

A PK Authentication Scheme for Controller Area Networks

Nick Bravo, Matthew Chang, Skanda Koppula

Outline

- 1. Motivating Problem**
- 2. Introduction to CAN**
- 3. Our PK CAN-Authentication Scheme**
 - a. The PKI
 - b. Hash-Chain
 - c. Frame Splitting
- 4. Analysis and Testing**
 - a. Testing Framework
 - b. Latency & Memory
 - c. Thoughts on Security
- 5. Previous Work**
- 6. Applause**

Why?

1. Every electric car in the US:

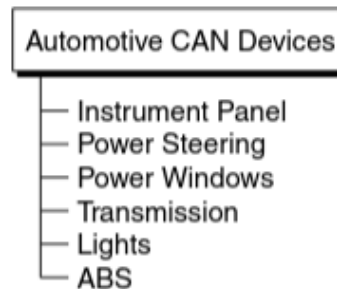
OBD2 diagnostic port connecting to an internal Controller
Area Network (CAN) network

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1. Every electric car in the US:

OBD2 diagnostic port connecting to an internal Controller Area Network (CAN) network

2. CAN network orchestrates the vehicle

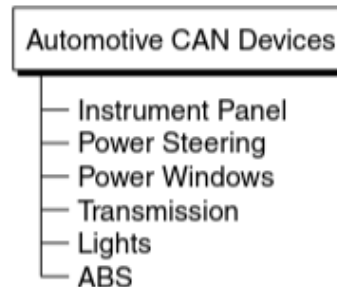


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OBD2 diagnostic port connecting to an internal Controller Area Network (CAN) network

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3. It's already insecure [DefCon 21]

How to Hack Your Mini Cooper: Reverse Engineering CAN Messages on Passenger Automobiles

Jason Staggs

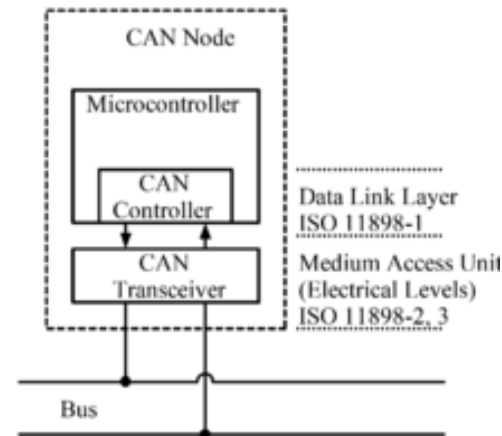
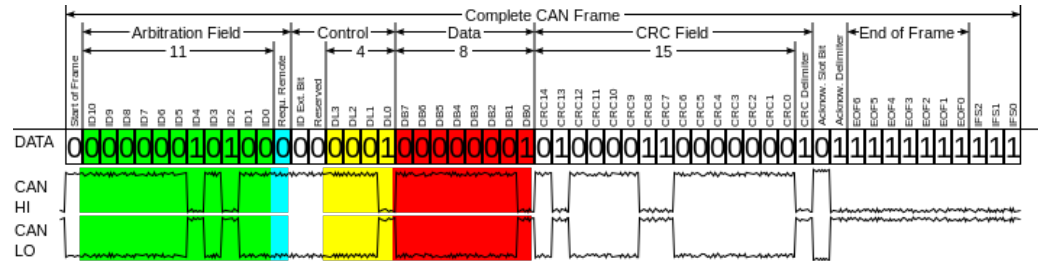
University of Tulsa

On HACKADAY



How to do CAN in 2 seconds

- Fixed size serial bit frames on bus
- Arbitration based on ID
 - Can't mess around too much with ID
- **Standard/Extended**
- No source/source authentication!



What we want

- Backward compatible: only mess with payload (mostly)
- Low overhead: latency, memory for key storage, etc.
- Flexible network: add 3rd party devices to listen to bus
- Add authentication standards: our own special Bus Unforgeability Experiment

Bus-Frame Unforgeability Experiment

On a bus-based network with N nodes n_1, n_2, \dots, n_N , we define our scheme to be *bus unforgeable* if for all PPT adversaries A , that A succeeds after the following steps is negligible:

1. We choose i key-pairs, according to our key generation algorithm: $(SK_i, VK_i) \leftarrow \text{KeyGen}$. Limit $i \leq n$. Every node is assigned one SK_i .

