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INTERNATIONAL STANDARD

ISO 14229-1

Third edition
2020-02

Road vehicles — Unified diagnostic services (UDS) —

Part 1: Application layer

Véhicules routiers — Services de diagnostic unifiés (SDU) —

Partie 1: Couches application

Reference number
ISO 14229-1:2020(E)

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Contents

Page

Foreword ... ix

Introduction ... x

1 Scope ... 1

2 Normative references ... 1

3 Terms and definitions ... 2

4 Symbols and abbreviated terms ... 5

5 Conventions ... 5

6 Document overview ... 6

7 Application layer services ... 7
7.1 General ... 7
7.2 Format description of application layer services ... 9
7.3 Format description of service primitives ... 9
7.3.1 General definition ... 9
7.3.2 Service request and service indication primitives ... 10
7.3.3 Service response and service confirm primitives ... 11
7.3.4 Service request-confirm and service response-confirm primitives ... 11
7.4 Service data unit specification ... 12
7.4.1 Mandatory parameters ... 12
7.4.2 Vehicle system requirements ... 14
7.4.3 Optional parameters - A_AE, application layer remote address ... 15

8 Application layer protocol ... 15
8.1 General definition ... 15
8.2 A_PDU, application protocol data unit ... 16
8.3 A_PCI, application protocol control information ... 16
8.4 SI, service identifier ... 17
8.5 A_NR_SI, Negative response service identifier ... 17
8.6 Negative response/confirmation service primitive ... 18
8.7 Server response implementation rules ... 18
8.7.1 General definitions ... 18
8.7.2 General server response behaviour ... 19
8.7.3 Request message with SubFunction parameter and server response behaviour ... 21
8.7.4 Request message without SubFunction parameter and server response behaviour ... 25
8.7.5 Pseudo code example of server response behaviour ... 27
8.7.6 Multiple concurrent request messages with physical and functional addressing ... 29

9 Service description conventions ... 29
9.1 Service description ... 29
9.2 Request message ... 30
9.2.1 Request message definition ... 30
9.2.2 Request message SubFunction parameter $Level (LEV_) definition ... 31
9.2.3 Request message data-parameter definition ... 33
9.3 Positive response message ... 33
9.3.1 Positive response message definition ... 33
9.3.2 Positive response message data-parameter definition ... 34

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9.4 Supported negative response codes (NRC_) ... 34
9.5 Message flow examples ... 35

10 Diagnostic and communication management functional unit ... 36
10.1 Overview ... 36
10.2 DiagnosticSessionControl (10_{16}) service ... 36
10.2.1 Service description ... 36
10.2.2 Request message ... 40
10.2.3 Positive response message ... 41
10.2.4 Supported negative response codes (NRC_) ... 42
10.2.5 Message flow example(s) DiagnosticSessionControl – Start programmingSession ... 43
10.3 ECUReset (11_{16}) service ... 43
10.3.1 Service description ... 43
10.3.2 Request message ... 44
10.3.3 Positive response message ... 45
10.3.4 Supported negative response codes (NRC_) ... 46
10.3.5 Message flow example ECUReset ... 47
10.4 SecurityAccess (27_{16}) service ... 47
10.4.1 Service description ... 47
10.4.2 Request message ... 49
10.4.3 Positive response message ... 51
10.4.4 Supported negative response codes (NRC_) ... 51
10.4.5 Message flow example(s) SecurityAccess ... 52
10.5 CommunicationControl (28_{16}) service ... 54
10.5.1 Service description ... 54
10.5.2 Request message ... 54
10.5.3 Positive response message ... 56
10.5.4 Supported negative response codes (NRC_) ... 56
10.5.5 Message flow example CommunicationControl (disable transmission of network management messages) ... 57
10.5.6 Message flow example CommunicationControl (switch a remote network into the diagnostic-only scheduling mode where the node with address $000A_{16}$ is connected to) ... 57
10.5.7 Message flow example CommunicationControl (switch to application scheduling mode with enhanced address information, the node $000A_{16}$, which is connected to a sub-network, is addressed) ... 58
10.6 Authentication (29_{16}) service ... 59
10.6.1 Service overview ... 59
10.6.2 Authentication with PKI Certificate Exchange (APCE) ... 60
10.6.3 Authentication with Challenge-Response (ACR) ... 65
10.6.4 Common requirements ... 69
10.6.5 Request message ... 71
10.6.6 Positive response message ... 78
10.6.7 Supported negative response codes (NRC_) ... 85
10.6.8 Message flow example(s) Authentication ... 86
10.7 TesterPresent ($3E_{16}$) service ... 108
10.7.1 Service description ... 108
10.7.2 Request message ... 108
10.7.3 Positive response message ... 108
10.7.4 Supported negative response codes (NRC_) ... 109
10.7.5 Message flow example(s) TesterPresent ... 109
10.8 ControlDTCSetting (85_{16}) service ... 110
10.8.1 Service description ... 110
10.8.2 Request message ... 111

