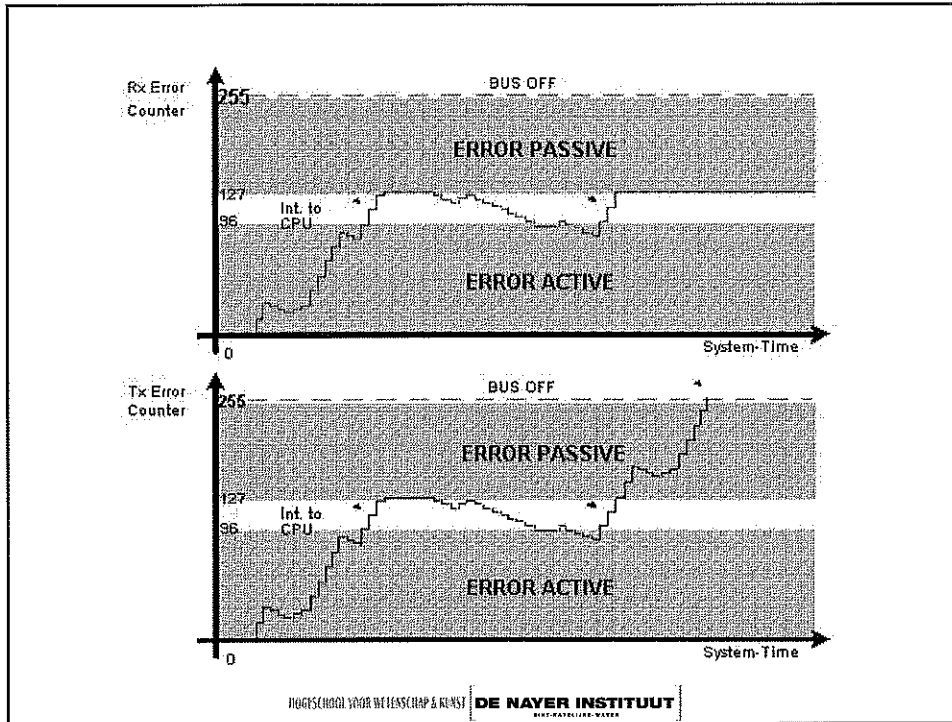
A frame must be acknowledged by at least one other node. (otherwise ACK-Error)

