

HOGESCHOOL VOOR WETENSCHAP & KUNST

DE NAYER INSTITUUT

SINT-KATELIJNE-WAVER



K. U. LEUVEN
ASSOCIATIE

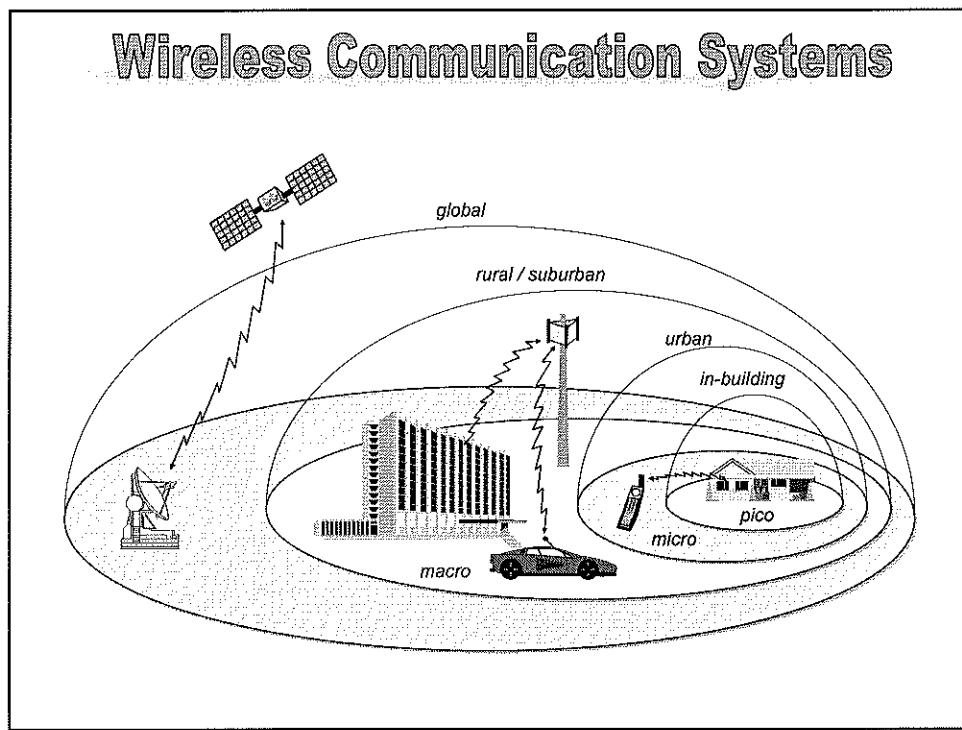
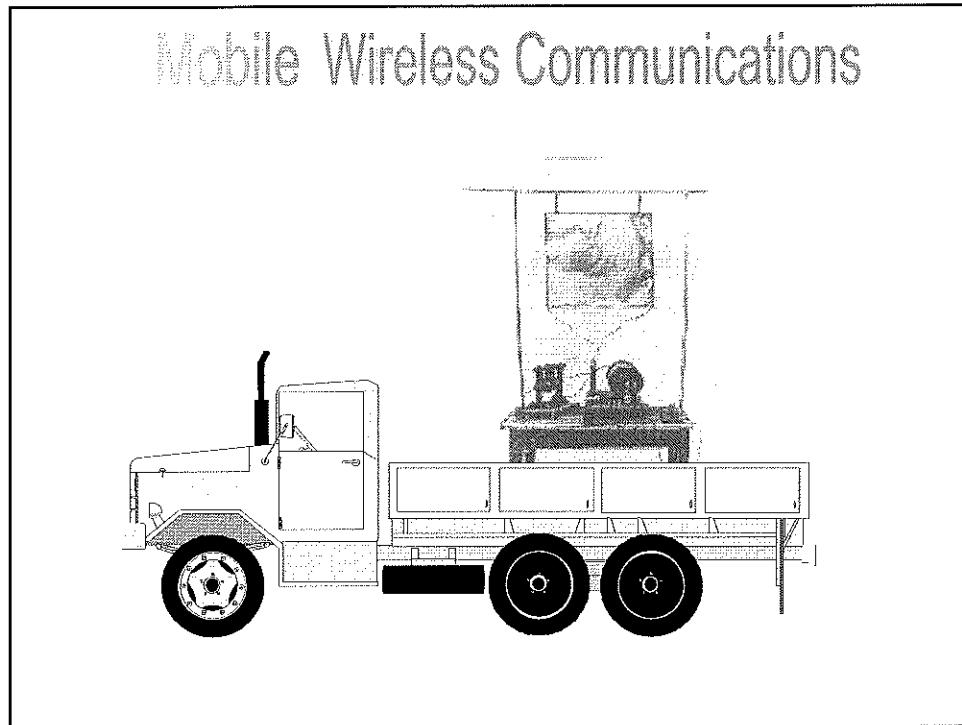
Datocommunicatie keuzevak

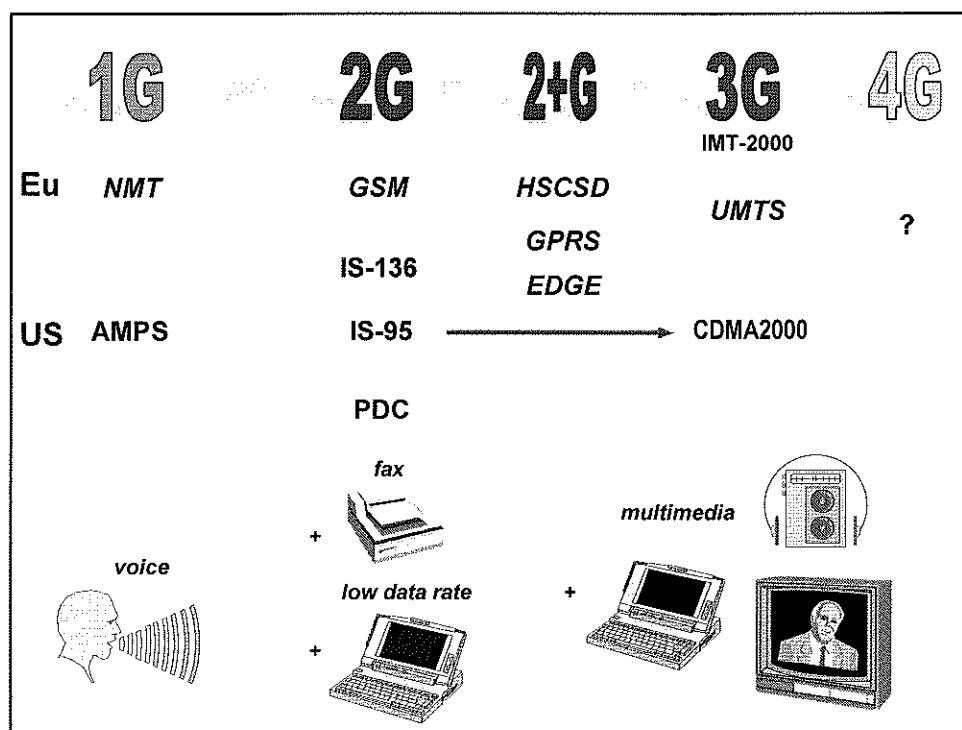
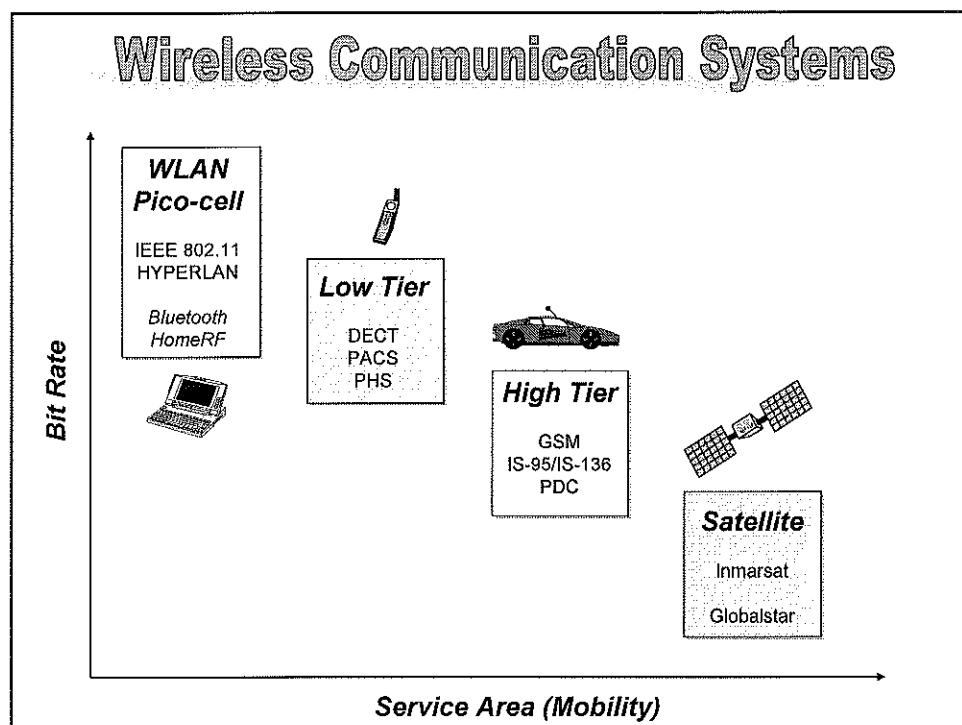
Bachelor in de Industriële Wetenschappen: elektronica-ICT
3^e jaar, 6^e semester

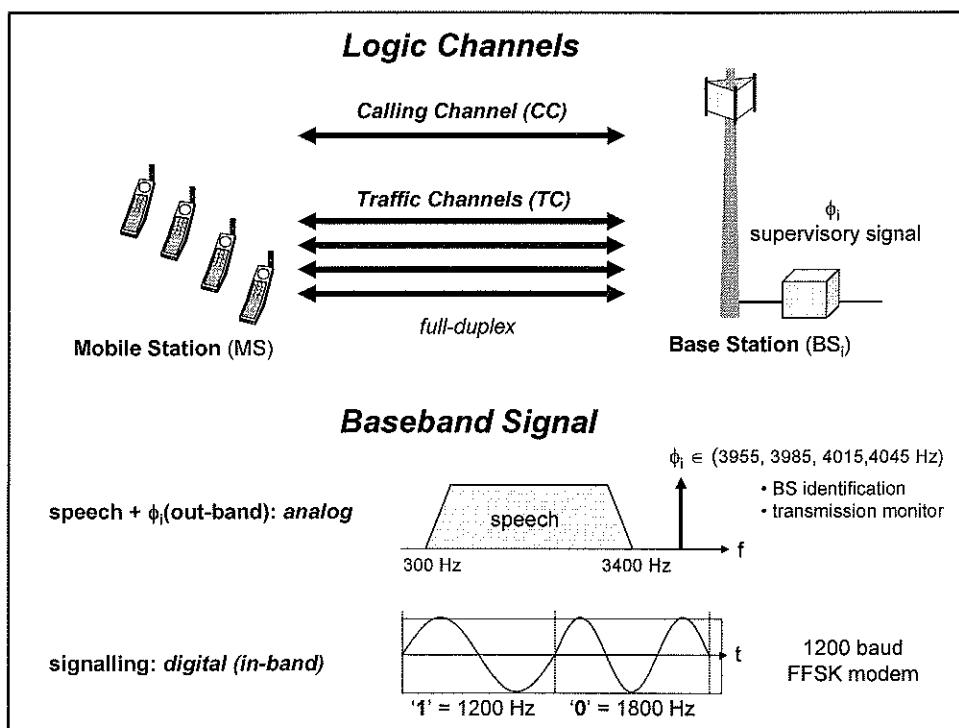
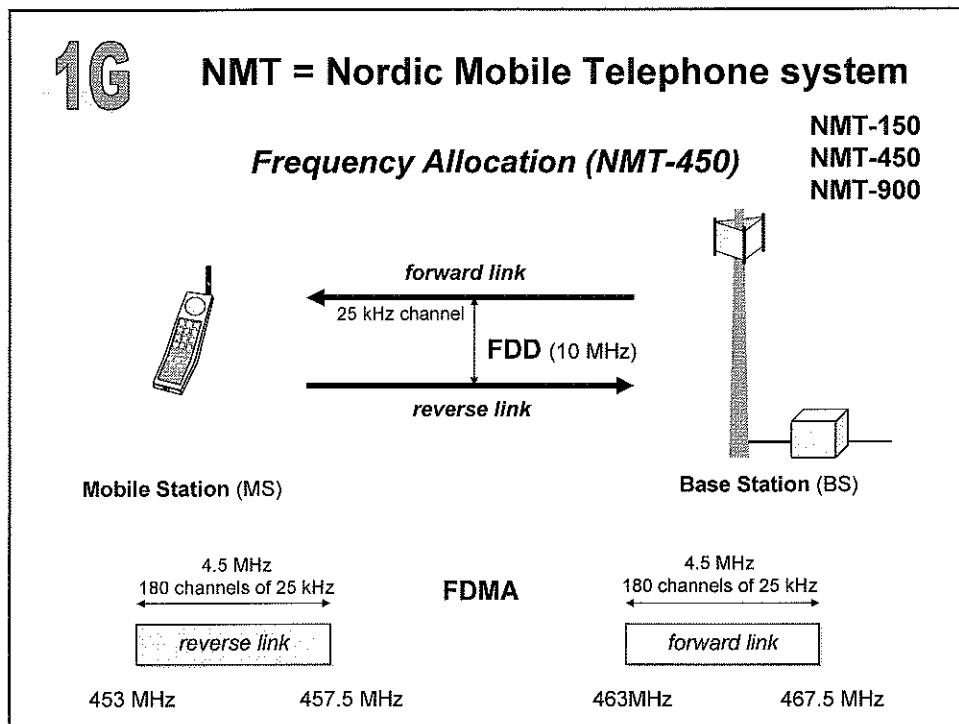
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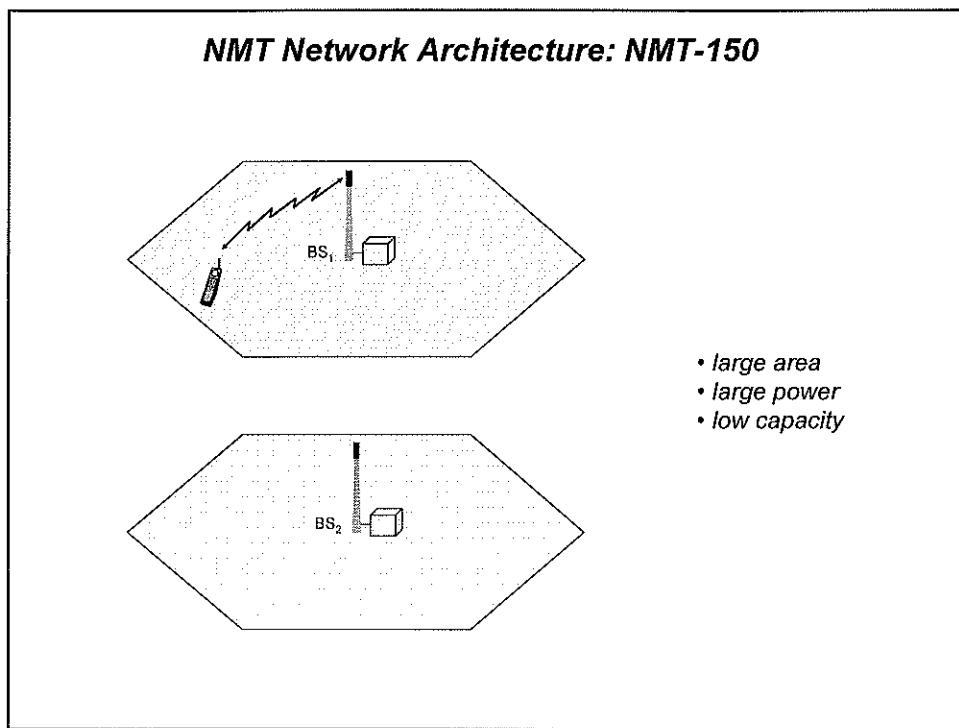
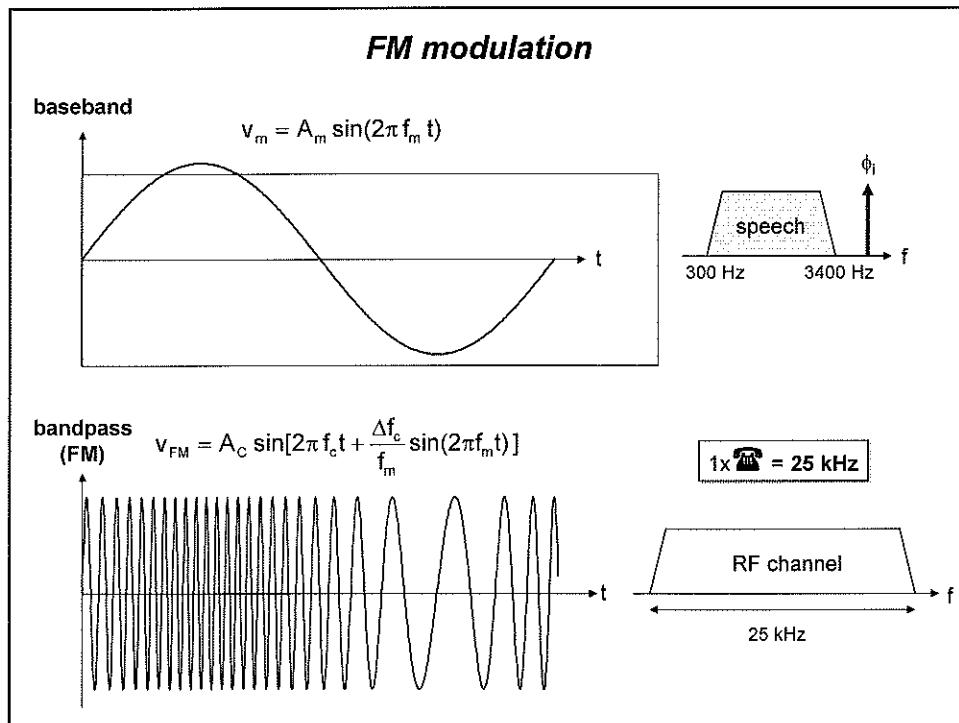
EmSD
Embedded System Design

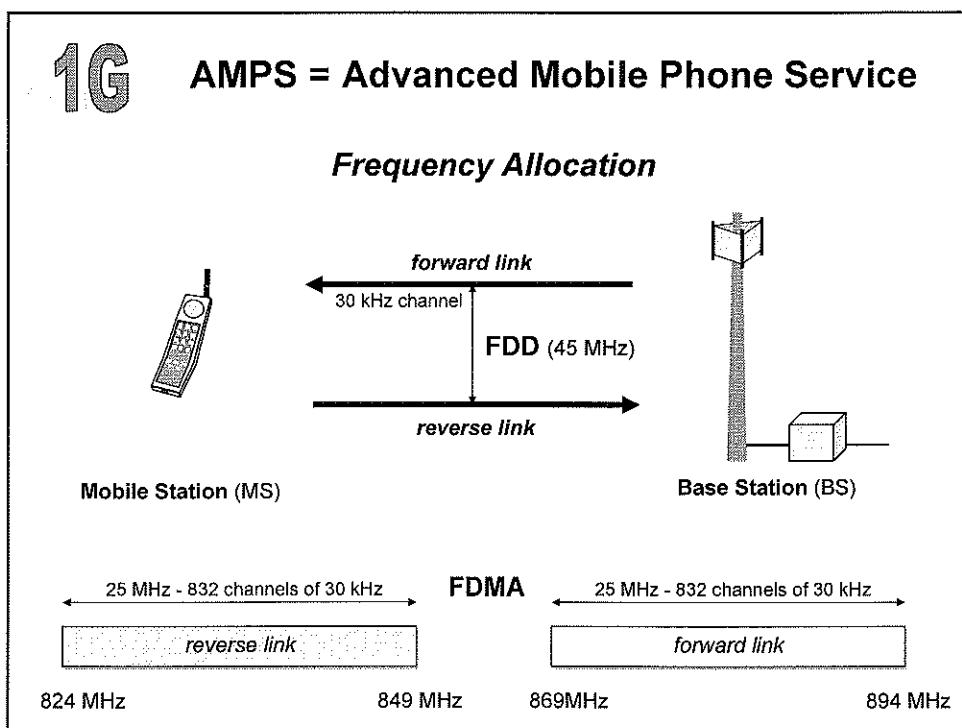
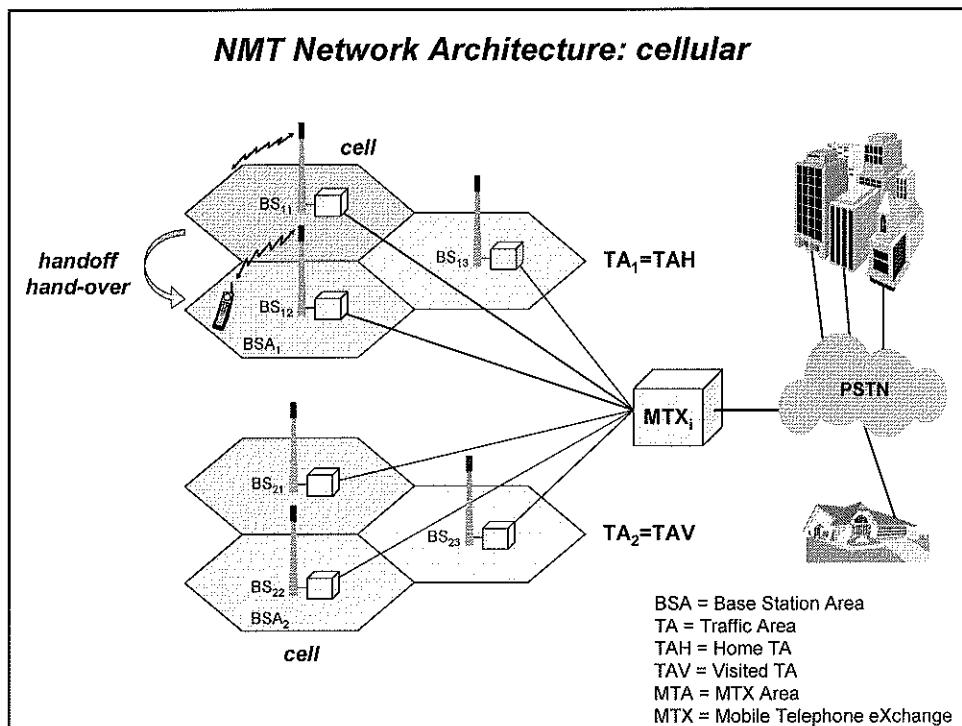
ir. J. Meel
april 2008

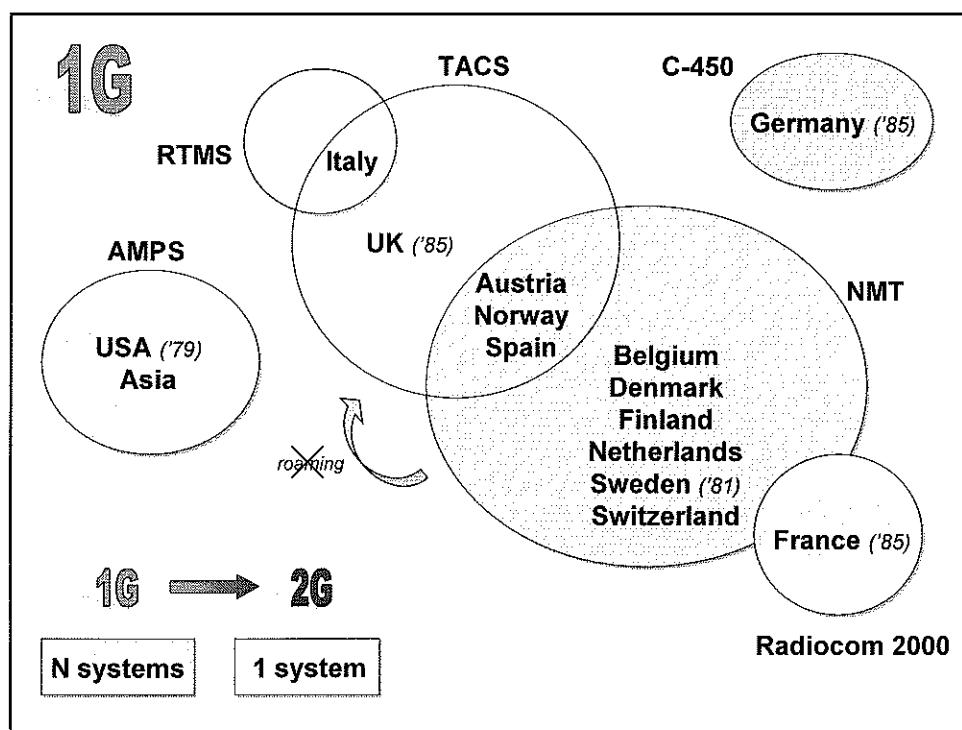
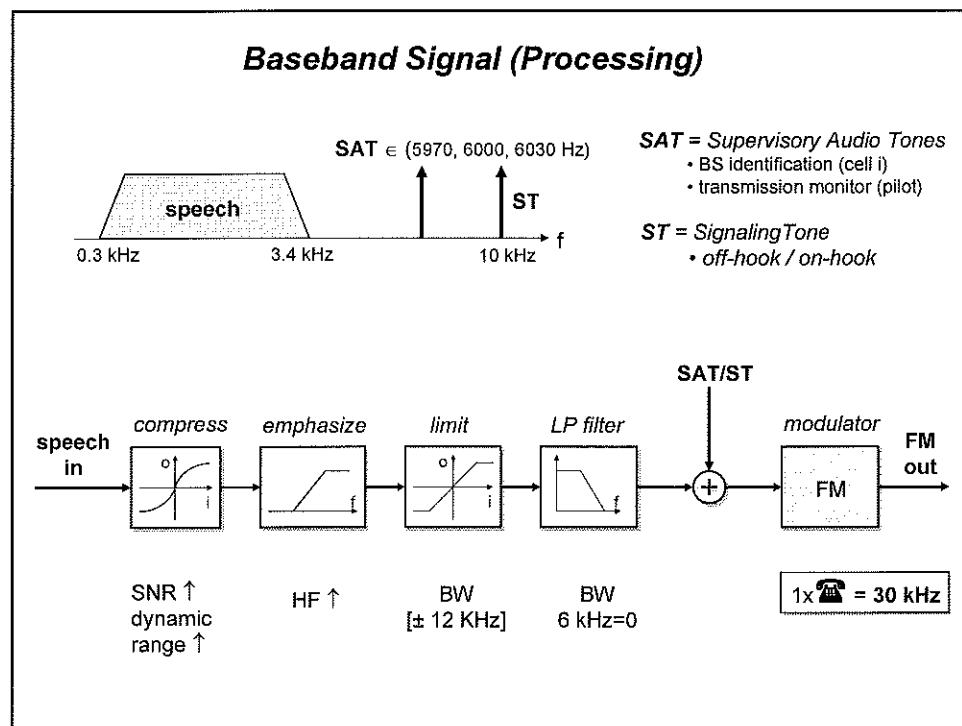


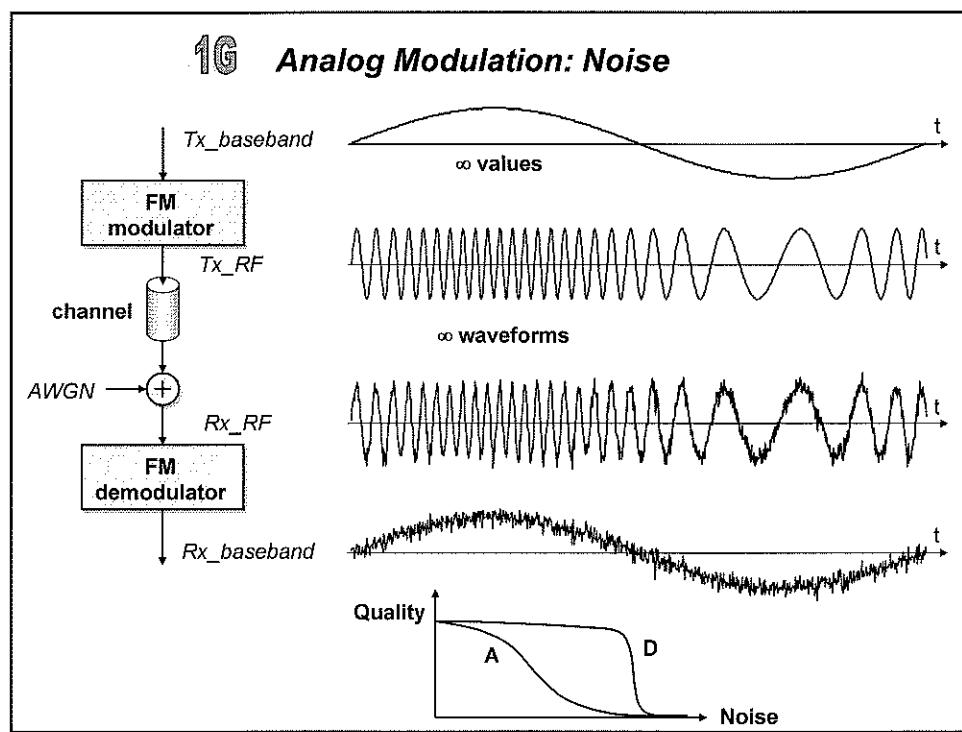
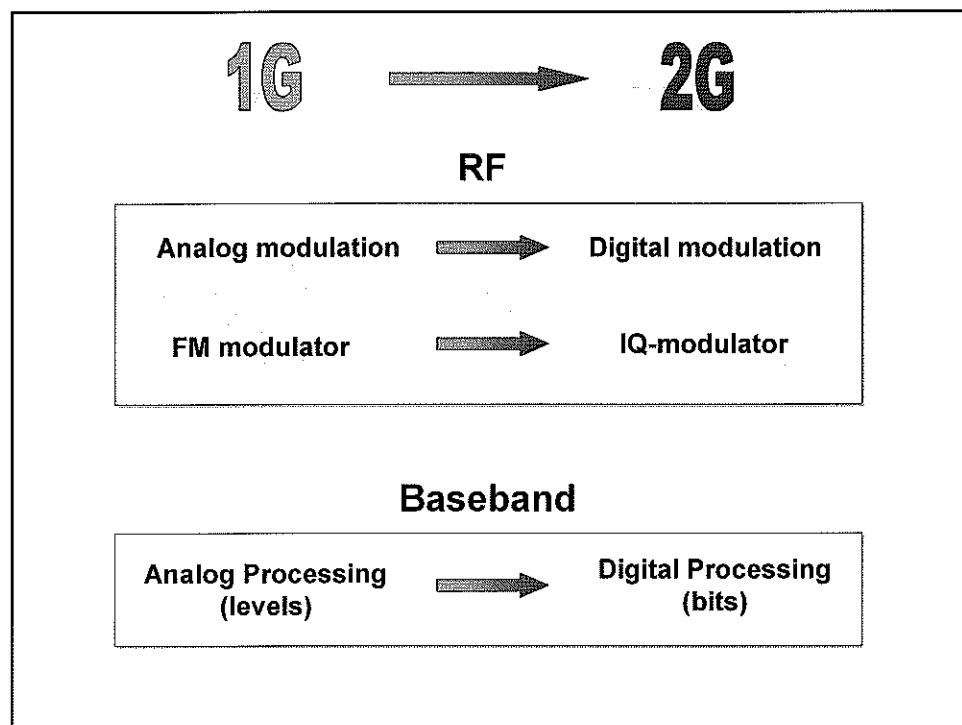