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10.8.3 Positive response message ... 112
10.8.4 Supported negative response codes (NRC_) ... 112
10.8.5 Message flow example(s) ControlDTCSetting ... 113
10.9 ResponseOnEvent (86_{16}) service ... 114
10.9.1 Service description ... 114
10.9.2 Request message ... 121
10.9.3 Positive response message ... 127
10.9.4 Supported negative response codes (NRC_) ... 130
10.9.5 Message flow example(s) ResponseOnEvent ... 131
10.10 LinkControl (87_{16}) service ... 146
10.10.1 Service description ... 146
10.10.2 Request message ... 147
10.10.3 Positive response message ... 149
10.10.4 Supported negative response codes (NRC_) ... 149
10.10.5 Message flow example(s) LinkControl ... 150

11 Data transmission functional unit ... 152
11.1 Overview ... 152
11.2 ReadDataByIdentifier (22_{16}) service ... 153
11.2.1 Service description ... 153
11.2.2 Request message ... 153
11.2.3 Positive response message ... 154
11.2.4 Supported negative response codes (NRC_) ... 155
11.2.5 Message flow example ReadDataByIdentifier ... 157
11.3 ReadMemoryByAddress (23_{16}) service ... 159
11.3.1 Service description ... 159
11.3.2 Request message ... 159
11.3.3 Positive response message ... 161
11.3.4 Supported negative response codes (NRC_) ... 161
11.3.5 Message flow example ReadMemoryByAddress ... 163
11.4 ReadScalingDataByIdentifier (24_{16}) service ... 166
11.4.1 Service description ... 166
11.4.2 Request message ... 166
11.4.3 Positive response message ... 166
11.4.4 Supported negative response codes (NRC_) ... 167
11.4.5 Message flow example ReadScalingDataByIdentifier ... 169
11.5 ReadDataByPeriodicIdentifier ($2A_{16}$) service ... 172
11.5.1 Service description ... 172
11.5.2 Request message ... 176
11.5.3 Positive response message ... 176
11.5.4 Supported negative response codes (NRC_) ... 177
11.5.5 Message flow example ReadDataByPeriodicIdentifier ... 180
11.6 DynamicallyDefineDataIdentifier ($2C_{16}$) service ... 191
11.6.1 Service description ... 191
11.6.2 Request message ... 192
11.6.3 Positive response message ... 195
11.6.4 Supported negative response codes (NRC_) ... 196
11.6.5 Message flow examples DynamicallyDefineDataIdentifier ... 197
11.7 WriteDataByIdentifier ($2E_{16}$) service ... 212
11.7.1 Service description ... 212
11.7.2 Request message ... 212
11.7.3 Positive response message ... 213
11.7.4 Supported negative response codes (NRC_) ... 214
11.7.5 Message flow example WriteDataByIdentifier ... 215

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11.8 WriteMemoryByAddress ($3D_{16}$) service ... 216
11.8.1 Service description ... 216
11.8.2 Request message ... 217
11.8.3 Positive response message ... 218
11.8.4 Supported negative response codes (NRC_) ... 219
11.8.5 Message flow example WriteMemoryByAddress ... 221

12 Stored data transmission functional unit ... 223
12.1 Overview ... 223
12.2 ClearDiagnosticInformation (14_{16}) service ... 223
12.2.1 Service description ... 223
12.2.2 Request message ... 224
12.2.3 Positive response message ... 225
12.2.4 Supported negative response codes (NRC_) ... 225
12.2.5 Message flow example ClearDiagnosticInformation ... 226
12.3 ReadDTCInformation (19_{16}) service ... 227
12.3.1 Service description ... 227
12.3.2 Request message ... 238
12.3.3 Positive response message ... 249
12.3.4 Supported negative response codes (NRC_) ... 263
12.3.5 Message flow examples – ReadDTCInformation ... 264