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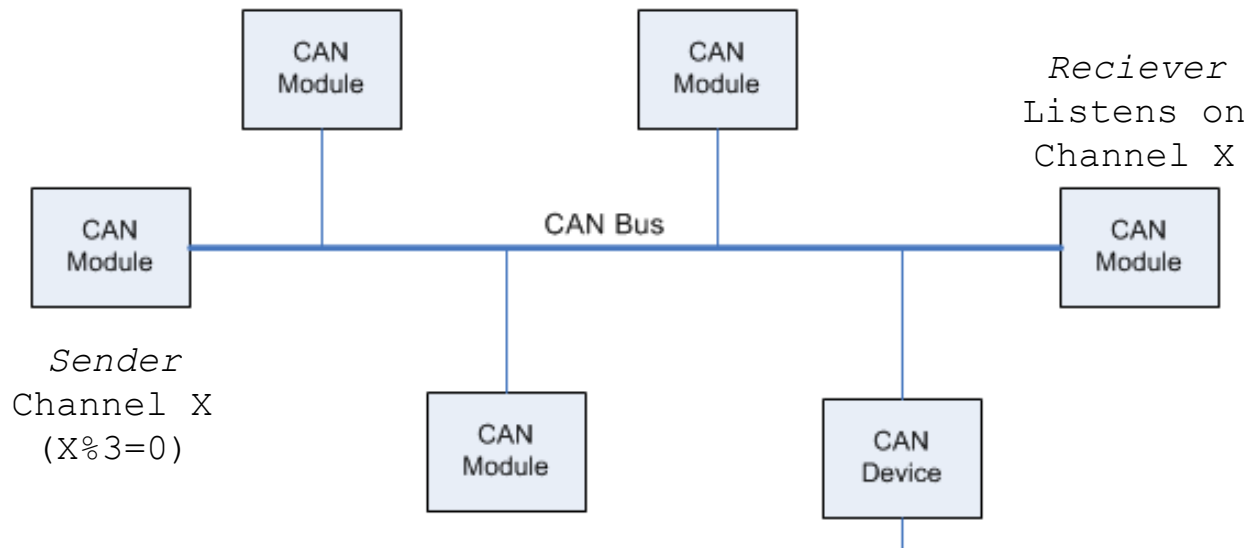
CANAuthScheme: Big Picture

Each node:

