

Car Hacking for Ethical Hackers

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Languages ★ Leadership ★ Cyber



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Why Car Hacking?

- Internet-connected and self-driving cars have become more commonplace – “datacenters on wheels”
- Highly publicized hacks against production cars in the news
- Securing smart cars is matter of public and individual safety
- Integrates well into an ethical hacking/reverse engineering course or program of study, across all 7 NICE CWF categories



SECURELY
PROVISION



OPERATE &
MAINTAIN



OVERSEE &
GOVERN



PROTECT &
DEFEND



ANALYZE



COLLECT &
OPERATE



INVESTIGATE

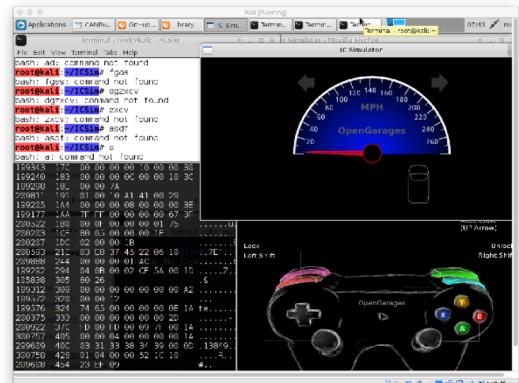
Introduction



- Self-driving cars have logged millions of miles with significantly fewer accidents than human drivers
- Rapid adoption of driver-assist, semi-autonomous, and internet-connected features makes Car Hacking timely topic
- Automobile networks increasingly complex, 10's of millions of lines of code, decades-old protocols with little security
- Tools needed to access Controller Area Networks (CAN) range from under \$20 to \$80 USD, plus open-source utils

Goals

- Describe implementation of hands-on car-hacking module in an ethical hacking computer security course
- Detailed setup of free, open-source car-hacking tools
- Demonstration of a replay attack on a virtual CAN network
- Show low-cost tools needed to test vehicle security in real automobiles
- Using Kali Linux, can-utils, ICSim, scantool, Wireshark, tcpdump -> crossover with pentesting, NetSec, IoTSec

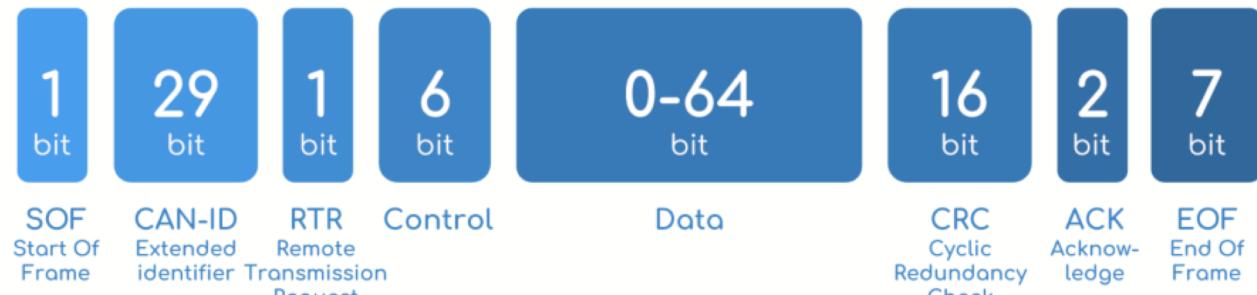


Background



- Automobiles increasingly sophisticated – but CAN bus is largely unchanged, unauthenticated UDP network since 1991
- 2016 Ford F150 unveiled at CES: 150 million lines of code?!?!
- Broad attack surfaces: Bluetooth, Wi-Fi, 4G LTE, USB, OBD-II
- Car hacking shares similarities with hacking other networked devices: network sniffer, open-source tools, reverse engineer
- Good tie-in to ethical hacking/RevEng/NetSec courses

Intro to the CAN Bus



- CAN (controller area network) bus enables communication between the vehicle's sensors and its various electronic control units (ECUs)
- Modern production cars can have 70 or more ECUs: engine, airbags, anti-lock brakes, tail lights, entertainment system,...
- Message-based protocol standardized in 1991 by Bosch
- UDP – fewer comm delays, broadcast over fewer wires
- 8-16 bytes, no addresses, just priority value/ID