13 InputOutput control functional unit ... 297
13.1 Overview ... 297
13.2 InputOutputControlByIdentifier ($2F_{16}$) service ... 297
13.2.1 Service description ... 297
13.2.2 Request message ... 298
13.2.3 Positive response message ... 299
13.2.4 Supported negative response codes (NRC_) ... 300
13.2.5 Message flow example(s) InputOutputControlByIdentifier ... 301

14 Routine functional unit ... 310
14.1 Overview ... 310
14.2 RoutineControl (31_{16}) service ... 311
14.2.1 Service description ... 311
14.2.2 Request message ... 312
14.2.3 Positive response message ... 314
14.2.4 Supported negative response codes (NRC_) ... 315
14.2.5 Message flow example(s) RoutineControl ... 317

15 Upload download functional unit ... 321
15.1 Overview ... 321
15.2 RequestDownload (34_{16}) service ... 321
15.2.1 Service description ... 321
15.2.2 Request message ... 322
15.2.3 Positive response message ... 323
15.2.4 Supported negative response codes (NRC_) ... 324
15.2.5 Message flow example(s) RequestDownload ... 325
15.3 RequestUpload (35_{16}) service ... 325
15.3.1 Service description ... 325
15.3.2 Request message ... 326
15.3.3 Positive response message ... 327
15.3.4 Supported negative response codes (NRC_) ... 328
15.3.5 Message flow example(s) RequestUpload ... 329
15.4 TransferData (36_{16}) service ... 330
15.4.1 Service description ... 330

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15.4.2 Request message ... 330
15.4.3 Positive response message ... 331
15.4.4 Supported negative response codes (NRC_) ... 332
15.4.5 Message flow example(s) TransferData ... 334
15.5 RequestTransferExit (37_{16}) service ... 334
15.5.1 Service description ... 334
15.5.2 Request message ... 335
15.5.3 Positive response message ... 335
15.5.4 Supported negative response codes (NRC_) ... 336
15.5.5 Message flow example(s) for downloading/uploading data ... 337
15.6 RequestFileTransfer (38_{16}) service ... 344
15.6.1 Service description ... 344
15.6.2 Request message ... 344
15.6.3 Positive response message ... 346
15.6.4 Supported negative response codes (NRC_) ... 348
15.6.5 Message flow example(s) RequestFileTransfer ... 350

16 Security sub-layer definition ... 353
16.1 General ... 353
16.1.1 Purpose ... 353
16.1.2 Security sub-layer description ... 353
16.1.3 Security sub-layer access ... 354
16.1.4 General server response behaviour ... 356
16.2 SecuredDataTransmission (84_{16}) service ... 358
16.2.1 Service description ... 358
16.2.2 Request message ... 358
16.2.3 Positive response message for successful internal message ... 360
16.2.4 Supported negative response codes (NRC_) ... 362
16.2.5 Message flow example SecuredDataTransmission ... 363

17 Non-volatile server memory programming process ... 366
17.1 General information ... 366
17.2 Detailed programming sequence ... 370
17.2.1 Programming phase #1 — Download of application software and/or application data ... 370
17.3 Server reprogramming requirements ... 379
17.3.1 Requirements for servers to support programming ... 379
17.3.2 Software, data identification and fingerprints ... 382
17.3.3 Server routine access ... 383
17.4 Non-volatile server memory programming message flow examples ... 383
17.4.1 General information ... 383
17.4.2 Programming phase #1 — Pre-Programming step ... 383
17.4.3 Programming phase #1 — Programming step ... 384
17.4.4 Programming phase #1 — Post-Programming step ... 389

Annex A (normative) Global parameter definitions ... 390

Annex B (normative) Diagnostic and communication management functional unit data-parameter definitions ... 400

Annex C (normative) Data transmission functional unit data-parameter definitions ... 405

Annex D (normative) Stored data transmission functional unit data-parameter definitions ... 422

Annex E (normative) Input output control functional unit data-parameter definitions ... 444

Annex F (normative) Routine functional unit data-parameter definitions ... 445

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Annex G (normative) Upload and download functional unit data-parameter **447**
Annex H (informative) Examples for addressAndLengthFormatIdentifier parameter values ... **448**
Annex I (normative) Security access state chart **450**
Annex J (informative) Recommended implementation for multiple client environments **458**
Bibliography **464**

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 31, *Data communication*.

