IEEE P802.1DG™/D2.0

Draft Standard for Local and metropolitan area networks —

Time-Sensitive Networking Profile for Automotive In-Vehicle Ethernet Communications

Prepared by the Time-Sensitive Networking Task Group of IEEE 802.1 of the

LAN MAN Standards Committee
of the
IEEE Computer Society

Abstract: This standard specifies profiles for secure, highly reliable, deterministic latency, automotive in-vehicle bridged IEEE 802.3 Ethernet networks based on IEEE 802.1 Time-Sensitive Networking (TSN) standards and IEEE 802.1 Security standards.

Keywords: TSN, Time-Sensitive Networking, Bridging, Bridges, Bridged Local Area Networks, IEEE 802®, IEEE 802.1Q™, IEEE 802.1DG™, local area networks (LANs), MAC Bridges, Virtual Bridged Local Area Networks (virtual LANs), Automotive In-Vehicle Ethernet Communications.

0. Editor's Foreword

<< Editor's note: This whole section 0 is considered an Editor's Note and will be deleted before publication! >>

0.1 Editor's Notes

<< Editor's note: Throughout this document, all notes presented in italics, between angle braces, and with a gray background, are temporary notes inserted by the Editor for a variety of purposes; these notes and the Editor's Foreword will all be removed prior to publication and are not part of the published document. >>

0.2 Comments and participation in 802.1 standards development

Comments on this draft are encouraged!

PLEASE NOTE: All issues related to IEEE standards presentation style, formatting, spelling, etc. are routinely handled between the 802.1 Editor and the IEEE Staff Editors prior to publication, after balloting and the process of achieving agreement on the technical content of the standard is complete.

Readers are urged to devote their valuable time and energy only to comments that materially affect either the technical content of the document or the clarity of that technical content. Comments should not simply state what is wrong, but also what might be done to fix the problem.

Full participation in the development of this draft requires individual attendance at IEEE 802 meetings. Information on 802.1 activities, working papers, and email distribution lists etc. can be found on the 802.1 website:

http://ieee802.org/1/

Use of the email distribution list is not presently restricted to 802.1 members, and the working group has had a policy of considering ballot comments from all who are interested and willing to contribute to the development of the draft. Individuals not attending meetings have helped to identify sources of misunderstanding and ambiguity in past projects. Non-members are advised that the email lists exist primarily to allow the members of the working group to develop standards, and are not a general forum.

All participants in IEEE standards development have responsibilities under the IEEE patent policy and should familiarize themselves with that policy. See http://standards.ieee.org/about/sasb/patcom/materials.html.

Comments on this document may be sent to the 802.1 email exploder, to the editors, or to the Chairs of the 802.1 Working Group and Time-Sensitive Networking Task Group.

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<< Editor’s note: Drafts before 2.0 used http://www.ieee802.org/1/files/public/docs2019/dg-finn-auto-prof-outline-0119-v02.pdf, presented 15 Jan 2019 at the IEEE 802.1interim in Hiroshima, Japan as the basis for their outline. >>

0.3 Introductory notes to P802.1DG Draft 2.0

Draft 2.0 was prepared by Max Turner based on the structure of IEEE P802.1DC, and the functionality described in the Autosar Ethernet specifications, as well as the OPEN Alliance TC11 work.

The document structure of previous drafts, which was originally suggested by http://www.ieee802.org/1/files/public/docs2019/dg-finn-auto-prof-outline-0119-v02.pdf (presented on Jan. 15th 2019 during the IEEE 802.1 interim meeting in Hiroshima, Japan) was abandoned. The previous Annex Z was deleted. The Bibliography, the Abbreviations, and the Definitions will be repopulated once new text has reached consensus.

The Draft creates a completely new modular profile structure. As there were no contributions on the excluded topics from Draft 1.4, these will remain excluded.

Further topics have been excluded:

— Life Cycle
— Security
— Safety
— Topology
— Redundancy
— Protocols

As indicated in https://www.ieee802.org/1/files/public/docs2023/dg-turner-finn-profile-commented-0223-v01.pdf (presented in the call on Feb. 21st 23)

In order to avoid duplication, the time synchronization section has been removed and replaced by a reference to the Autosar Time Synchronization specifications.

Draft 2.0 will go through Task Group ballot and further development of the document will be based on comment resolution as well as further discussions in Autosar and Open Alliance.

0.4 Introductory notes to P802.1DG Draft 1.4

Draft 1.4 was prepared by Max Turner based on Draft 1.3, contributions during the Task Group meetings as well as input collected by the editor personally outside Task Group meetings. The draft focuses on informative text in order to align the group on some basic concepts before normative language is added. The structure of the document was revised to a large degree since Draft 1.3, so the reader is advised to read the whole document and not try to focus just on changes, which may not all be obvious.

Draft 1.4 will go through Task Group ballot and further development of the document will be based on comment resolution as well as further contributions during Task Group meetings.

What Draft 1.4 specifically does not cover:

— Wireless links of any sort (cellular, wifi, ...)
— Ethernet encapsulation (USB, APIX, ...)

— Environmental Specifications (AEC Q100, temp., EMC, EMI, ...)
— Layer 1 details, except for a note in Section on Latency
— Link Aggregation
— TPMR specifics
— Smart Charge Communication
— OBD to Tester (ISO 13400) details
— Robo-Taxi specific requirements, except notes in Annex K
— Profile definitions or requirements

All of the above are open to be included in future documents, given enough input on comments and contributions.

As this Draft 1.4 is very much a request for input, the editor is looking for comments with proposed resolution! Approve votes without comments are not considered helpful at the current stage of work, neither are comments without any remedy or input.

0.5 Introductory notes to P802.1DG Draft 1.3

Draft 1.3 was prepared by Craig Gunther as a result of comment resolution on Draft 1.2. The purpose of Draft 1.3 is to establish a baseline for further development, via contributions by Task Group members, of the profile conformance requirements and any additional tutorial information. Draft 1.3 is not intended to go to Task Group ballot. It is expected that the Task Group participants will submit text for inclusion in the creation of D1.4 which will then be submitted for the next Task Group ballot.

This draft also addresses the concept of packet bursts related to 802.1CB missing packet recovery. It now correctly states that bursts might or might not be present depending on egress shaping, whereas in previous drafts they erroneously stated that bursts were always expected.

This document currently comprises:

— A title page for the proposed standard including an Abstract and Keywords. This title page will be retained following working group approval of this draft, i.e. prior to Standards Association (a.k.a. Sponsor) ballot.
— The editors' forewords, including this text. These include an unofficial and informal appraisal of history and status, introductory notes to each draft that summarize the progress and focus of each successive draft, and requests for comments and contributions on major issues.
— IEEE boilerplate text.
— A record of participants (not included in early drafts but added prior to publication).
— The introduction to this standard.
— The proposed standard proper.
— An Annex Z comprising the editors' discussion of issues. This annex will be deleted from the document prior to sponsor ballot.

During the early stages of draft development, 802.1 editors have a responsibility to attempt to craft technically coherent drafts from the resolutions of ballot comments and the other discussions that take place in the working group meetings. Preparation of drafts often exposes inconsistencies in editors instructions or exposes the need to make choices between approaches that were not fully apparent in the meeting. Choices and requests by the editors' for contributions on specific issues will be found in the editors' introductory notes to the current draft, at appropriate points in the draft, and in Annex Z. Significant discussion of more difficult topics will be found in the last of these.