### 8.3 Form Error

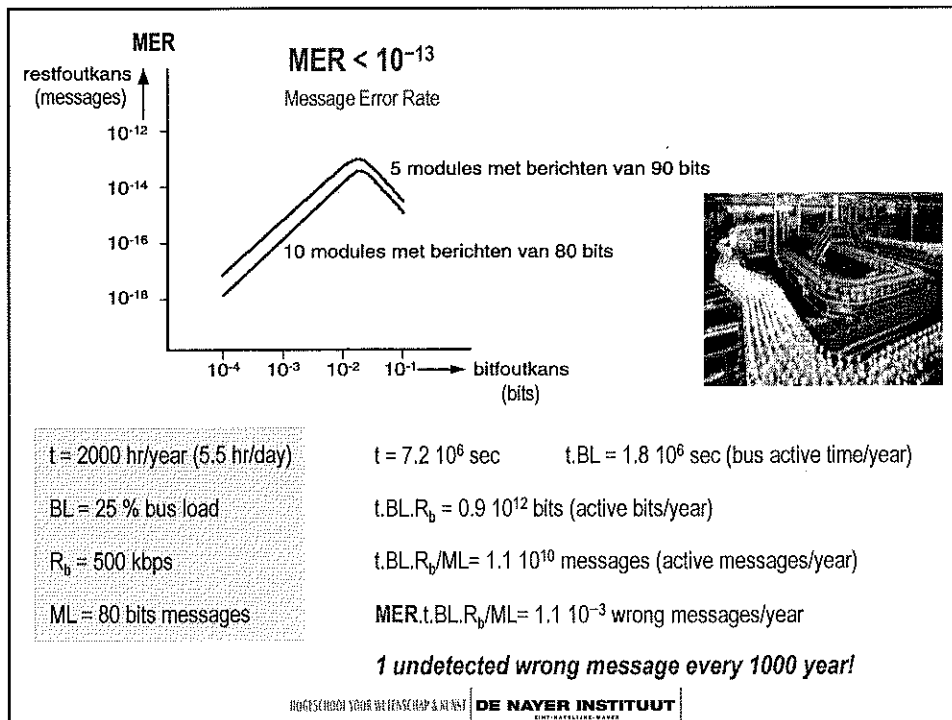




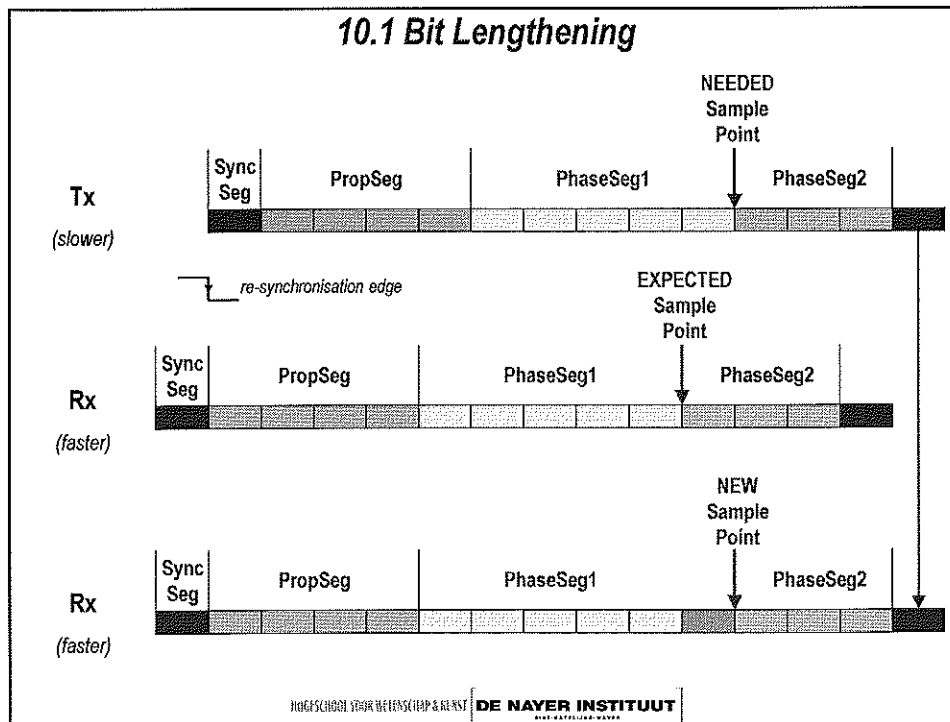
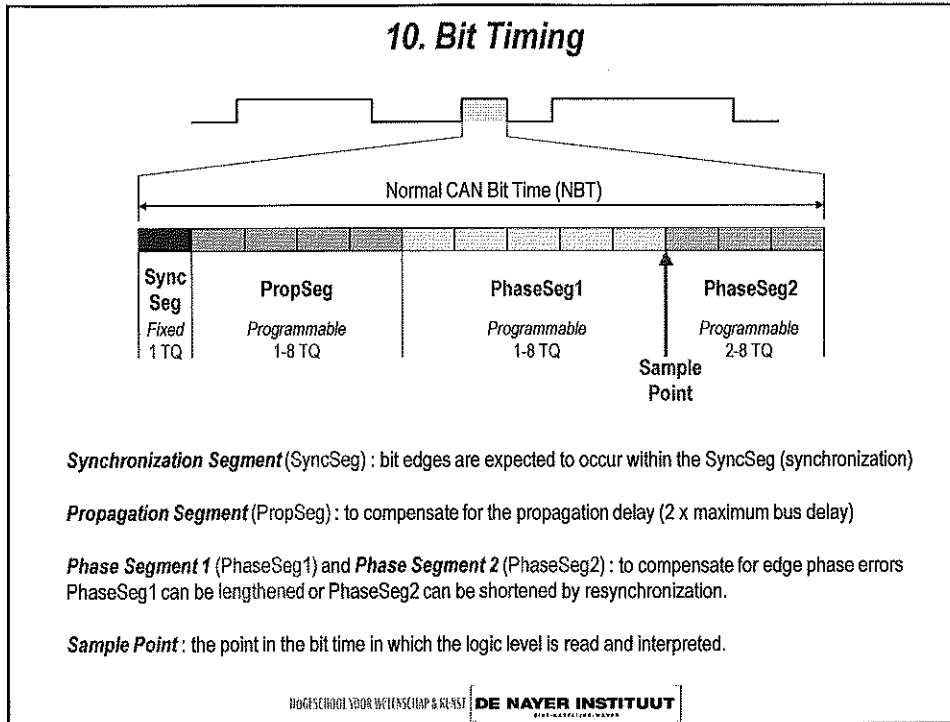