This third edition cancels and replaces the second edition (ISO 14229-1:2013), which has been technically revised. The main changes compared to the previous edition are as follows:

— new diagnostic service for Authentication has been introduced to address cyber security topics;

— new clause "Security sub-layer definition";

— some unused SubFunction of ReadDTCInformation service are deleted, e.g. Mirror Memory;

— the ReadDataByPeriodicIdentifier is updated; and

— several clarifications and corrections are implemented.

A list of all parts in the ISO 14229 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

ISO 14229 has been established in order to define common requirements for diagnostic systems, whatever the serial data link is.

To achieve this, ISO 14229 is based on the Open Systems Interconnection (OSI) Basic Reference Model in accordance with ISO/IEC 7498-1 and ISO/IEC 10731, which structures communication systems into seven layers. When mapped on this model, the services used by a diagnostic tester (client) and an Electronic Control Unit (ECU, server) are broken into the following layers in accordance with Table 1:

— Application layer (layer 7), unified diagnostic services specified in this document, ISO 14229-3 UDSonCAN, ISO 14229-4 UDSonFR, ISO 14229-5 UDSonIP, ISO 14229-6 UDSonK-Line, ISO 14229-7 UDSonLIN, ISO 14229-8[1] UDSonCXPI, further standards and ISO 27145-3 VOBD.

— Presentation layer (layer 6), vehicle manufacturer specific, ISO°27145-2 VOBD.

— Session layer services (layer 5) specified in ISO 14229-2.

— Transport layer services (layer 4), specified in ISO 15765-2 DoCAN, ISO 10681-2 Communication on FlexRay, ISO 13400-2 DoIP, ISO 17987-2 LIN, ISO 20794-3[2] CXPI, ISO 27145-4 VOBD.

— Network layer services (layer 3), specified in ISO 15765-2 DoCAN, ISO 10681-2 Communication on FlexRay, ISO 13400-2 DoIP, ISO 17987-2 LIN, ISO 20794-3 CXPI, ISO 27145-4 VOBD.

— Data link layer (layer 2), specified in ISO 11898-1, ISO 11898-2, ISO 17458-2, ISO 13400-3, IEEE 802.3, ISO 14230-2, ISO 17987-3 LIN, ISO 20794-4[3] CXPI, and further standards, ISO 27145-4 VOBD.

— Physical layer (layer 1), specified in ISO 11898-1, ISO 11898-2, ISO 17458-4, ISO 13400-3, IEEE 802.3, ISO 14230-1, ISO 17987-4 LIN, ISO 20794-4 CXPI, and further standards, ISO 27145-4 VOBD.

NOTE The diagnostic services in this document are implemented in various applications, e.g. road vehicles – tachograph systems, road vehicles – interchange of digital information on electrical connections between towing and towed vehicles, road vehicles – diagnostic systems, etc. Future modifications to this document will provide long-term backward compatibility with the implementation standards as described above.

[1] Under preparation. Stage at the time of publication: ISO/FDIS 14229-8:2020.

[2] Under preparation. Stage at the time of publication: ISO/FDIS 20794-3:2020.

[3] Under preparation. Stage at the time of publication: ISO/FDIS 20794-4:2020.

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Table 1 — Example of diagnostic/programming specifications applicable to the OSI layers