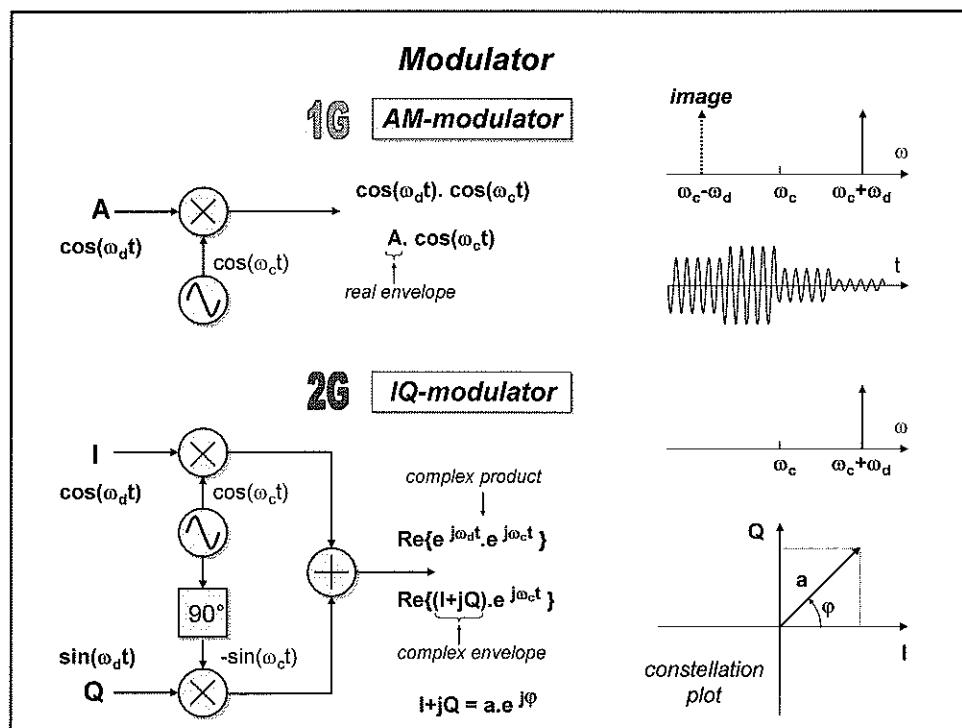
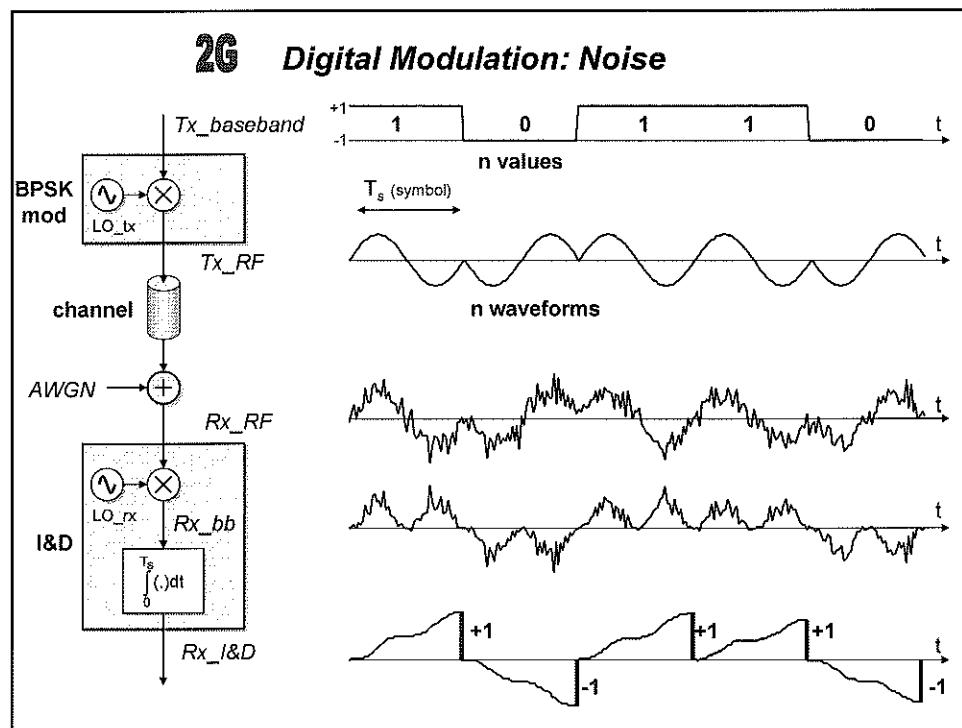


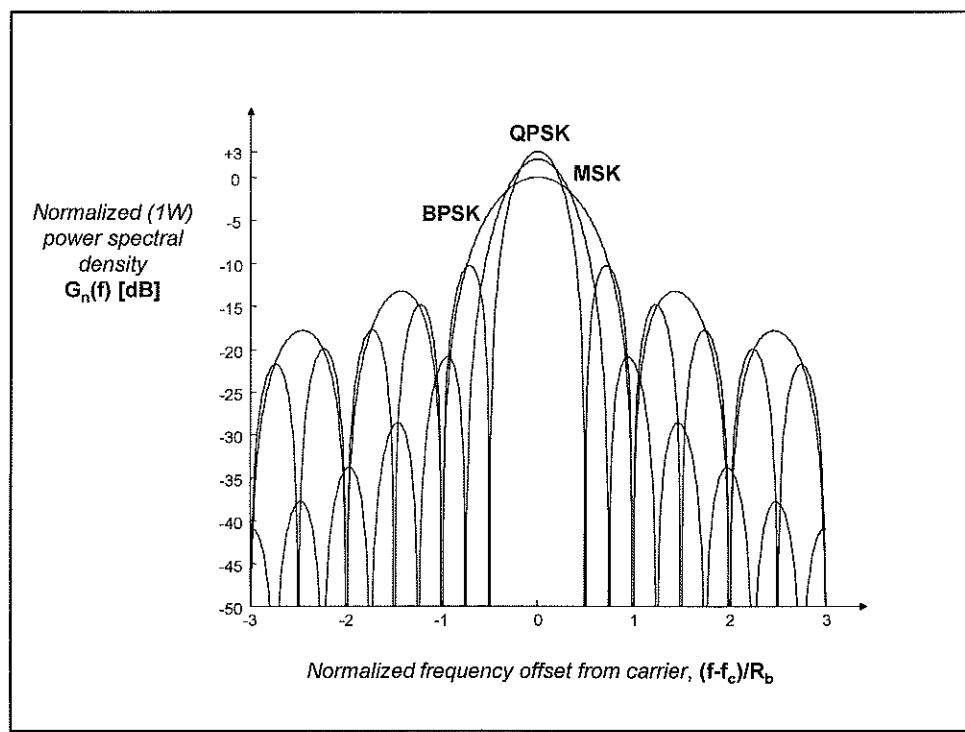
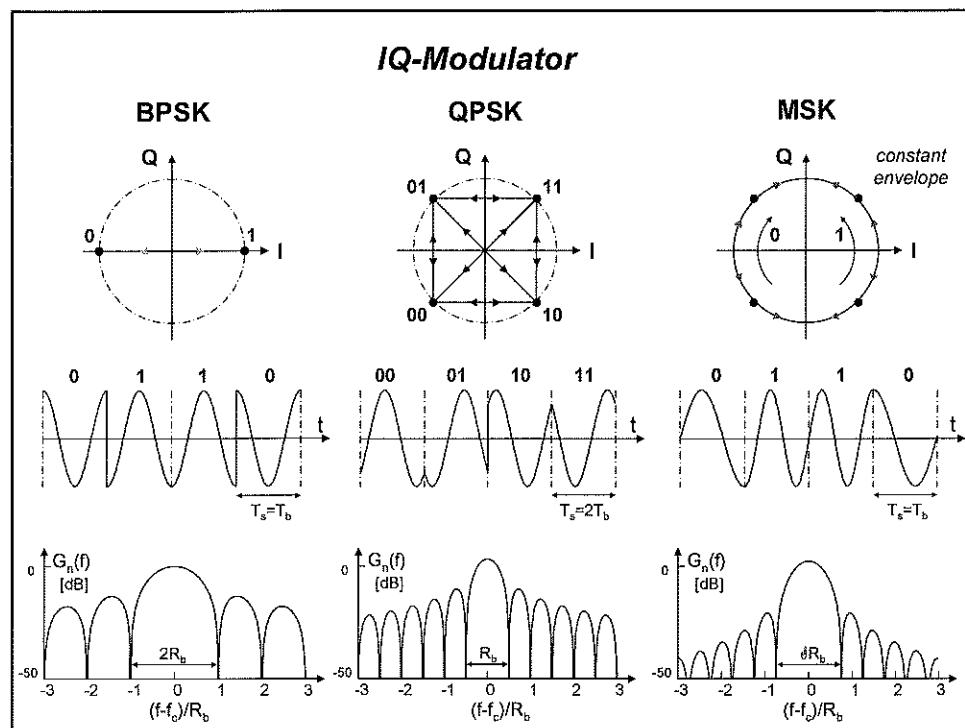


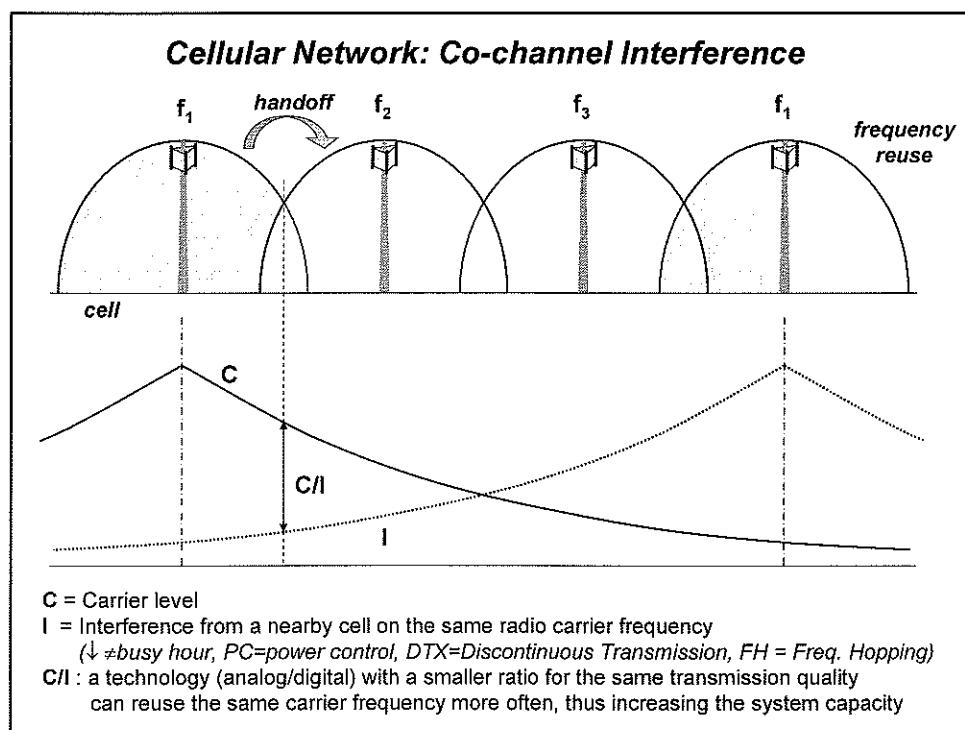
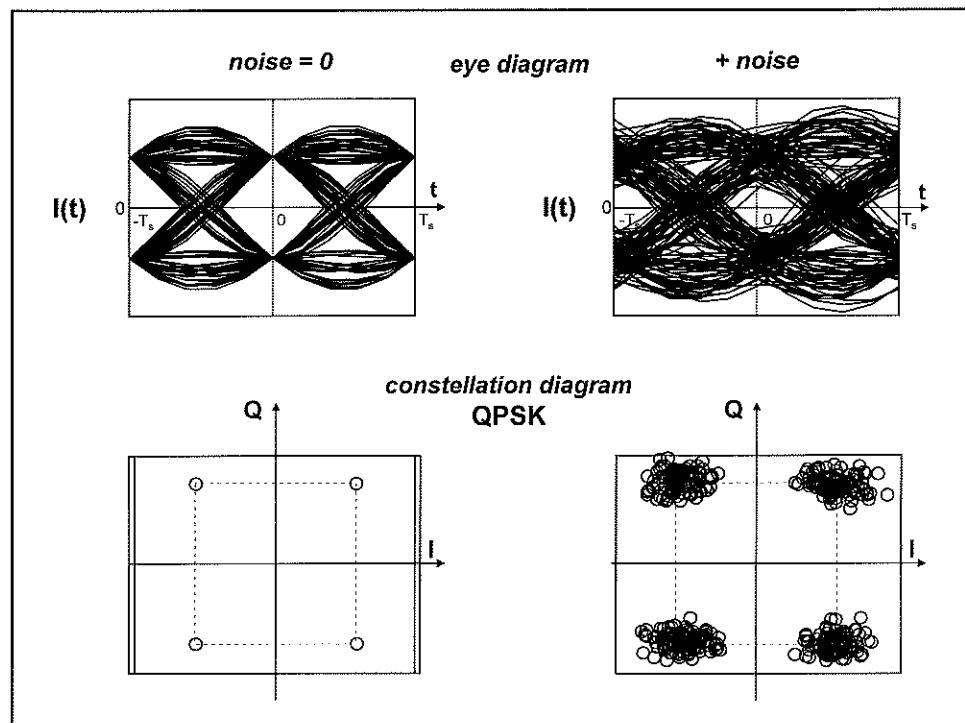


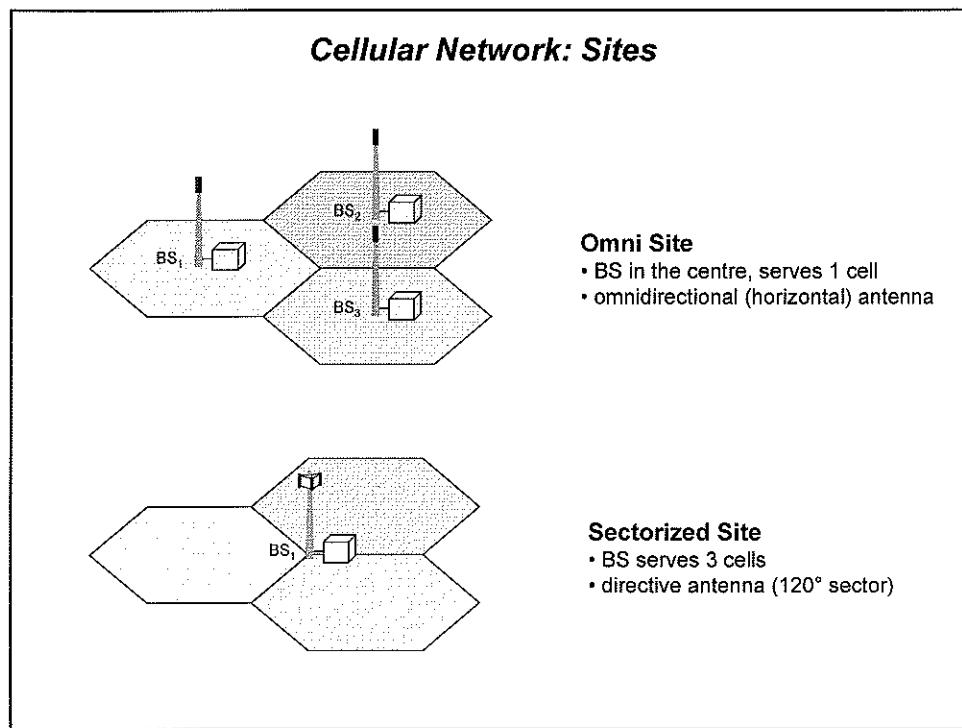
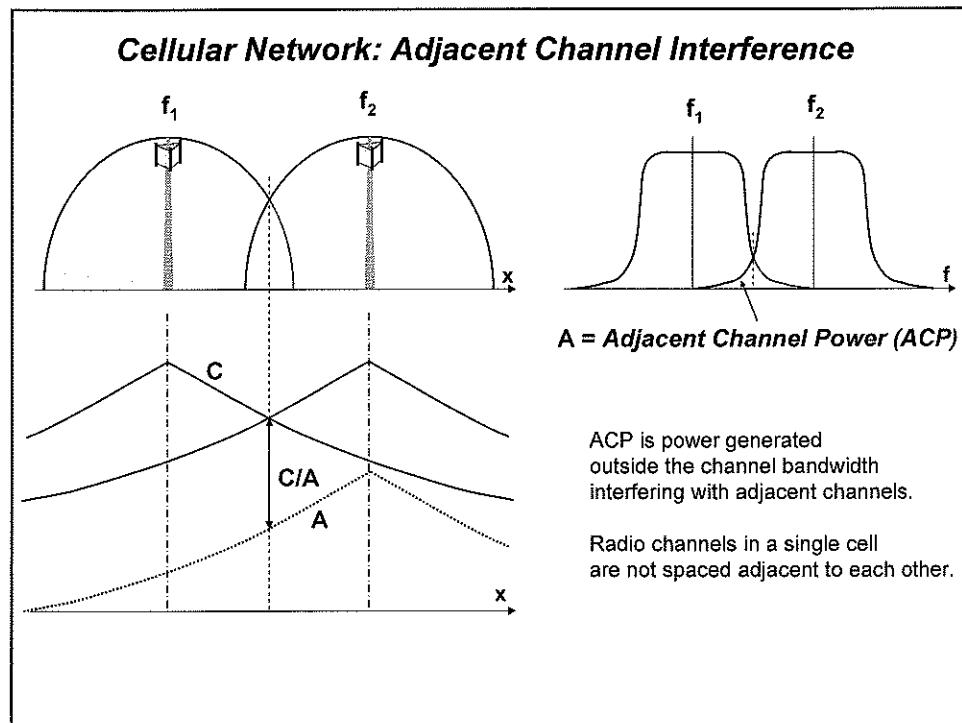


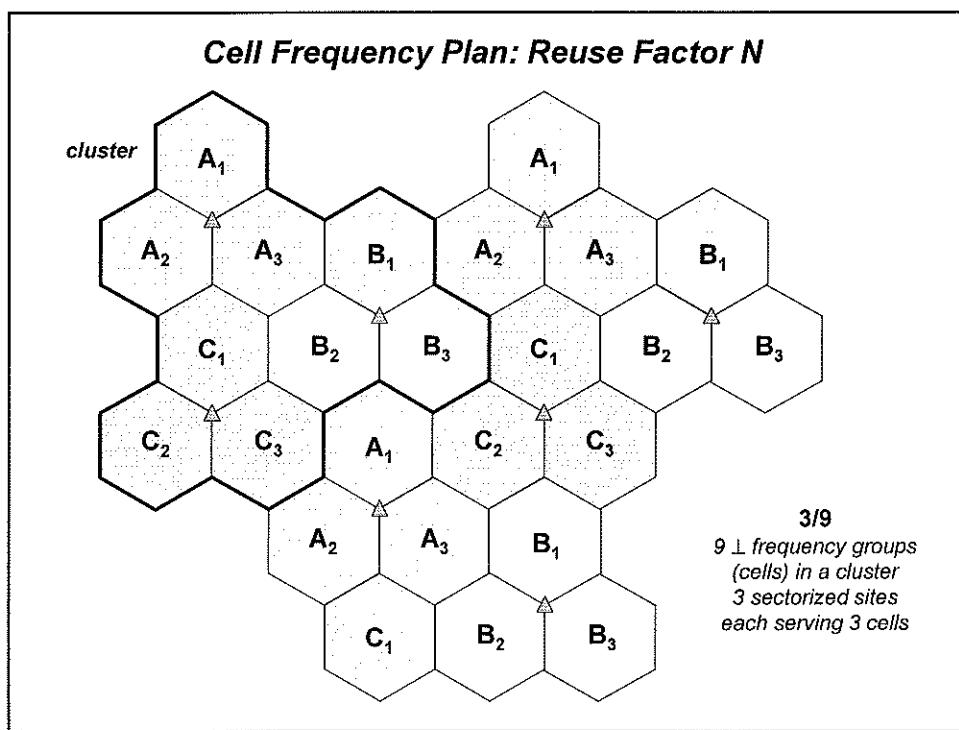
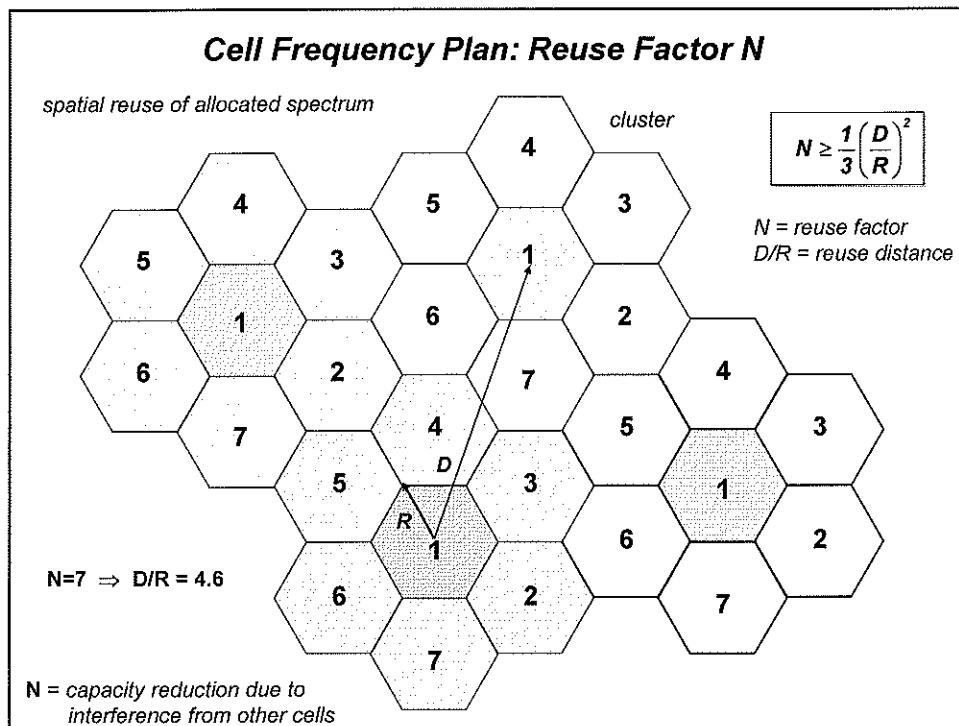


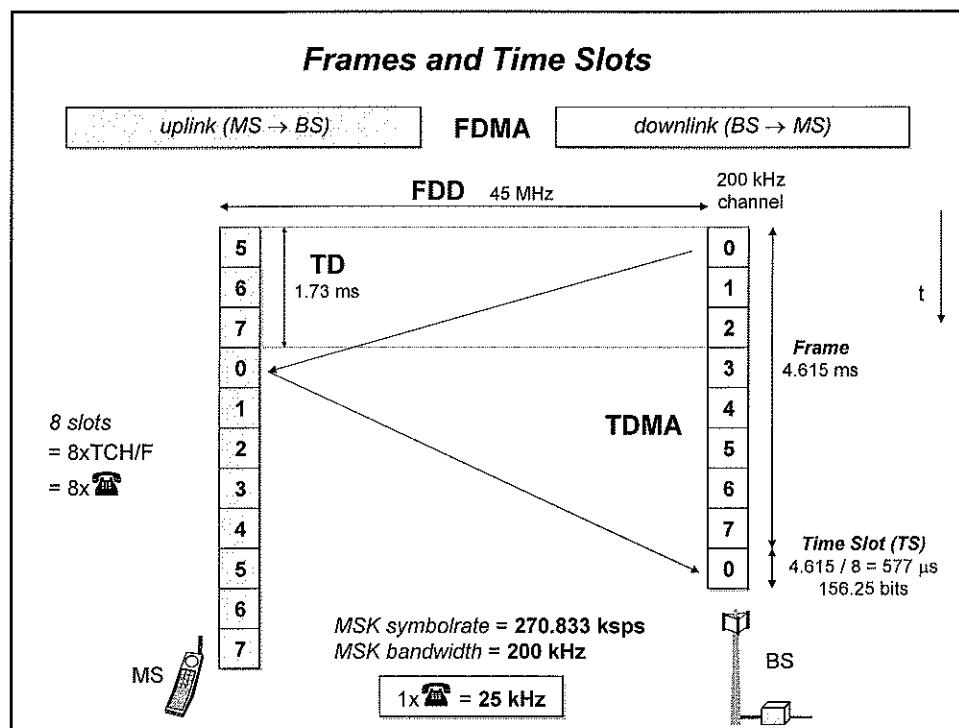
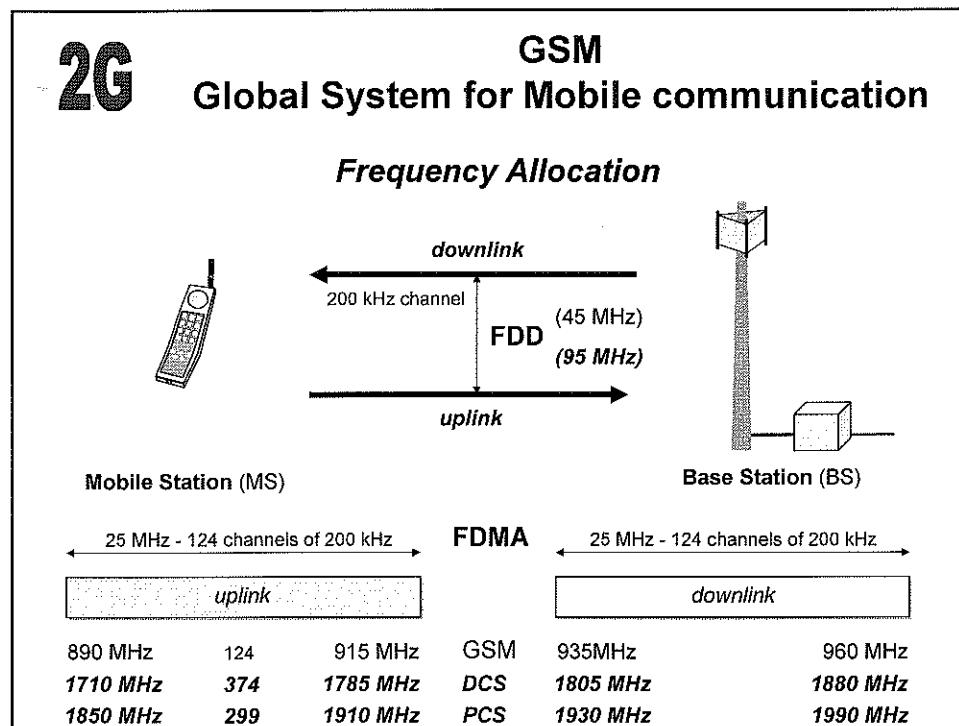


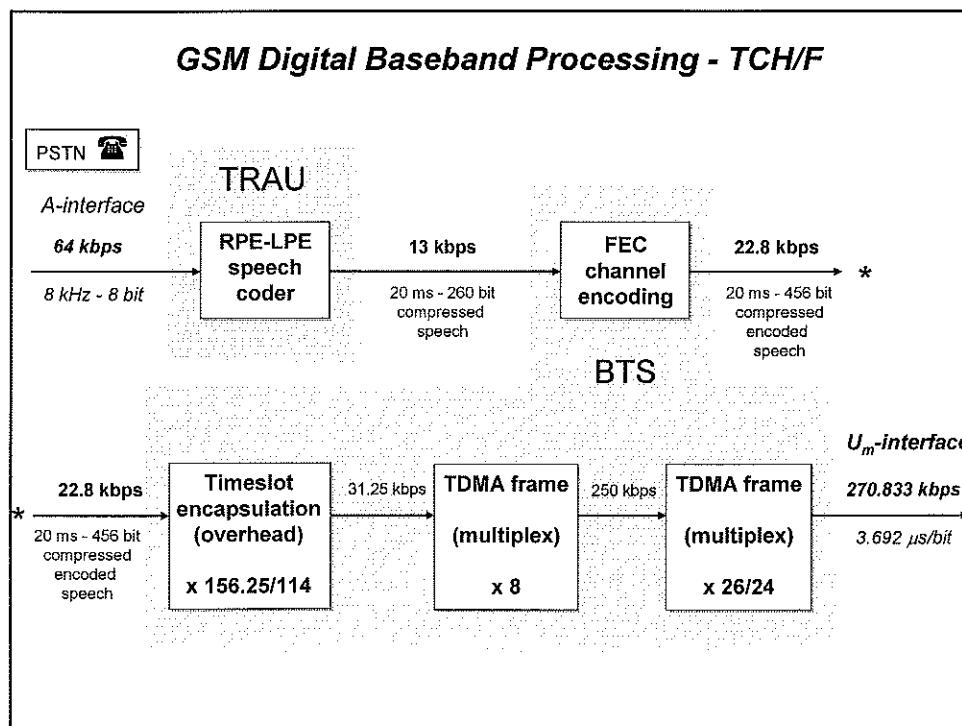
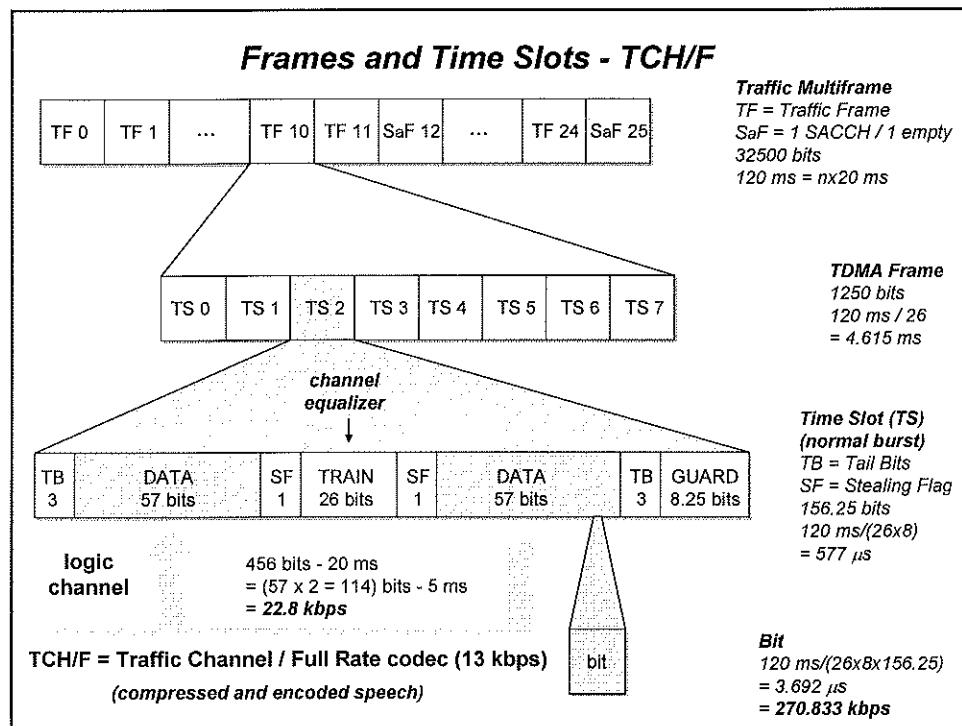


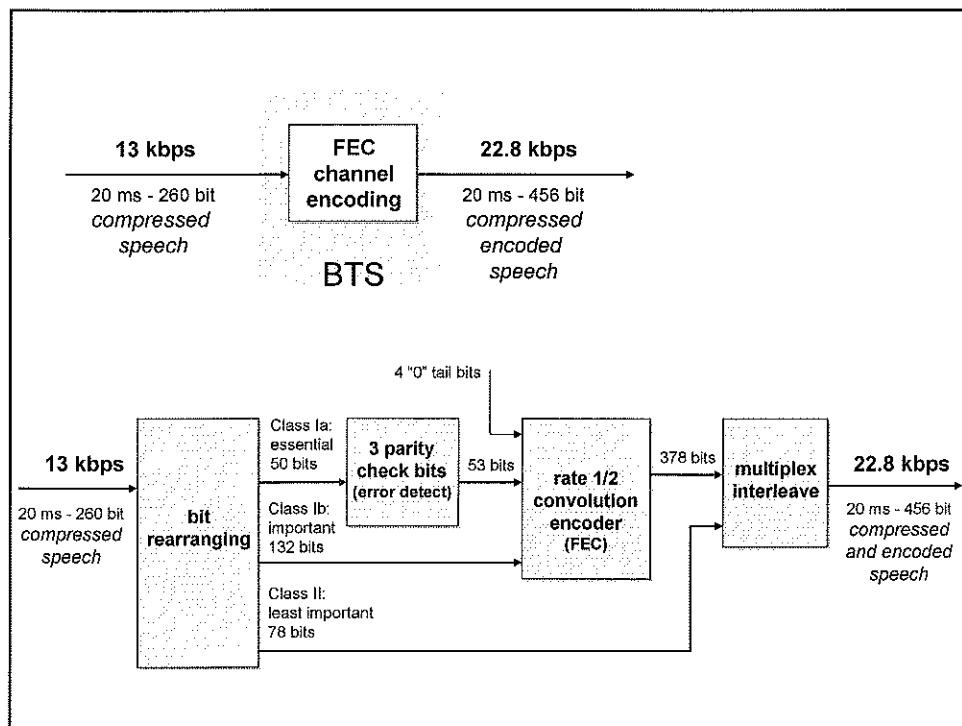
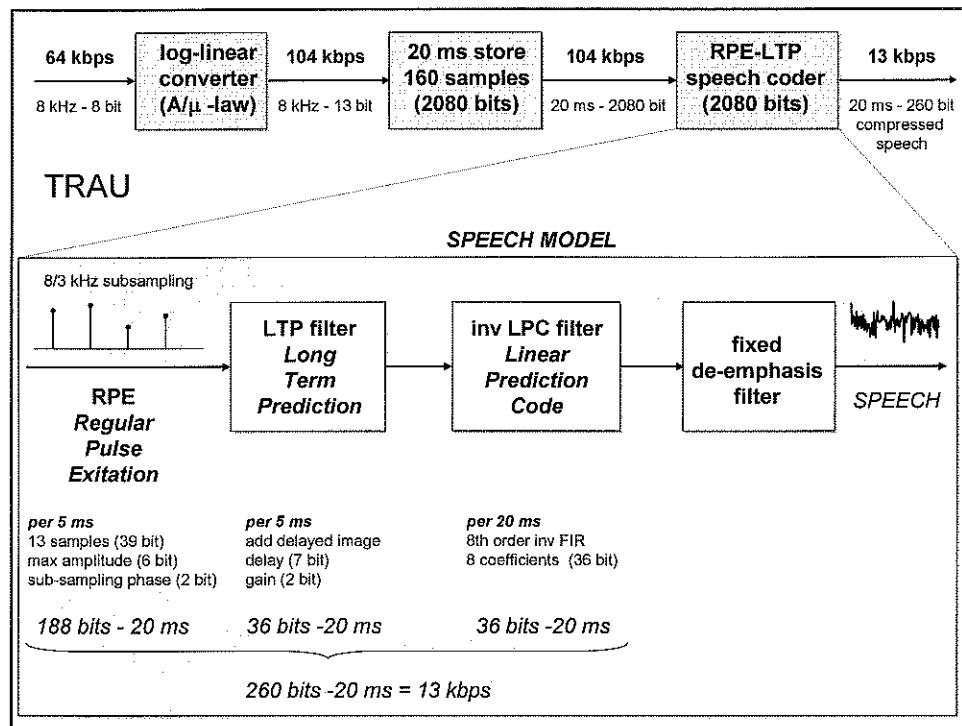