The ballot comments received on each draft, and the editors' proposed and final disposition of comments, are part of the audit trail of the development of the standard and are available, along with all the revisions of the draft on the 802.1 web site (for address see above).

0.6 Introductory notes to P802.1DG Draft 1.2

Draft 1.2 was prepared for the second Task Group ballot by Craig Gunther, as a result of comment resolution on Draft 1.1. Revision bars in Draft 1.2 are relative to Draft 1.1. The major focus of Draft 1.2 is to introduce profile(s) and move the tutorial content from clause 6 to Annex E. Regarding the profile(s), there are lots of questions in the Editor's note in clause 14 and items in Annex Zthat the TG is going to have to address to complete the profile(s).

Text from Draft 1.1 was changed as per ballot comments, but not all the requests for new figures or text have been completed in Draft 1.2; however, corresponding Editor's notes or Annex Z entries were added so as to not lose track of the resolution of those comments. Significant changes from Draft 1.1 include:

a) Clause 14 introduces the Base and Extended profiles including tables specifying which TSN features will be included in each profile and how they are configured.
b) Clause 6.2 through the end of clause 6 has been moved to the new Informative Annex E. No change bars or addition/deletion markings were included with this move. Any changes made after the text was moved to Annex E are highlighted appropriately.
c) Introduced the concept of Trusted and Untrusted networks and devices.
d) Removed all examples from Annex A (PCS). These PCS entries will be added as the profile(s) are developed.
e) Unresolved comments from Draft 1.1 have been recorded in Annex Z if the specific solution is not yet known. If a solution is understood but not yet implemented, or a more appropriate location than Annex Z is determined, an Editor's note has been put in those specific locations.

0.7 Introductory notes to P802.1DG Draft 1.1

Draft 1.1 was prepared by Craig Gunther for the initial Task Group ballot. Draft 1.0 was reviewed at the September 2019 interim in Edinburgh, the September 23 one-day interim in Detroit, and on the P802.1DG bi-weekly call on October 1. Based on comments received during those presentations, and especially from comments provided by the Editors of IEEE P802.1AS-Rev and IEEE Std 802.1CB-2017, updates to D1.0 have been included in the creation of this draft D1.1.

0.8 Introductory notes to P802.1DG Draft 1.0

Draft 1.0 was prepared by Craig Gunther for review before the initial Task Group ballot. Clause 6 now includes an introduction to in-vehicle networks and how TSN could influence those designs. New educational/tutorial information for 802.1CB Frame Replication and Elimination for Reliability (FRER) and 802.1AS Timing and Synchronization for Time-Sensitive Applications. The intent of these sections is to help those familiar with the concepts, but not the details of those TSN standards. This is not meant as a recap of the TSN standards, but a summarization of important details and discussion of subtle points that are often overlooked or forgotten. It is the Editor's intent that additional TSN standards will be added to this clause as those standards are identified for IVN use. It is the Editor's opinion that many who will use this standard are not involved with 802.1 in general and TSN in particular. As such, the Editor feels this approach will be extremely beneficial to that audience. Opinions in favor or against this approach are solicited. There is a substantial amount of work in this approach and if readers of this standard do not perceive a benefit then it would be best to spend that time on other areas of this standard.

Clause 14 is a placeholder to gather opinions on how we should determine what constitutes a profile. The Editor would like to get some direction so the next draft can fully address a simple profile, if possible, and update Clause 6 and other clauses as needed.

Clause 3 (definitions) and Annex D (bibliography) have also been updated.

0.9 Introductory notes to P802.1DG Draft 0.1

Draft 0.1 was prepared by Craig Gunther as a vehicle to continue to gather all the boiler plate text and generate a starting point for future drafts. Clause A boiler plate text was completed. A new clause B was introduced to hold extended definition of terms, beyond that specified in clause 3. This draft is not intended for Task Group ballot. Everything in this draft can be considered a contribution to the Time-Sensitive Networking Task Group by the editor; nothing has been approved by the Task Group or Working Group.

0.10 Introductory notes to P802.1DG Draft 0.0

Draft 0.0 was prepared by Craig Gunther as a vehicle to gather all the boiler plate text and generate a starting point for future drafts. This draft is not intended for Task Group ballot. Everything in this draft can be considered a contribution to the Time-Sensitive Networking Task Group by the editor; nothing has been approved by the Task Group or Working Group.

0.11 Project Authorization Request, Scope, Purpose, and Five Criteria

<< Editor’s note: A PAR (Project Authorization Request) for P802.1DG was approved by the IEEE Standards Association on February 8, 2019. The following information is taken from the 802.1DG PAR. >>

0.11.1 Scope of Proposed Project:

This standard specifies profiles for secure, highly reliable, deterministic latency, automotive in-vehicle bridged IEEE 802.3 Ethernet networks based on IEEE 802.1 Time-Sensitive Networking (TSN) standards and IEEE 802.1 Security standards.

0.11.2 Purpose of Proposed Project:

This standard provides profiles for designers and implementers of deterministic IEEE 802.3 Ethernet networks that support the entire range of in-vehicle applications including those requiring security, high availability and reliability, maintainability, and bounded latency.

0.11.3 Need for the Proposed Project:

The automotive segment does not have a standards-based profile for IEEE 802.1 Time-Sensitive Networking (TSN) standards as usage can vary widely based on the networking scenarios. The lack of a profile makes the definition of the automotive manufacturer's requirements and the implementation of those requirements by suppliers more difficult and costly. Thus there is a need for standardization of the selection and use of IEEE 802 standards and features in order to be able to deploy secure highly reliable converged networks.

0.11.4 IEEE 802 criteria for standards development (CSD)

The CSD documents an agreement between the WG and the Sponsor that provides a description of the project and the Sponsor's requirements more detailed than required in the PAR. The CSD consists of the project process requirements, 1.1, and the 5C requirements, 1.2.

1.1 Project process requirements

1.1.1 Managed objects

Describe the plan for developing a definition of managed objects. The plan shall specify one of the following:

a) The definitions will be part of this project.

b) The definitions will be part of a different project and provide the plan for that project or anticipated future project.

c) The definitions will not be developed and explain why such definitions are not needed.

Item c) is applicable to this project because this project will specify profiles that define the use and configuration of functions specified in other IEEE 802 standards, thus relying on the managed objects specified by the referred standards.

1.1.2 Coexistence

A WG proposing a wireless project shall demonstrate coexistence through the preparation of a Coexistence Assurance (CA) document unless it is not applicable.

a)Will the WG create a CA document as part of the WG balloting process as described in Clause 13? (yes/no)

b)If not, explain why the CA document is not applicable.

b) This project is not a wireless project; therefore, the CA document is not applicable.