<table>
<tr><th>OSI seven layer[a]</th><th colspan="7">Enhanced diagnostics services</th><th>VOBD</th></tr>
<tr><td>Application (layer 7)</td><td colspan="7">ISO 14229-1, ISO 14229-3 UDSonCAN, ISO 14229-4 UDSonFR, ISO 14229-5 UDSonIP, ISO 14229-6 UDSonK-Line, ISO 14229-7 UDSonLIN, ISO 14229-8 UDSonCXPI, further standards</td><td>ISO 27145-3</td></tr>
<tr><td>Presentation (layer 6)</td><td colspan="7">vehicle manufacturer specific</td><td>ISO 27145-2</td></tr>
<tr><td>Session (layer 5)</td><td colspan="8">ISO 14229-2</td></tr>
<tr><td>Transport (layer 4)</td><td rowspan="2">ISO 15765-2</td><td rowspan="2">ISO 10681-2</td><td rowspan="2">ISO 13400-2</td><td rowspan="2">Not applicable</td><td rowspan="2">ISO 17987-2</td><td rowspan="2">ISO 20794-3</td><td>further standards</td><td rowspan="4">ISO 27145-4</td></tr>
<tr><td>Network (layer 3)</td><td>further standards</td></tr>
<tr><td>Data link (layer 2)</td><td rowspan="2">ISO 11898-1, ISO 11898-2</td><td>ISO 17458-2</td><td rowspan="2">ISO 13400-3, IEEE 802.3</td><td>ISO 14230-2</td><td>ISO 17987-3</td><td rowspan="2">ISO 20794-4</td><td>further standards</td></tr>
<tr><td>Physical (layer 1)</td><td>ISO 17458-4</td><td>ISO 14230-1</td><td>ISO 17987-4</td><td>further standards</td></tr>
<tr><td colspan="9">[a] Seven layers according to ISO/IEC 7498-1 and ISO/IEC 10731.</td></tr>
</table>

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Road vehicles — Unified diagnostic services (UDS) —

Part 1: Application layer

1 Scope

This document specifies data link independent requirements of diagnostic services, which allow a diagnostic tester (client) to control diagnostic functions in an on-vehicle electronic control unit (ECU, server) such as an electronic fuel injection, automatic gearbox, anti-lock braking system, etc. connected to a serial data link embedded in a road vehicle.

It specifies generic services, which allow the diagnostic tester (client) to stop or to resume non-diagnostic message transmission on the data link.

This document does not apply to non-diagnostic message transmission on the vehicle's communication data link between two electronic control units. However, this document does not restrict an in-vehicle on-board tester (client) implementation in an ECU in order to utilize the diagnostic services on the vehicle's communication data link to perform bidirectional diagnostic data exchange.

This document does not specify any implementation requirements.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 14229-2, *Road vehicles — Unified diagnostic services (UDS) — Part 2: Session layer services*

ISO 7816-8, *Identification cards — Integrated circuit cards — Part 8: Commands and mechanisms for security operations*

ISO/IEC 9594-8, *Information technology — Open Systems Interconnection — The Directory — Part 8: Public-key and attribute certificate frameworks*

IEEE 754-2008, *IEEE Standard for Floating-Point Arithmetic*

IEEE 1609.2, *Standard for Wireless Access in Vehicular Environments — Security Services for Applications and Management Messages*

X.509, *Information technology — Open Systems Interconnection — The Directory: Public-key and attribute certificate frameworks*

RFC 5280, *Internet Engineering Task Force — Internet X.509 Public Key Infrastructure Certificate and Certificate Revocation List (CRL) Profile*

RFC 5755, *Internet Engineering Task Force — An Internet Attribute Certificate Profile for Authorization*

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3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at http://www.electropedia.org/

3.1
boot memory partition
area of the *server* (3.18) memory in which the *boot software* (3.2) is located

3.2
boot software
software which is executed in a special part of *server* (3.18) memory which is used primarily to boot the *ECU* (3.9) and perform server programming

Note 1 to entry: This area of memory is not erased during a normal programming sequence and executes when the server application is missing or otherwise deemed invalid to always ensure the capability to reprogram the server.

Note 2 to entry: See 0 and 17.3.1.1.

3.3
client
function that is part of the *tester* (3.20) and that makes use of the *diagnostic services* (3.6)

Note 1 to entry: A tester normally makes use of other functions such as data base management, specific interpretation, human-machine interface.

3.4
diagnostic channel
dedicated transmission path from *client* (3.3) to *server* (3.18) for diagnostic communication

Note 1 to entry: Several simultaneously connected clients to one server can be differentiated by an individual *tester* (3.20) source address.

3.5
diagnostic data
data that is located in the memory of an *electronic control unit* (3.9) which may be inspected and/or possibly modified by the *tester* (3.20)

Note 1 to entry: Diagnostic data includes analogue inputs and outputs, digital inputs and outputs, intermediate values and various status information.