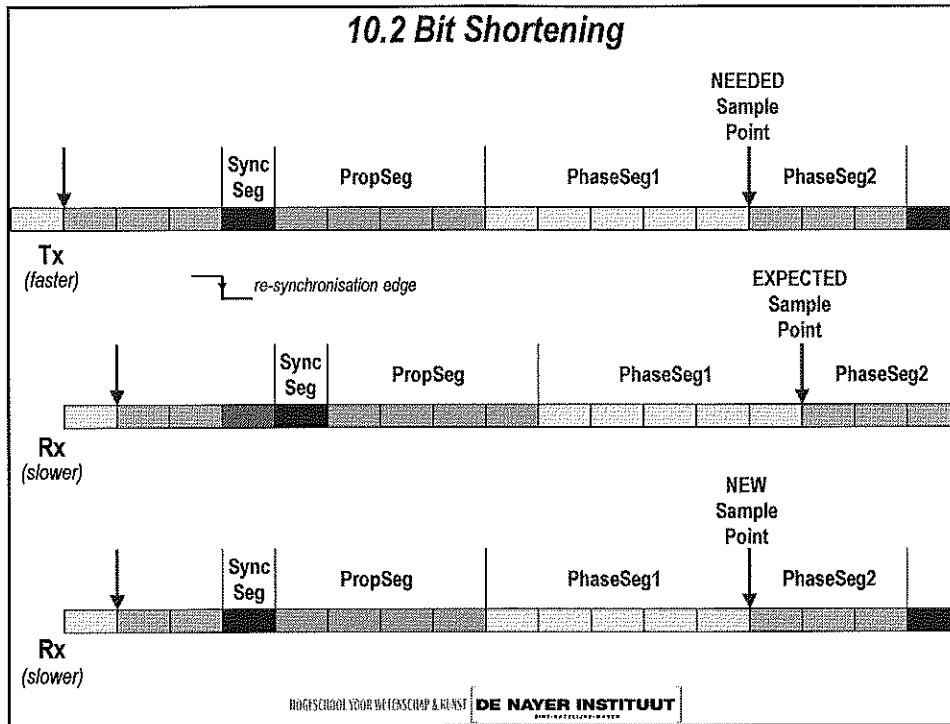


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## 11. Higher Level Protocols

**SAE J1939** : *in-vehicle, heavy truck, and agricultural networking*

**OSEK/VDX** : *Offene Systeme und deren Schnittstellen für die Elektronik im Kraftfahrzeug*  
*Vehicle Distributed eXecutive*  
*joint project of the automotive industry.*