1.2 5C requirements

1.2.1 Broad market potential

Each proposed IEEE 802 LMSC standard shall have broad market potential. At a minimum, address the following areas:

a)Broad sets of applicability.

b)Multiple vendors and numerous users.

a) IEEE 802.1 Time-Sensitive Networking (TSN) gives an opportunity to unify networking for automotive in-vehicle deterministic Ethernet networks. TSN is the foundation to provide interoperability and connectivity for automotive applications on converged networks to simultaneously support operational traffic that has pre-determined latency requirements. However, the breadth of choices in the use of the TSN features inhibits the interoperability of products designed for a particular market. By narrowing the focus, this profile expands the market for bridges, end stations, network interface cards, and integrated circuits. The specification and use of TSN features in these scenarios via TSN profiles is beneficial for suppliers offering and/or developing TSN products, e.g., in order to ease interoperability and deployment.

b) Many automotive manufacturers and suppliers consider TSN as the next generation Ethernet networking technology enabler to meet the deterministic latency, security and high reliability requirements for networking within the vehicle. The TSN profiles for automotive are essential for them.

1.2.2 Compatibility

Each proposed IEEE 802 LMSC standard should be in conformance with IEEE Std 802, IEEE 802.1AC, and IEEE 802.1Q. If any variances in conformance emerge, they shall be thoroughly disclosed and reviewed with IEEE 802.1 WG prior to submitting a PAR to the Sponsor.

a)Will the proposed standard comply with IEEE Std 802, IEEE Std 802.1AC and IEEE Std 802.1Q?

b)If the answer to a) is no, supply the response from the IEEE 802.1 WG.

a) Yes, this standard will comply with IEEE Std 802, IEEE Std 802.1AC and IEEE Std 802.1Q.

The review and response is not required if the proposed standard is an amendment or revision to an existing standard for which it has been previously determined that compliance with the above IEEE 802 standards is not possible. In this case, the CSD statement shall state that this is the case.

1.2.3 Distinct Identity

Each proposed IEEE 802 LMSC standard shall provide evidence of a distinct identity. Identify standards and standards projects with similar scopes and for each one describe why the proposed project is substantially different.

No other IEEE 802 standard or project defines Time-Sensitive Networking profiles for automotive in-vehicle Ethernet communications.

1.2.4 Technical Feasibility

Each proposed IEEE 802 LMSC standard shall provide evidence that the project is technically feasible within the time frame of the project. At a minimum, address the following items to demonstrate technical feasibility:

a)Demonstrated system feasibility.

b)Proven similar technology via testing, modeling, simulation, etc.

a) The proposed standard will specify profiles for the use of IEEE 802 standards, for which system feasibility has been demonstrated.

b) The proposed standard will use IEEE 802 standards for which the technology has been proven.

1.2.5 Economic Feasibility

Each proposed IEEE 802 LMSC standard shall provide evidence of economic feasibility. Demonstrate, as far as can reasonably be estimated, the economic feasibility of the proposed project for its intended applications. Among the areas that may be addressed in the cost for performance analysis are the following:

a)Balanced costs (infrastructure versus attached stations).

b)Known cost factors.

c)Consideration of installation costs.

d)Consideration of operational costs (e.g., energy consumption).

e)Other areas, as appropriate.

a) The well-established cost balance between infrastructure and attached stations will not be changed by the proposed standard.

b) The cost factors are known for the IEEE 802 standards that will be used by the proposed standard.

c) There are no incremental installation costs relative to the IEEE 802 standards that will be used by the proposed standard.

d) There are no incremental operational costs relative to the existing costs associated with the IEEE 802 standards that will be used by the proposed standard.

e) No other areas have been identified.

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Participants

The following is a list of participants in the ... Working Group.

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The following members of the [individual/entity] balloting committee voted on this standard. Balloters may have voted for approval, disapproval, or abstention.

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Introduction to IEEE P802.1DG™/D2.0

This introduction is not part of IEEE P802.1DG™, IEEE Standards for Local and Metropolitan Area Networks—Draft Standard for Local and metropolitan area networks —Time-Sensitive Networking Profile for Automotive In-Vehicle Ethernet Communications

This Standard defines the Time-Sensitive Networking Profile for Automotive In-Vehicle Ethernet Communications.

This standard contains state-of-the-art material. The area covered by this standard is undergoing evolution. Revisions are anticipated within the next few years to clarify existing material, to correct possible errors, and to incorporate new related material. Information on the current revision state of this and other IEEE 802 standards can be obtained from

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Draft Standard for Local and metropolitan area networks—

Time-Sensitive Networking Profile for Automotive In-Vehicle Ethernet Communications

1. Overview

1.1 Scope

This standard specifies profiles for secure, highly reliable, deterministic latency, automotive in-vehicle bridged IEEE 802.3 Ethernet networks based on IEEE 802.1 Time-Sensitive Networking (TSN) standards and IEEE 802.1 Security standards.

1.2 Purpose

This standard provides profiles for designers and implementers of deterministic IEEE 802.3 Ethernet networks that support the entire range of in-vehicle applications including those requiring security, high availability and reliability, maintainability, and bounded latency.

1.3 Introduction

This Time-Sensitive Networking Profile for Automotive In-Vehicle Ethernet Communications standard addresses the use of Time-Sensitive Networking (TSN) techniques to meet the bandwidth, deterministic latency, reliability, synchronization, and security needs for communications within vehicles. The profile introduces the subtleties of the operation of the TSN standards and the side-effects of the choices made when configuring various TSN functionalities.

The goal of this standard is to provide information to OEMs, Tier 1 and Tier 2 that will help them with the design of vehicular systems enabling bounded latency, reliability, synchronization, security and high availability in automotive in-vehicle networks. As the TSN suite of standards are broad and intended for use in a variety of environments, this standard narrows the focus from the broad set of available TSN features to those that are applicable to in-vehicle networks (IVN). This standard determines the TSN features that are directly applicable to IVNs and explains how the associated TSN standards are used, including recommendations about how to configure optional parameters.

1.4 Outline of the document structure

<< Editor's note: Will be detailed later. Currently intentionally left blank. >>

1.5 Reference conventions

The present standard makes frequent references to specific sections in several other standards and amendments. To make these references less cumbersome the present standard uses the notation described in Table 1-1.

Table 1-1—Conventions for references

Reference shorthand notation	Complete reference
[CB]:x.y	section x.y in IEEE Std 802.1CB-2017
[CBdb]:x.y	section x.y in IEEE Std 802.1CBdb-2021
[Q]:x.y	section x.y in IEEE Std 802.1Q-2022
[B##]:x.y	section x.y in any document from the Bibliography (Annex C)
[AR###]:x.y	section x.y in AUTOSAR document ID ### of R22-11
x.y	section x.y in the present standard

<< Editor's note: The editor found the IEEE-SA convention for cross-document cross-references, "x.y in IEEE Std 802.1Q-2018" to be unwieldy because of the large number of references to the above documents, sometimes three or four in one sentence; hence, the alternative presented above. >>

2. Normative references

The following referenced documents are indispensable for the application of this document (i.e., they must be understood and used, so each referenced document is cited in text and its relationship to this document is explained). For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments or corrigenda) applies. Non-normative references (i.e., that provide additional information not required for the application of this document) are given in Annex C.

NOTE 1—The inclusion of a document in this list of normative references indicates that information in that document is necessary to implement the present standard. It does not imply that any other part of that referenced document is required to be implemented by a system conformant to the present standard.

NOTE 2—Active projects for the IEEE 802.1 Working Group can be found on the homepage: https://1.ieee802.org.

NOTE 3—IEEE 802.1 standards can be downloaded from through the IEEE GET Program: https://ieeexplore.ieee.org/browse/standards/get-program/page.