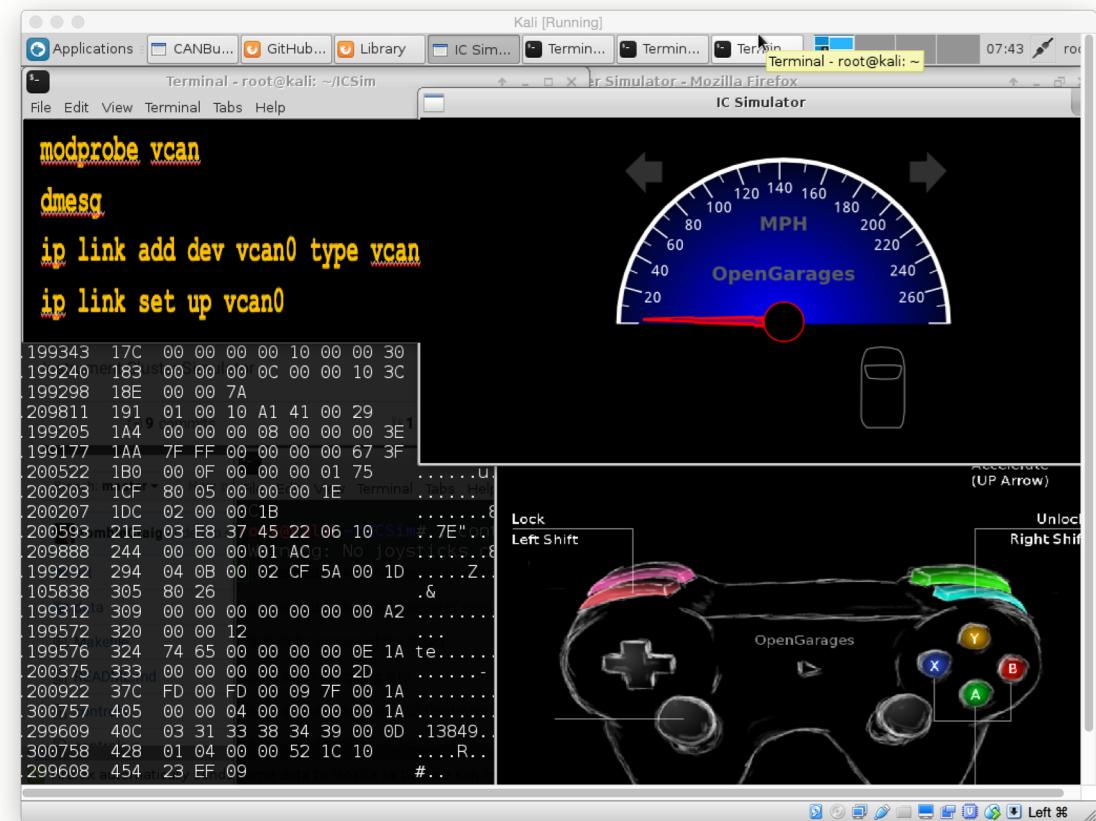
Brief History of Car-Hacking



- 2011 – UCSD (Checkoway et al.) hack 2011 Chevy Malibu – lock up brakes while driving w/ two different remote attacks
- 2015 – Miller and Valasek remotely controlled steering, braking, acceleration, A/C, stereo, etc. in 2015 Jeep Cherokee
- Researchers recommended TLS encryption – were shocked to learn CAN would need to implement TCP first...
- 2016 Tesla Model S, 2018 BMW i3 by Tencent's Keen Security Lab

Open-Source Toolkits for Car Hacking

- CAN Utilities (can-utils) included in some Linux distros, most package installer repositories
- Instrument Cluster Simulator (ICSim) from OpenGarages.org
- Scantool, Wireshark, tcpdump
- Easy to set up on Kali Linux
- Other favorites?