**CAL/CANopen** : *(CAN Application Layer)*

**DeviceNet** : *ODVA, (Allen-Bradley, etc.)*

**SDS** : *(Smart Distribution System) Honeywell*

**CAN Kingdom**: *Kvaser – mobile hydraulics*

} **CiA (CAN in Automation)**

**CDA 101** : *(Common Digital Architecture) DoD – airplane*

## 12. References

- [1] **CAN Specification 2.0 Part A**  
Bosch (September, 1991)
- [2] **CAN Specification 2.0 Part B**  
Bosch (September, 1991)
- [3] **Understanding Microchip's CAN Module Bit Timing (AN754)**  
Microchip Technology Inc (2001)



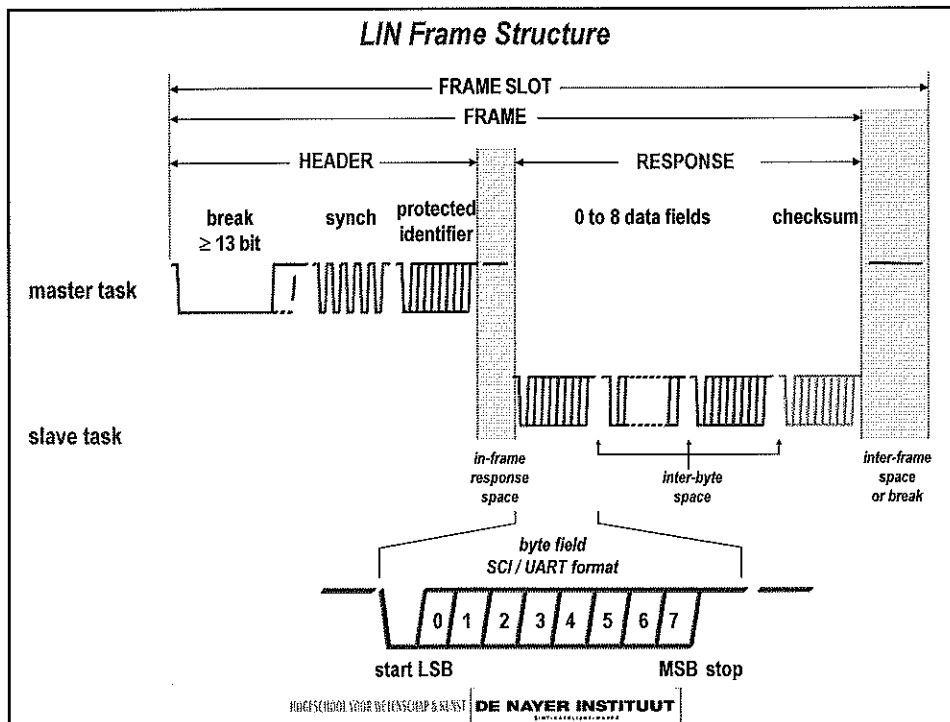
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SINT-KATELIJNE-WAVER