NOTE 4—IEEE publications are available from the Institute of Electrical and Electronics Engineers, 445 Hoes Lane, Piscataway, NJ, 08854, USA (http://standards.ieee.org/).

NOTE 5—The IEEE standards or products referred to in this clause are trademarks of the Institute of Electrical and Electronics Engineers, Inc.

NOTE 6—AUTOSAR publications can be downloaded from the search page: https://www.autosar.org/search

NOTE 7—The AUTOSAR material is protected by copyright and other types of intellectual property rights. The commercial exploitation of that material requires a license to such intellectual property rights.

<< Editor’s note: The editor is aware of the deviation from Section 12.3 of the 2021 IEEE SA Standards Style Manual. This will be resolved before publication. >>

[802] 802®-2014 IEEE Standard for Local and Metropolitan Area Networks: Overview and Architecture

[CB] IEEE Std 802.1CB™, IEEE Standard for Local and metropolitan area networks—Frame Replication and Elimination for Reliability.

[CBdb] IEEE Std 802.1CBdb™, IEEE Standard for Local and metropolitan area networks—Frame Replication and Elimination for Reliability. Amendment 2: Extend Stream Identification Functions.

[Q] IEEE Std 802.1Q™, IEEE Standard for Local and metropolitan area networks—Bridges and Bridged Networks.

[AR897] AUTOSAR Time Synchronization Protocol, Doc. Id. No. 897, Foundation, R22-11, (available at https://www.autosar.org/fileadmin/standards/R22-11/FO/AUTOSAR_PRS_TimeSyncProtocol.pdf.).

<< Editor’s note: This list as well as the Bibliography (Annex C) are work in progress. >>

3. Definitions

As the IEEE 802 family of standards uses rather inconsistent terminology, as can be seen in the IEEE Standards Dictionary Online (available at https://dictionary.ieee.org), the present standard tries to use consistent wording, without contradicting the established terminology. For terms not defined here the reader is referred to [802] only.

<< Editor’s note: This section will be completely revised and is intentionally left empty at this point.>>

4. Abbreviations

This present standard uses the following abbreviations:

ATS	Asynchronous Traffic Shaper
ATS-CBS	ATS Committed Burst Size
ATS-CIR	ATS Committed Information Rate
ATS-MRT	ATS Maximum Residence Time
CBS	Credit Based Shaper
CBS-IS	CBS Idle Slope
ECU	Electronic Control Unit
MEF	Metro Ethernet Forum
MEF-CBS	MEF Committed Burst Size
MEF-CF	MEF Coupling Flag
MEF-CIR	MEF Committed information Rate
MEF-CM	MEF Color Mode
MEF-EBS	MEF Excess Burst Size
MEF-EIR	MEF Excess Information Rate
TC	Traffic Class

<< Editor’s note: This section is completely revised from the previous draft.>>

5. Conformance Modules

5.1 Introduction

This clause specifies the mandatory and optional capabilities provided by conformant implementations of this present standard.

5.2 Requirements terminology

For consistency with existing IEEE and IEEE 802.1 standards, requirements placed upon conformant implementations of this present standard are expressed using the following terminology:

a) “shall” is used for mandatory requirements.
b) “may” is used to describe implementation or administrative choices (“may” means “is permitted to,” and hence, “may” and “may not” mean precisely the same thing).
c) “should” is used for recommended choices (the behaviors described by “should” and “should not” are both permissible but not equally desirable choices).

The Protocol Implementation Conformance Statement (PICS) proforma (see Annex A) reflects the occurrences of the words shall, may, and should within the standard. The words shall, may, and should, as used in Annex A itself, reflect the use of the PICs and not conformance to the standard.

Behavior that is permitted but is neither always required nor directly controlled by an implementer or administrator, or whose conformance requirement is detailed elsewhere, is described by “can”. Behavior that never occurs in a conformant implementation or system of conformant implementations is described by “cannot”. The word “allow” is used as a replacement for the phrase “support the ability for,” and the word “capability” means “can be configured to.”

5.3 Protocol Implementation Conformance Statement (PICS)

The supplier of an implementation that is claimed to conform to this present standard shall complete a copy of the PICS proforma provided in Annex A and shall provide the information necessary to identify both the supplier and the implementation.

<< Editor’s note: The PICS are not populated yet! They will be created once the Profiles are finalized. >>

5.4 Bridge requirements

Any Bridge claiming conformance to this present standard shall on all of its ports:

1) Process ingress frames in the order as specified in 6.2.
1) Process egress frames in the order as specified in 6.3.
2) Comply to CM-IS as specified in 5.6.
3) Comply to CM-Pol as specified in 5.7.
4) Comply to CM-BS as specified in 5.8.
5) Support the Learning Process as specified in 6.16.
6) Support the Frame lifetime limitations as specified in 6.26.
7) Support Congestion Isolation as specified in 7.2.

8) Support the maximum SDU size as specified in 6.4
9) Support the Frame Filtering ([Q]:8.6.3) as specified in 6.17
10) Support the Stream Filter ([Q]:8.6.5.3) as specified in 6.18

A Bridge claiming conformance to this present standardshould comply to CM-TSyn as specified in 5.9.

A Bridge claiming conformance to this present standardmay comply to CM-TAS as specified in 5.10 on any number of ports.

A Bridge claiming conformance to this present standardmay comply to CM-Pre as specified in 5.11 on any number of ports.

<< Editor’s note: There is no Compliance Module on FRER due to a lack of use-cases. >>

5.5 End Station requirements

Any End Station claiming conformance to this present standard shall:

<< Editor’s note: Detailed references to the requirements section to be added later. >>

5.6 Conformance Module Ingress Selection (CM-IS)

Any Station claiming conformance to this present standard shall conform to the CM-IS requirements below.

A port of a Station claiming conformance to CM-IS shall:

1) Support the Ingress VID Translation ([Q]:6.9 f)) as specified in 6.8
2) Support the Port-based VLAN Classification ([Q]:6.9 d)) as specified in 6.9
3) Support the Port-and-Protocol-based VLAN classification ([Q]:6.12) as specified in 6.10
4) Support the Priority Code Point Decoding ([Q]:6.9.3) as specified in 6.11
5) Support the Priority Regeneration ([Q]:6.9.4) as specified in 6.12
6) Support the Ingress Stream Identification Function(s) ([CB]:6.9) as specified in 6.13
7) Support the Active topology enforcement ([Q]:8.6.1) as specified in 6.14
8) Support the Ingress Filtering ([Q]:8.6.2) as specified in 6.15
9) Support the Egress VID Translation ([Q]:6.9 g)) as specified in 6.24
10) Support Queuing Frames ([Q]:8.6.6) as specified in 6.25
11) Support the Egress VID Translation ([Q]:6.9 g)) as specified in 6.24

5.7 Conformance Module Basic Policing (CM-Pol)

Any Station claiming conformance to this present standard shall conform to the CM-Pol requirements below.

A port of a Station claiming conformance to CM-Pol shall:

1) Support the Frame Type Acceptance Filter ([Q]:6.9 c)) as specified in 6.7
2) Support the Maximum SDU Size Filtering ([Q]:8.6.5.3.1) as specified in 6.19

3) Support the Flow Metering ([Q]:8.6.5.5) as specified in 6.21

<< Editor’s note: Detailed references to the requirements section to be added later. >>

5.8 Conformance Module Basic Shapers (CM-BS)

Any Station claiming conformance to this present standard shall conform to the CM-BS requirements below.