Implementation



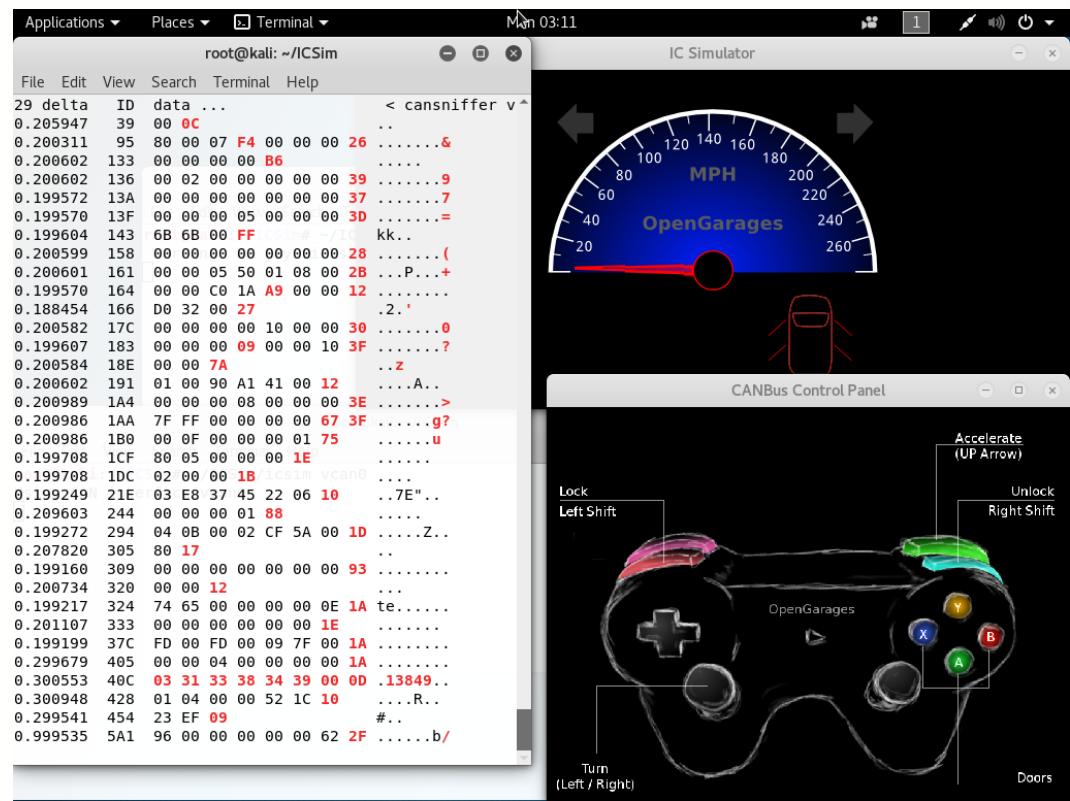
- Virtual machine running Kali Linux (VBox, VMware)
- Dependencies:

```
sudo apt-get update
sudo apt-get install libsdl2-dev libsdl2-image-dev
sudo apt-get install can-utils
```
- Install ICSim:

```
git clone https://github.com/zombieCraig/ICSim.git
```

Implementation (cont)

- Prepare Virtual CAN Network:
`sh ICSim/setup_vcan.sh`
- Verify vcan0 network link is active:
`ifconfig`
- Run ICSim in three terminal windows:
 - ① `~/ICSim/icsim vcan0`
 - ② `~/ICSim/controls vcan0`
 - ③ `cansniffer -c vcan0`



DEMO: Replay Attack

- Replay attack is classic, works on many IoT and some ICS systems
- Capture CAN bus packets:

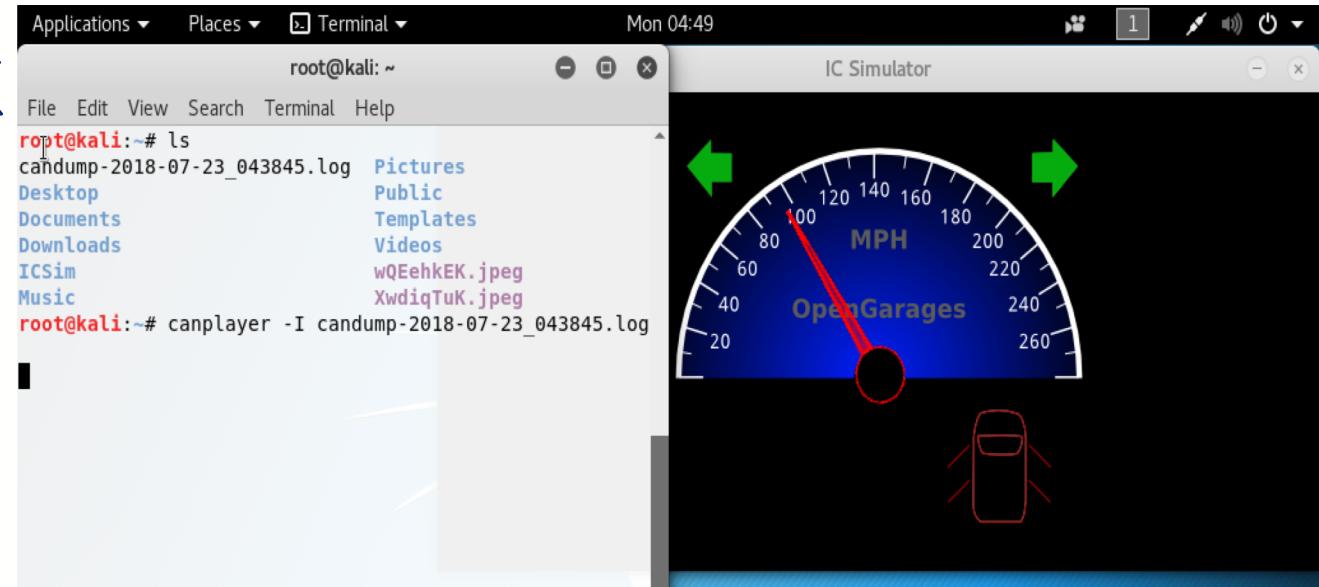
```
candump -l vcan0
```

{-l is lowercase “L” for ‘log’}

- Replay CAN bus packets:

```
canplayer -l candump-2018-07-23_083845.log
```

- Turn off controller window, ICSim will run from log data

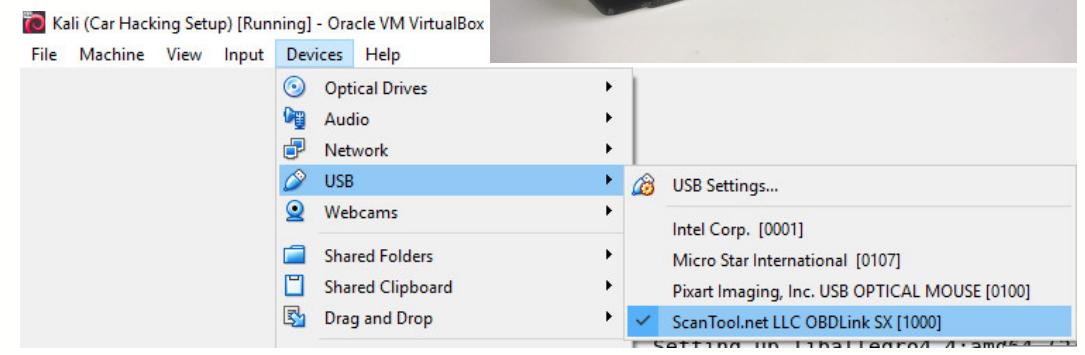




Extending to Real Life Automobiles

- Easy first step is just displaying OBD-II (on-board diagnostic port) data on PC/Mac/Linux
- ScanTool (free, open-source) and an OBDLink cable (\$29) give you full OBD access
- ScanTool:

```
sudo apt-get install scantool  
scantool
```
- Connect OBDLink to your Kali VM
Devices > USB > ScanTool OBDLink



root@kali: ~

File Edit View Search Terminal Help

Setting up liballegro4.4:amd64 (2:4.4.2-12) ...

Setting up scantool (1.21+dfsg-6) ...

Processing triggers for libc-bin (2.27-5) ...

root@kali:~# scantool

Mon Jul 23 05:48:56 2018

Version: 1.21 for DOS

Initializing All Modules...

Initializing Allegro... OK

Installing Timers... OK

Installing Keyboard... OK

Installing Mouse... OK

Loading Preferences... OK

Trying Windowed Graphics

Loading Data File... OK

Initializing Serial Module

Opening COM0... Dzcomm: U

rn

Displaying Main Menu...

opened /dev/ttyUSB0

ScanTool.net

*Inexpensive Alternatives
for the Do-It-Yourself
Auto Mechanic*



Read codes and their definitions, turn off MIL and erase diagnostic test data.

Read Codes

Sensor Data

Freeze Frame

Tests

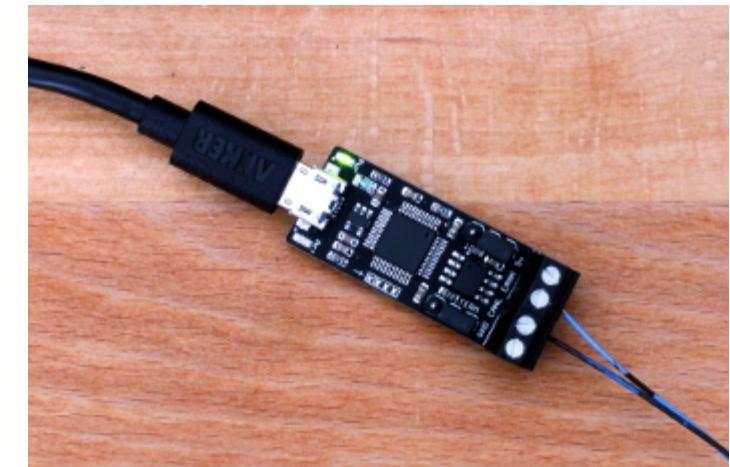
Options

About

Exit

Car Hacking on a Real Automobile

- OBDLink may be readable on ttyUSB/usbmonX as serial data, but unreliable in practice
- Need true CAN to USB connection
- Cheapest: **CANable \$29.95** – shown here-> from canable.io – direct wiring to CAN pins
- Less MacGyver-ish and more durable: **CANTact (\$65)** plus OBD-CAN cable (\$10) shown here ->



Further Extension: Hack the Car Hacking SW

- ICSim is open-source, as are can-utils, scantool, etc.
- Fun extension: hack the car-hacking tools!
- Change the max speed of the ICSim dashboard speedometer:
- In controls.c, change

```
#define MAX_SPEED 90.0
```
- to

```
#define MAX_SPEED 300.0
```
- Then, **make** and run

Conclusion

- You can set up free, open-source car-hacking software for your classes and for your own automotive security research
- Go to **BrysonPayne.com** for a shortened/condensed version of these instructions
- JCERP publication forthcoming with full, step-by-step instructions, all commands, references, resources





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