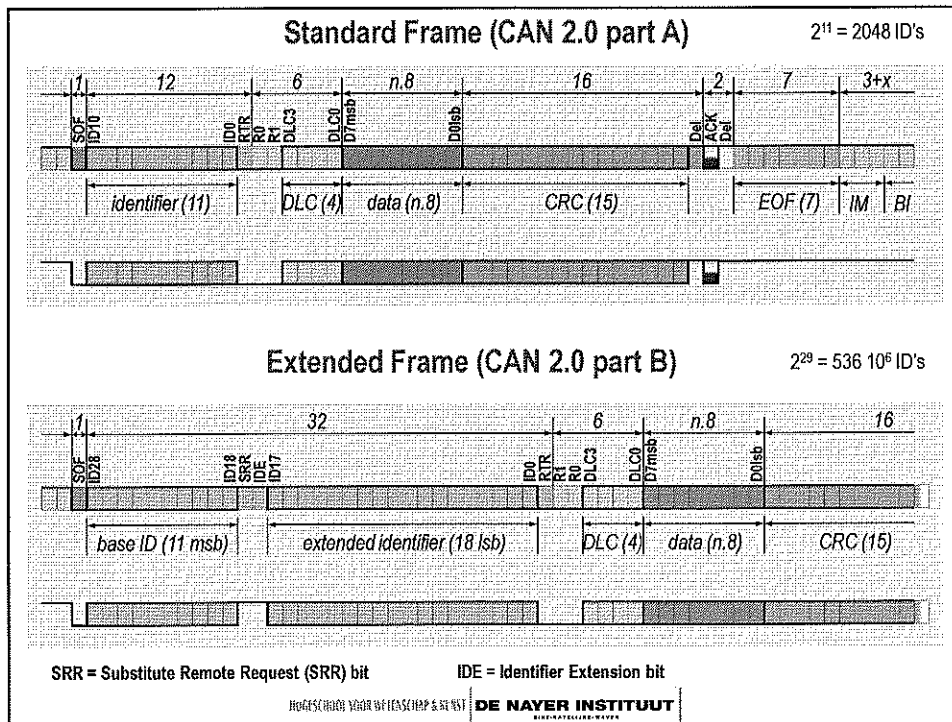
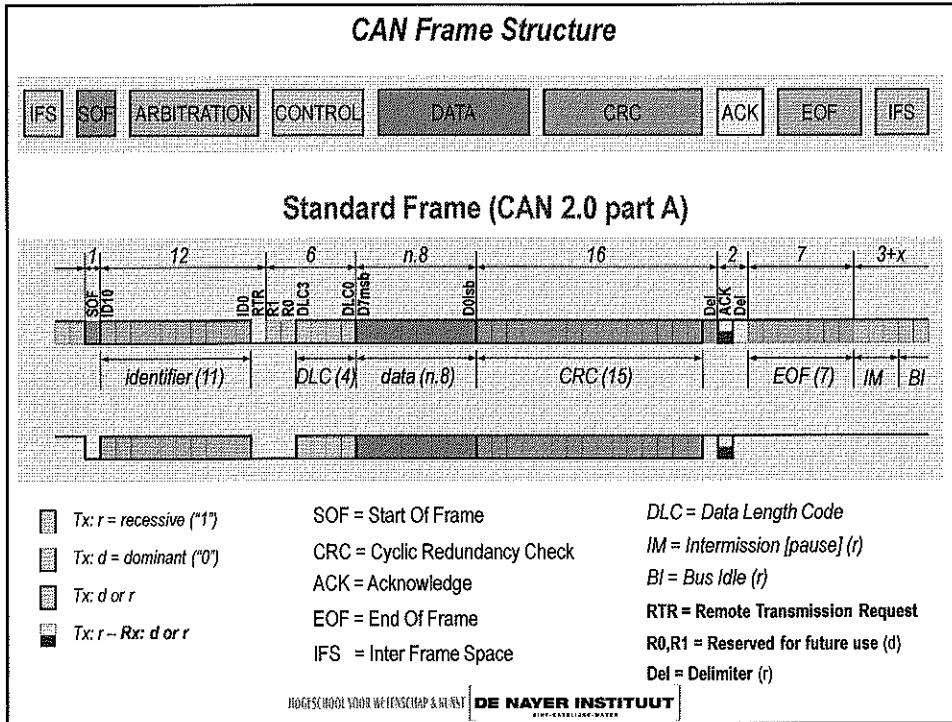
# In Vehicle Networks Formularium