Unique ID

Public Key/Private Key Pair

Establish channels of authenticated communication on bus



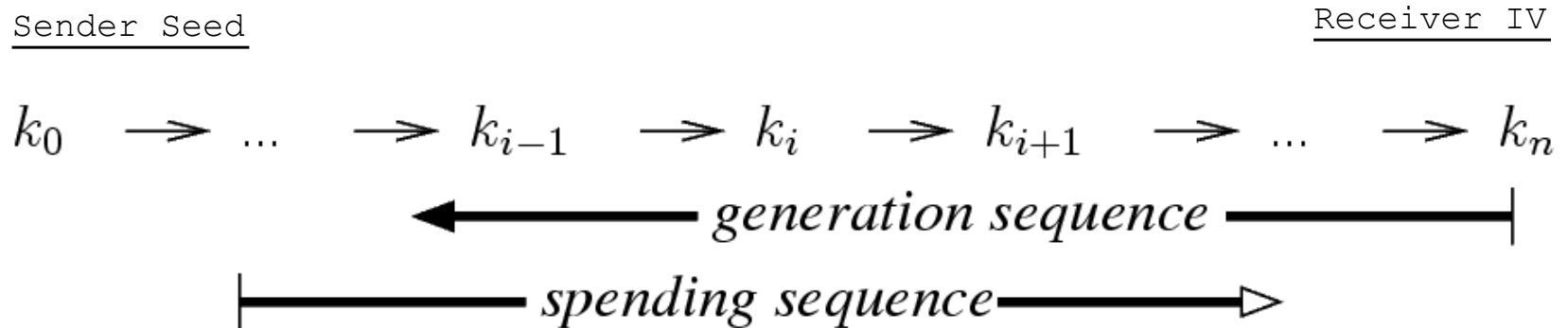
Trusted Directory
of PKs/ID/Channel



CANAuthScheme: Channels

Series of Auth Tags in an HMAC chain

broadcasted along with every message with message ID X



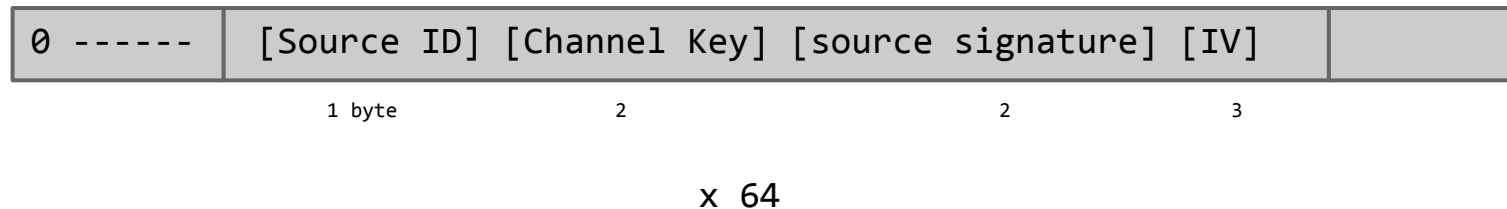
straightforward source verification process:

$$\text{Keyed-Hash}(k_{\text{current}}) = k_{\text{prev}}$$

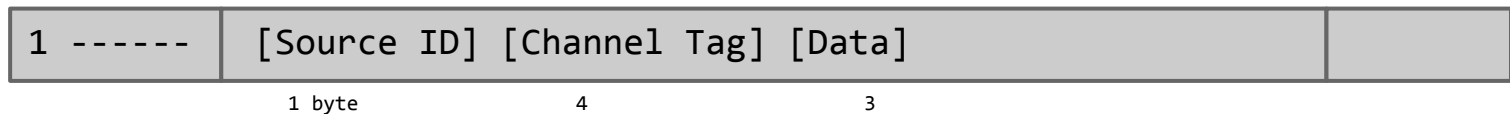
CANAuthScheme: Nitty Gritty of Channels

Initialization

Send Reciever IV, HMAC Key in signed, marked frame



Data Transmission



Why HMAC?

Replay same Tag-Data might be used again in future chain!

CANAuthScheme: Nitty Gritty Other Things

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Either in chip memory or query master for PK
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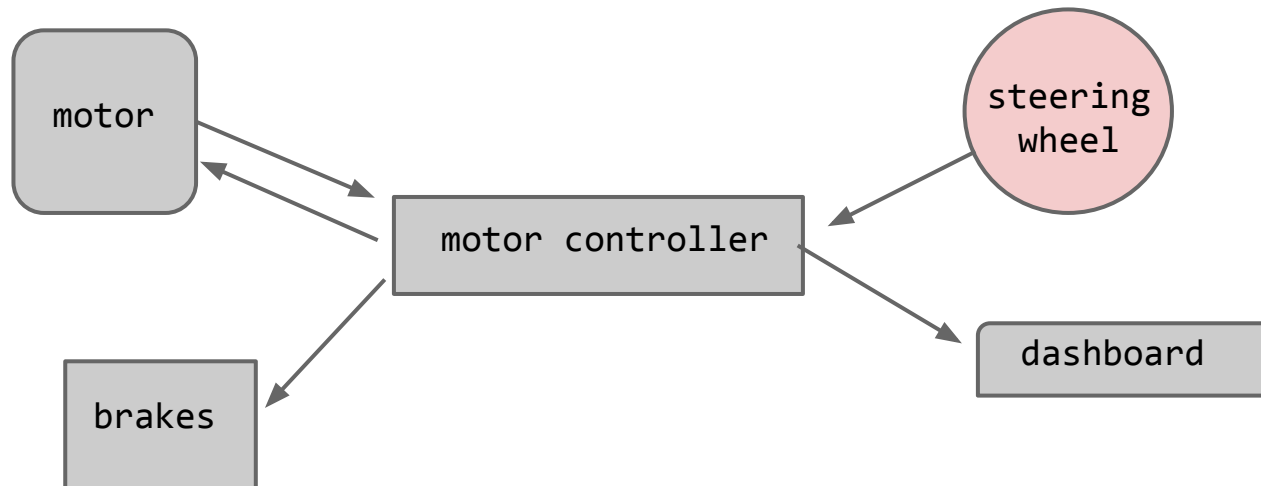
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- **Frame Structure: really a tradeoff**