A port of a Station claiming conformance to CM-IB shall:

1) Provide the capabilities for the Credit Based Shaper ([Q]:8.6.8.2) as detailed in Clause 9.
2) Provide the capabilities for the Asynchronous Traffic Shaper ([Q]:8.6.11) as specified in Clause 8.
3) Disable the Time Aware Shaper as specified in 6.29 when CBS or ATS is active.

<< Editor’s note: Detailed references to the requirements section to be added later. >>

5.9 Conformance Module Time Synchronization (CM-TSyn)

Any Station claiming conformance to this present standard should conform to the CM-TSyn requirements below.

A port of a Station claiming conformance to CM-TSyn shall:

— Support the time synchronization protocol according to the Autosar PRS TimeSyncProtocol ([AR897])

This does not constitute a profile of IEEE Std 802.1AS-2020 nor of IEEE Std 1588-2019 as per the PTP Profile definition in [1588]:20.3.

5.10 Conformance Module Time Aware Shaper (CM-TAS)

A port of a Station claiming conformance to CM-TAS shall:

1) Comply with CM-TSYN
2) Provide the capabilities for the Time Aware Shaper ([Q]:8.6.8.4) as specified in Clause 10
3) Disable the Credit Based Shaper ([Q]:8.6.8.2) when the Time Aware Shaper is active.
4) Disable the Asynchronous Traffic Shaper ([Q]:8.6.11) when the Time Aware Shaper is active.

5.11 Conformance Module Preemption (CM-Pre)

A port of a Station claiming conformance to CM-Pre shall:

1) Support the preemptable MAC as per [Q]:6.7.1 a).
2) Support the express MAC as per [Q]:6.7.1 b).
3) Disable the Time Aware Shaper on any egress port where Preemption is configured.
4) Use a single TC for queuing frames to the express MAC.
5) Have no shapers configured for the TC queuing frames to the express MAC.

6) Configure the TC queuing frames to the express MAC as the numerically highest or lowest.

6. IEEE 802.1 Features

6.1 Introduction

The IEEE 802.1 family of standards define features for Relays, Bridges and End Stations, which are part of the profile definitions in this present standard.

6.1.1 Frame Content as Received

As per the Terminology section, a Frame contains one MAC Source Address, one MAC Destination Address, one (last) Ethertype, as well as multiple (VLAN) Tags.

If present, the first VLAN Tag, also referred to as the outer VLAN Tag, contains the following Fields:

a) The (first/outer) Tag Protocol Identifier (TPID)
b) The (first/outer) Priority Code Point (PCP)
c) The (first/outer) Drop Eligible Indicator bit (DEI)
d) The (first/outer) VLAN Identifier (VID)

The Frame is referred to as Priority-tagged, if the value contained in the outer VID Field is Zero (0x000), and as VLAN-tagged if the outer VID Field is Nonzero.

An Untagged Frame contains a first Ethertype, which is not recognized as a VLAN TPID.

Note: The received Frame can therefore still contain multiple Ethertypes and further Tags, some of which can even be VLAN Tags.

6.2 Receive Path Processing Order (ingress)

On the receive path (ingress), the IEEE 802.1 Features are executed in the following order, if they are available and activated:

1) Default Priority Assignment ([AC]:13.1)
2) Support of the EISS ([Q]:6.9.1)
3) Frame Type Acceptance filter ([Q]:6.9 c))
4) Ingress VID translation ([Q]:6.9 f))
5) Port-based VLAN Classification ([Q]:6.9 d))
6) Port-and-Protocol-based VLAN classification ([Q]:6.12)
7) Priority Code Point Decoding ([Q]:6.9.3)
8) Priority Regeneration ([Q]:6.9.4)
9) Out-facing Ingress Stream Identification Function(s) ([CB]:9.1.1.5)
10) FRER Functionality, like Sequence decode ([CB]:7.6) / Sequence generation ([CB]:7.4.1)
11) In-facing Ingress Stream Identification Function(s) ([CB]:9.1.1.2)
12) Active topology enforcement ([Q]:8.6.1)
13) Ingress filtering ([Q]:8.6.2)
14) Frame filtering ([Q]:8.6.3)
15) Egress filtering ([Q]:8.6.4)

16) Stream filter assignment ([Q]:8.6.5.3 b) and c))
17) Maximum SDU Size Filtering ([Q]:8.6.5.3.1)
18) Stream Gating ([Q]:8.6.5.4)
19) Flow metering ([Q]:8.6.5.5)
20) ATS Eligibility Time Assignment ([Q]:8.6.5.6)

6.3 Transmission Path Processing Order (egress)

On the transmit path (egress), the IEEE 802.1 Features are executed in the following order, if they are available and activated:

1) In-facing Egress Stream Identification Function(s) ([CB]:9.1.1.4)
2) FRER Functionality, like Sequence generation ([CB]:7.4.1)
3) Out-facing Egress Stream Identification Function(s) ([CB]:9.1.1.3)
4) Queuing frames ([Q]:8.6.6)
5) Transmission selection ([Q]:8.6.8)
6) Priority Code Point Encoding ([Q]:6.9.3)
7) Egress VID translation ([Q]:6.9 g))
8) Support of the EISS ([Q]:6.9.2)
9) Support of the ISS ([Q]:6.7.1)

6.4 MAC Client Data field size (IEEE Std 802.3:3.2.7)

All IEEE 802.1 features support at least a maximum SDU size (Figure B-2—) of 2000 octets.

Note: This is not a requirement on the actual PHY/MAC attached!

6.5 Default Priority Assignment ([AC]:13.1)

The Default Priority parameter is be set to zero.

No per port change of the *priority* parameter is supported.

6.6 Flow Filtering ([Q]:44.2)

Flow Filtering is not supported.

Frames with a first Ethertype of 89-4B (F-Tag [Q]:Table 44-2) may be discarded silently.

A drop counter may be implemented.

6.7 Frame Type Acceptance Filter ([Q]:6.9 c))

Support and activation of the Frame Acceptance Filter is mandatory.

The Frame Acceptance Filter supports the following filter rules:

1) Admit Only VLAN-tagged frames
2) Admit Only Untagged and Priority-tagged frames
3) Admit All frames

Frames not matching the activated Filter rule, are discarded silently. Counters may be present to keep track of the number of frames dropped or passed.

6.8 Ingress VID Translation ([Q]:6.9 f))

Support of the Ingress VID Translation is mandatory. Activation of the Ingress VID Translation is optional.

If the received Frame is VLAN-tagged, the value of the vlan_identifier parameter is set to either:

i) The value of the PCP Filed, if no VID Translation is active.
ii) Or the translated value from the VID translation table.

6.9 Port-based VLAN Classification ([Q]:6.9 d))

Support and activation of the Port-based VLAN Classification are mandatory.

If Port-and-Protocol-based VLAN classification is NOT activated AND

iii) the Frame is Untagged, OR
iv) Priority-tagged, OR
v) the VID translation table is activated and the translation already set the vlan_identifier parameter to Zero,

the *vlan_identifier* parameter is set/changed to the Port-VID (PVID) value for the port.