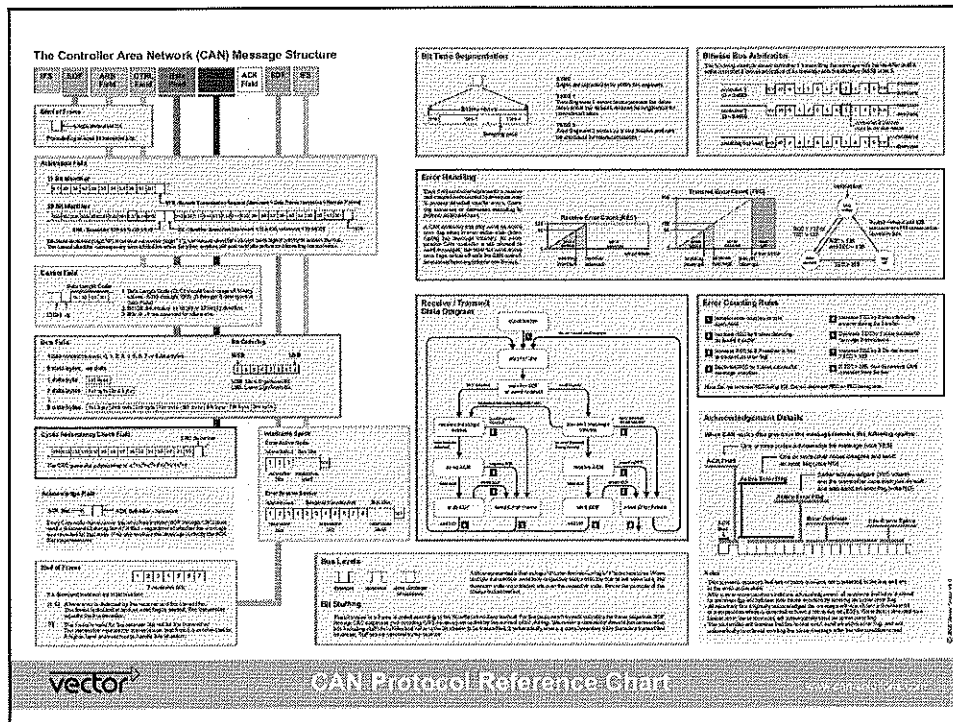
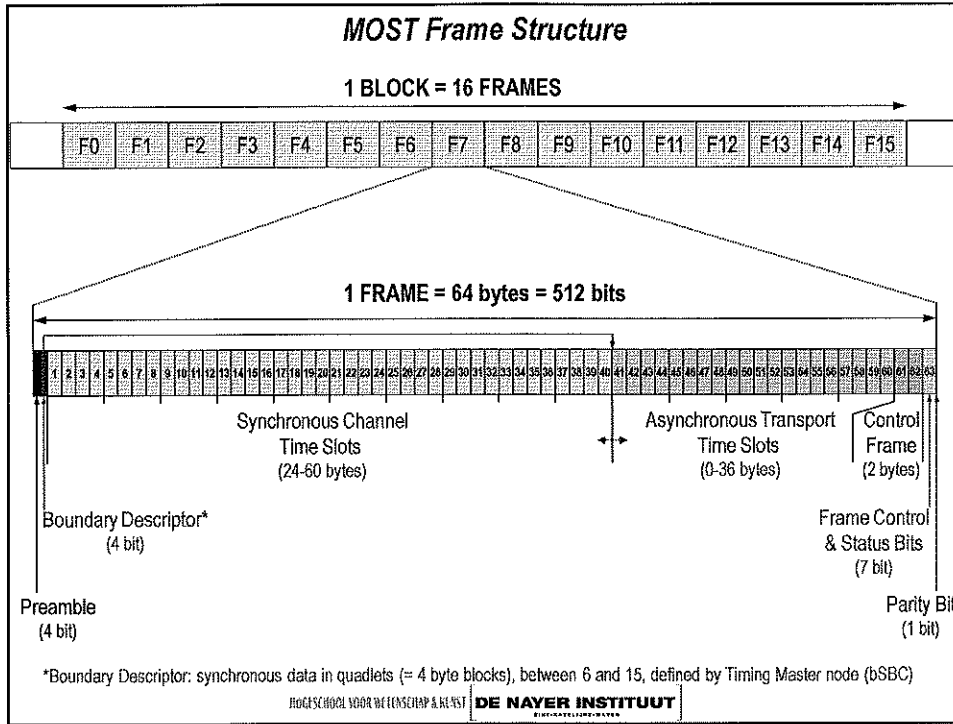
**EmSD**  
Embedded System Design