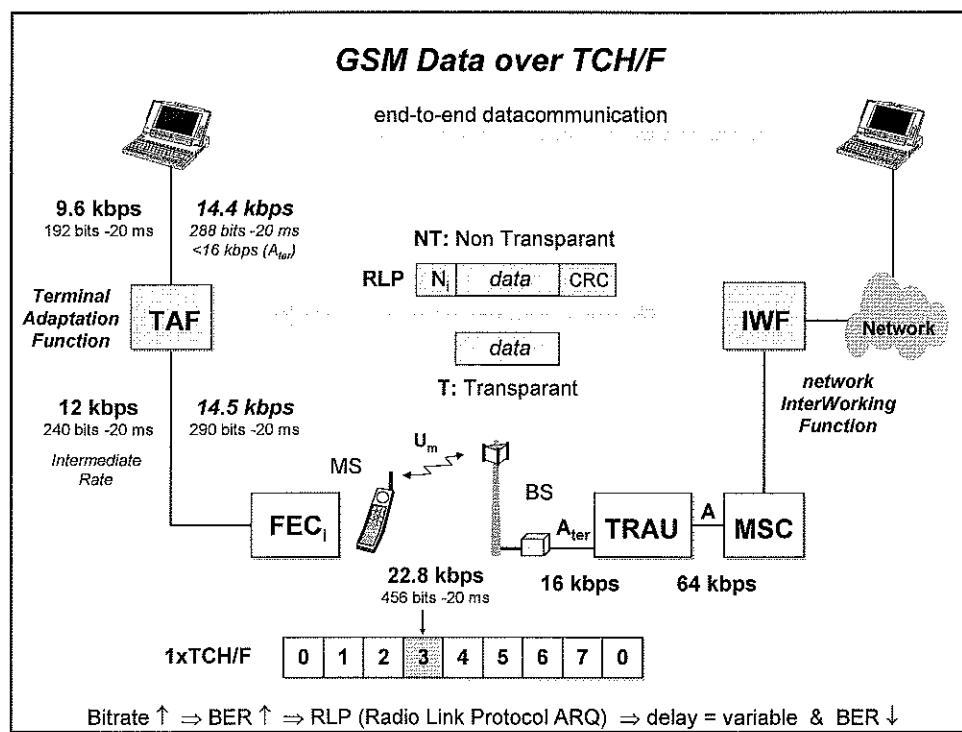
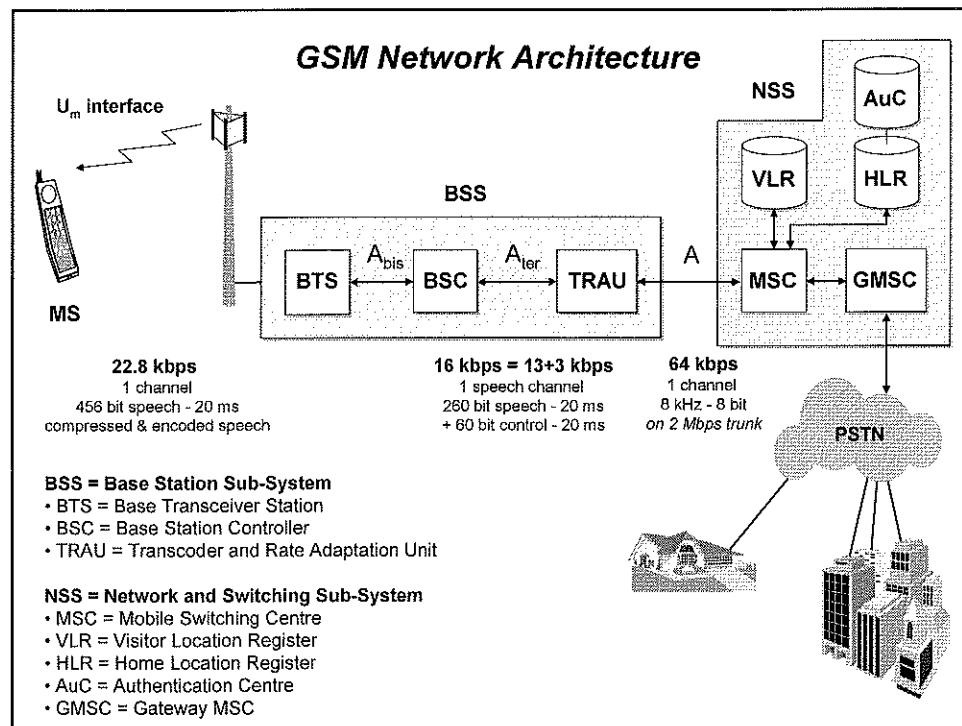


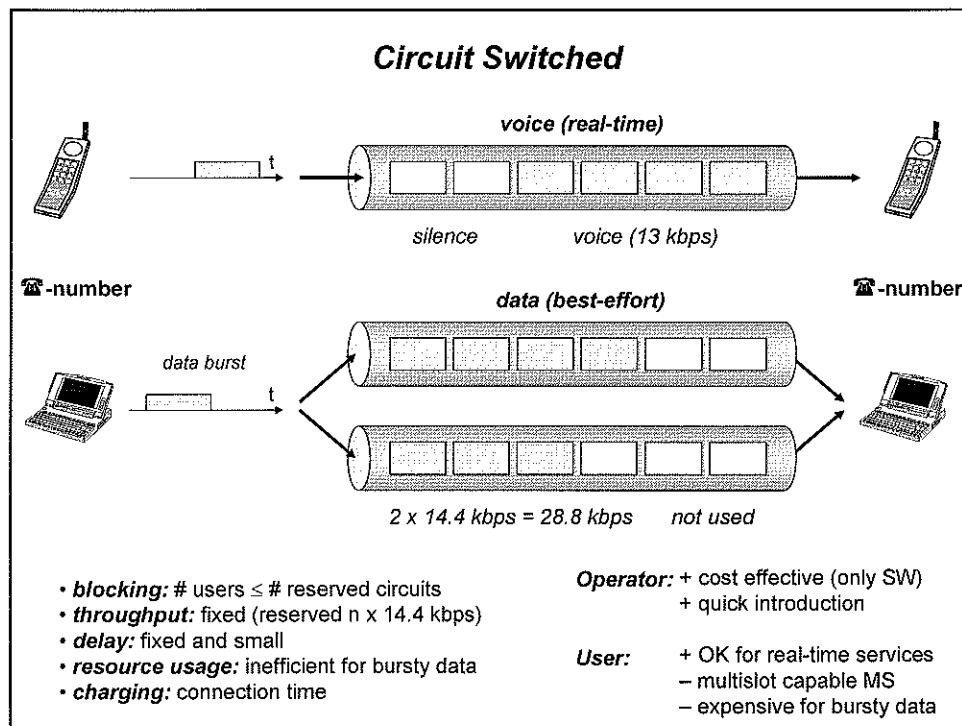
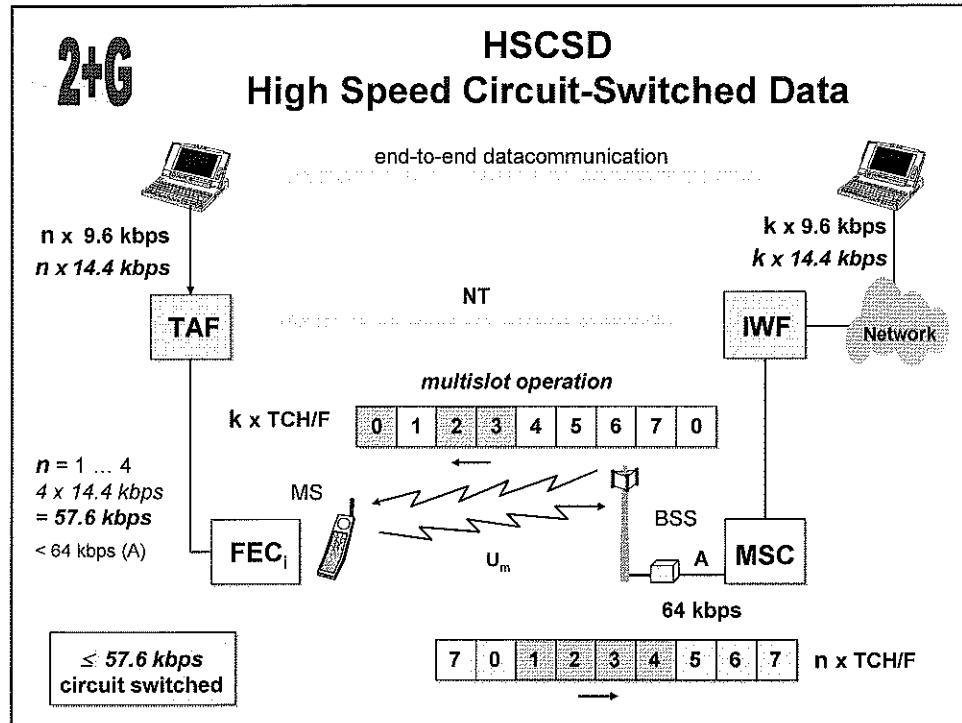


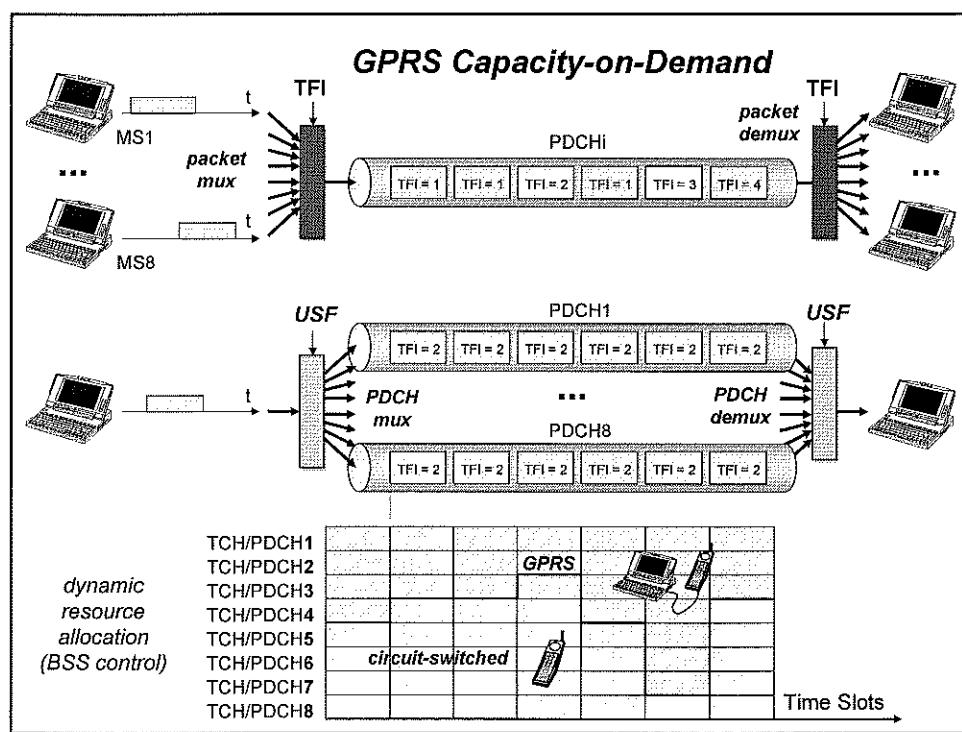
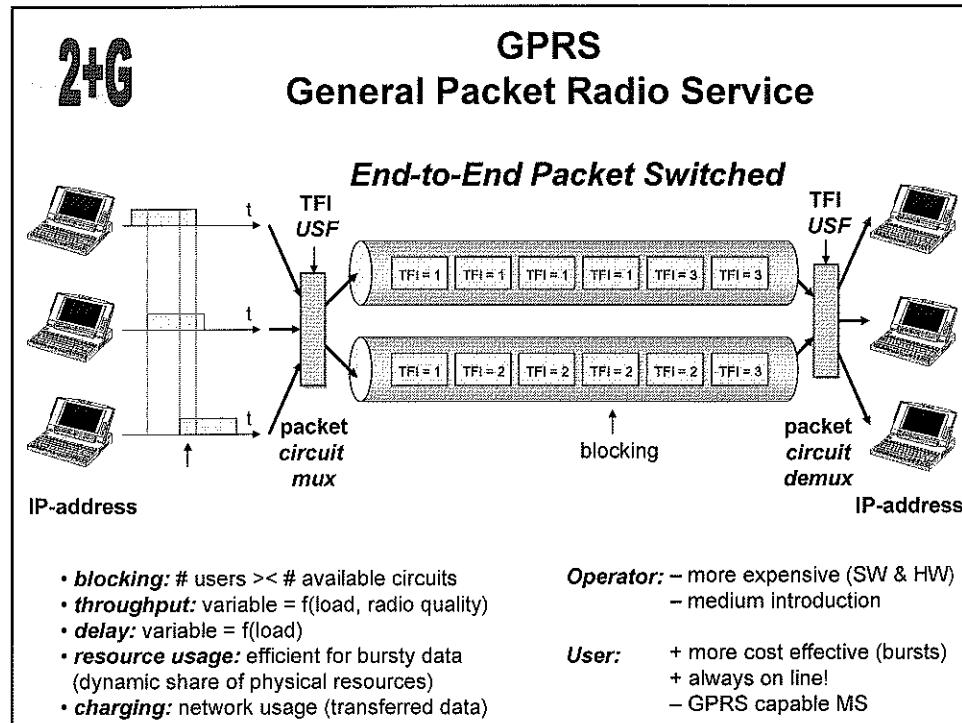


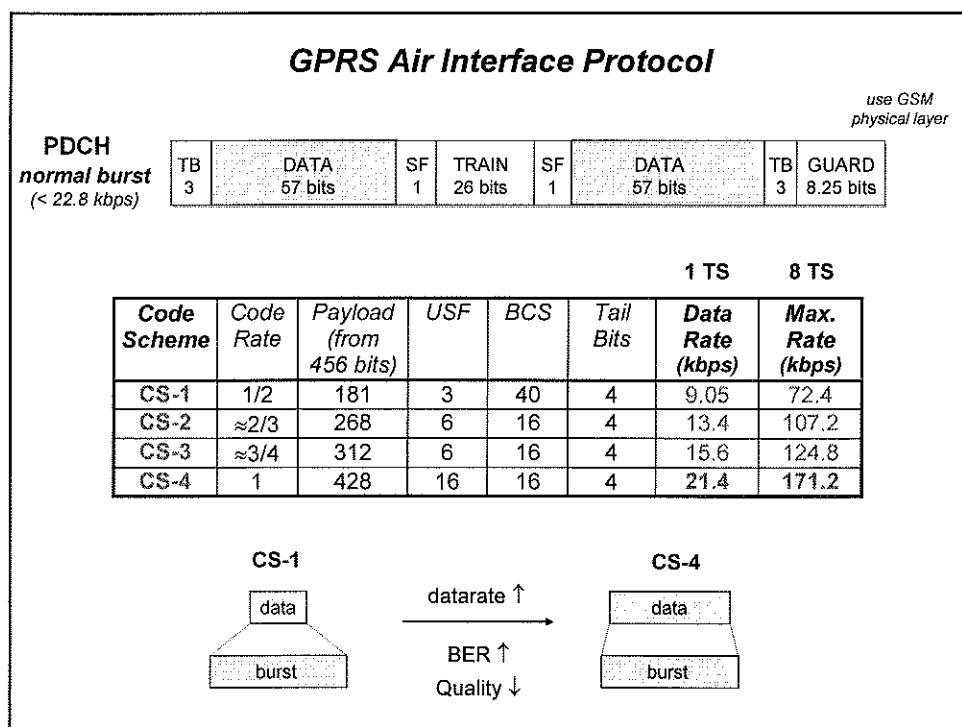
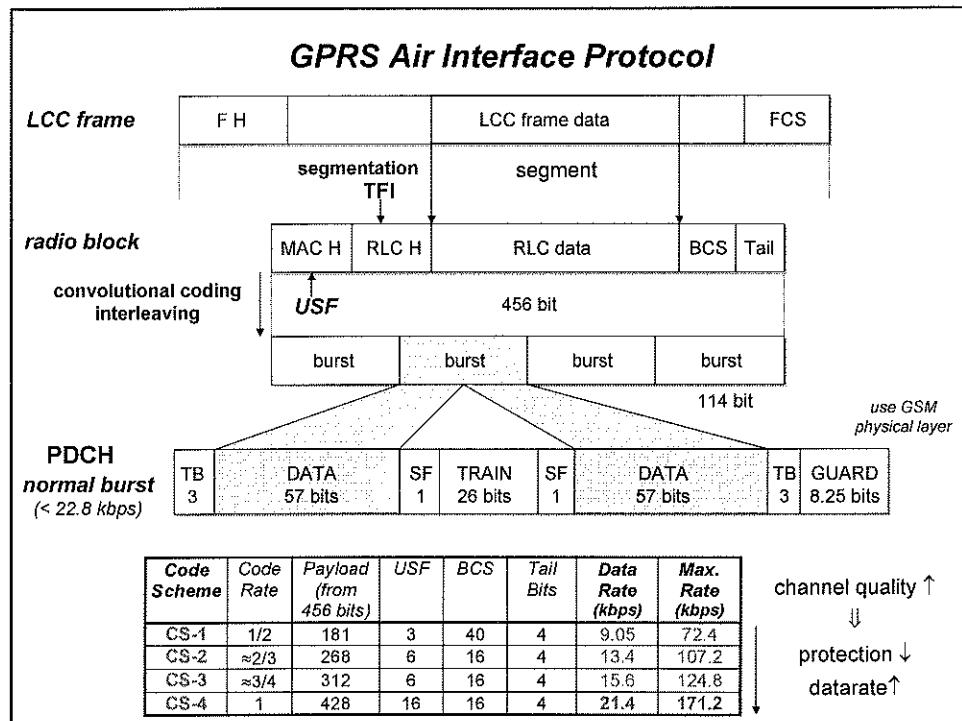


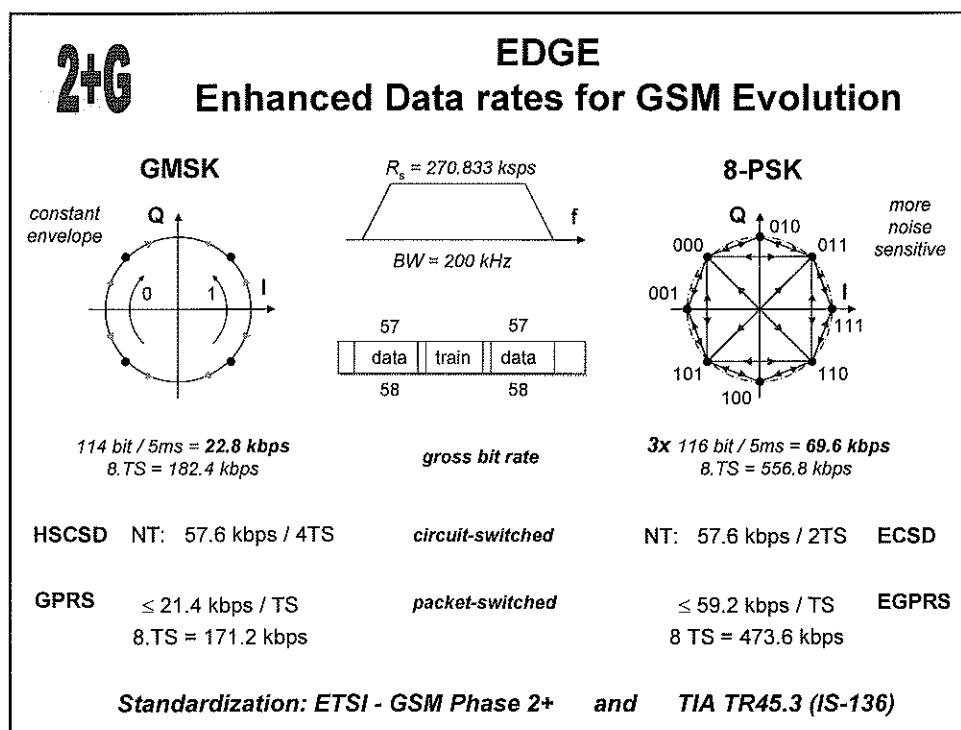
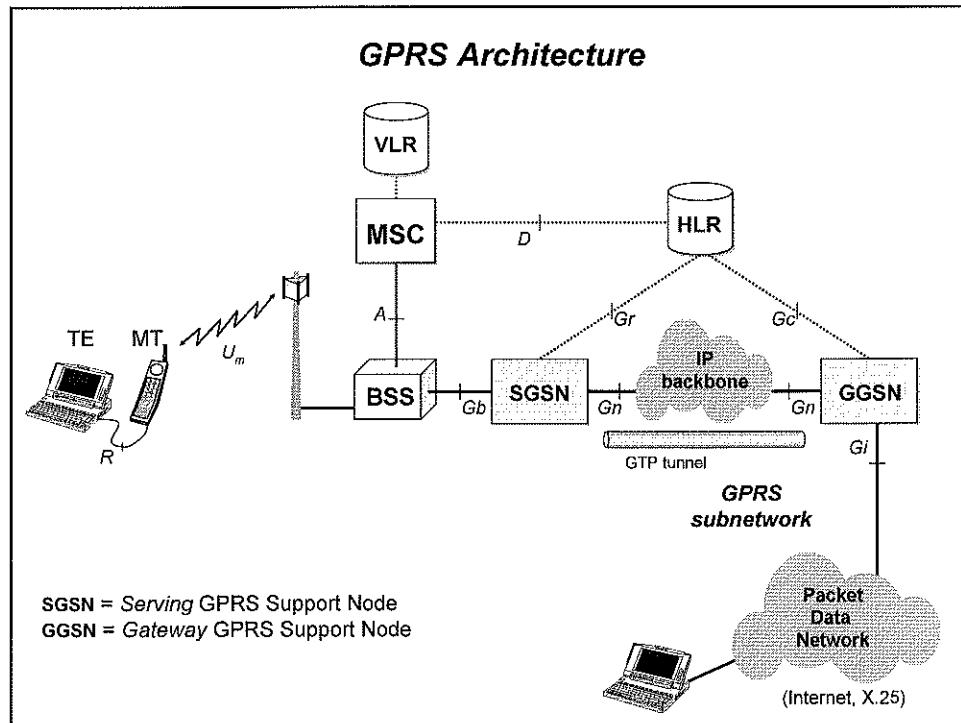


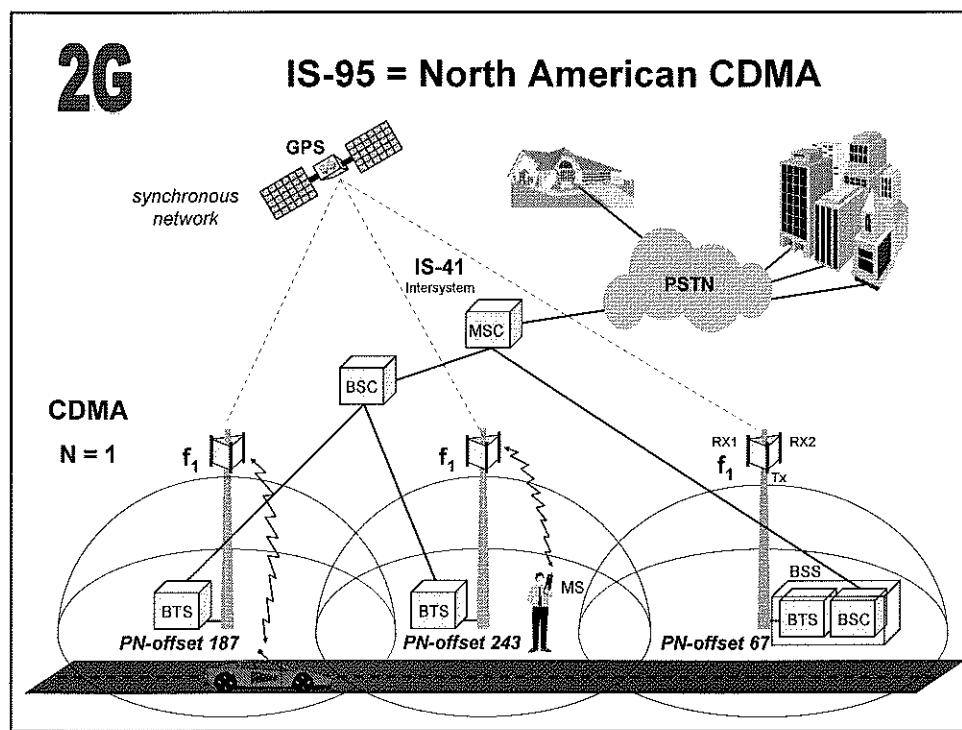
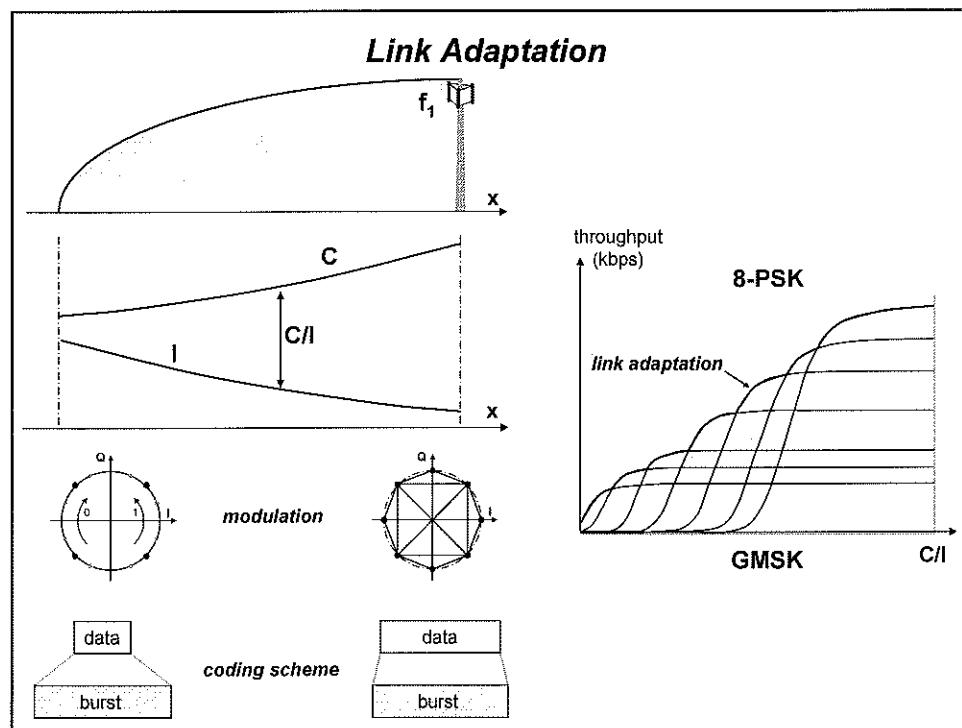


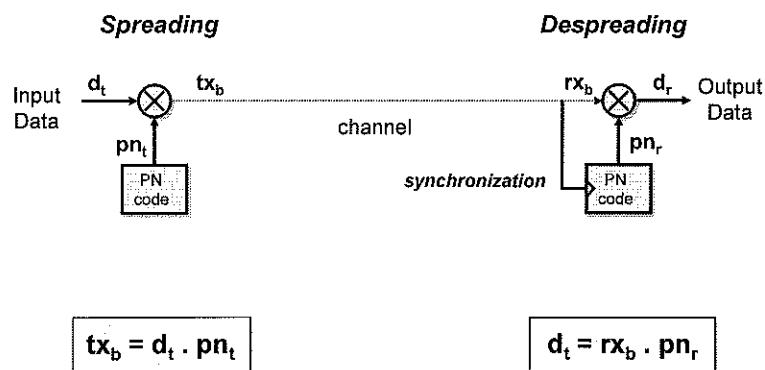


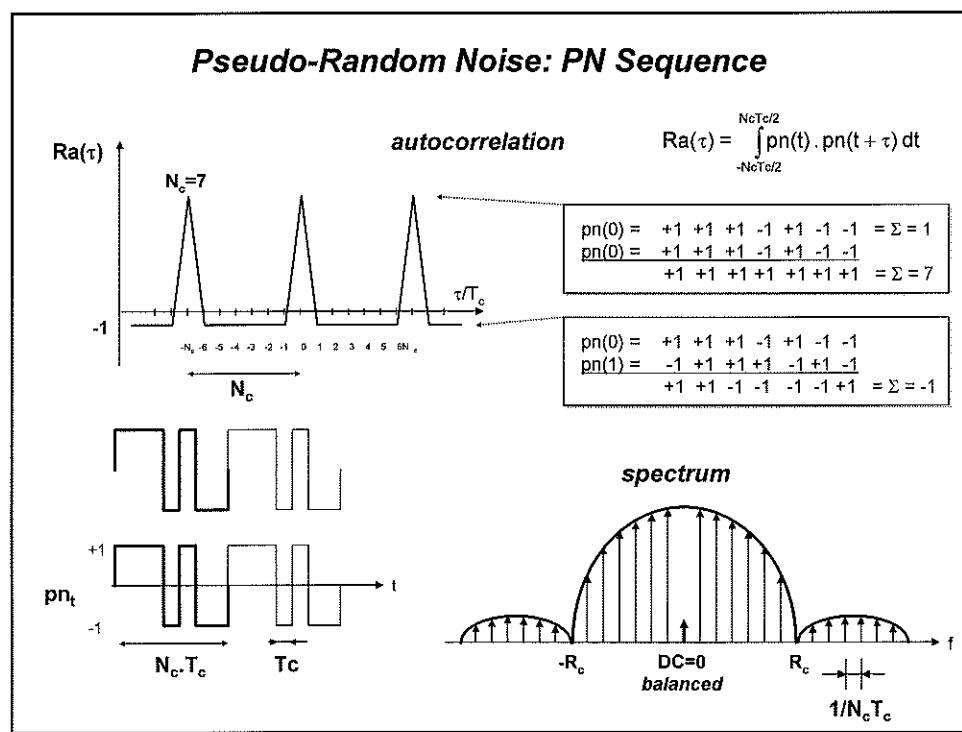
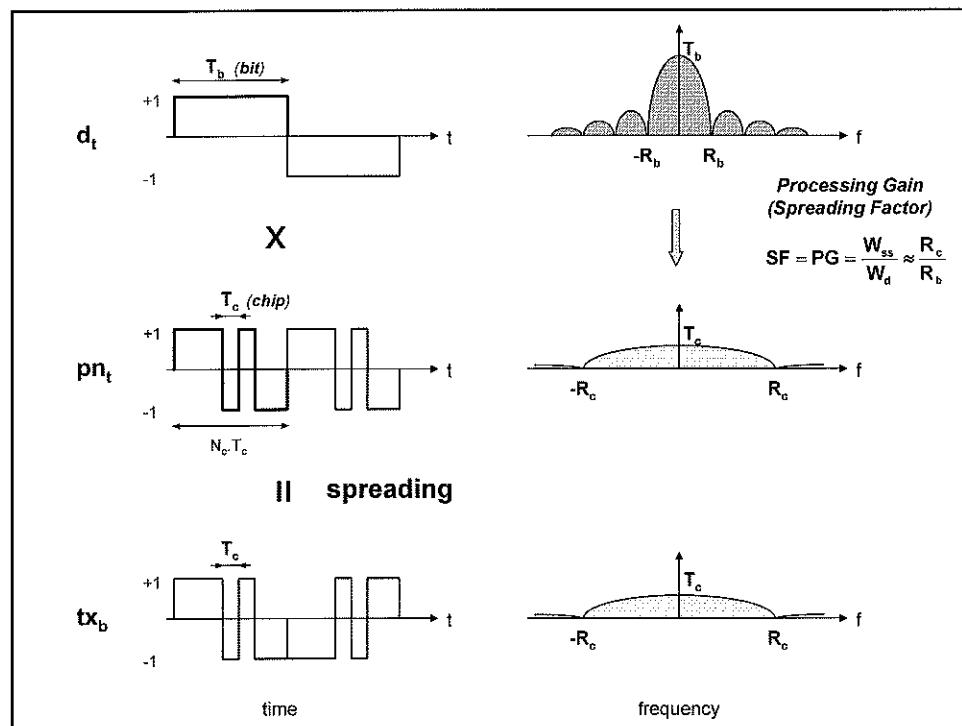