6.10 Port-and-Protocol-based VLAN classification ([Q]:6.12)

Support of the Port-and-Protocol-based VLAN Classification for Ethernet Frames is mandatory. Activation of the Port-and-Protocol-based VLAN Classification is optional.

If Port-and-Protocol-based VLAN Classification is activated AND
vi) the Frame is Untagged, OR
vii) Priority-tagged, OR
viii) the VID translation table is activated and the translation already set the vlan_identifier parameter to Zero,

The *vlan_identifier* parameter is set/changed according to the Port-and-Protocol-based VLAN Classification configuration.

6.11 Priority Code Point Decoding ([Q]:6.9.3)

Priority Code Point en-/de-coding is not supported. Only the default configuration (8P0D) is supported. therefore no drop precedence can be communicated in the PCP Field.

The drop_eligible parameter is set to the received DEI Field’s value (1 bit).

The priority parameter is set to the received PCP Field’s value (3 bit).

6.12 Priority Regeneration ([Q]:6.9.4)

Support of the Priority Regeneration is mandatory. Activation of the Priority Regeneration is optional.

If the Priority Regeneration is activated, the priority is set/changed according to the Priority Regeneration configuration.

6.13 Ingress Stream Identification Function(s) ([CB]:6.9)

Only passive out-facing stream identification functions are configurable

Refer to the informative Annex on Stream Identification for a rationale.

The Stream Identification functions operate on the EM_UNITDATA.indication parameters of the EISS.

All frames passing through the stream identification functions in the UP direction are assigned a *stream_handle*. A *stream_handle* of value Null (a negative denotes the Null value) indicates no matching stream identification function was found.

Bridges with the number of ports as given in Table 6-1 support the listed number of identification functions.

Table 6-1—Identification profile for Bridges

Number of ports (*n*)	**Minimum number of Identification functions (*m*)**
less than 5 (2<n<5)	128
more than 4, but less than 10 (4<n<10)	192
more than 9 (n>9)	256

6.13.1 Identification Mask Length

All filter masks are long enough to cover:

— MAC addressing
— one VLAN tag
— the addresses, DSCP, and next header field of an IPv6 and IPv4 header
— the port information of TCP and UDP

<< Editor’s note: How much handling of other tags (Q-in-Q, R-Tag, ...) must be covered here? >>

6.14 Active topology enforcement ([Q]:8.6.1)

Learning is TRUE for all reception Ports. If ingress filtering ([Q]:8.6.2) did not cause the received frame to be discarded, the source address and VID are submitted to the Learning Process (6.16).

A loop-free network topology is ensured through configuration, the Rapid Spanning Tree Algorithm and Protocol (RSTP) are not required.

<< Editor's note: Violating [Q]:5.4 g)! >>

6.15 Ingress Filtering ([Q]:8.6.2)

Frames received on a port that is not in the member set ([Q]:8.8.10) associated with the Frame's associated *vlan_identifier* parameter are discarded.

6.16 The Learning Process ([Q]:8.7)

The Learning Process:

a) Supports shared learning of source MAC addresses ([Q]:Annex F).
b) Supports independent learning of source MAC addresses ([Q]:Annex F).
c) Can disable learning per ingress port.
d) Can disable a change of the source port, once a source MAC address has been learned (one-shot-mode)

6.17 Frame Filtering ([Q]:8.6.3)

The set of potential transmission ports ([Q]:8.6.1) for each received Frame is reduced on the basis of:

a) The *destination_address* parameter ([Q]:8.6.3 a))
b) *The vlan_identifier* parameter ([Q]:8.6.3 b))
c) The Filtering Database (FDB) entries ([Q]:8.6.3 d))
d) The default Group Filtering behavior ([Q]:8.6.3 e))

6.17.1 The Filtering Database (FDB)

The Filtering Database (FDB) conforms to [Q]:8.8.

The FDB allows for at least 1024 address entries.

It is be possible to disable the ageing ([Q]:8.7.3) of learned entries.

6.17.2 Reserved Addresses (01-80-C2-...)

The Reserved Addresses of [Q]:Table 8-1 and [Q]:Table 8-2 are supported.

Frames addressed to Reserved Addresses can carry a VLAN Tag on wire and have an associated *vlan_identifier* parameter. The exact forwarding behavior of VLAN tagged Frames to Reserved Addresses is implementation specific.

6.17.3 Bridge Protocol Data Units (BPDUs) ([Q]:14)

BPDUs are forwarded to a defined management port. The further handling of BPDUs is currently not mandated by the present standard.

6.18 Stream Filter ([Q]:8.6.5.3)

A Stream Filter is identified by

a) An *SF-stream_handle* AND
b) an *SF-priority* value.

Either one or both can be set to a wildcard value that matches any value.

Frames assigned to the same Stream Filter are processed together in the same SF-Instances of Max. SD Size Filtering, Stream Gating, Flow Metering, and ATS eligibility time assignment.

A Frame with multiple egress ports passes only through a single Stream Filter.

A certain instance may be configured for one or more Stream Filters, meaning Frames with different associated *stream_handle* parameters may be processed by the same SF-Instance.

If the Frames are intended to go though a CBS, a Stream Filter configuration is suggested in the “Credit Based Shaper” section.

If the Frames are intended to go though an ATS, a Stream Filter configuration is suggested in the “Asynchronous Traffic Shaper” section.

6.19 Maximum SDU Size Filtering ([Q]:8.6.5.3.1)

The Service Data Unit (SDU) is defined according to IEEE Std 802.3:Figure 24-5.

All Stream Filters have a Max. SDU Size Filter configured.

6.20 Stream Gating ([Q]:8.6.5.4)

Stream Gating may be disabled for certain Stream Filters.

All Stream Gates are always in state OPEN.

An IPV value of Null (a negative denotes the null value [Q]:17.7.24) causes the received frame’s priority parameter to be used as the IPV.

If CQF is not supported a static (non time dependent) IPV assignment is supported.

If CQF is supported a time dependent IPV assignment is supported.

If CQF is supported a minimum of three (3) IPV assignment slots are supported.

6.21 Flow Metering ([Q]:8.6.5.5)

All Stream Filters have a Flow Meter configured.

The MEF 10.3 algorithm is supported with:

1) A configurable MEF Committed Information Rate (MEF-CIR) > 0
2) A configurable MEF Committed Burst Size (MEF-CBS) > 0
3) A MEF Excess Information Rate of Zero (MEF-EIR) = 0
4) A MEF Excess Burst Size of Zero 0 (MEF-EBS) = 0
5) A MEF Coupling Flag (MEF-CF) = False (0)
6) A MEF Color Mode Flag (MEF-CM) = color-blind

This represents a Single Rate Two Color Meter.

Frames are either:

a) Permitted to pass (green) OR
b) Dropped (red)

6.22 ATS Eligibility Time Assignment ([Q]:8.6.5.6)

Support the configuration is specified in Clause 8.

6.23 (Egress) Stream Identification Function(s) ([CB]:6.9)

Egress Stream Identification is performed per egress port. An ingress Frame with multiple egress ports must go through fan-out before Egress Stream Identification.

Only out-facing stream identification functions are configured.