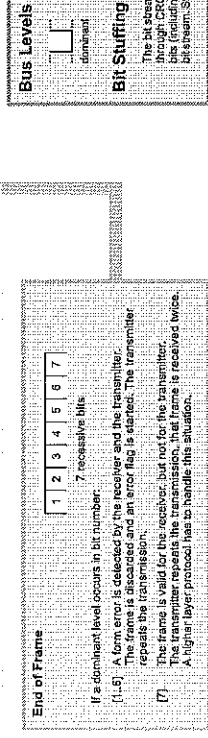
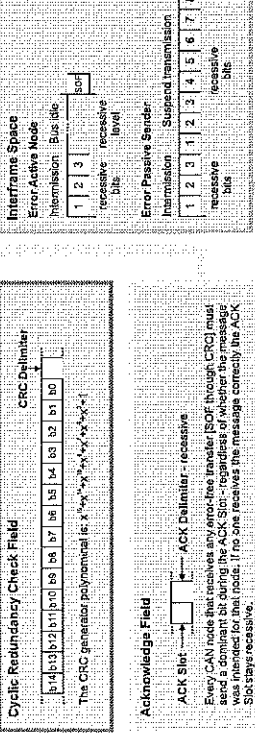
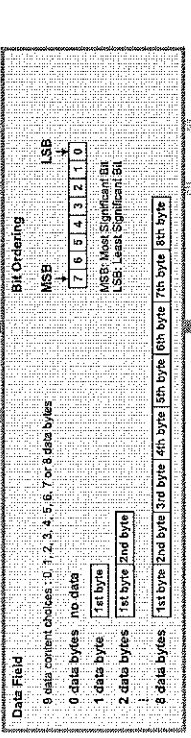
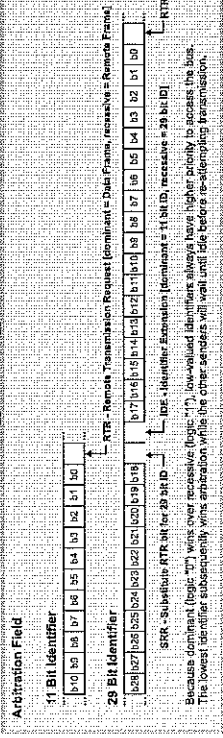
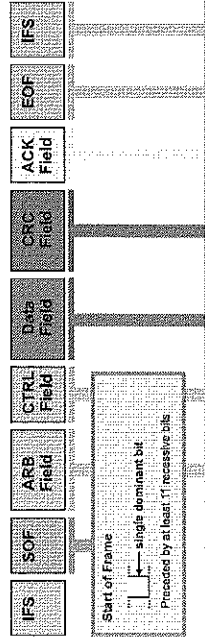
*ir. J. Meel*  
sept 2008



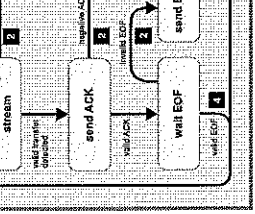
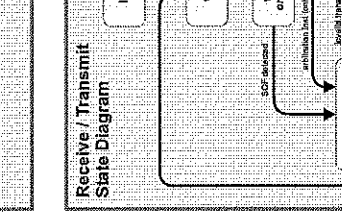
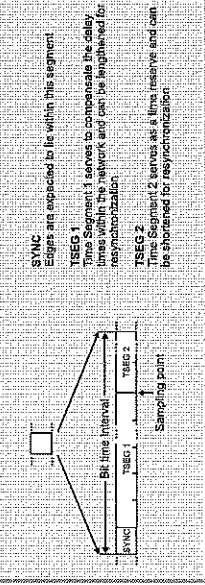




# The Controller Area Network (CAN) Message Structure



# Bit Time Segmentation



# Bitwise Bus Arbitration