Note 2 to entry: Examples of diagnostic data are vehicle speed, throttle angle, mirror position, system status, etc. Three types of values are defined for diagnostic data:

— the current value: the value currently used by (or resulting from) the normal operation of the electronic control unit;

— a stored value: an internal copy of the current value made at specific moments (e.g. when a malfunction occurs or periodically); this copy is made under the control of the electronic control unit;

— a static value: e.g. VIN.

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The *server* (3.18) is not obliged to keep internal copies of its data for diagnostic purposes, in which case the tester may only request the current value.

Note 3 to entry: Defining a repair shop or development testing session selects different server functionality (e.g. access to all memory locations may only be allowed in the development testing session).

3.6
diagnostic service
information exchange initiated by a *client* (3.3) in order to require diagnostic information from a *server* (3.18) or/and to modify its behaviour for diagnostic purpose

3.7
diagnostic session
state within the *server* (3.18) in which a specific set of *diagnostic services* (3.6) and functionality is enabled

3.8
diagnostic trouble code
DTC
numerical common identifier for a fault condition identified by the on-board diagnostic system

3.9
ECU
electronic control unit
unit providing information regarding the connected sensor and control network

Note 1 to entry: Systems considered as electronic control units include anti-lock braking system (ABS) and engine management system.

3.10
functional unit
set of functionally close or complementary *diagnostic services* (3.6)

3.11
local server
server (3.18) that is connected to the same local network as the *client* (3.3) and is part of the same address space as the client

3.12
permanent DTC
diagnostic trouble code (3.8) that remains in non-volatile memory, even after a clear DTC request, until other criteria (typically regulatory) are met (e.g. the appropriate monitors for each DTC have successfully passed)

Note 1 to entry: Refer to the relevant legislation for all necessary requirements.

3.13
record
one or more *diagnostic data* (3.5) elements that are referred to together by a single means of identification

Note 1 to entry: A snapshot including various input/output data and trouble codes is an example of a record.

3.14
remote server

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server (3.18) that is not directly connected to the main diagnostic network

Note 1 to entry: A remote server is identified by means of a remote address. Remote addresses represent an own address space that is independent from the addresses on the main network.

Note 2 to entry: A remote server is reached via a *local server* (3.11) on the main network. Each local server on the main network can act as a gate to one independent set of remote servers. A pair of addresses therefore always identifies a remote server: one local address that identifies the gate to the remote network and one remote address identifying the remote server itself.

3.15
remote client
client (3.3) that is not directly connected to the main diagnostic network

Note 1 to entry: A remote client is identified by means of a remote address.

Note 2 to entry: Remote addresses represent an own address space that is independent from the addresses on the main network.

3.16
reprogramming software
part of the *boot software* (3.2) that allows for reprogramming of the *electronic control unit* (3.9)

3.17
security
mechanism for protecting vehicle modules from "unauthorized" intrusion through a vehicle *diagnostic data* (3.5) link

3.18
server
function that is part of an *electronic control unit* (3.9) and that provides the *diagnostic services* (3.6)

Note 1 to entry: This document differentiates between the server (i.e. the function) and the electronic control unit to ensure independence from implementation.

3.19
supported DTC
diagnostic trouble code (3.8) which is currently configured/calibrated and enabled to execute under predefined vehicle conditions.

3.20
tester
system that controls functions such as test, inspection, monitoring, or diagnosis of an on-vehicle *electronic control unit* (3.9) and can be dedicated to a specific type of operator (e.g. an off-board scan tool dedicated to garage mechanics, an off-board test tool dedicated to assembly plants, or an on-board tester)

Note 1 to entry: The tester is also referenced as the *client* (3.3).

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4 Symbols and abbreviated terms

.con	service primitive .confirmation
.ind	service primitive .indication
.req	service primitive .request
A_PCI	application layer protocol control information
ACR	Authentication with Challenge-Response
APCE	Authentication with PKI Certificate Exchange
BER	Basic Encoding Rules according to ITU-T X.690
CMAC	Cipher-based Message Authentication Code
CVC	Card Verifiable Certificate
ECU	electronic control unit
EDR	event data recorder
GMAC	Galois Message Authentication Code
HMAC	Hash-based Message Authentication Code
N/A	not applicable
NR_SI	negative response service identifier
NRC	negative response code
OID	Object Identifier according to ISO/IEC 9834-1
OSI	open systems interconnection
PKCS	Public-Key Cryptography Standards
PKI	Public-Key Infrastructure
POWN	Proof of Ownership
RA	remote address
SA	source address
SI	service identifier
TA	target address
TA_type	target address type
X.509	PKI standard according to ISO/IEC 9594-8

5 Conventions

This document is based on the conventions discussed in the OSI service conventions (ISO/IEC 10731) as they apply for diagnostic services.