Since only passive Stream Identification Functions are supported no action is performed here.

Please refer to the informative Annex on Stream Identification for a rationale.

6.24 Egress VID Translation ([Q]:6.9 g))

Egress VID Translation is performed per egress port. An ingress Frame with multiple egress ports must go through fan-out before the Egress VID Translation.

The egress VID Translation as specified by [Q]:6.9 g) is supported.

6.25 Queuing Frames ([Q]:8.6.6)

Queuing frames is performed per egress port. An ingress Frame with multiple egress ports must go through fan-out before Queuing Frames is performed.

The default mapping is according to [Q]:Table 34-1.

Each frame is mapped to a traffic class using the Traffic Class Table for the port. The parameter used for this mapping is determined as follows:

a) If stream gates are not supported, the frame's associated priority parameter is used.
b) If stream gates ([Q]:8.6.5.4) are supported and the IPV parameter assigned to the frame is Zero, the frame's associated priority parameter is used.
c) If stream gates ([Q]:8.6.5.4) are supported and the IPV parameter assigned to the frame is Nonzero, the IPV parameter is used.

6.26 Frame Lifetime ([Q]:6.5.6)

The Relay may discard a frame after 10 ms.

The Relay discards a frame after 100 ms.

Note: For a 100 Mbit/s link, 10 ms of buffering represents 1 Mbit of buffered data.

6.27 Number of Traffic Class Queues

A Relay supports no less than 8 Traffic Classes (TCs) per egress port.

Since [Q] does not give any indication on how to handle a port with more than 8 Traffic Class Queues, it is up to the implementer to follow the concepts laid out in [Q] and this present standard in principle in case more queues are available.

6.28 Per TC-Queue Transmission Selection ([Q] 8.6.8 a))

The operation of the transmission selection algorithm activated for a given TC Queue determines if there is a frame available for transmission or not.

1) All TC Queues on all ports support the ATS Transmission Selection algorithm of [Q]:8.6.8.5.
2) At least the 2 numerically highest value Traffic Class Queues (highest priority) on any port support the Credit Based Shaper transmission selection of [Q]:8.6.8.2.

6.29 Transmission Gates ([Q]:8.6.8.4)

1) Support the Time Aware Shaper (TAS) according to Clause 6.
2) The TAS is not activated on any egress port where ATS or CBS are activated on any TC Queue.

6.30 Port Transmission Selection ([Q]:8.6.8 b))

For each port, frames are selected for transmission on the basis of the TCs that the port supports and the operation of the transmission selection algorithms supported by the corresponding queues on that port. For a given port and traffic class, frames are selected from the corresponding queue for transmission if and only if:

a) The operation of the transmission selection algorithm supported by that queue determines that there is a frame available for transmission; AND
b) For each queue corresponding to a numerically higher value of traffic class supported by the port, the operation of the transmission selection algorithm supported by that queue determines that there is no frame available for transmission.

The order in which frames are selected for transmission from the queue maintains the ordering requirement specified in [Q]:8.6.6.

6.31 Limiting Frame lifetime ([Q]:6.5.6)

To prevent buffer overrun, a Relay may be required to discard frames.

6.31.1 Frame Discard

Discarding a Frame is an intentional action by the Management Entity. This will be based on:

a) Policing rules - limit potentially congesting traffic
b) Prevention of Buffer overrun - discard Frames from congested traffic
c) Unknown egress port
d) Security considerations

The Bridge may discard a Frame:

1) Due to Policing, if a flow metering algorithm ([Q]:8.6.5.5) determines that discard is necessary. ([Q]:6.5.2 b)7))
2) Due to Policing, if a shaping algorithm ([Q]:8.6.11.3.7) determines that discard is necessary.
3) Due to Policing, if the frame exceeds the queueMaxSDU ([Q]:8.6.8.4) for the TC queue. ([Q]:6.5.2 b)8))
4) Due to Policing, if the max. SDU Size Filter ([Q]:8.6.5.3.1) determines that discard is necessary.
5) Due to congestion, if there is a risk of ([Q]:6.5.6) or actual exhaustion ([Q]:6.5.2 b) 2)) of internal buffer capacity.
6) Due to an unknown egress port, if the FDB ([Q]:8.8) disallows the forwarding. ([Q]:6.5.2 b) 6))
7) Due to an invalid ingress port, if one-shot-learning (6.16) is active.
8) Due to security considerations, if the device attached to the port is not authorized (IEEE Std 802.1X) for access to the network. ([Q]:6.5.2 b)5))

6.32 Frame Loss

A Frame can be lost if the Relay is unable to process it:

1) Due to an invalid FCS on ingress. ([Q]:6.5.2 a))
2) If the SDU size (IEEE Std 802.3:3.2.7) of the frame exceeds the maximum supported SDU size of the PHY/MAC on egress. ([Q]:6.5.2 b)3))
3) If the SDU size (IEEE Std 802.3:3.2.7) of the frame exceeds the maximum supported SDU size of the Relay’s IEEE 802.1 Features on ingress.

7. Congestion

7.1 Definitions

Congesting Traffic is providing excess ingress bandwidth, i.e. more Buffer is (or would be) required to store Frames than was expected/configured.

Congested Traffic is under-served on egress, i.e. Frames accumulate in the Buffer of the Relay as they do not get selected for transmission.

7.2 Congestion Isolation

Congestion isolation is be performed on each Bridge locally as well as on the network.

1) A Bridge is configurable to segregate the Buffers for different Traffic, so Buffer overruns in one segregated block lead to discarding of Frames within the one Traffic aggregate, but not for the other Traffic aggregates.
2) Frames are not be forwarded on egress, if the bandwidth exceeds a configured maximum.
3) Frames are discarded if the bandwidth exceeds a configured maximum on ingress.

7.3 Causes for Congested Traffic

Traffic can become congested, if:

1) The Shaper (CBS, ATS, TAS) on egress is configured with too low a rate or too small a burst size.
2) Excessively large lower priority Frames block the transmission.
3) A large higher Priority Burst blocks the transmission.

Therefore in order to prevent Traffic from becoming congested:

4) Bandwidth needs for all Traffic must be well known.
5) All lower priority traffic (and therefore all traffic, except the highest TC) shall go through a max. SDU Size Filter ([Q]:8.6.5.3.1).
6) All higher priority traffic (and therefore all traffic, except the lowest TC) shall go through a Flow Meter ([Q] 8.6.5.5).

7.4 Causes for Congesting Traffic

Traffic causes congestion, if:

1) Bursts of random size occur, as no shaping is implemented.
2) The Shaper (CBS, ATS, TAS) on egress is configured with too high a rate or too large a burst size.
3) The Traffic contains excessively large Frames.

Therefore in order to prevent Traffic from causing congestion:

4) All Traffic shall be shaped on egress.
5) Bandwidth needs for all Traffic must be well known.
6) All traffic shall go through a max. SDU Size Filter ([Q]:8.6.5.3.1).

8. Asynchronous Traffic Shaper (ATS)

8.1 Configuration

Every ATS Instance is configured through:

1) Committed Information Rate (ATS-CIR)
2) Committed Burst Size (ATS-CBS)
3) Maximum Residence Time (ATS-MRT)
4) ATS Scheduler Group membership
5) Egress TC

8.2 Implicit Policing

An ATS Instance will discard a Frame if its Length exceeds the product of Maximum Residence Time and Committed Information Rate. This is independent of the Committed Burst Size.