Enough theory, now practice

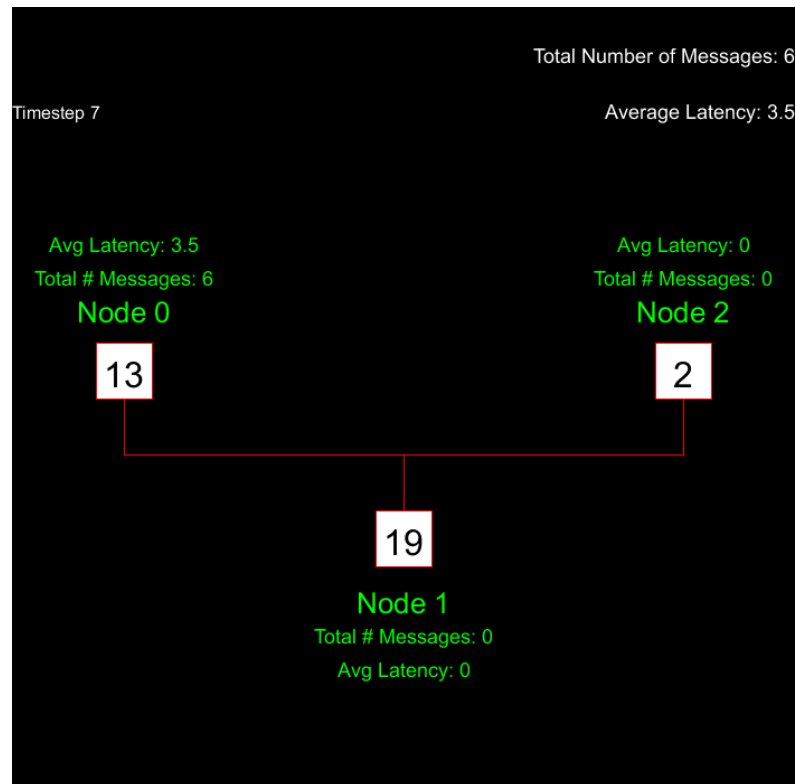
- Software simulation of CAN bus network [Python, Processing]
- No hardware prototypes (yet!)

Network Model used for Testing Our CAN Protocol



→ represents a sending channel

If Our Protocol Demo Works Hopefully You'll See More Than A Screenshot



High Level Analysis

- Memory

$O(n^2)$ system key storage

Roughly $<160n$ bytes per node

- Security

Forging message is 2^{-32} probability

Adversary with $1/20$ th bus usage expected
time to brute force roughly 6 years

- Congestion

One time cost of 64 messages per node

Authentication doubles the traffic

Some numbers

Average Latency

(see demo)

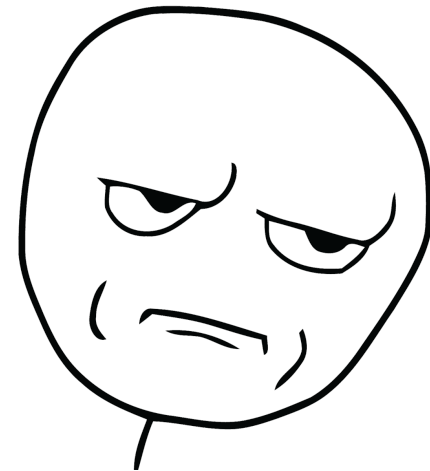
Total Messages sent

(see demo)

Previous Work (!)

LiBr-CAN
TESLA

...



REALLY..????

- Purely shared key systems
- No support for 3rd party listeners
- Requires # keys $\sim n$ choose $n/2$
- All published within the last three years
- No complete source authentication

Problems (for everyone)

DOS attacks (!)

Added memory requirements
not acceptable for pure-circuit nodes

Overhead latency and traffic very high

Questions?

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