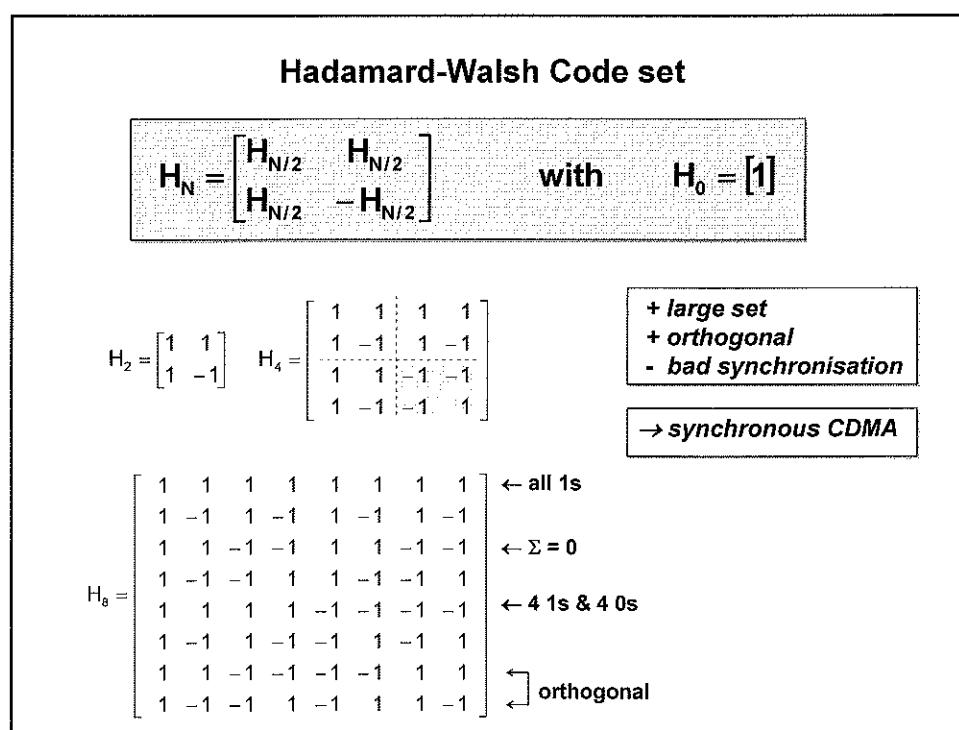
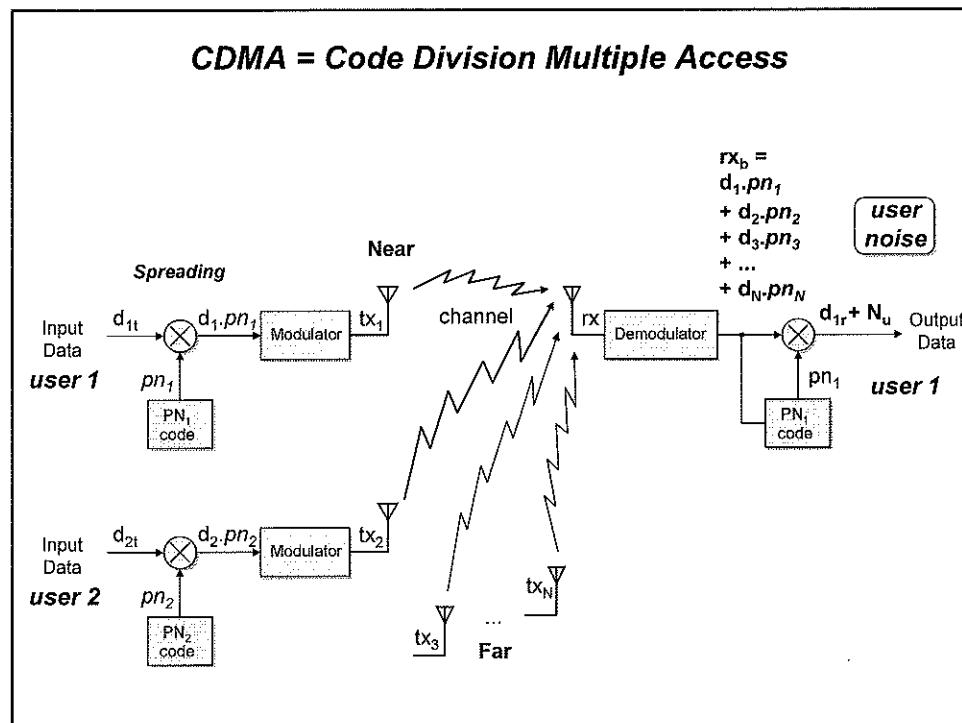


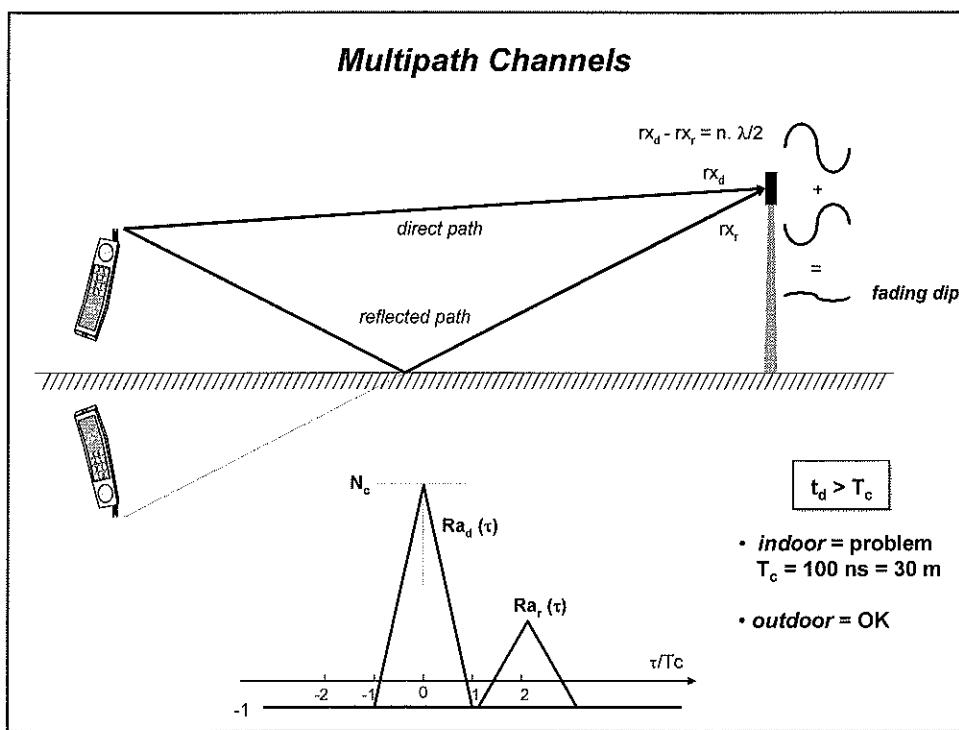
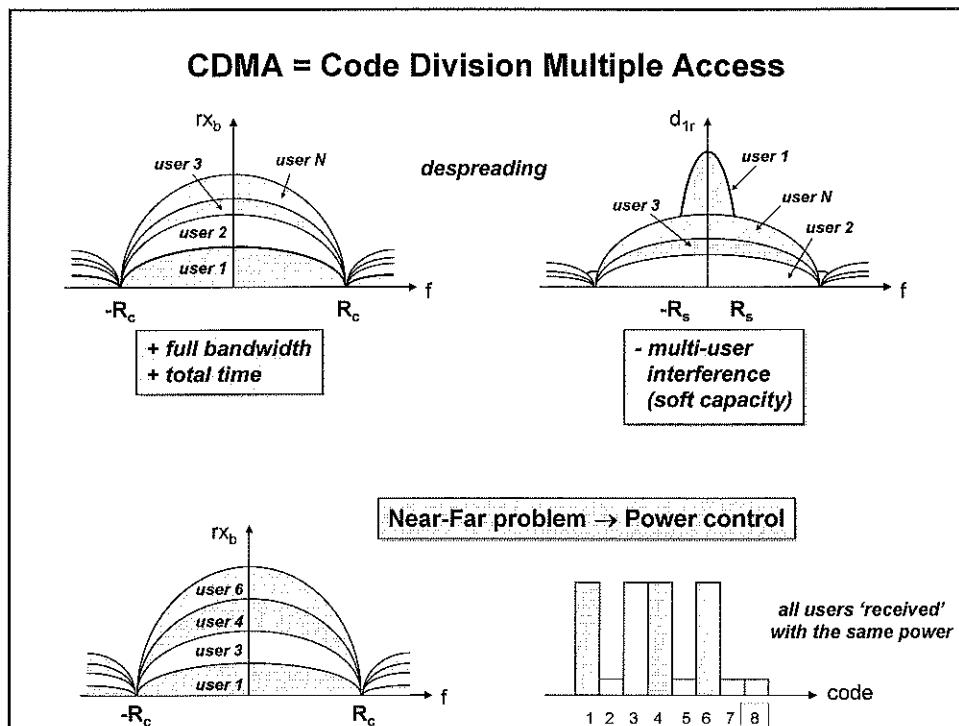


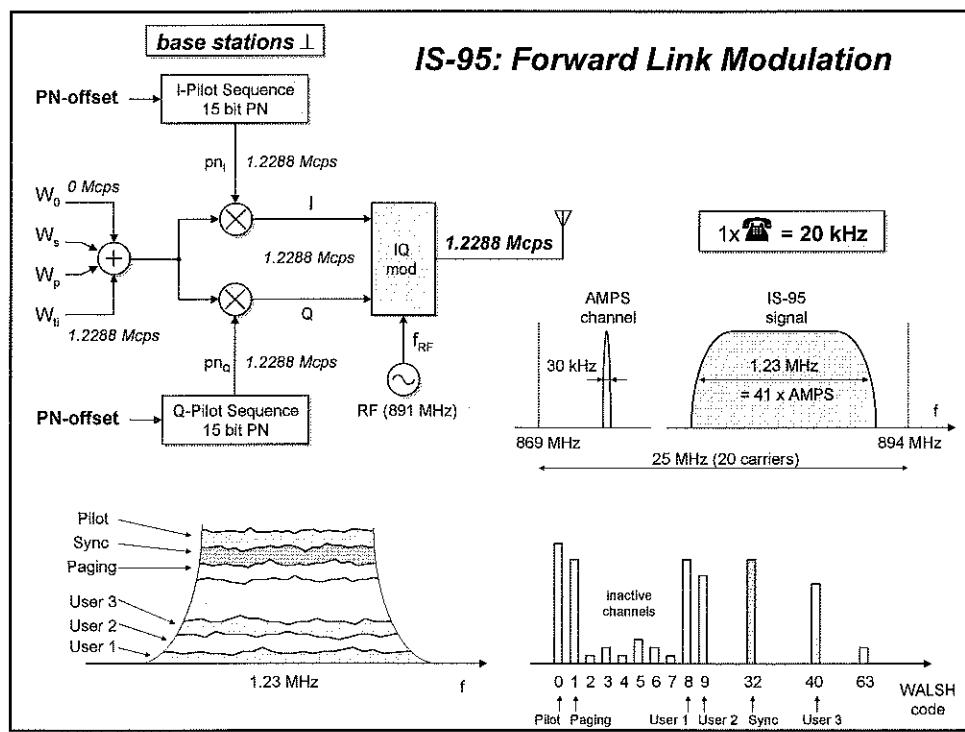
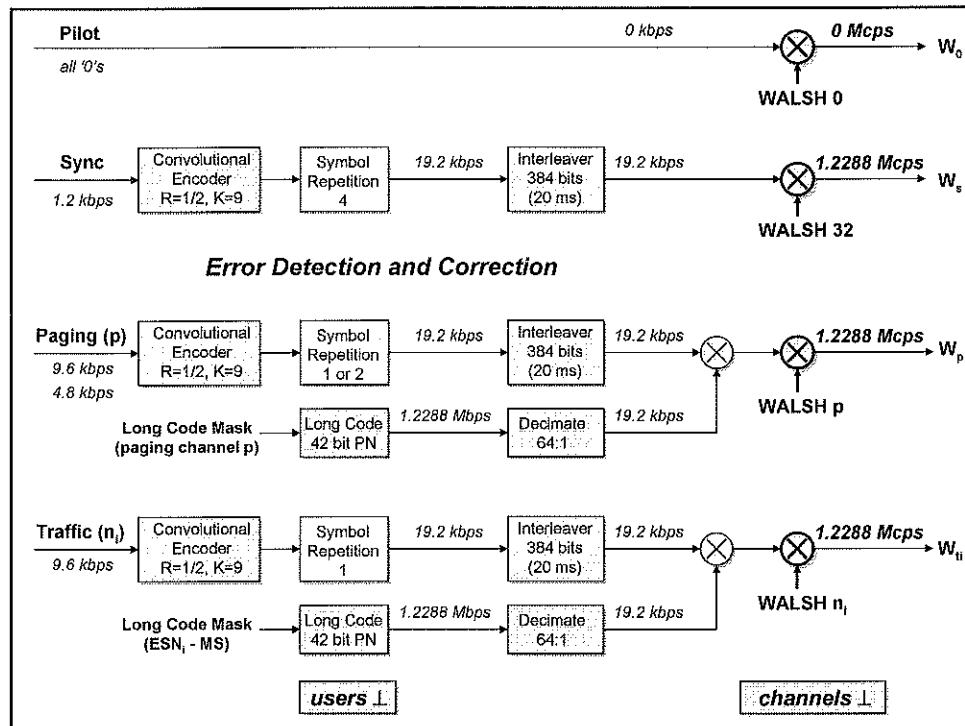


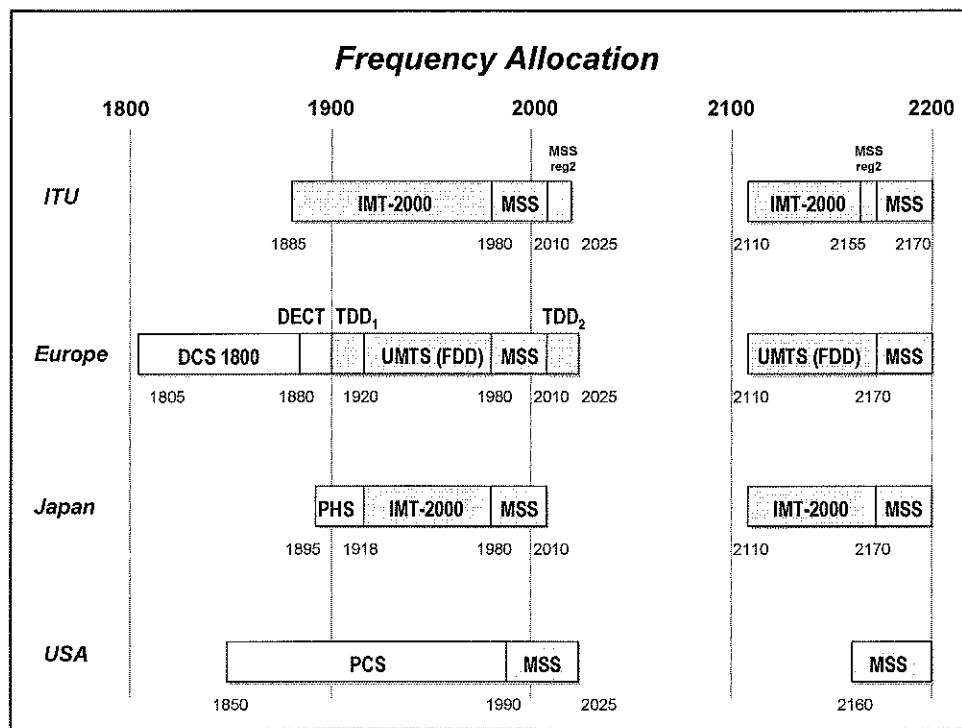
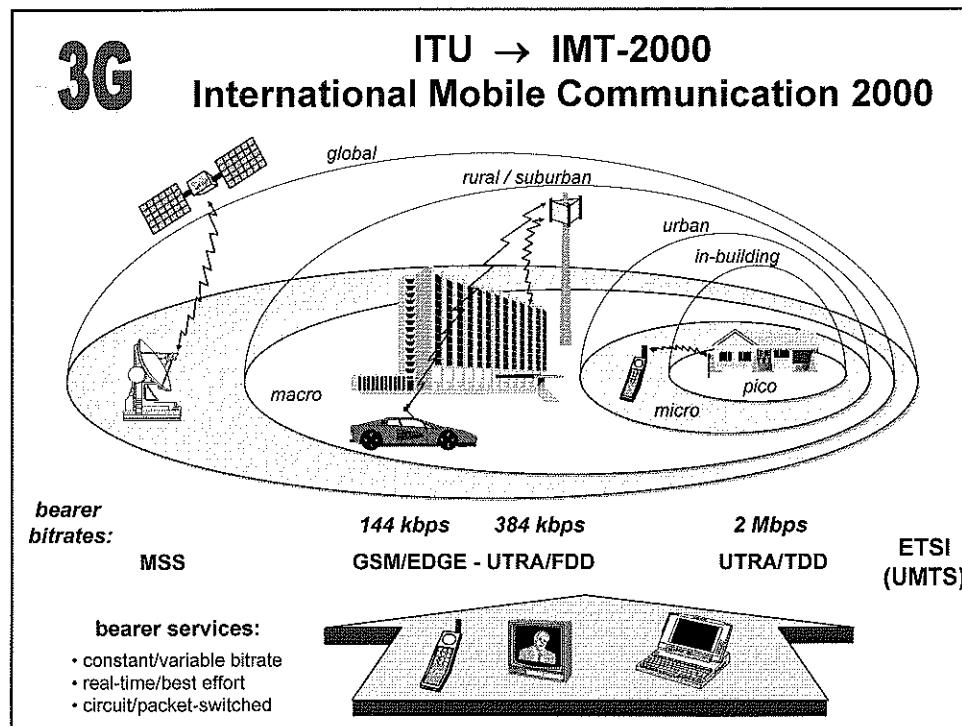
HOBU-fonds IWT97109 - DE NAYER instituut***Spread Spectrum*****DS-CDMA demonstrator at 2.4 GHz (ISM band)****Measurement aspects
for wireless communication systems****Measurement infrastructure (VSA, IQ-mod, BERT)*****DSSS = Direct Sequence Spread Spectrum***

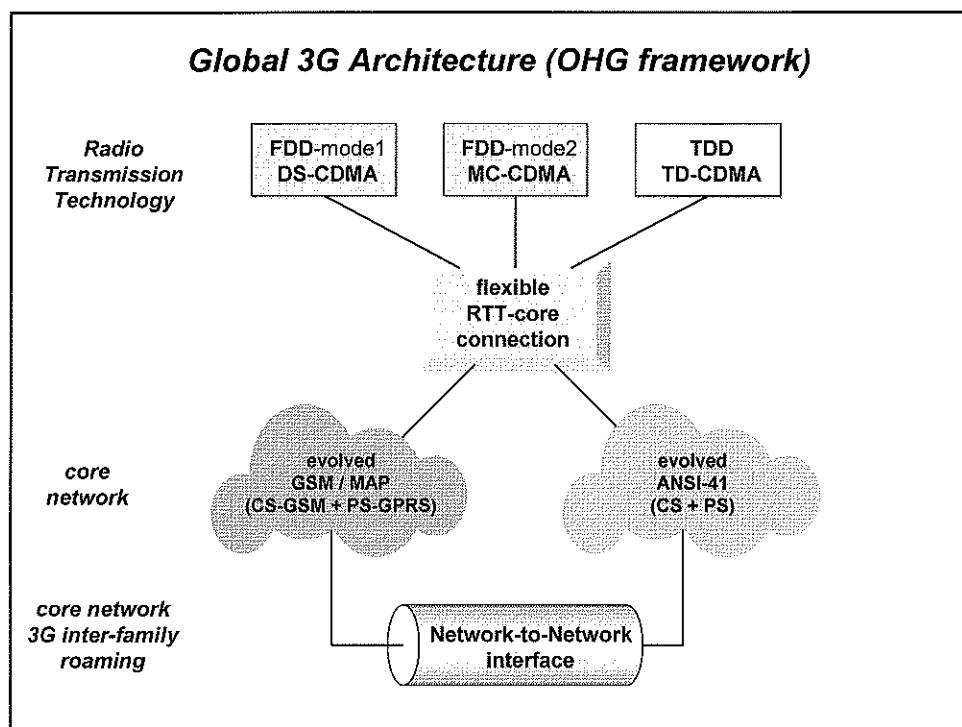
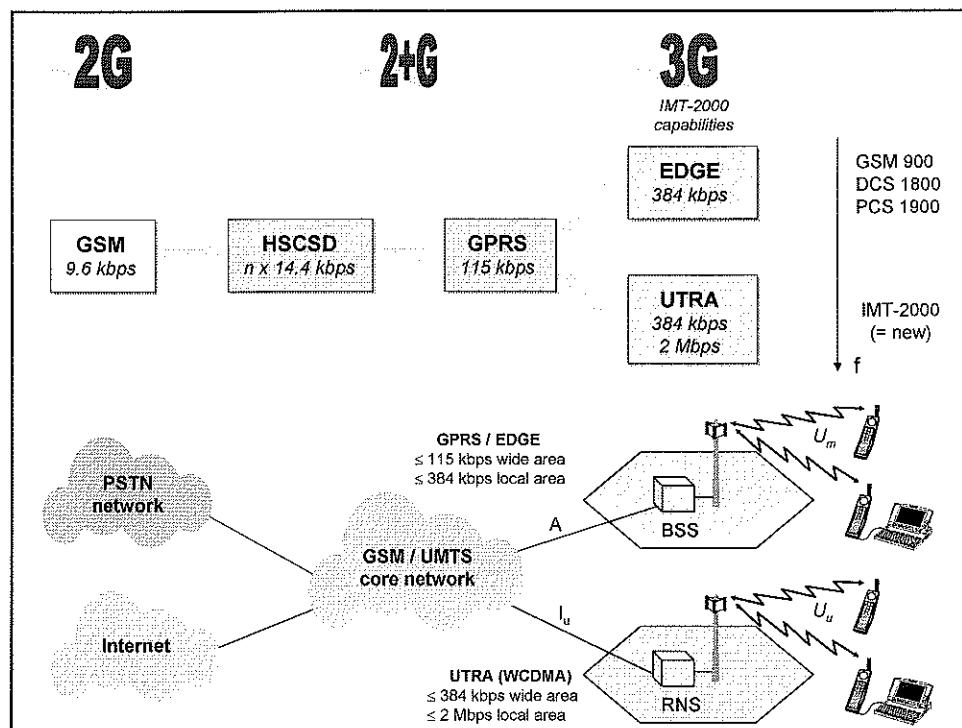


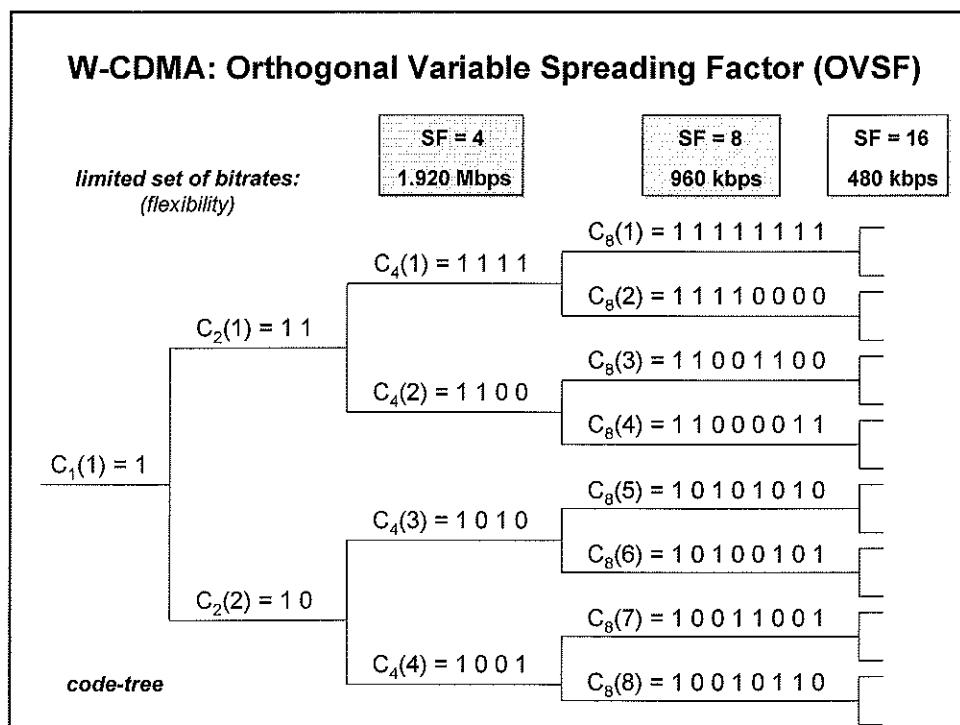
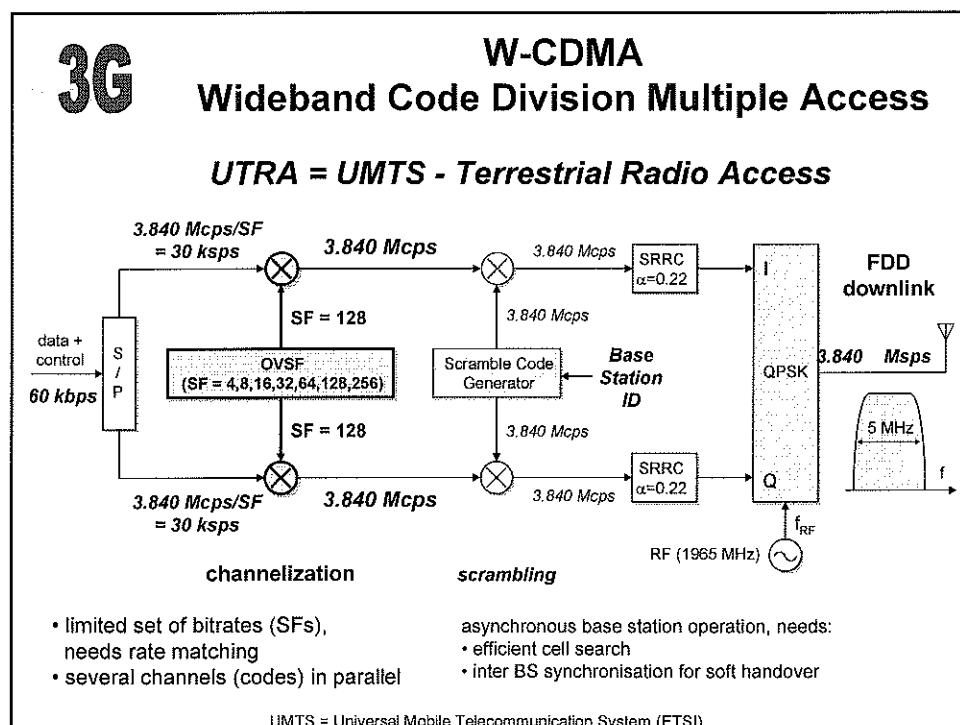


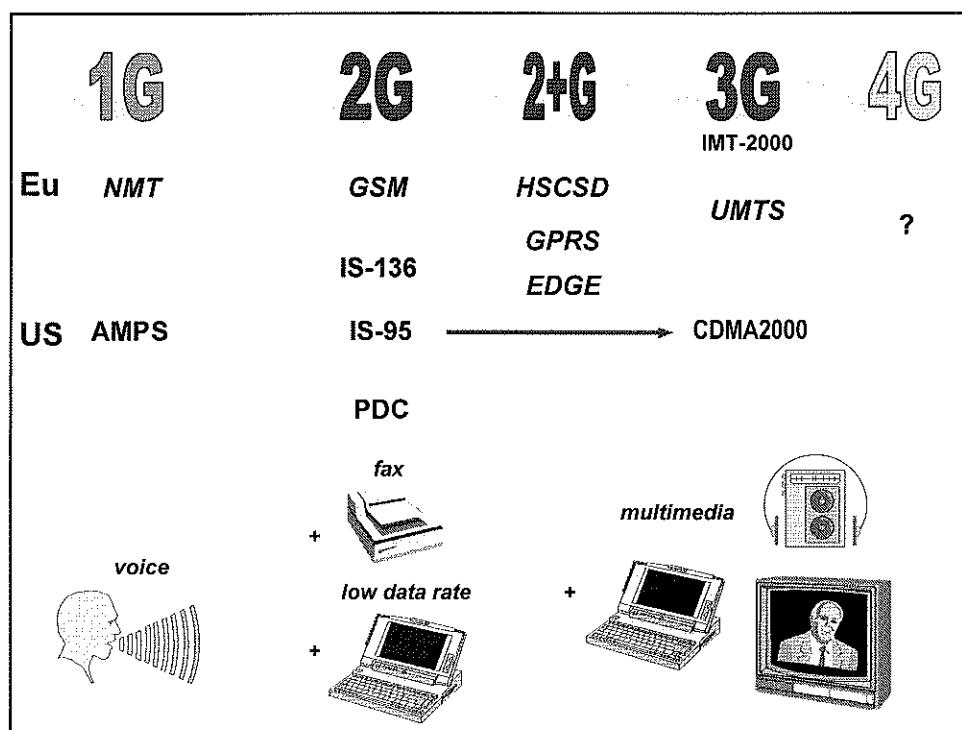
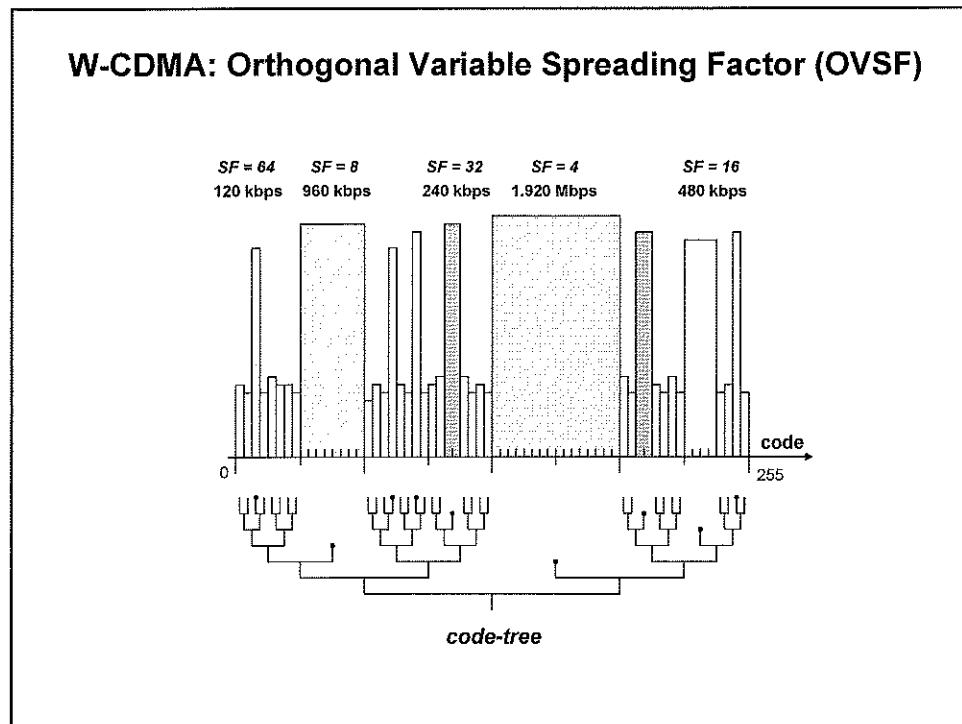












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In Vehicle Networks

CAN = Controller Area Network

EmSD
Embedded System Design

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ir. J. Meel
dec 2009

1. CAN

CAN = Controller Area Network

Extremely robust standardized communication protocol

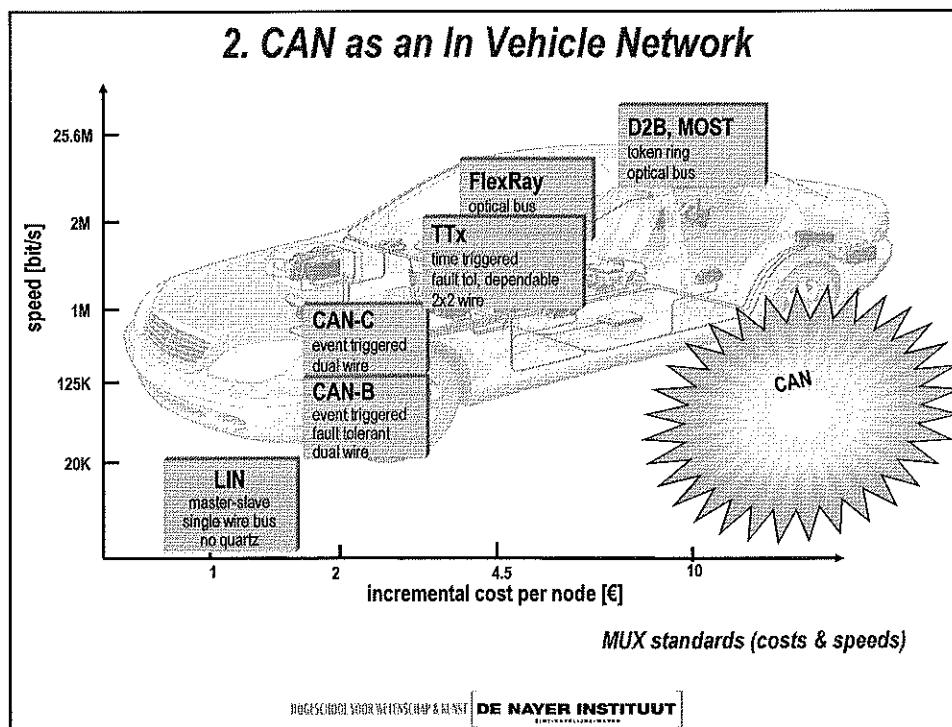
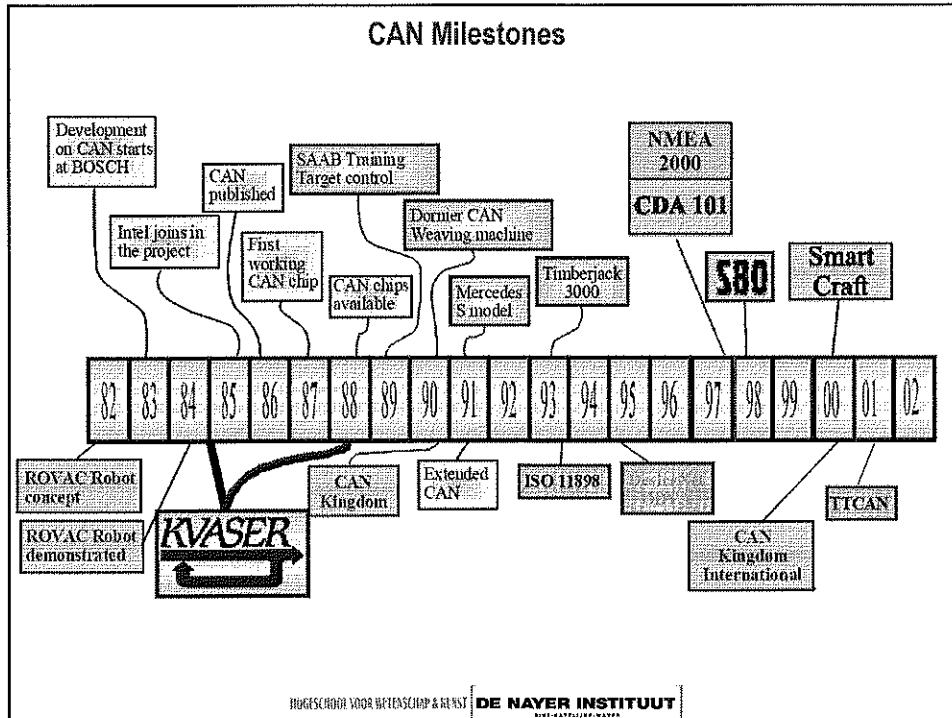
Developed by **Bosch** (in the 1980s) to create standardization and reduce the cost and weight in vehicle wiring harness