These conventions specify the interactions between the service user and the service provider. Information is passed between the service user and the service provider by service primitives, which may convey parameters.

The distinction between service and protocol is summarised in Figure 1.

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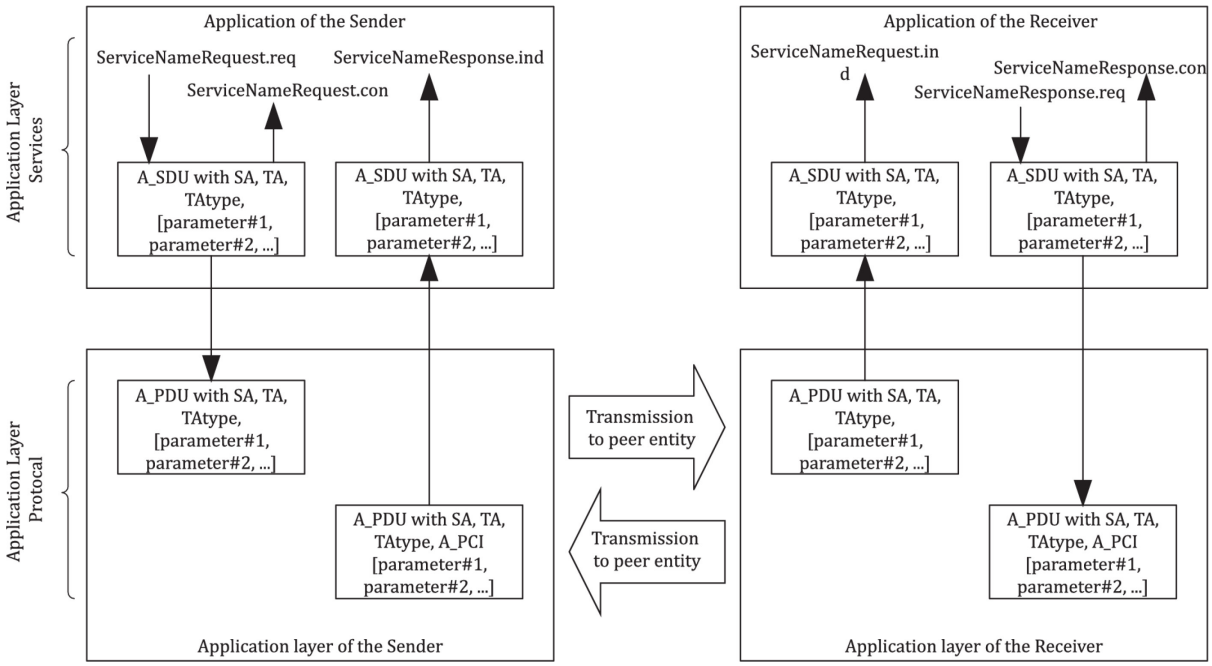

Figure 1 — The services and the protocol

This document defines both confirmed and unconfirmed services.

The confirmed services use the six service primitives request, req_confirm, indication, response, rsp_confirm and confirmation.

The unconfirmed services use only the request, req_confirm and indication service primitives.

For all services defined in this document, the request and indication service primitives always have the same format and parameters. Consequently, for all services, the response and confirmation service primitives (except req_confirm and rsp_confirm) always have the same format and parameters. When the service primitives are defined in this document, only the request and response service primitives are listed.

6 Document overview

Figure 2 depicts the implementation of UDS document reference according to OSI model.