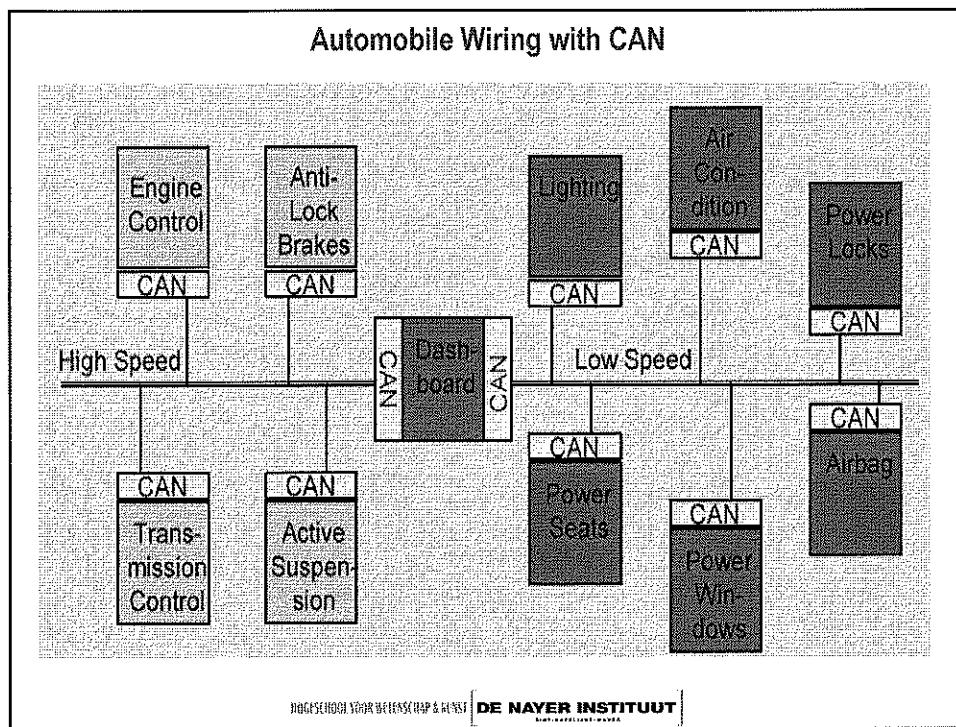
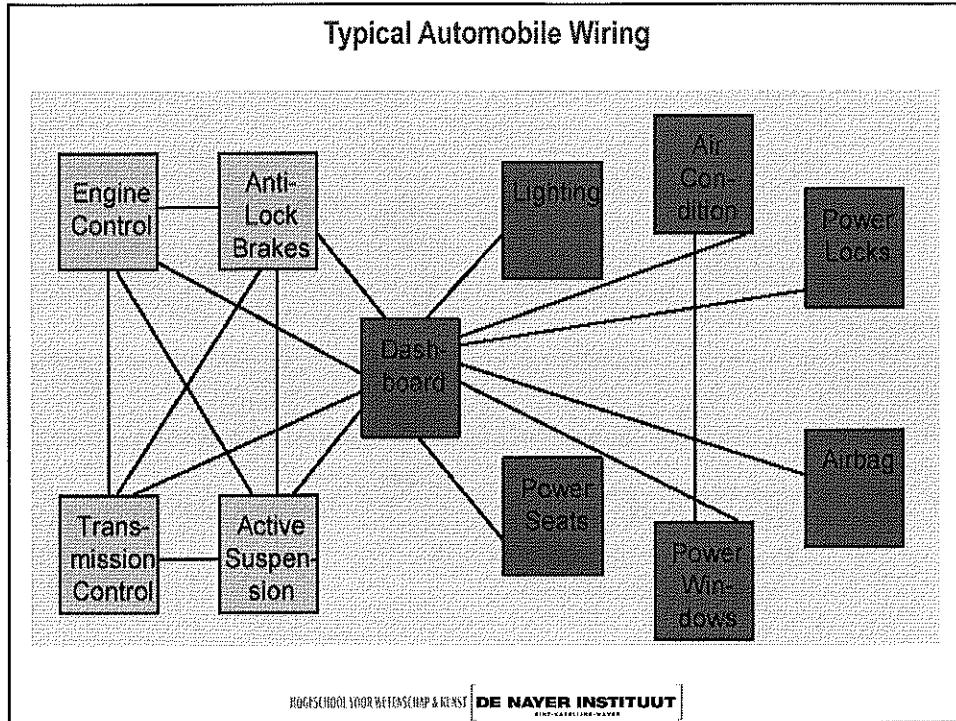
CAN is internationally standardized by the **International Standardization Organization** (in ISO 11898) and by other standards organizations (SAE = Society of Automotive Engineers).

Primary uses: automotive and industrial control



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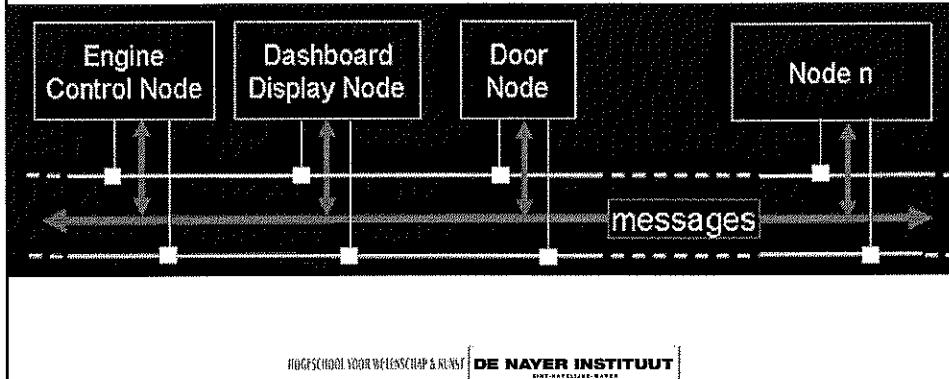




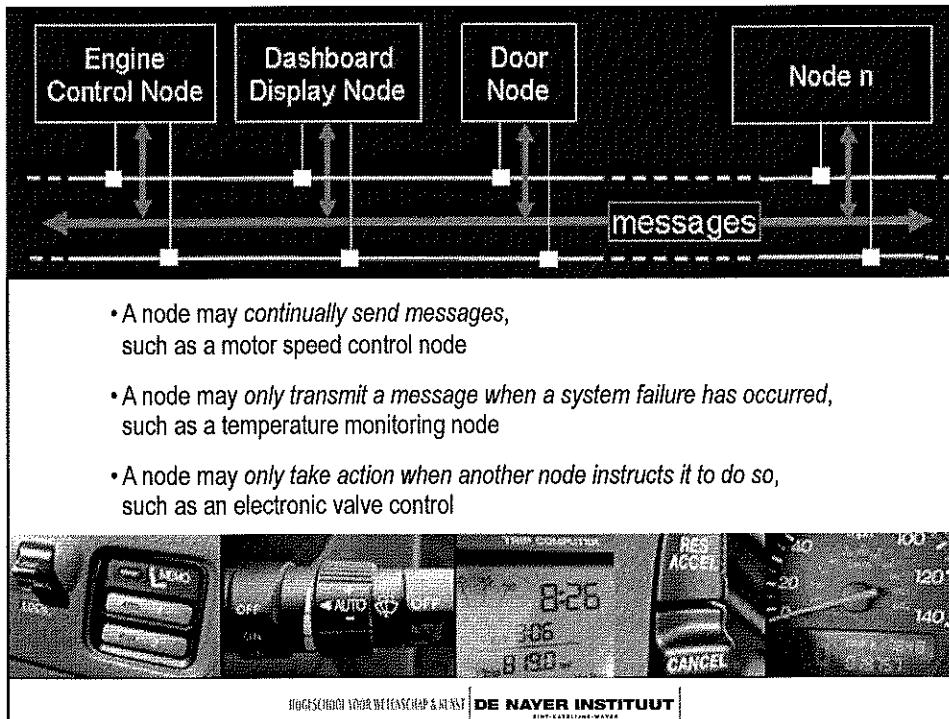
3. CAN Concept

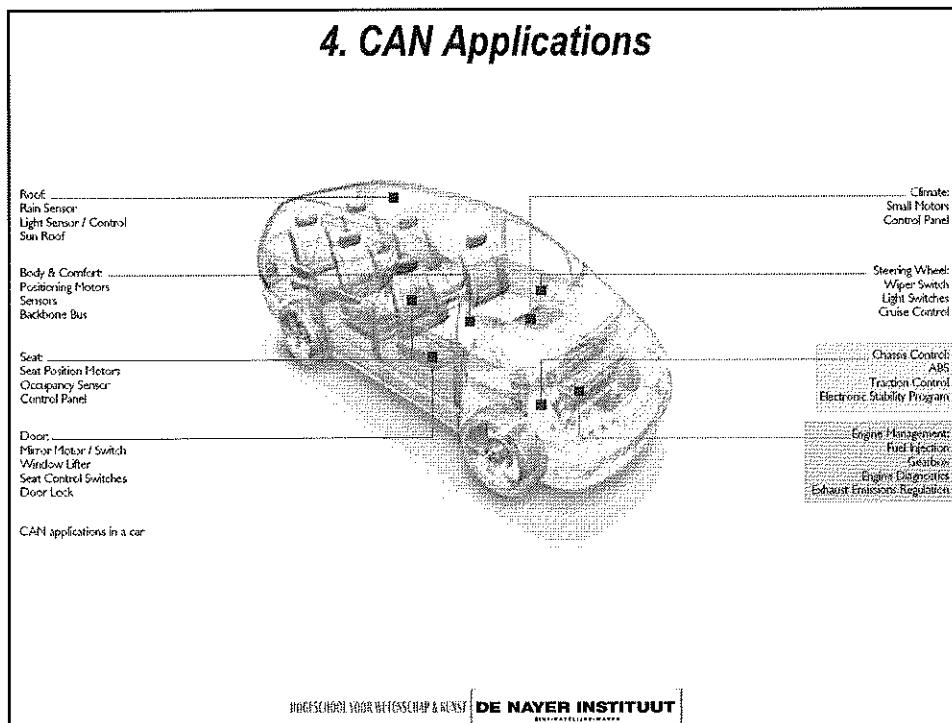
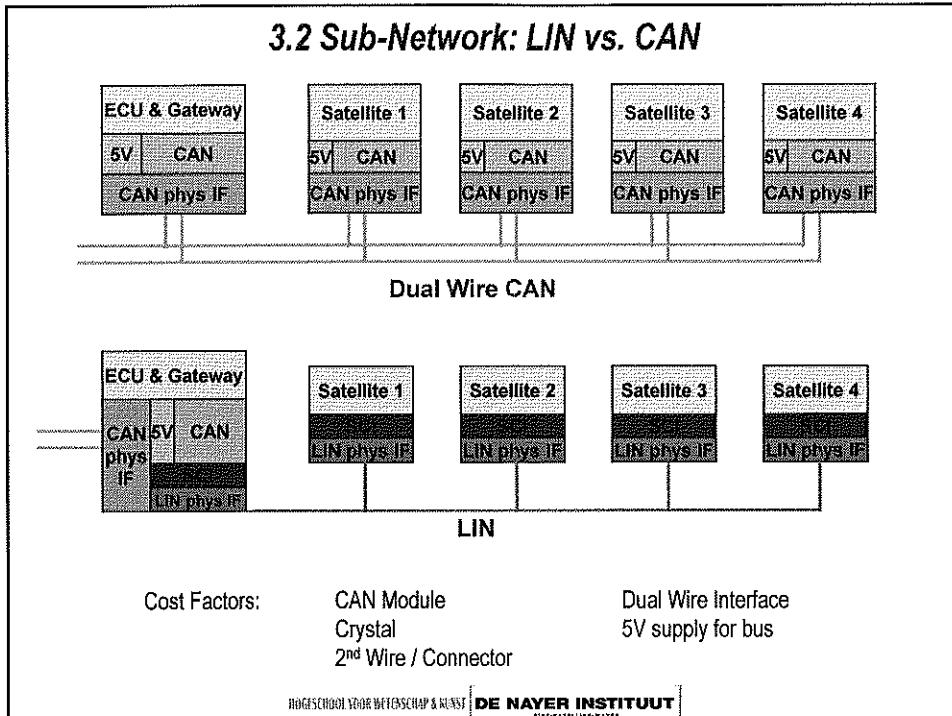
3.1 Network Architecture

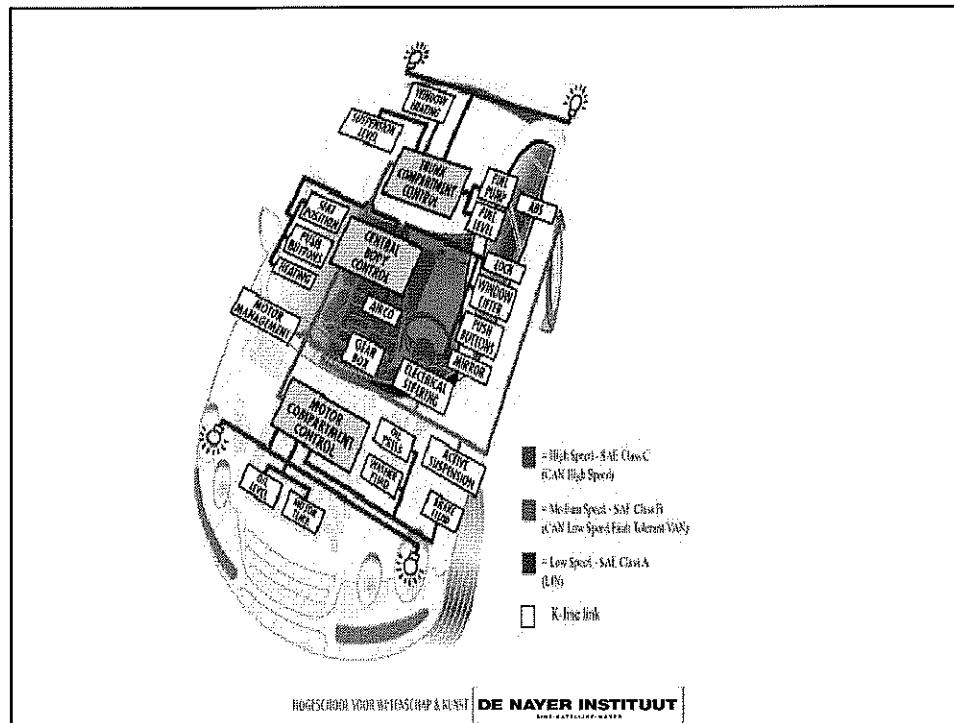
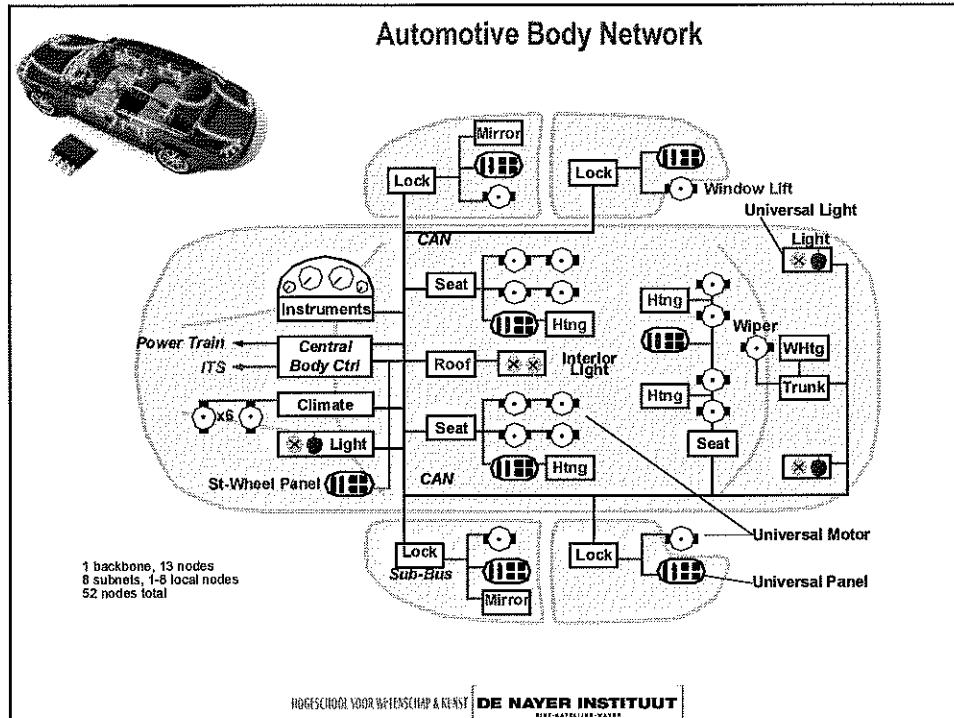
- a CAN network is made up of nodes connected to the bus
- each node can communicate with each other node (flat architecture)
- communication is handled with extremely robust packets called messages
- transmission speeds of up to 1 Mbps are defined

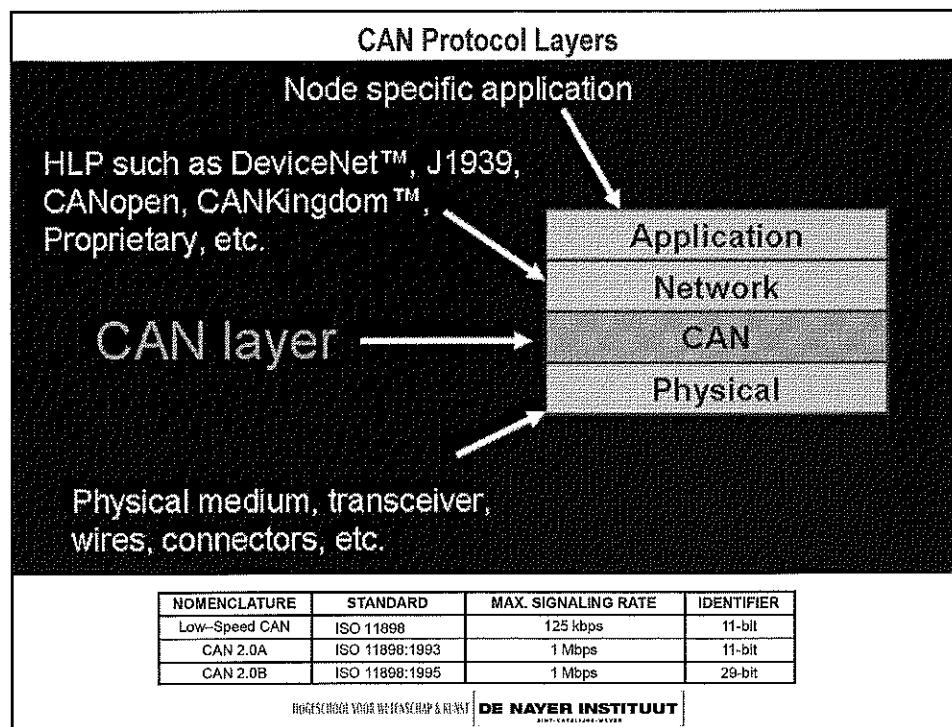
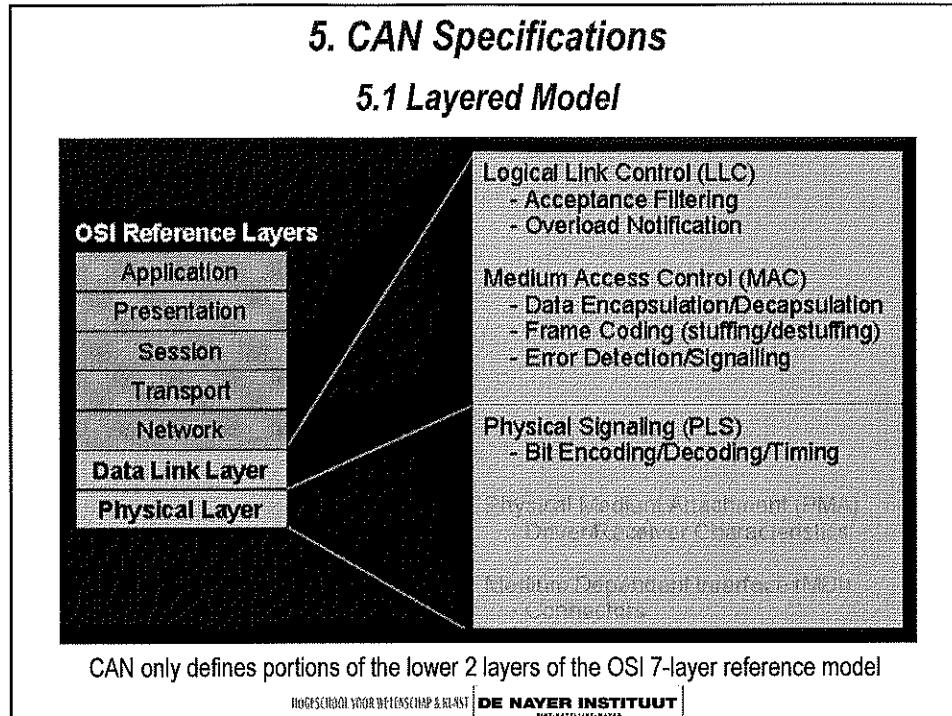


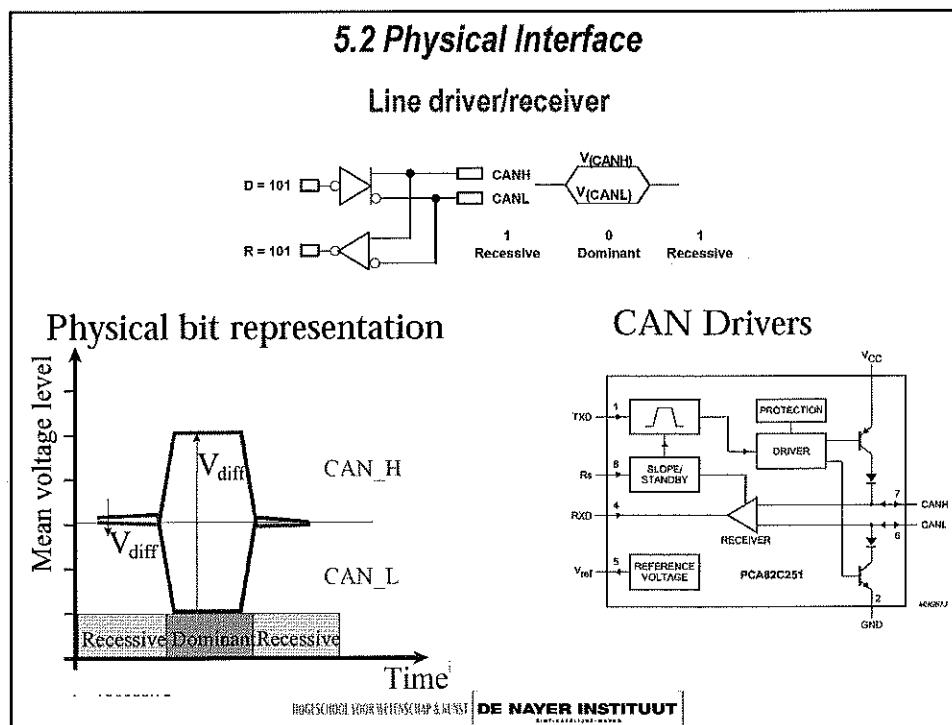
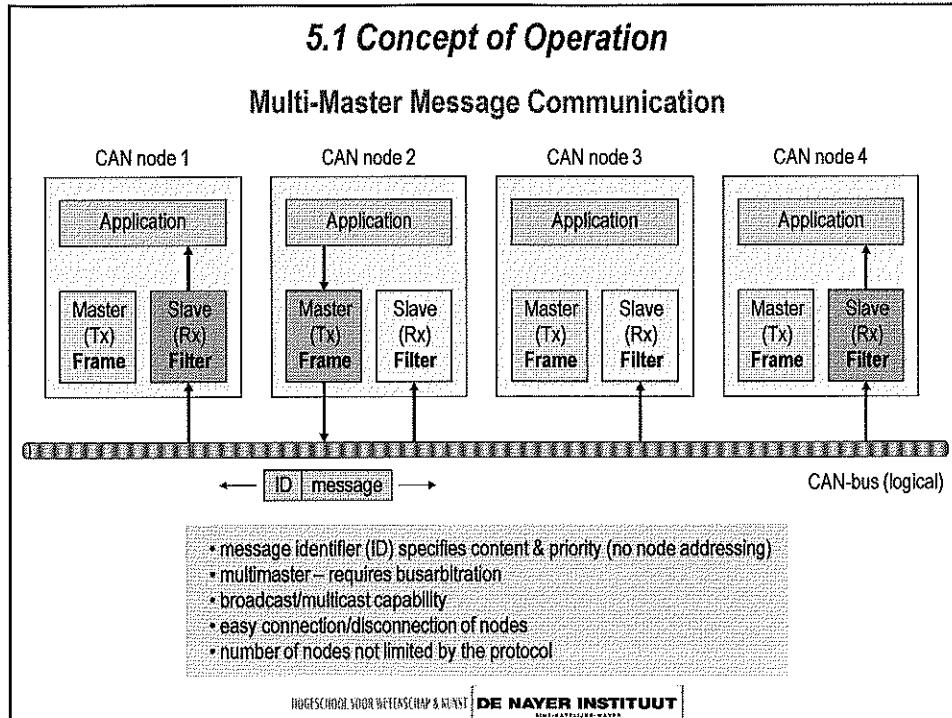
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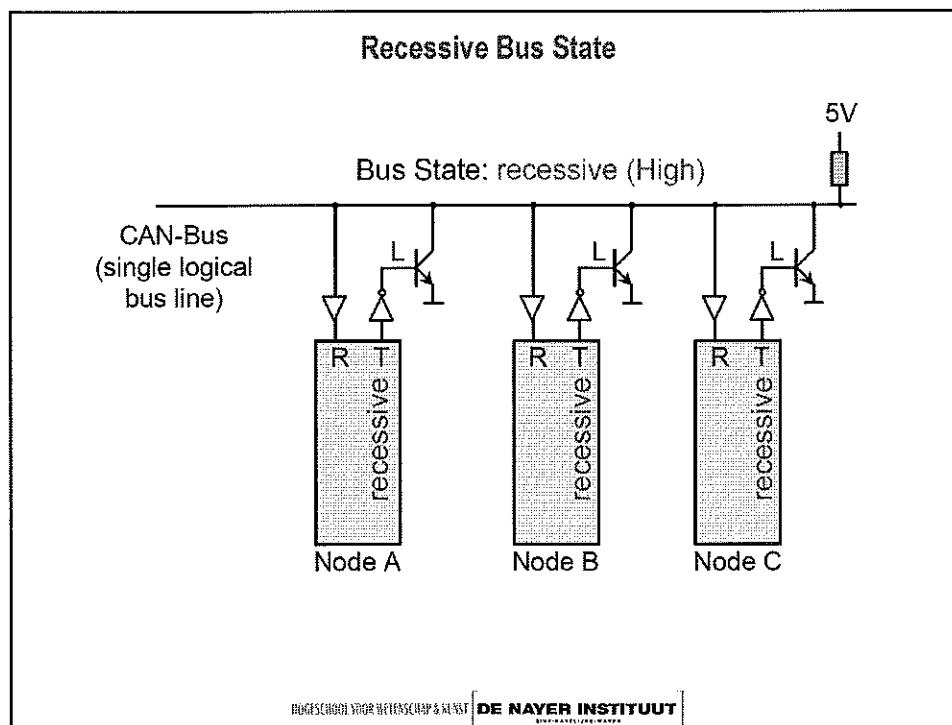
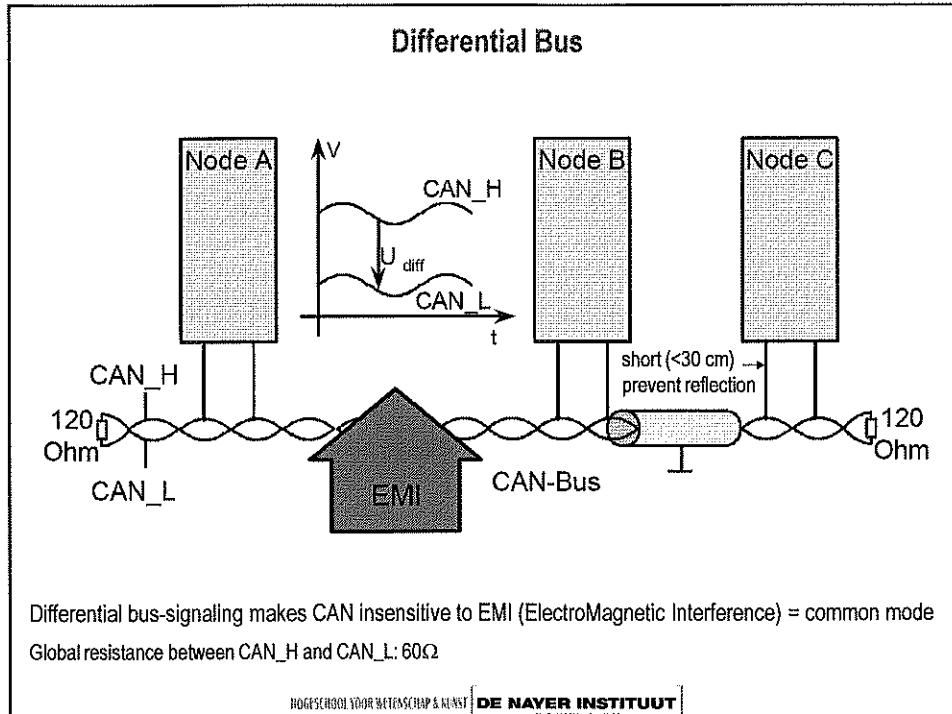


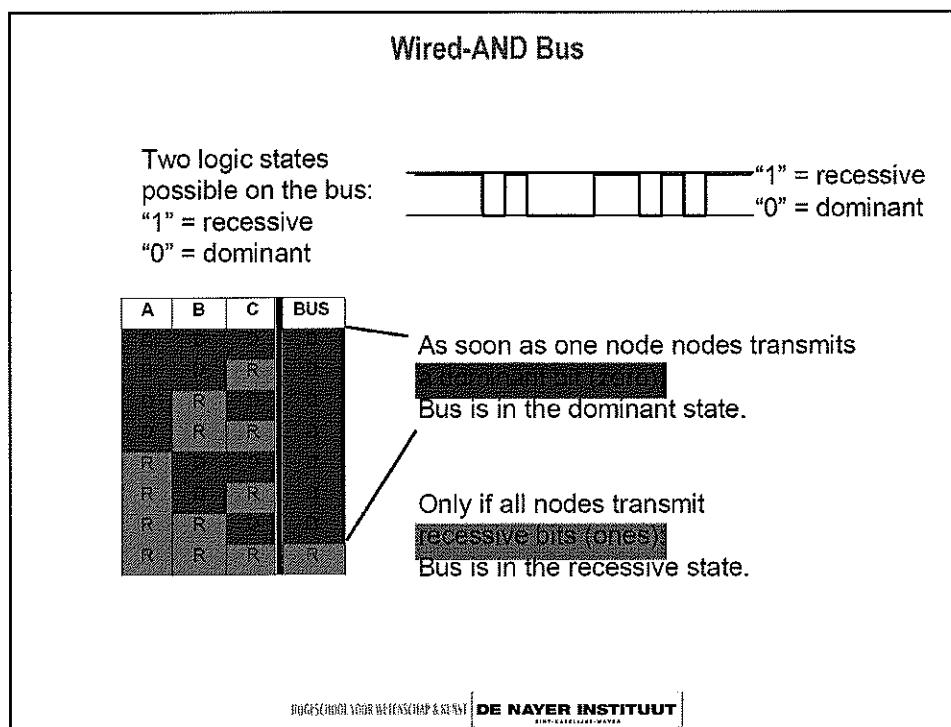
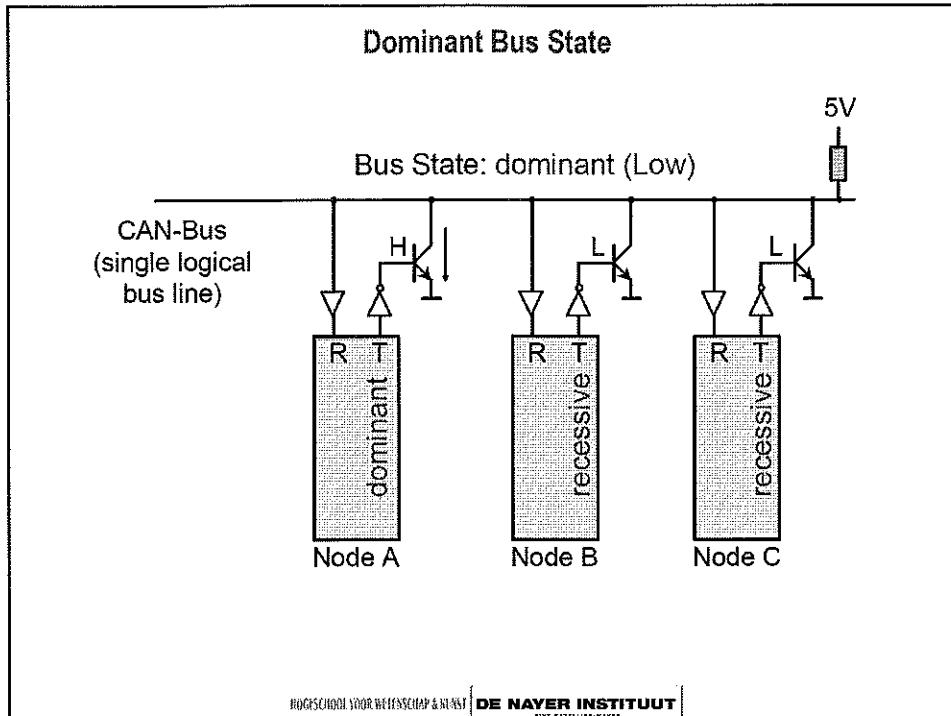










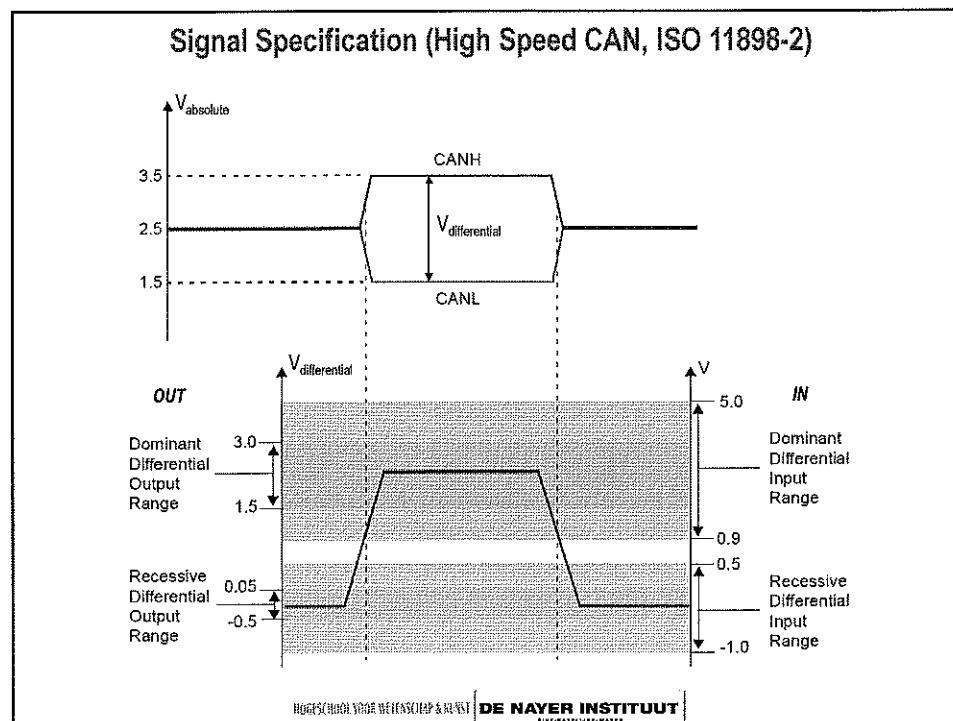


Features	High Speed	Fault-Tolerant	Single Wire
	HS-CAN	FT-CAN	SW-CAN
Data link layer standard	ISO 11898-1	ISO 11898-1	ISO 11898-1
Physical layer standard	ISO 11898-2	ISO 11898-3	SAE J2411
Number of bus wires	2 (twisted pair)	2 (twisted pair)	1
Maximum bus speed	1 Mbit/s	125 kbit/s	33/41.6 kbit/s
Bus communication signal			
Bus termination principle			
Bus wire short-circuit and interrupt tolerance	limited short-circuit tolerance	tolerance against any single bus wire short or interrupt	no tolerance
Philips transceiver features ¹	<ul style="list-style-type: none"> - bus dominant time-out - bus clamping protection - partial networking support - stand-by and sleep modes - node power management - local and remote wake-up - failure diagnosis 	<ul style="list-style-type: none"> - bus dominant time-out - bus clamping protection - partial networking support - stand-by and sleep modes - node power management - local and remote wake-up - failure diagnosis 	<ul style="list-style-type: none"> - loss of ground protection - 100 kbit/s flash mode - partial networking support - selective sleep
Automotive applications	<ul style="list-style-type: none"> - engine management - backbone bus - body & comfort 	<ul style="list-style-type: none"> - body & comfort 	<ul style="list-style-type: none"> - body & comfort

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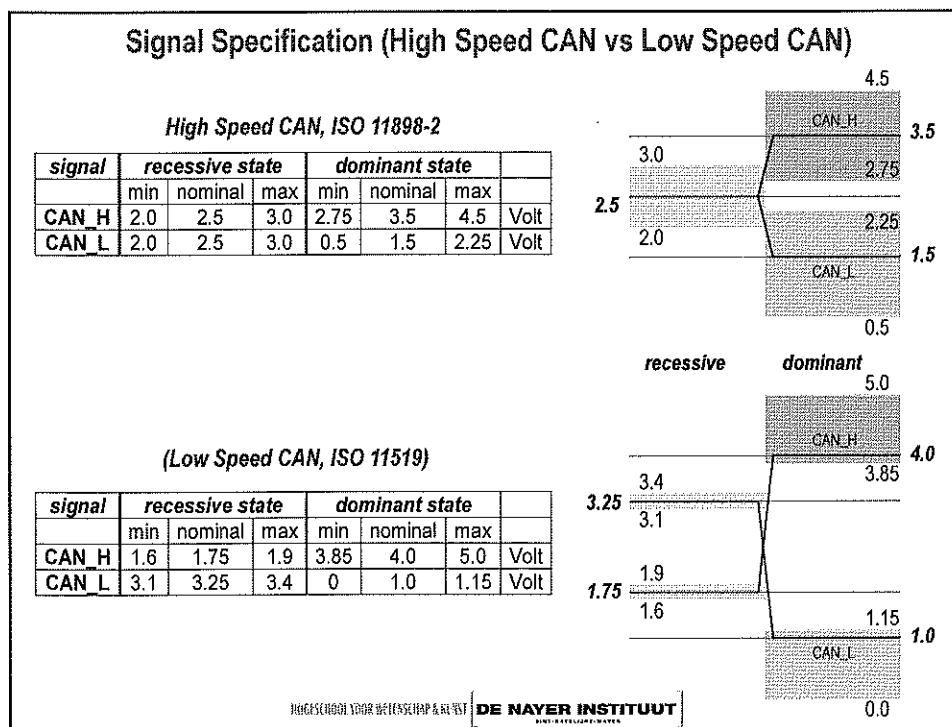
SINT-JAKOBINNENWATER

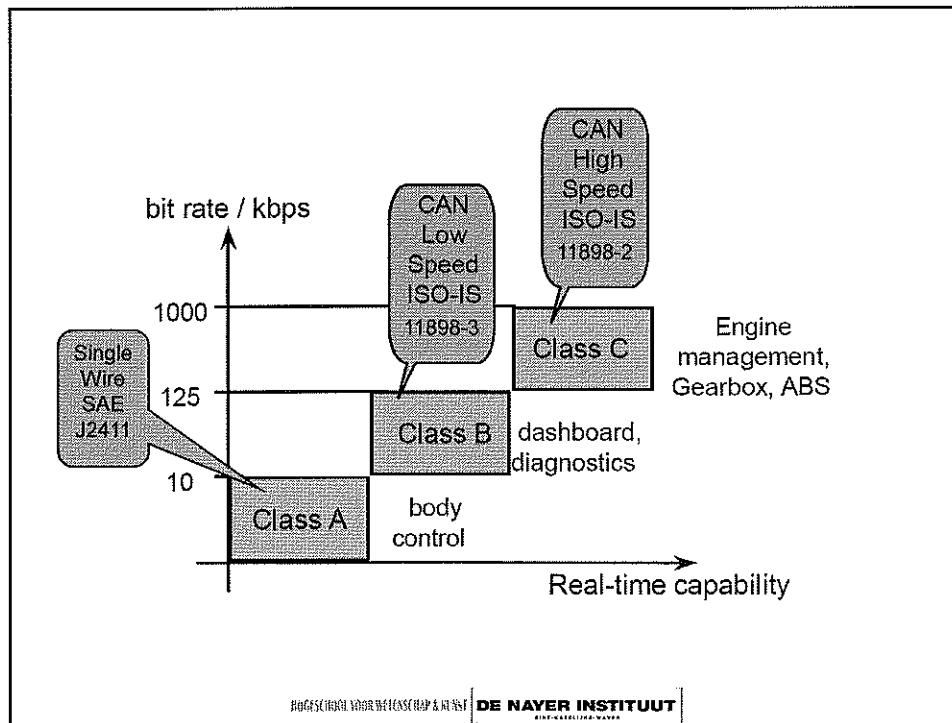
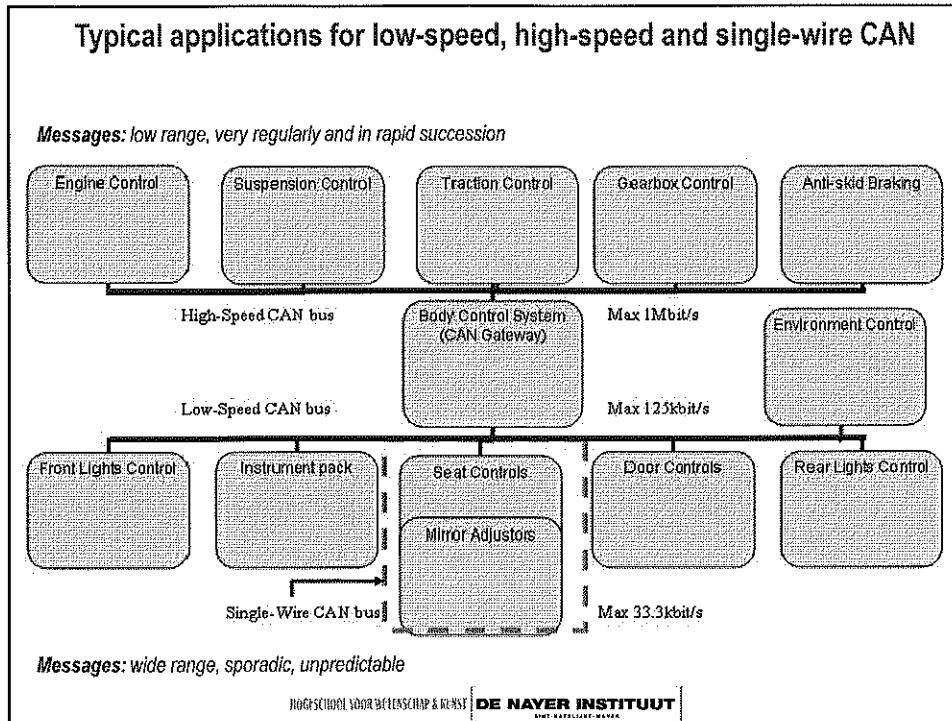


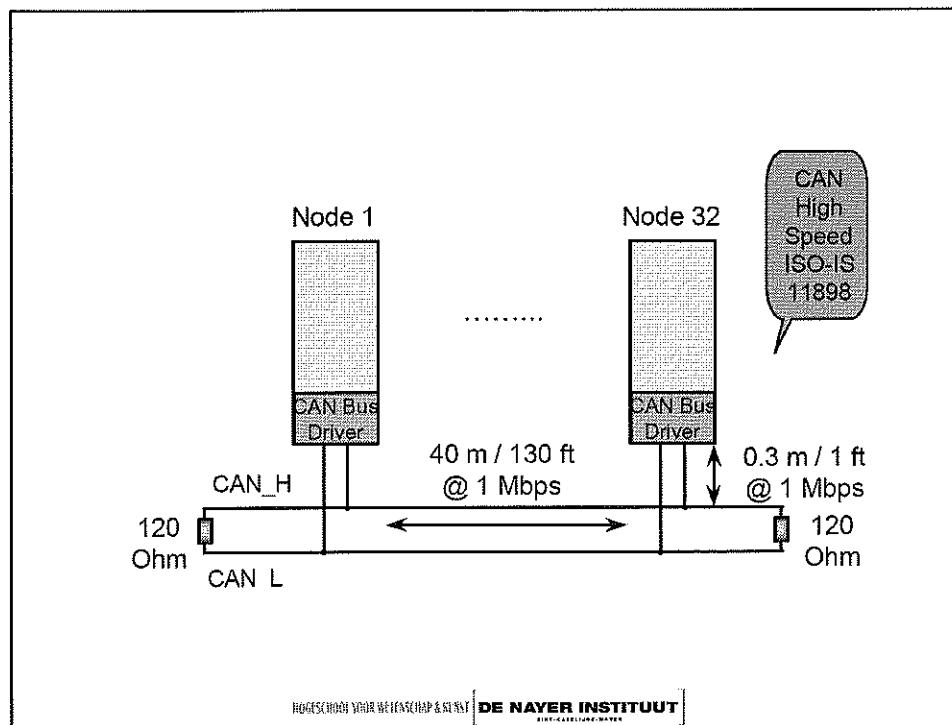
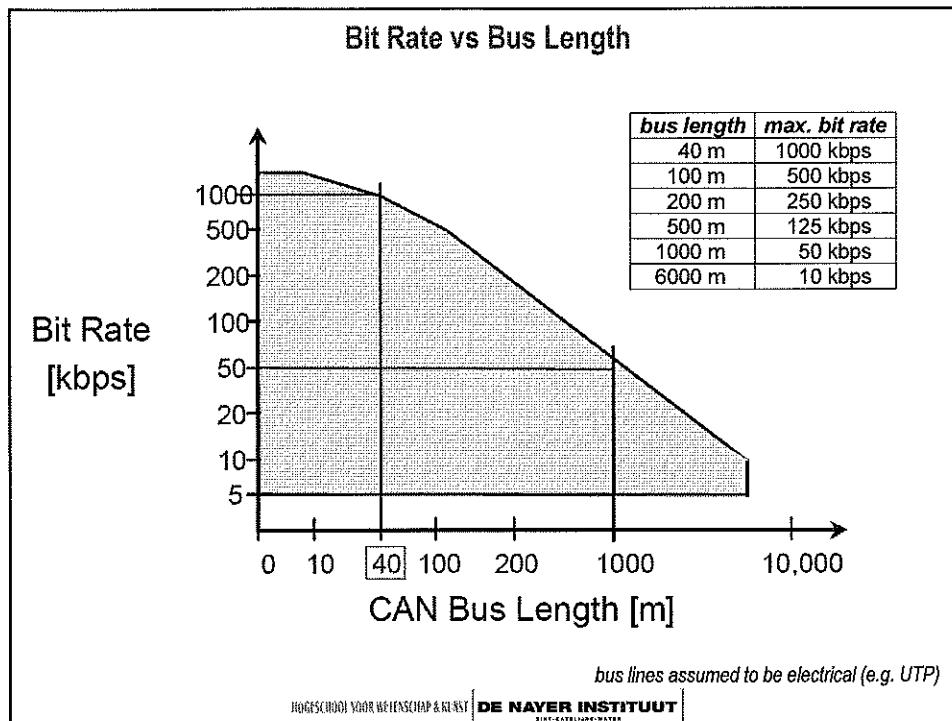
Parameter	ISO-11898-2		Unit
	min	max	
DC Voltage on CANH and CANL	-3	+32	V
Transient voltage on CANH and CANL	-150	+100	V
Common Mode Bus Voltage	-2.0	+7.0	V
Recessive Output Bus Voltage	+2.0	+3.0	V
Recessive Differential Output Voltage	-500	+50	mV
Differential Internal Resistance	10	100	kΩ
Common Mode 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		--

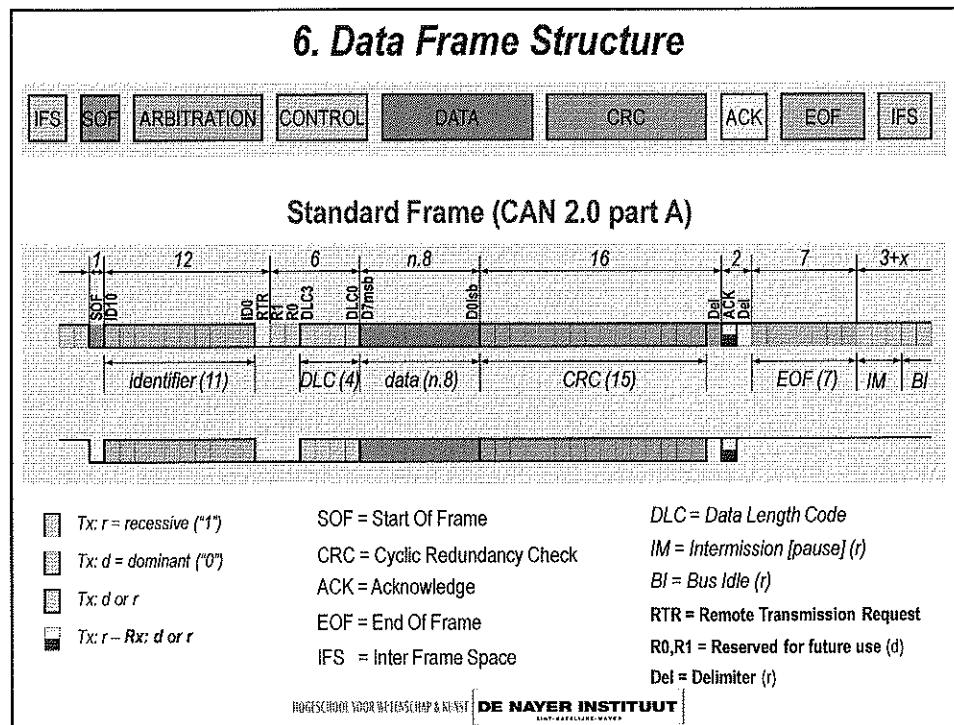
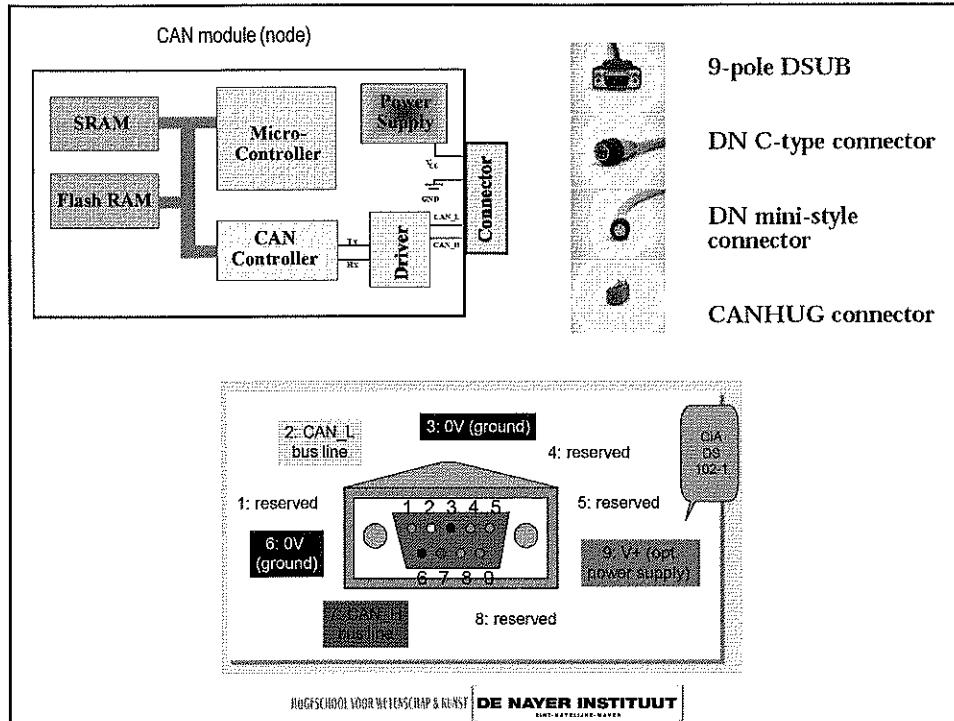
Absolute → R
Differential → R
Absolute → D
Differential → D

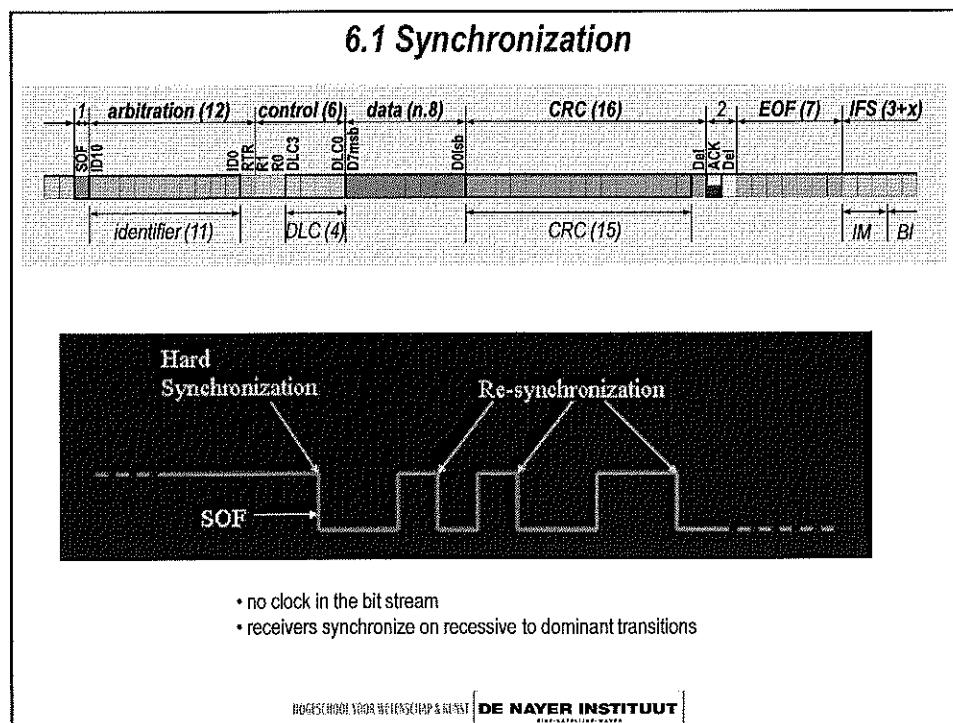
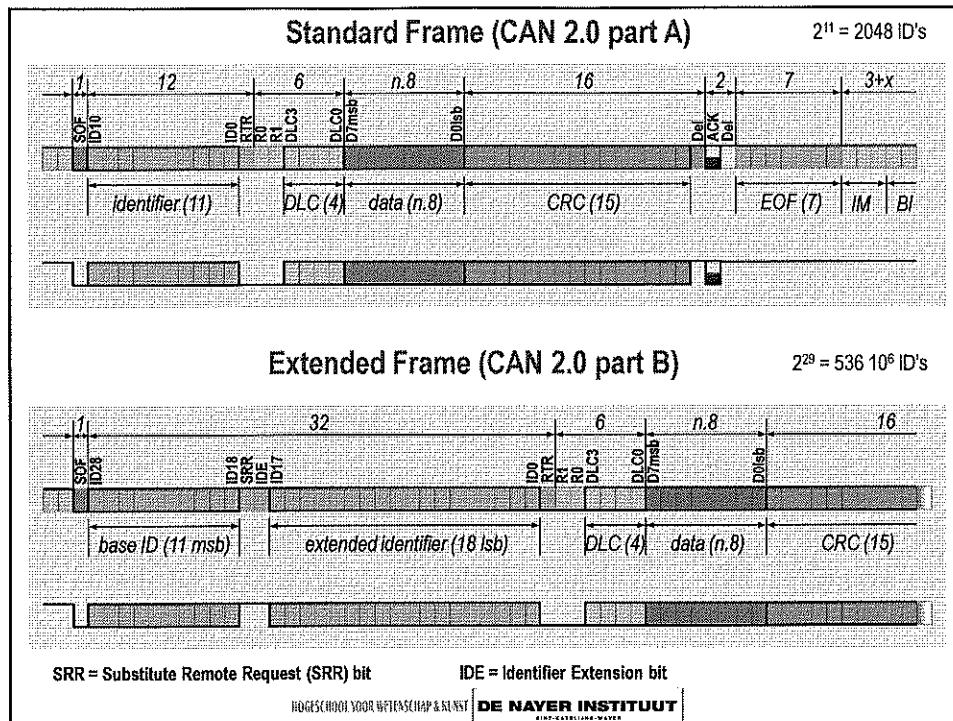
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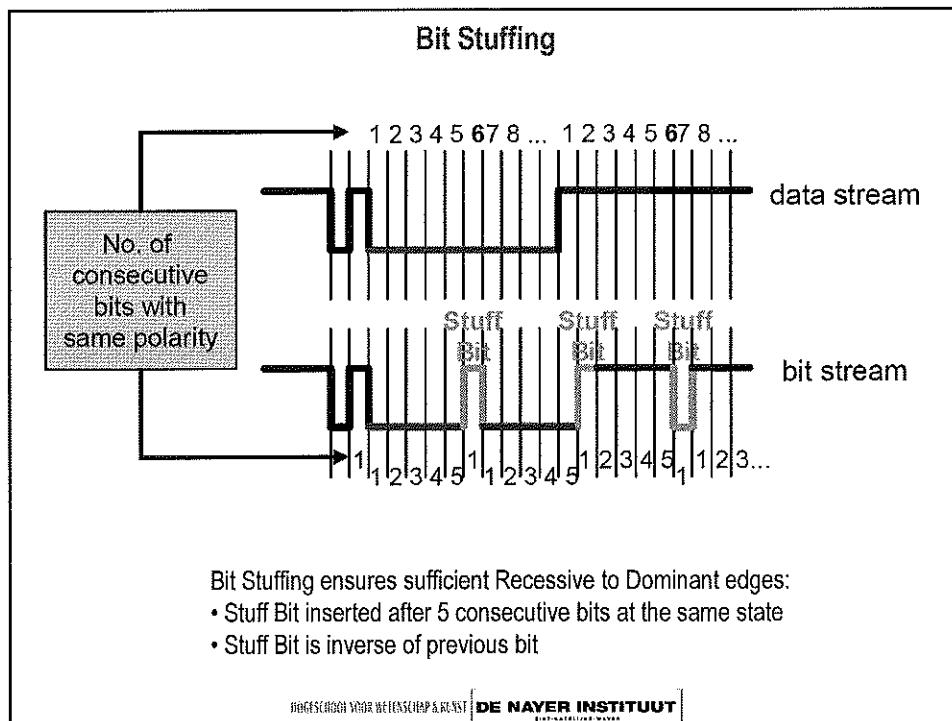
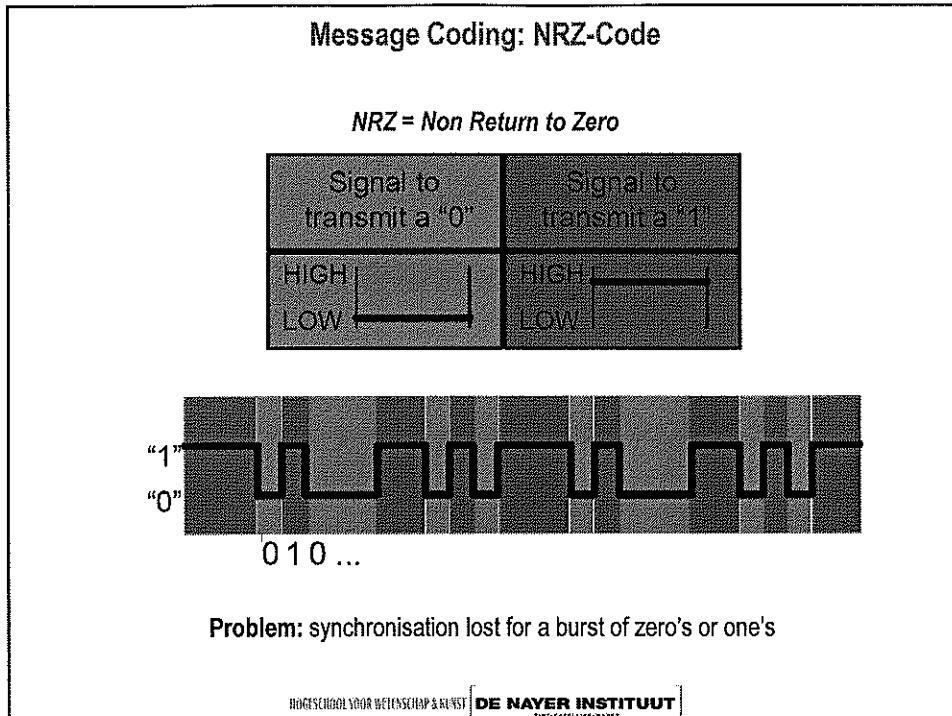


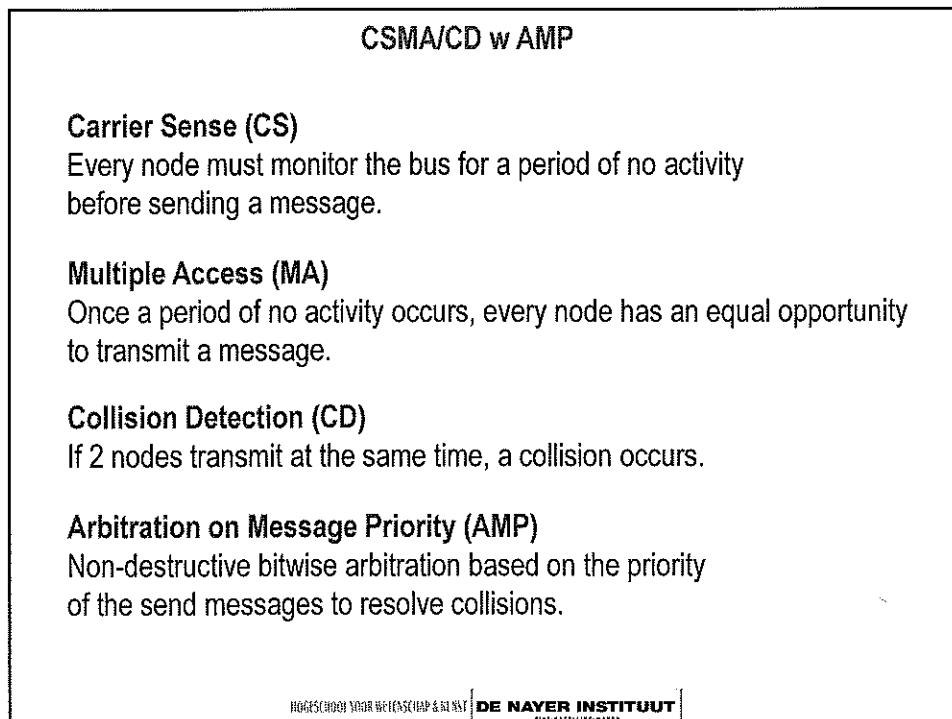
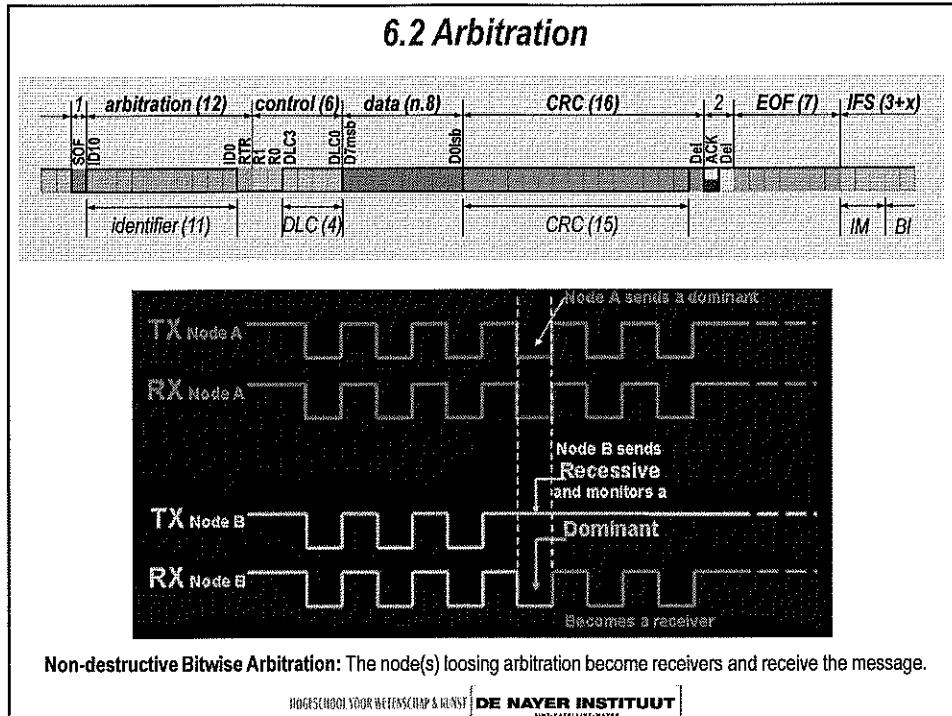