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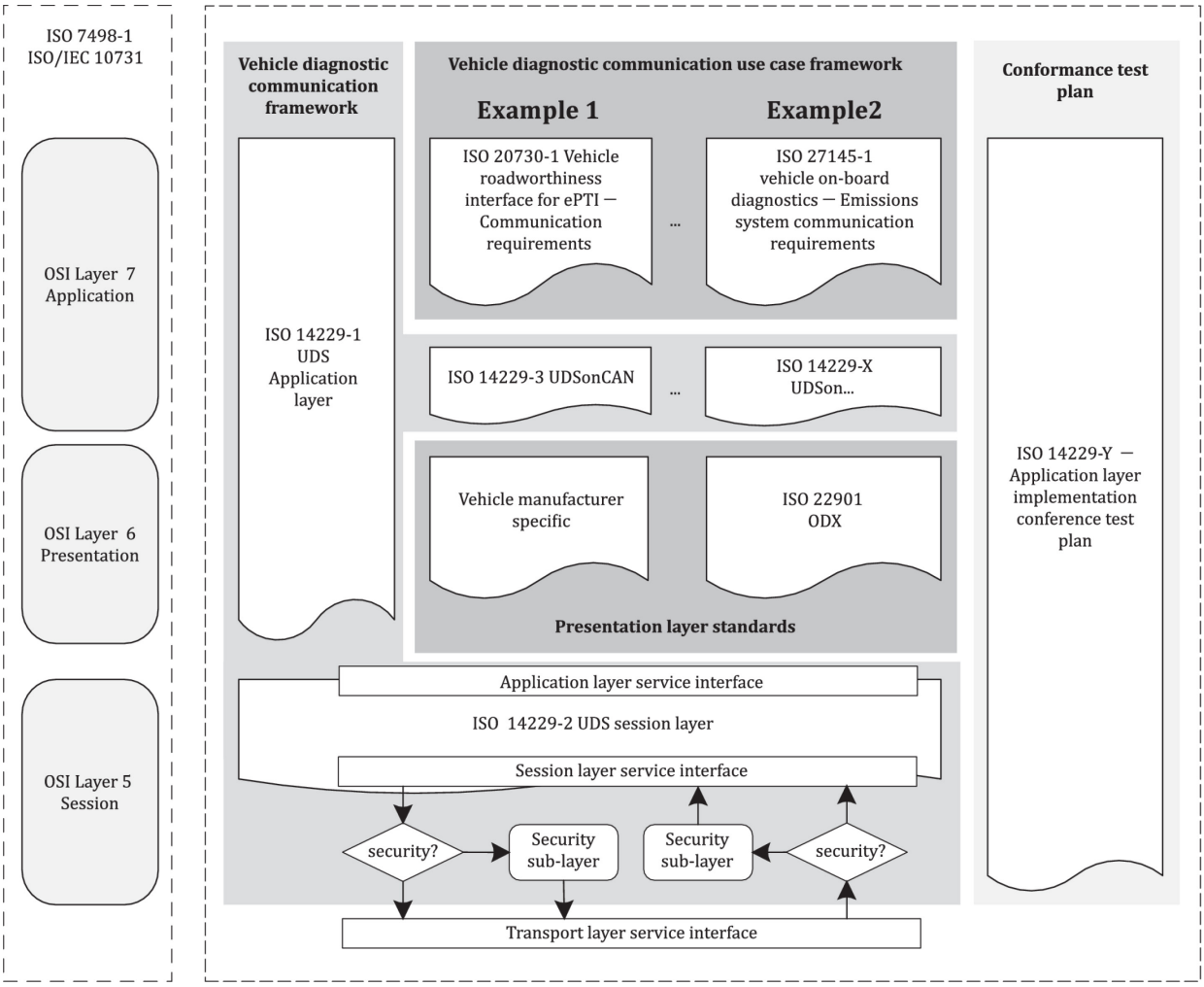

Figure 2 — Implementation of UDS document reference according to OSI model

7 Application layer services

7.1 General

Application layer services are usually referred to as diagnostic services. The application layer services are used in client-server based systems to perform functions such as test, inspection, monitoring or diagnosis of on-board vehicle servers. The client, usually referred to as external test equipment, uses the application layer services to request diagnostic functions to be performed in one or more servers. The server, usually a function that is part of an ECU, uses the application layer services to send response data, provided by the requested diagnostic service, back to the client. The client is usually an off-board tester, but can in some systems also be an on-board tester. The usage of application layer services is independent from the client being an off-board or on-board tester. It is possible to have more than one client in the same vehicle system.

The service access point of the diagnostics application layer provides a number of services that all have the same general structure. For each service, six service primitives are specified:

— a **service request primitive**, used by the client function in the diagnostic tester application, to pass data about a requested diagnostic service to the diagnostics application layer;

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