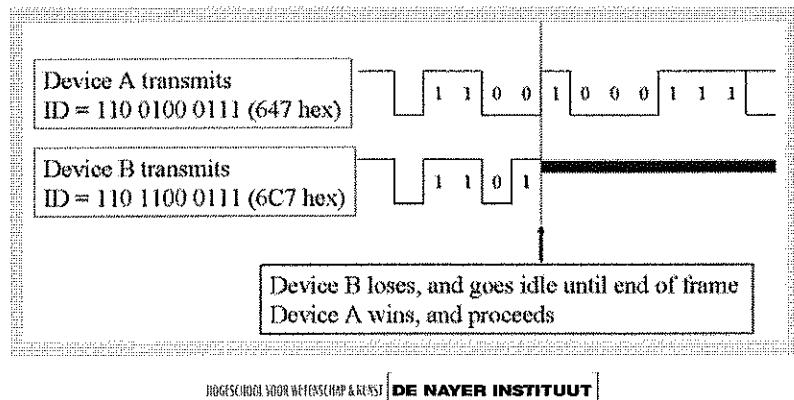




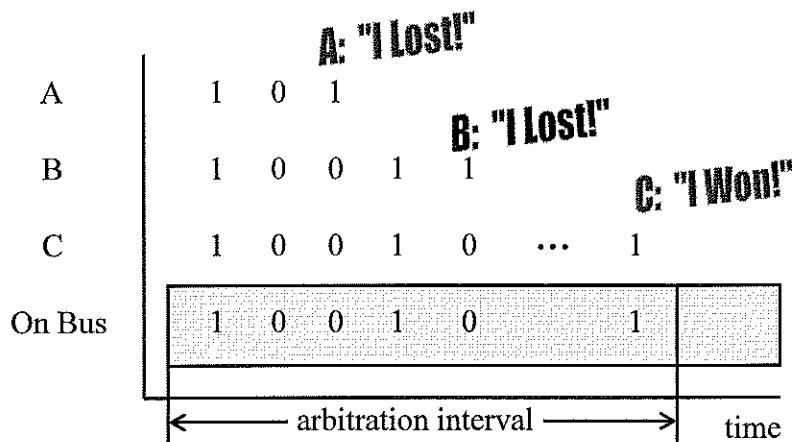




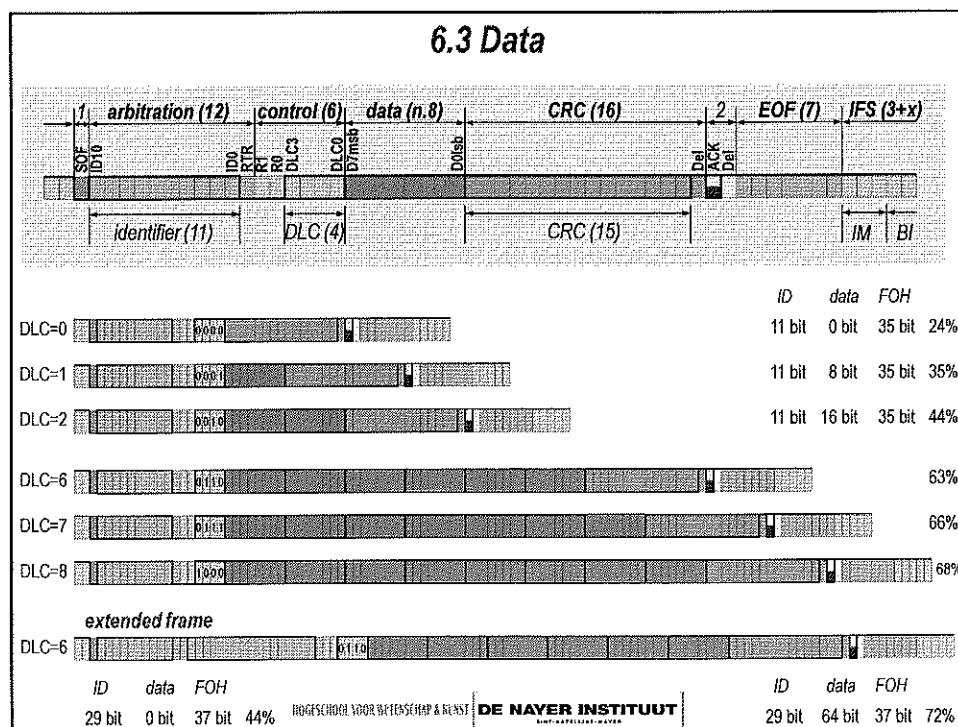
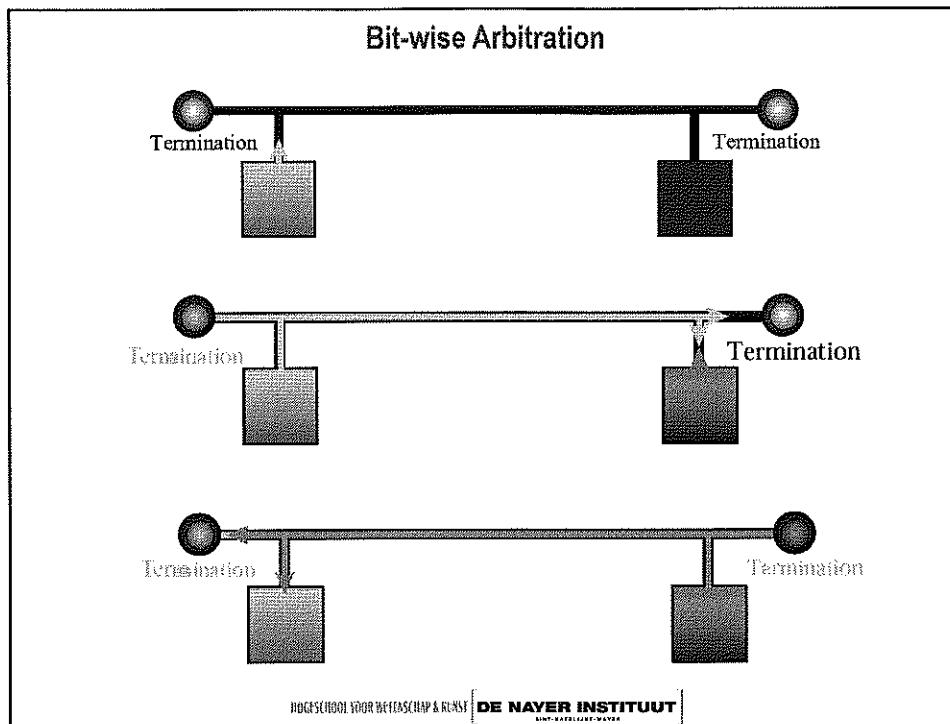
- When two devices attempt to transmit simultaneously, CAN uses non-destructive bitwise arbitration to resolve the collision.
- The arbitration ID indicates message priority (lowest numerical value has highest priority).
- The highest priority message is guaranteed to gain access to the bus.
- Lower 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.**

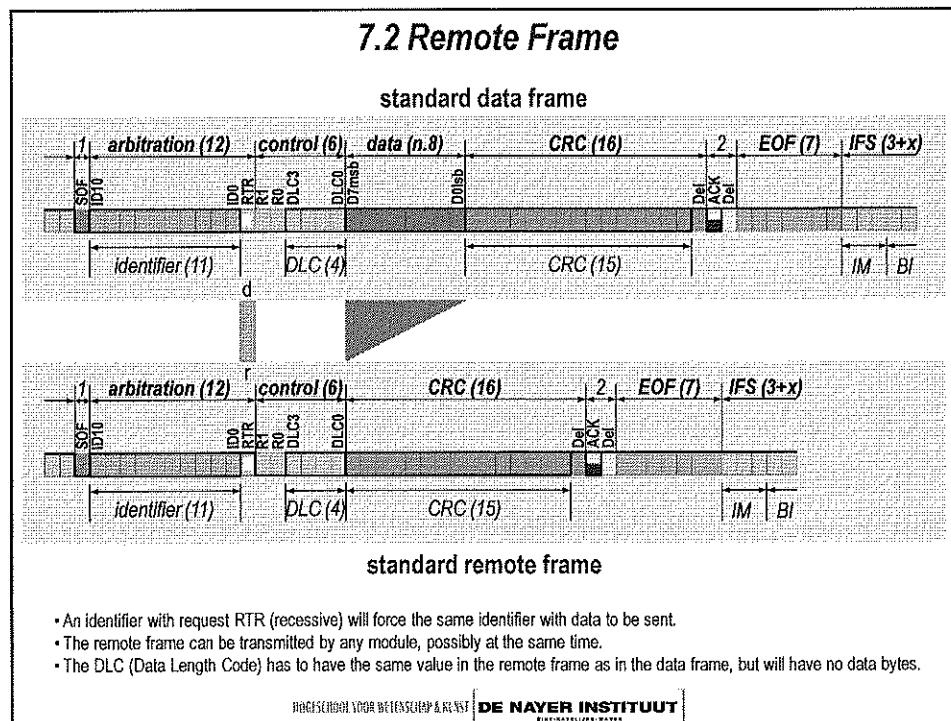
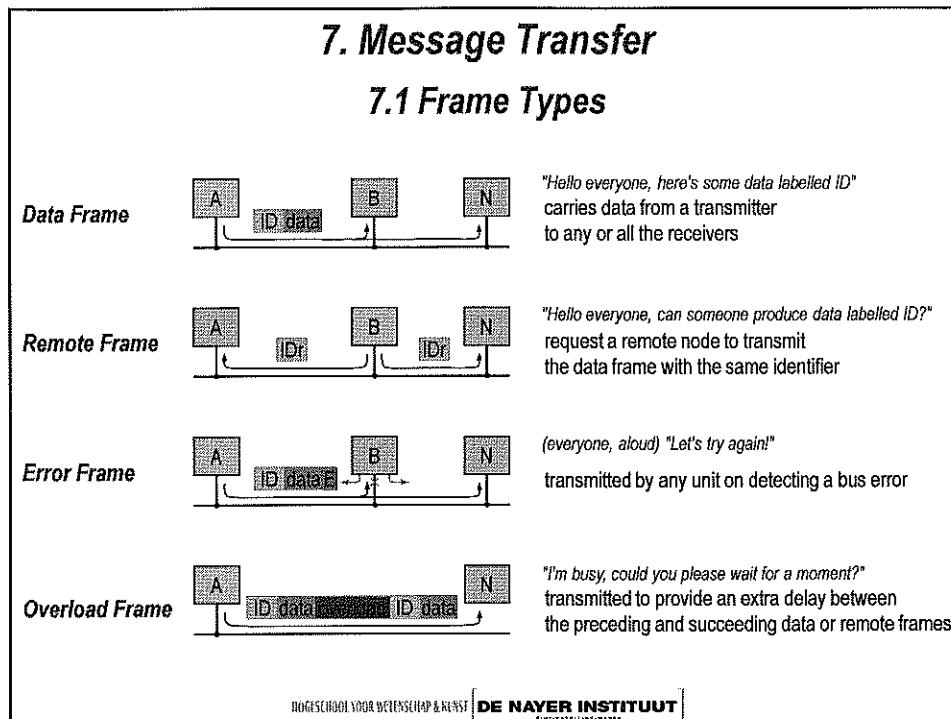


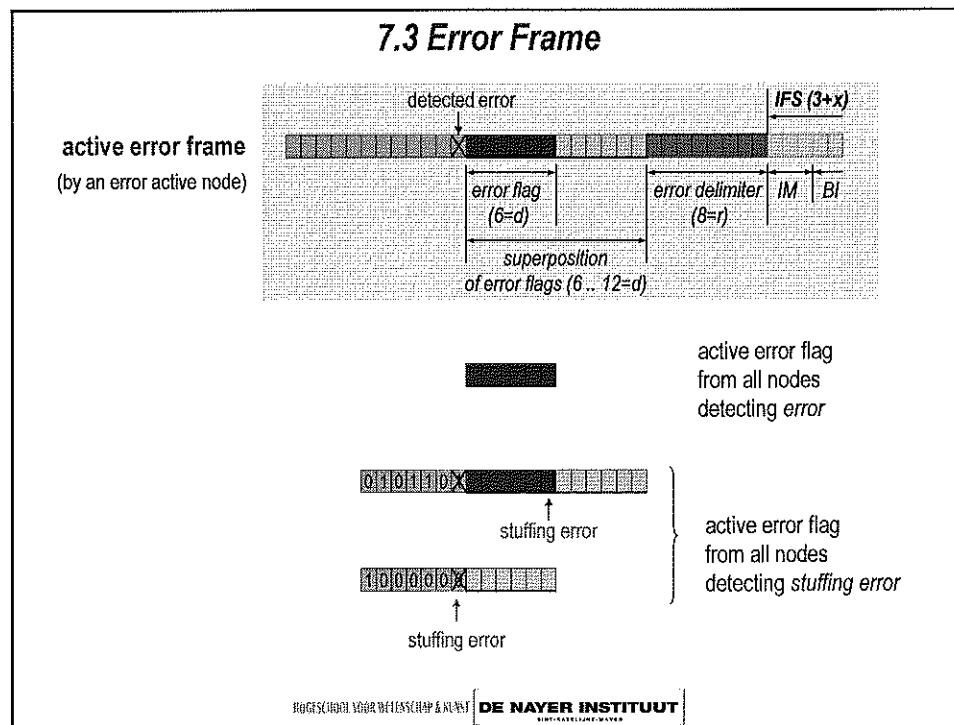
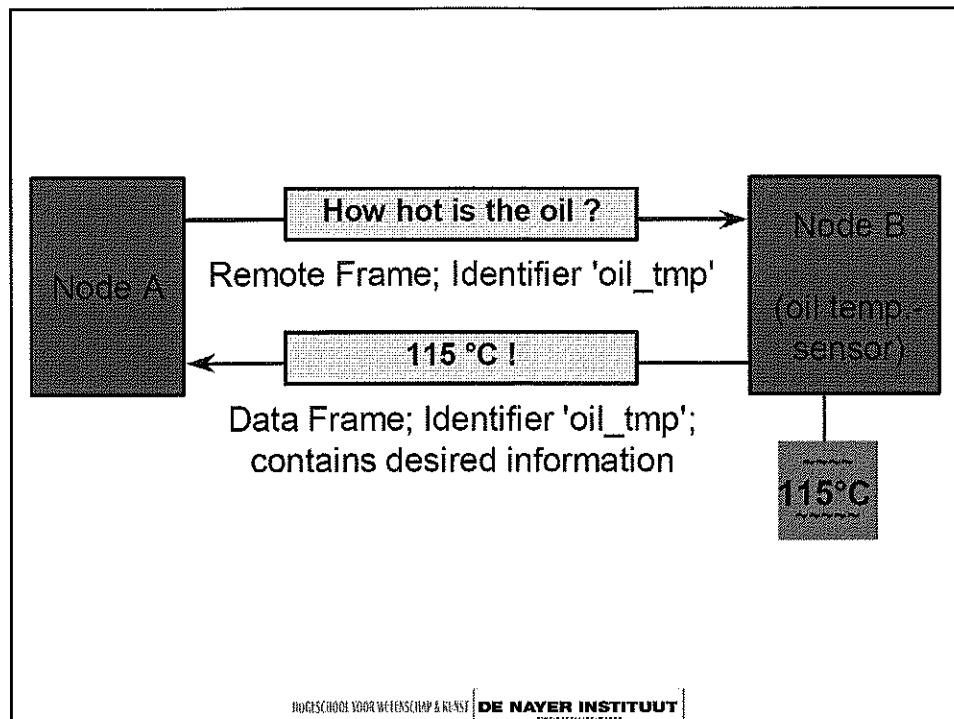
Non-destructive Bit-wise Arbitration

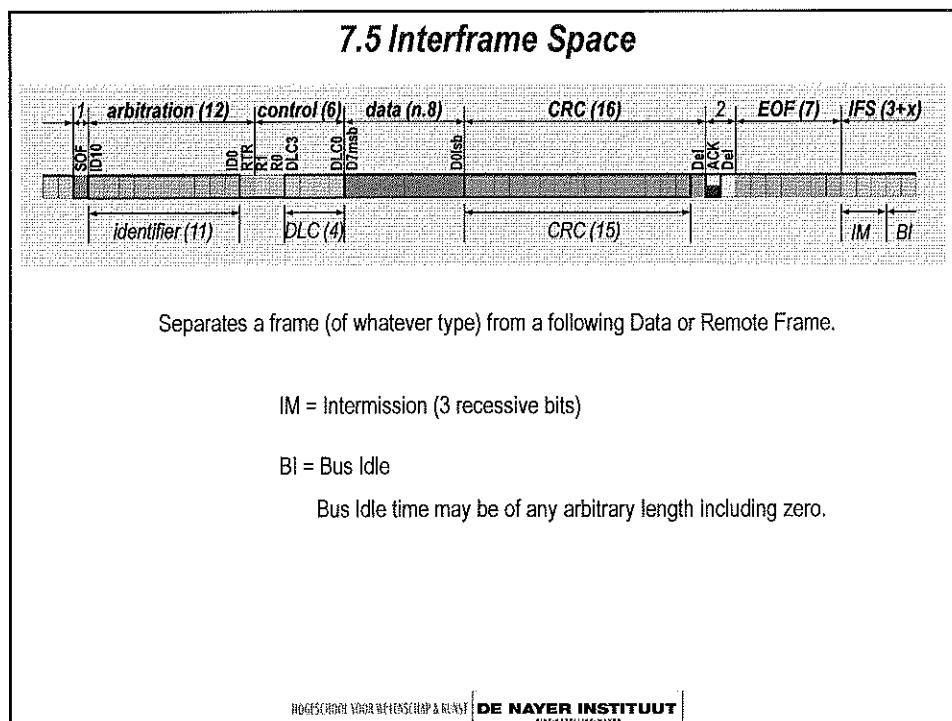
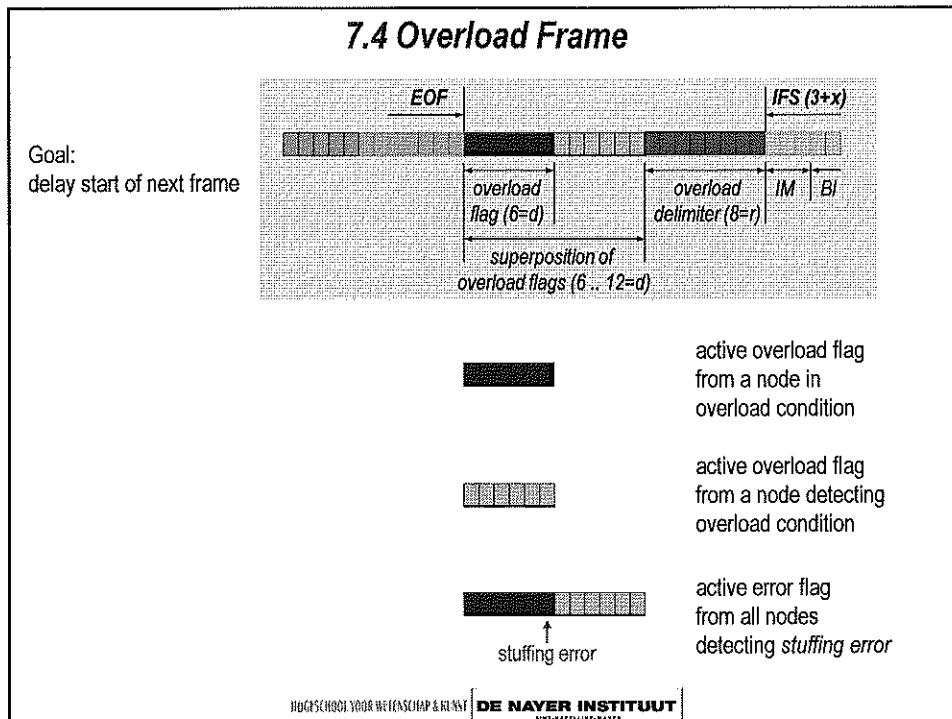


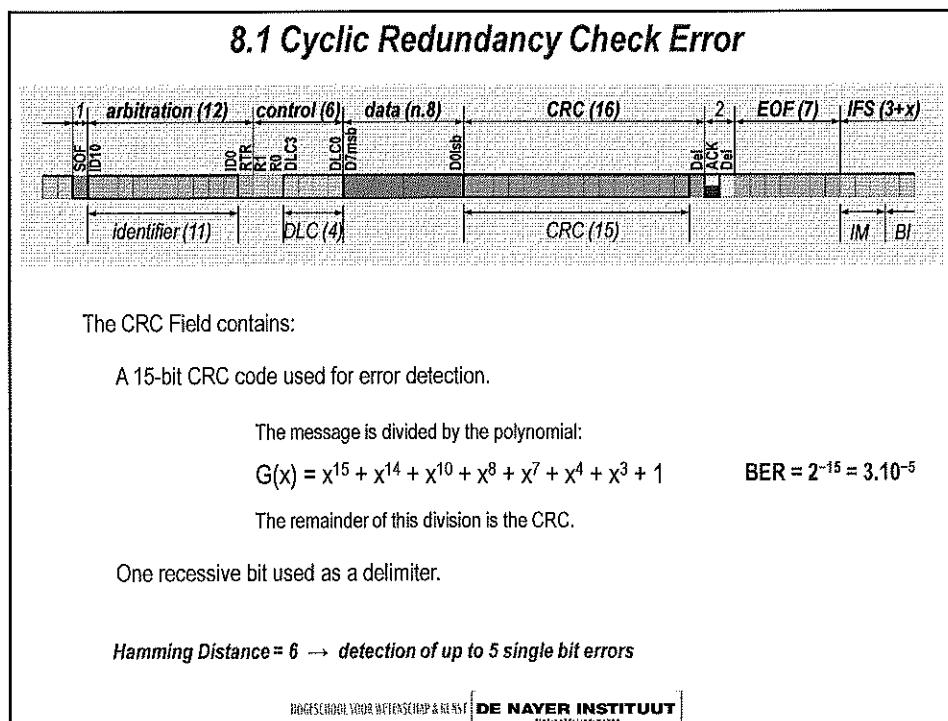
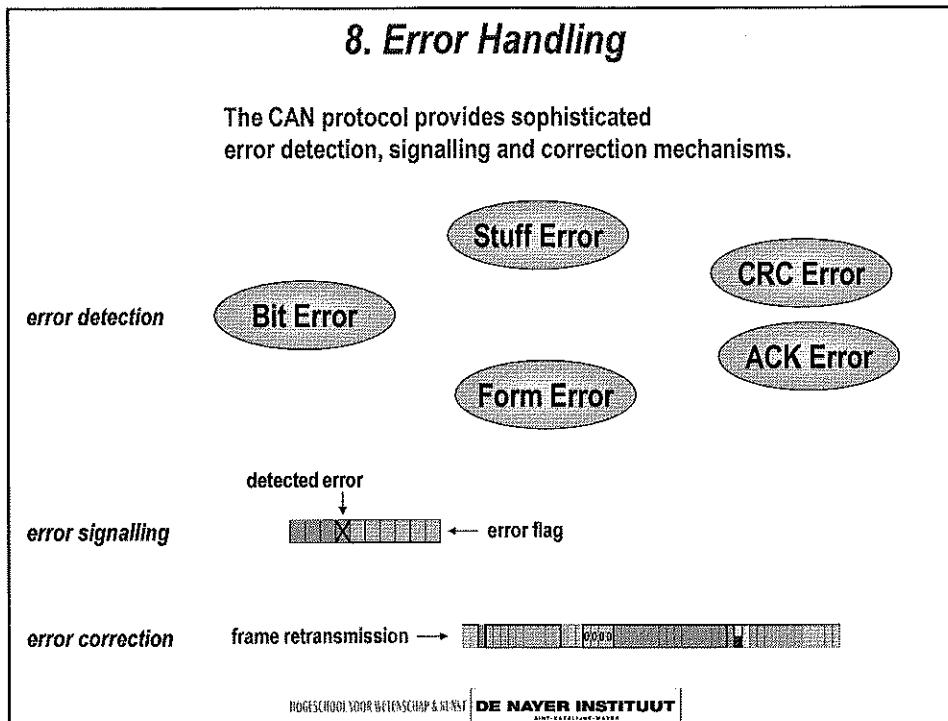
The lower the priority of a message is, the higher the latency jitter for the media access may be.

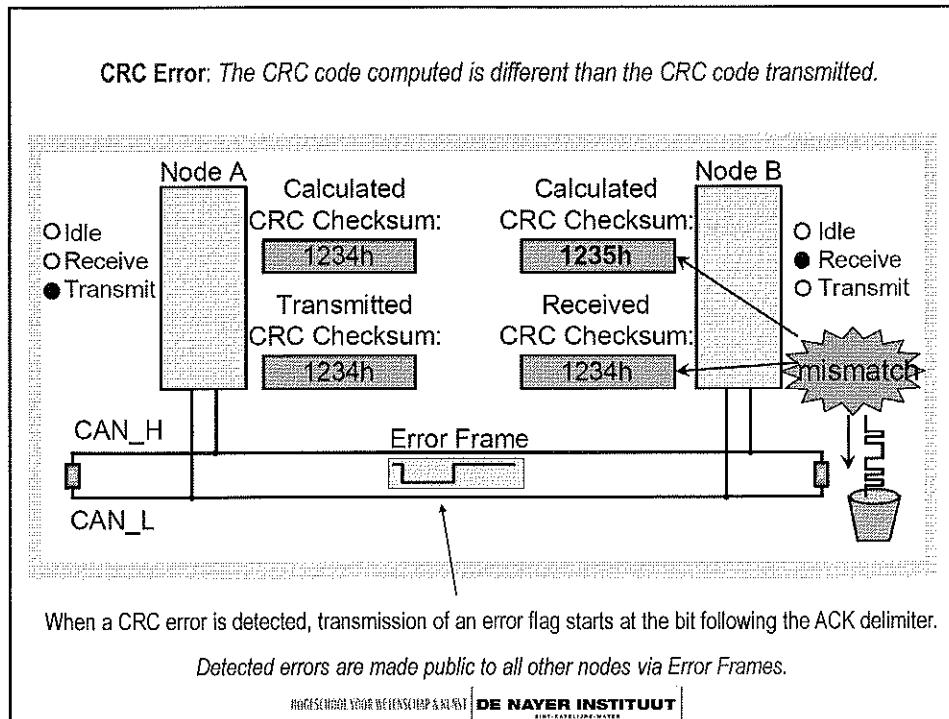
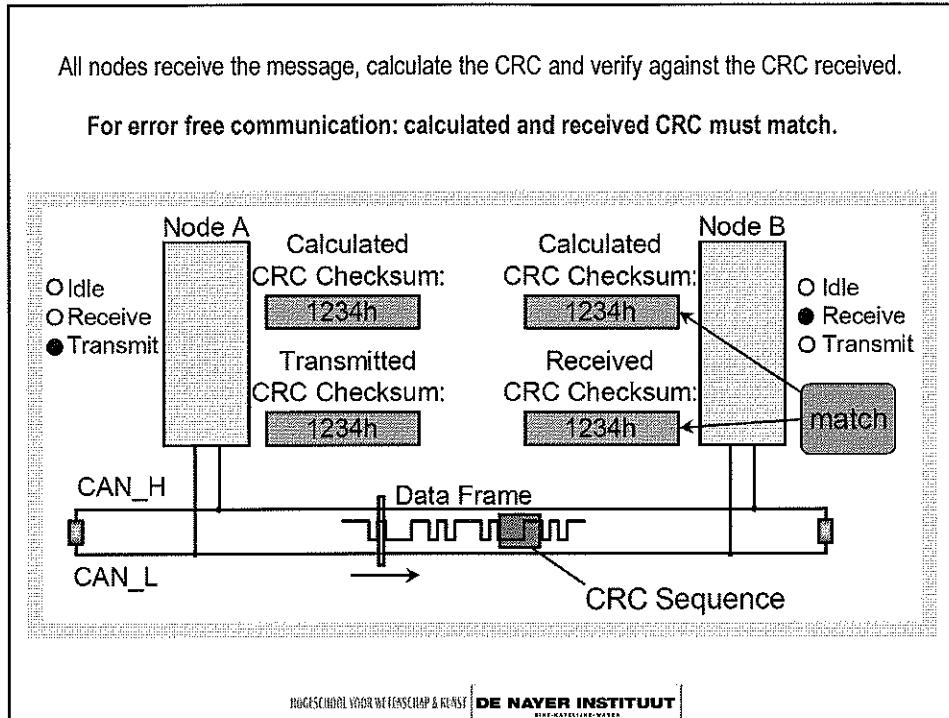




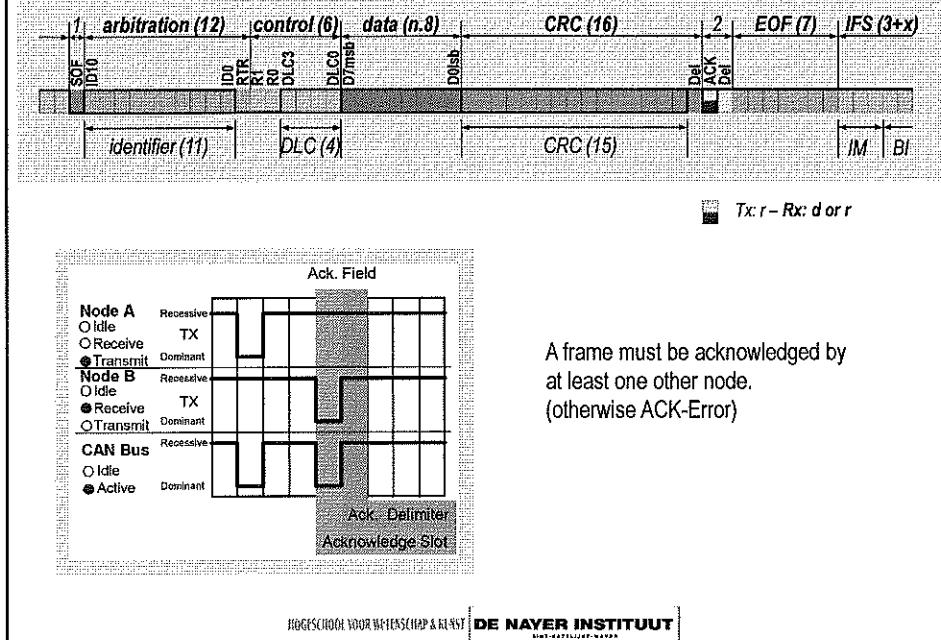




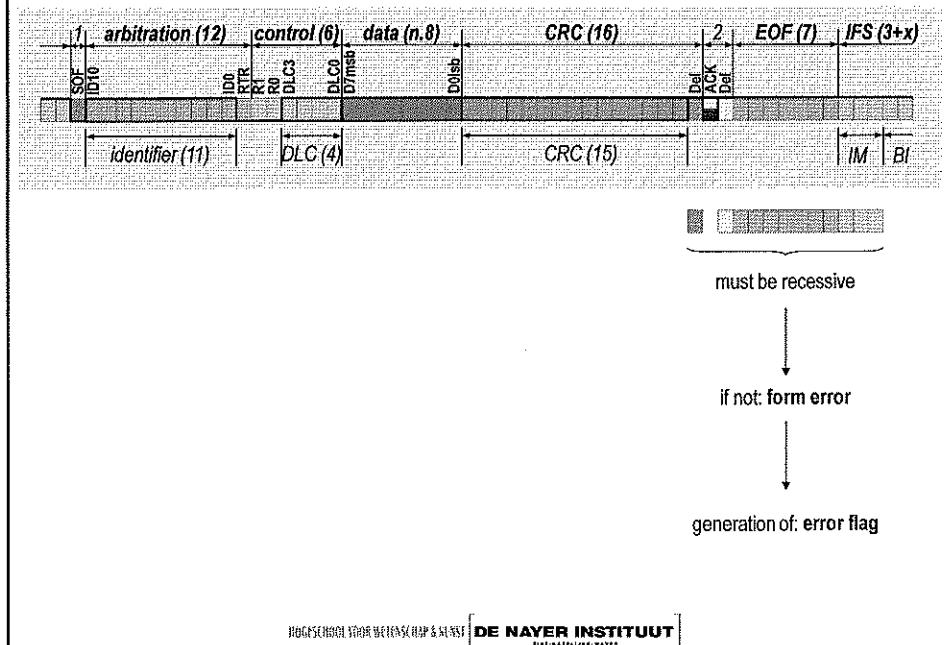


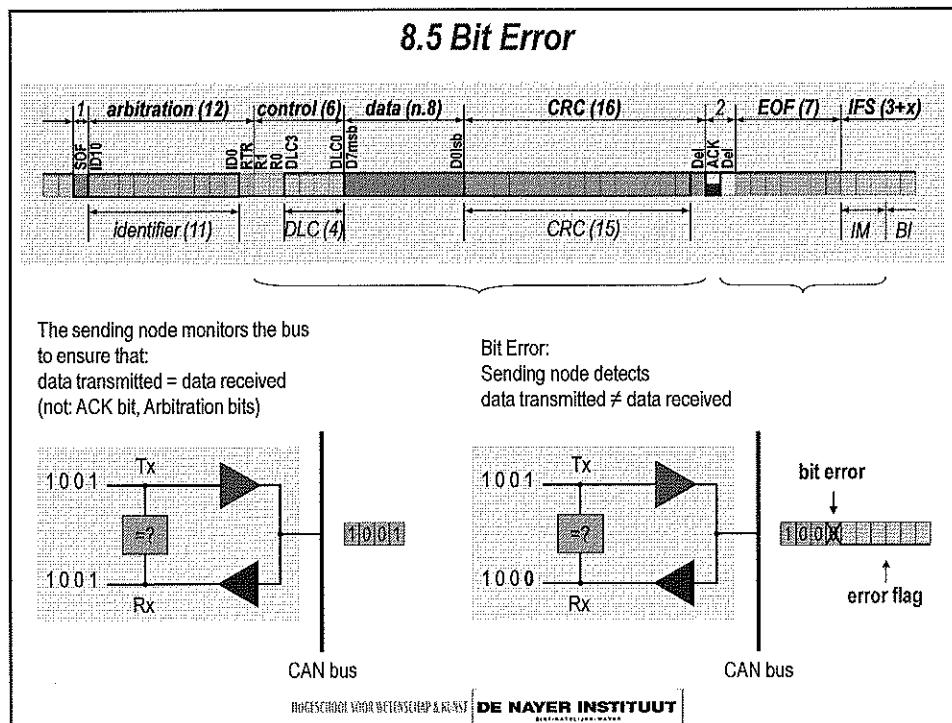
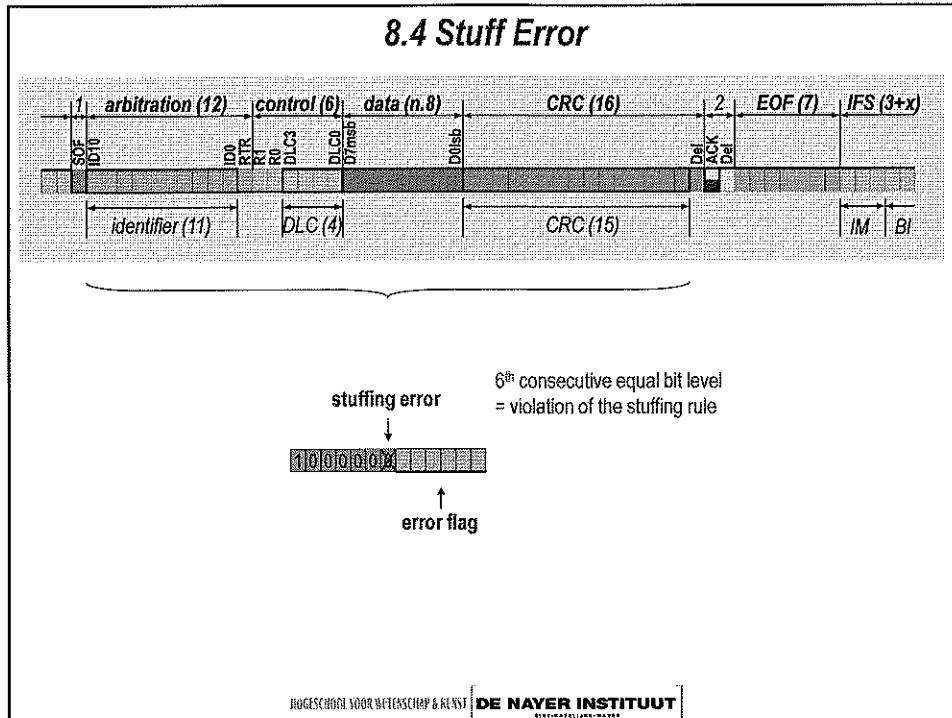


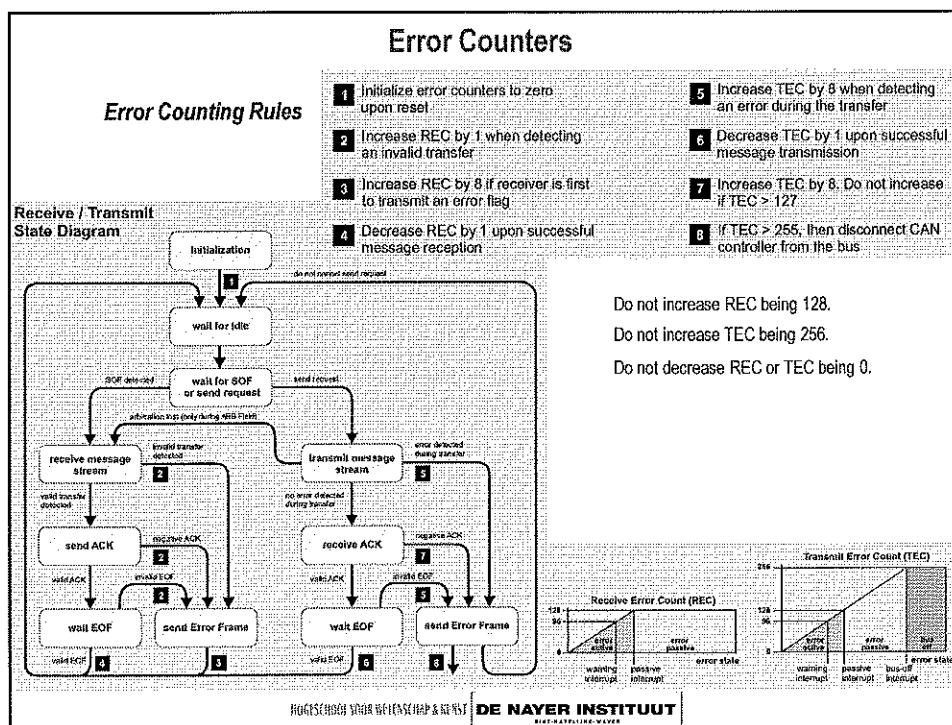
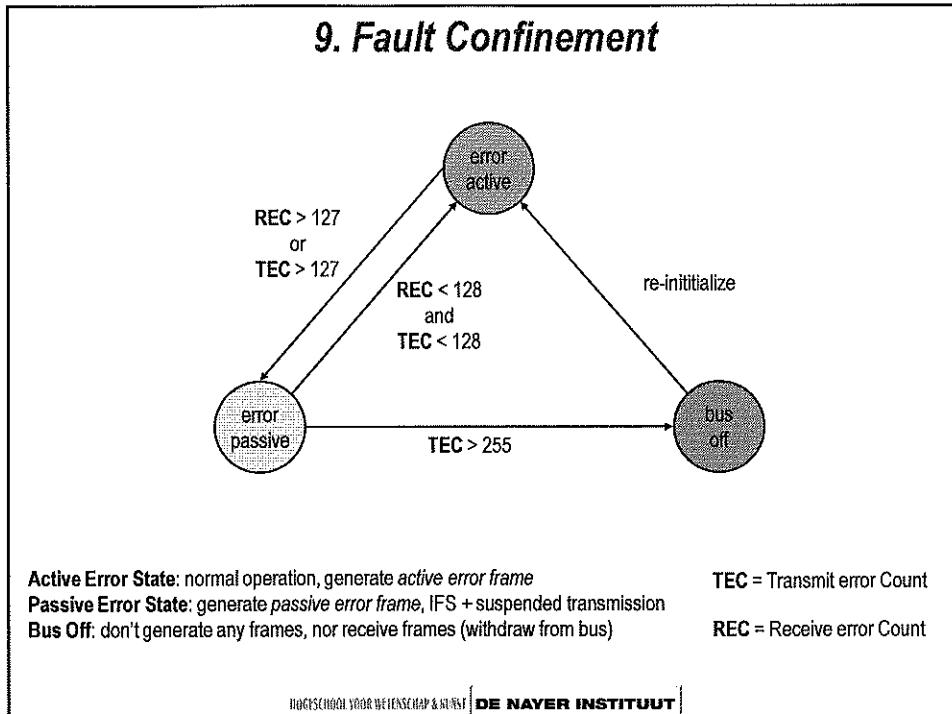
8.2 Acknowledge Error

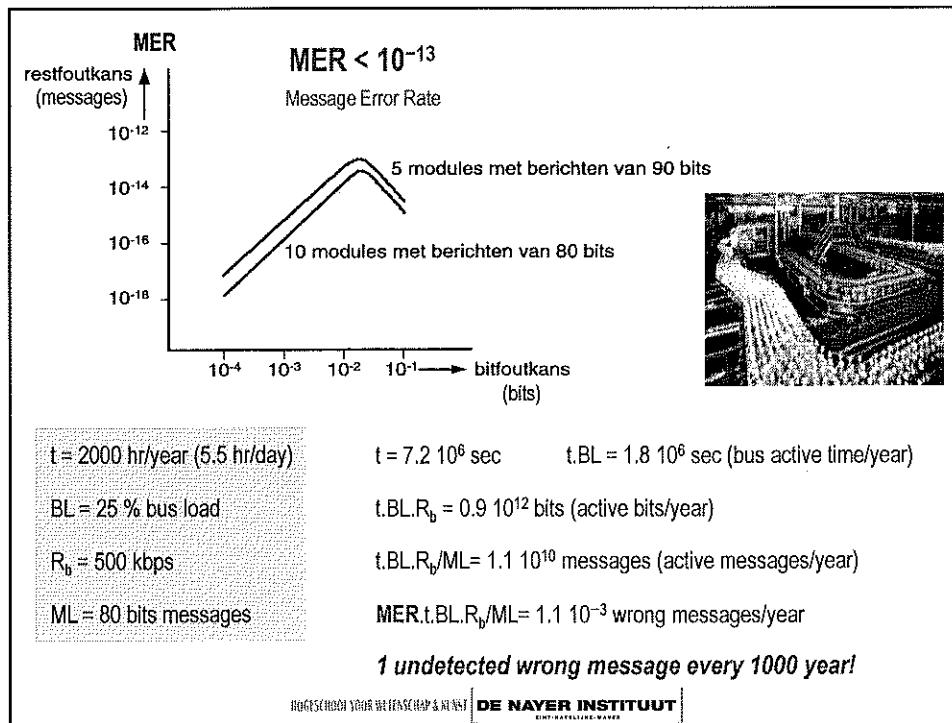
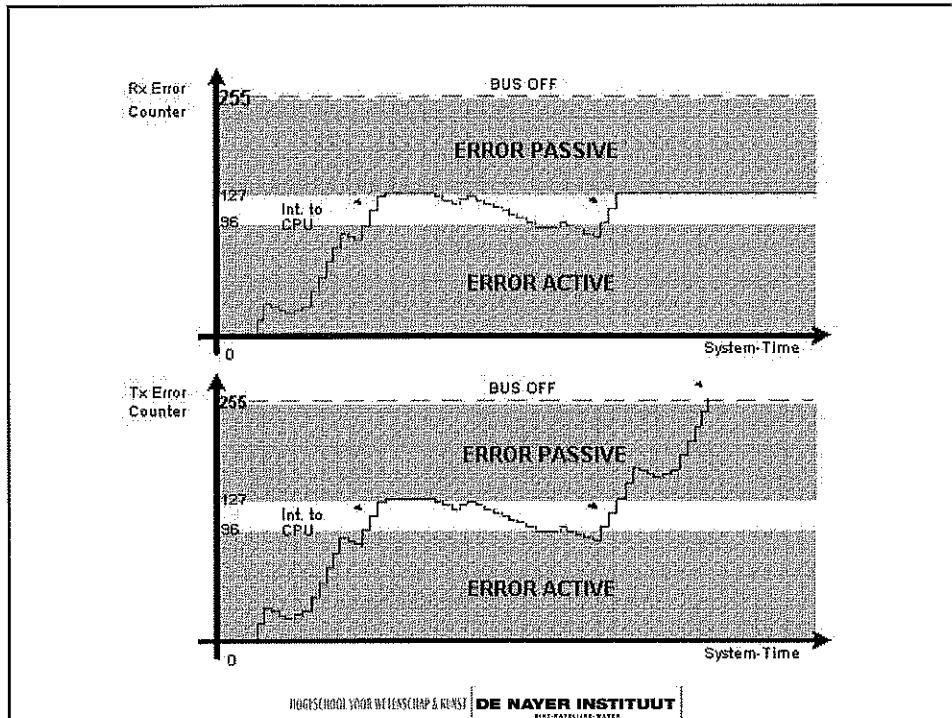


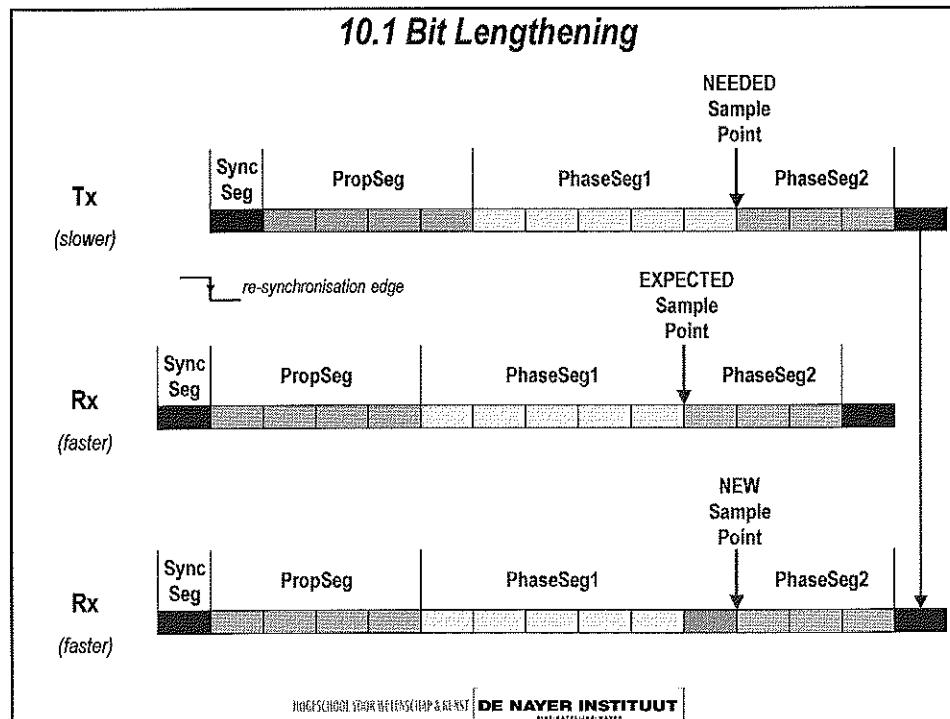
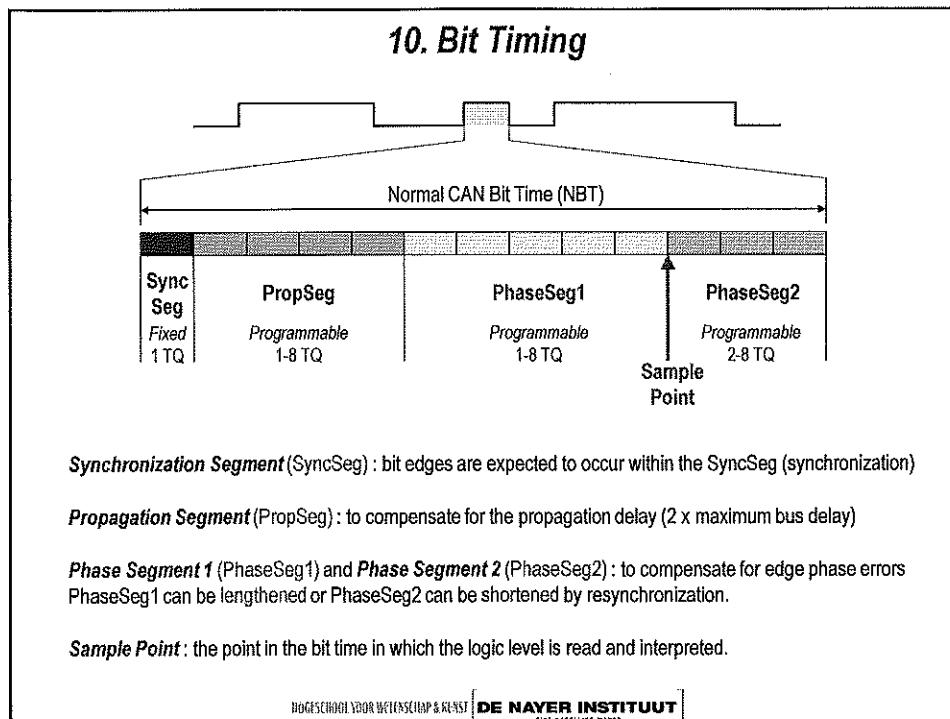
8.3 Form Error

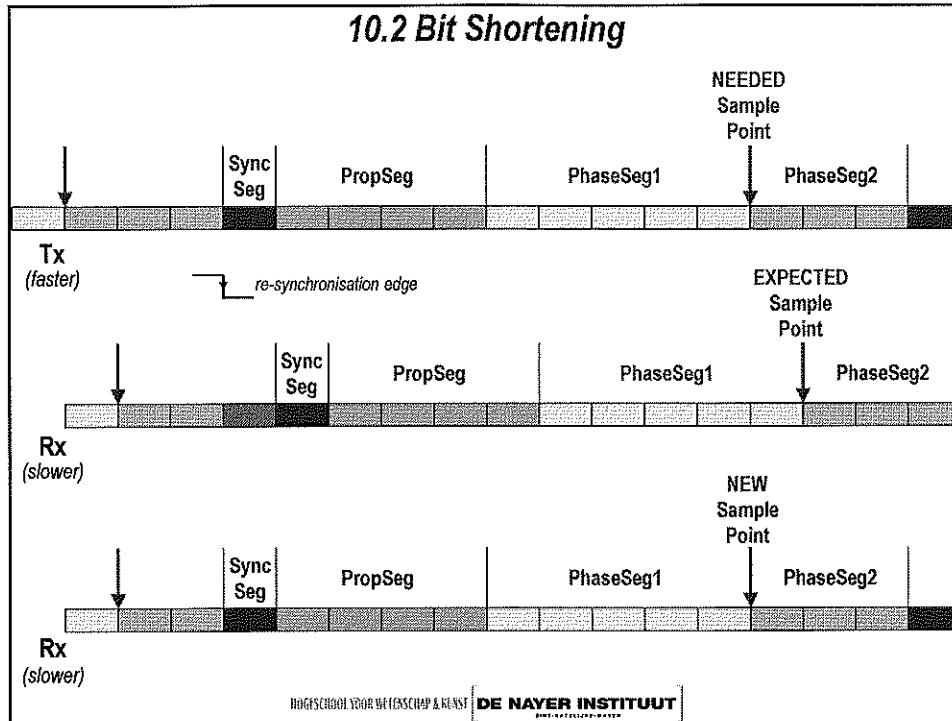












11. Higher Level Protocols

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

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

CAL/CANopen : *(CAN Application Layer)*

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

SDS : *(Smart Distribution System)* Honeywell

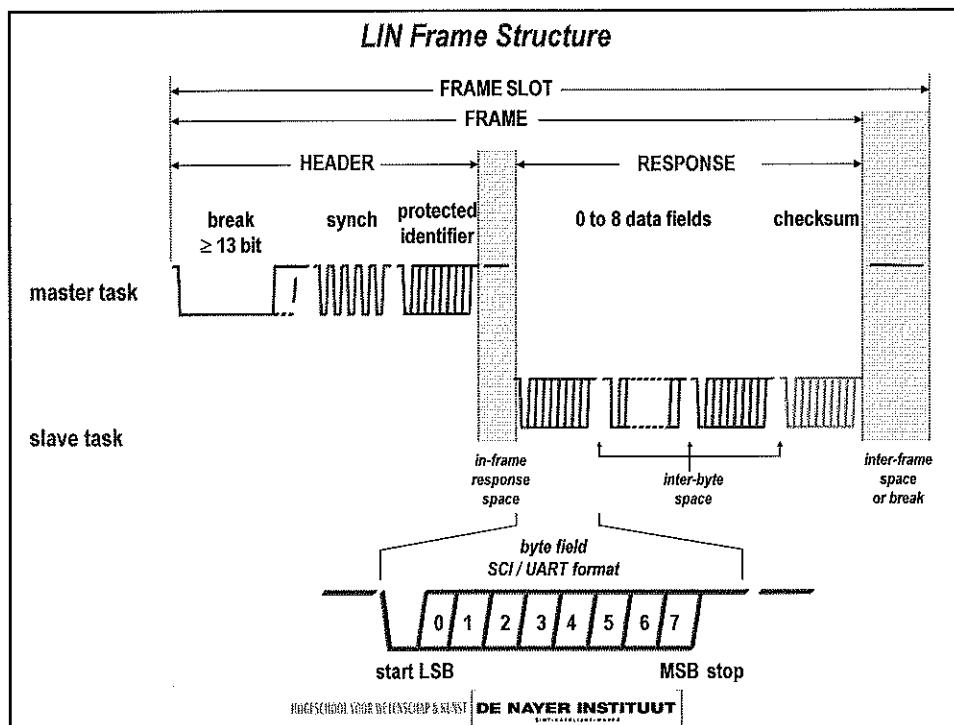
CAN Kingdom: Kvaser – mobile hydraulics

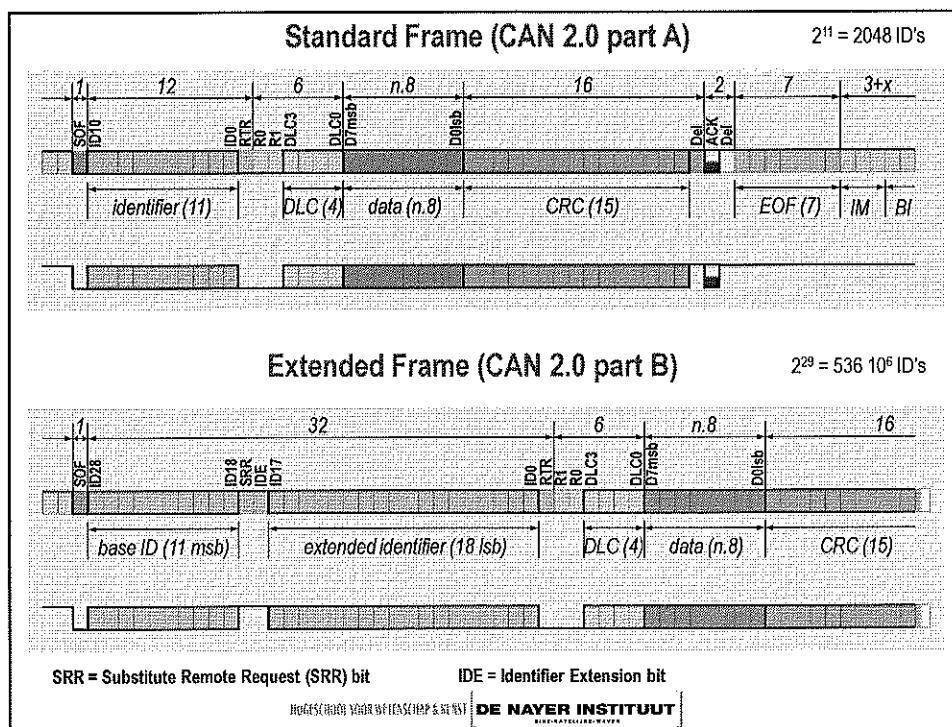
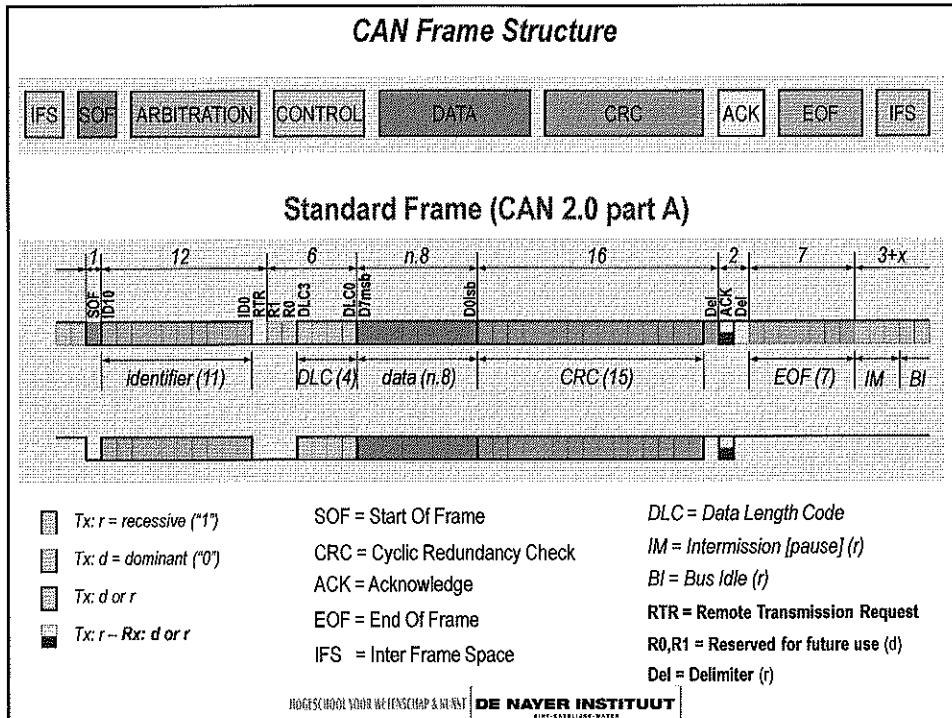
CDA 101 : *(Common Digital Architecture)* DoD – airplane

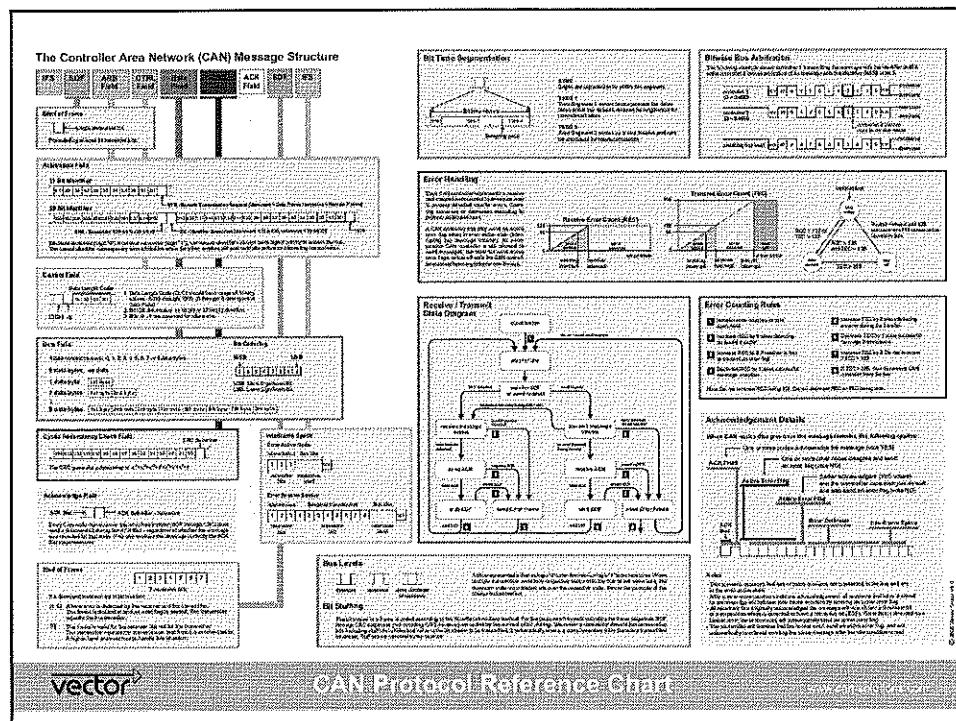
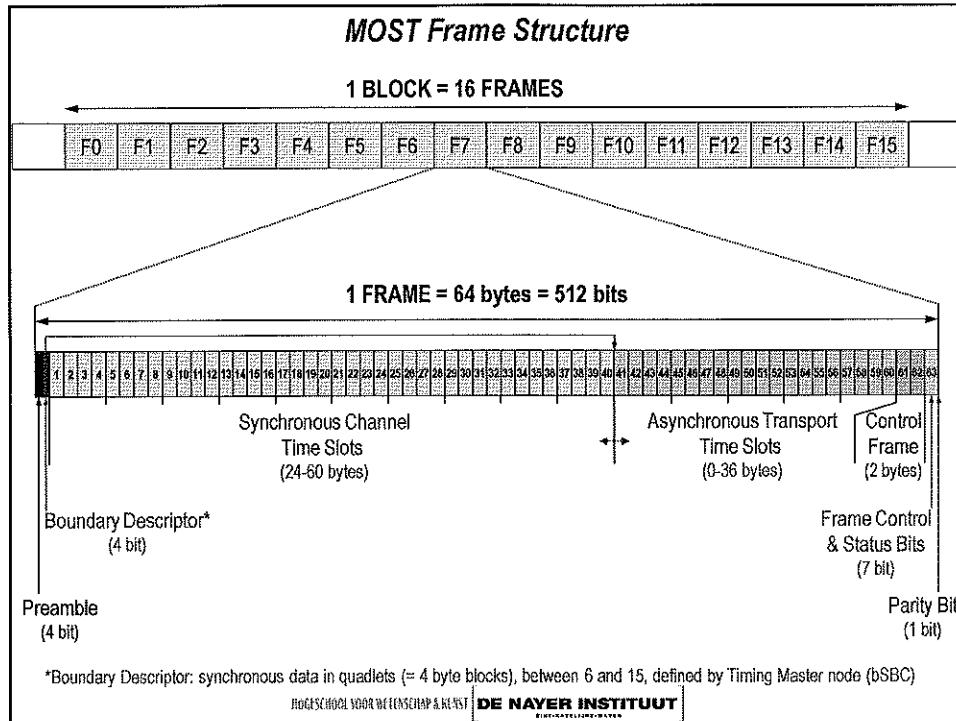
CiA (CAN in Automation)

12. References

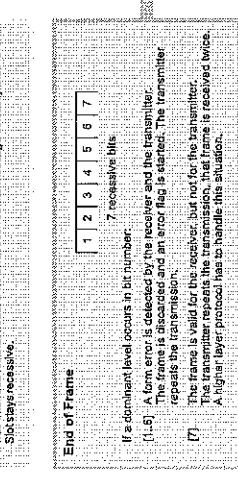
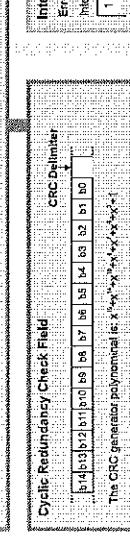
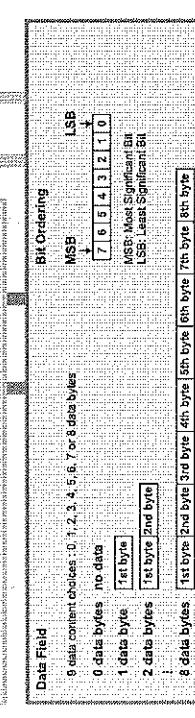
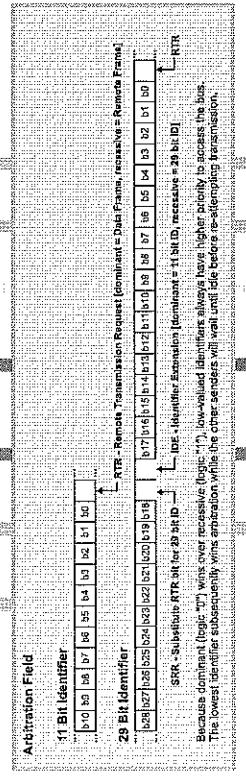
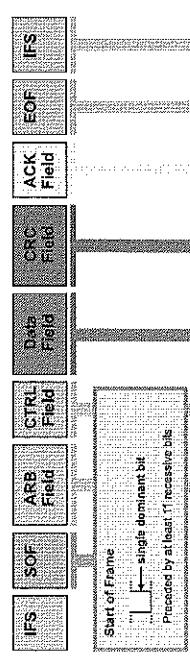
- [1] **CAN Specification 2.0 Part A**
Bosch (September, 1991)
- [2] **CAN Specification 2.0 Part B**
Bosch (September, 1991)
- [3] **Understanding Microchip's CAN Module Bit Timing (AN754)**
Microchip Technology Inc (2001)



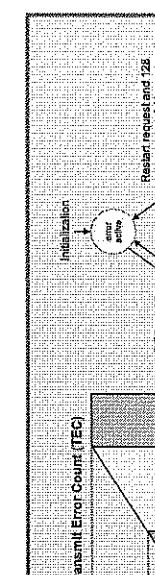
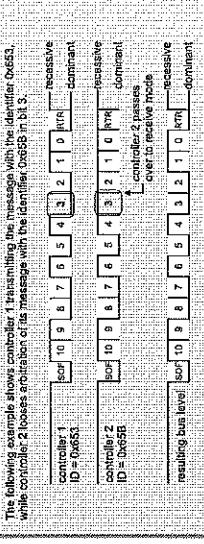




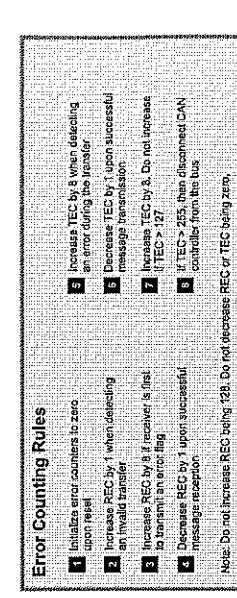
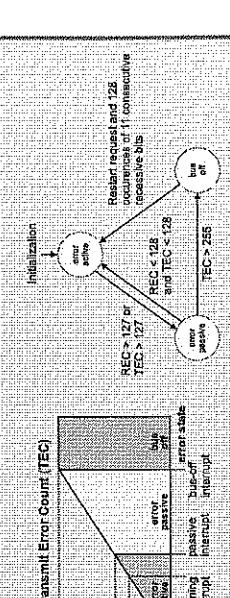
The Controller Area Network (CAN) Message Structure



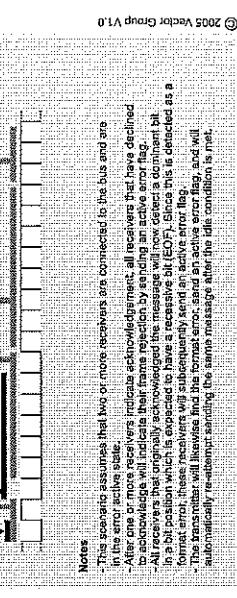
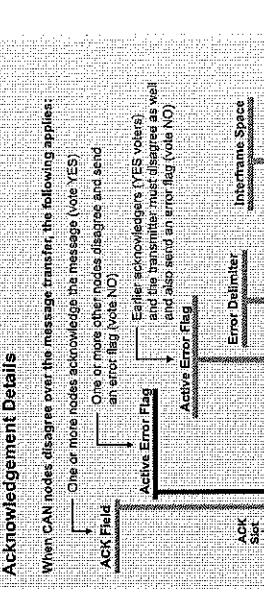
Bit Time Segmentation



Error Handling



Acknowledgement Details



Bit Time Segmentation



CAN Protocol Reference Chart

vector