An ATS Instance will discard a Frame if during Maximum Residence Time more data arrives than the product of Maximum Residence Time and Committed Information Rate.

The implicit ATS Policing is therefore equivalent to a MEF Flow Meter with the following configuration:

6) MEF-CIR(ATS) = ATS-CIR
7) MEF-CBS(ATS) = ATS-MRT * ATS-CIR
8) MEF-EIR(ATS) = 0
9) MEF-EBS(ATS) = 0
10) MEF-CF(ATS) = False (0)
11) MEF-CM(ATS) = color-blind

8.3 Policing Configuration

Any Frame to be processed by an ATS Instance shall be subject to a max. SDU Size Filter, where the ATS-CBS must be larger than the max. SDU Size configured in the Filter.

Additional Flow Meter Policing is not required for Frames to be processed by an ATS Instance.

Frames in the egress Buffer of a TC configured with the ATS selection algorithm shall be subject to the same Lifetime limitations as all other Frames.

8.4 Instance and TC Queue Assignment

For Frames being processed by an ATS Instance, no IPV assignment shall be activated in the Stream Gates.

The priority parameter associated with the ingress Frame is therefore mapped to the egress TC Queue in Queuing Frames.

Frames being processed by an ATS Instance should be queued into the same numerical TC on every hop as they traverse the network (QAR3 [B1]).

Frames which ingress on different ports should never be processed by the same ATS Instance (QAR1 [B1]).

Frames which use a different TC anywhere in the network should never be processed by the same ATS Instance (QAR2 [B1]).

In an End Station the Applications can be identified as the equivalent to the ingress ports of a Bridge. If no Middleware is present and every Application generates Frames just for its own communication needs, an ATS Instance per Application can ensure proper egress behavior.

In cases where data from different Applications with different operational cycles is aggregated into Frames by a Middleware (e.g. Autosar's nPDU Feature), the trigger conditions in the Middleware must be configured such that proper egress behavior is ensured. Combining Middleware triggering and lower layer shaping can create hard to predict egress behavior and should be avoided.

8.5 ATS Scheduler Groups

All ATS Instances processing Frames in a specific TC on the network arriving on one specific ingress port belong to the same ATS scheduler Group.

If one ATS Instance within an ATS scheduler Group has a significantly higher Committed Information Rate, than a second ATS Instance within the same ATS scheduler Group (ATS-CIR[1] >> ATS-CIR[2]), the Group Eligibility Time shared between the two ATS Instances leads to a potentially undue delay of Frames if an ingress burst of Frames destined for the lower rate (ATS-CIR[2]=r2) ATS Instance within the Group pushes the Eligibility Time for the higher rate ATS Instance into the future. Worst case the Frame of the higher rate ATS Instance may be discarded, if ATS-MRT[1] < L2/r2.

If all ATS assignment rules are followed throughout the network, including the Talkers, the order of Frames can not be distorted in a way to create the above problem. If the network contains legacy components which do not have sufficient capabilities to allow a consistent ATS configuration, then Groups assignments may need to differ from the rule prescribed in [Q].

9. Credit Based Shaper (CBS)

Every CBS TC Queue is configured through:

1) Idle Slope (CBS-IS)
2) Egress TC

9.1 Policing Configuration

The CBS does not provide implicit Policing. Any Frame to be processed in a CBS TC Queue shall be subject to a max. SDU Size Filter and a Flow Meter.

Suggested Flow Meter Policing for CBS Traffic:

3) MEF-CIR(CBS) = CBS-IS
4) MEF-CBS(CBS) = max. SDU size
5) MEF-EIR(CBS) = 0
6) MEF-EBS(CBS) = 0
7) MEF-CF(CBS) = False (0)
8) MEF-CM(CBS) = color-blind

If different streams are combined to be processed by a single CBS instance, the rate becomes the sum of all rates and the max. SDU size must allow for the maximum Frame size within any stream.

9.2 Configuration Rules

As can be derived from Annex L of [Q], CBS can create undesired Buffer occupancy and latency in Bridges.

Traffic which was shaped together in one CBS instance on the previous (upstream) Bridge but uses different egress ports, should still be configured with the aggregated bandwidth on this port and on the further downstream path in order to avoid undue shaping delays.

Traffic egressing a Bridge on the last link to the Listener should not be shaped using CBS.

10. Time Aware Shaper

10.1 Introduction

The TAS ([Q]:8.6.8.4) can be operated in three modes:

1) Bus mode (10.2)
2) Phased Mode (10.3)
3) Cyclic Queuing and Forwarding - CQF (10.4)

The CQF configuration is not considered by the present standard.

If TAS is used on a port, no other shapers are used on TCs who's gates open and close for that port.

If TAS is used only one single TC is open for transmission at any one time. This means there may be no TCs who's gate is always open.

If TAS is used time synchronization messages can be transmitted at any time.

10.2 Bus Mode

In order to replicate the behavior one would get from a shared medium being accessed by synchronized stations on a shared TDMA schedule, the bus mode opens a communication path from a single talker station to all potential listener stations on the entire network. The gate opening on all ports should be as close to the actual transmission time as possible in order to avoid a waste in bandwidth. The open time must be long enough for the data to traverse all links and bridges and must therefore also include store and forward delays.

The most simple Bus Mode configuration involves only two intervals. The much shorter one is intended to transmit high priority traffic from maybe just a single talker to the relevant listeners. The second longer period is considered as non gated and other traffic patterns can be employed. In terms of worst-case latency the long period is added for all of the traffic in the shorter window and the short window plus its implicit guard-band can be considered a long interfering frame for the other traffic during the longer period. As the topology (number of hops) will influence the short period it may have to be configured for a maximum value if the exact number of hops is not known.

10.2.1 Bus Mode Configuration

The GateControlList shall have at least 8 entries per port.

The time resolution required for bus mode depends is 10 µs.

10.3 Phased Mode

In order to allow data to flow from a talker to a listener on a pre-defined path at the lowest possible latency, while trying to not block the communication on other paths for longer than needed, each bridge involved will be configured with a guard-band and schedule to allow an incoming frame to immediately be transmitted on the destination port.

Calculating the schedule for each bridge and ensuring sufficient timing accuracy is a complex task.

10.3.1 Phased Mode Configuration

The GateControlList shall have at least 32 entries per port.

The time resolution required for phased mode depends on the line rates in the network and is not defined by this present standard.

10.4 Cyclic Queuing and Forwarding (CQF)

In contrast to the other modes, which are derived from other systems and the general TDMA operation, this mode was explicitly described in [Q]:Annex T.

While the other modes are intended to reach a minimum latency, this approach is based on minimizing jitter by maximizing the latency for each frame. The bridges must be able to store the data which is received in each interval, likely leading to rather short intervals or large buffer requirements. Upon opening the transmission gate the data is burst on a strict priority bases. Technically it is possible to use shapers in order to intersperse the traffic during transmission, but this will not affect the given (maximum) bounded latency.

10.5 Replacing FlexRay

Often TAS is seen as the ideal way to replace TDMA systems like FlexRay [B28] on bridged Ethernet infrastructure. In many discussions around the topic it is unclear what the exact boundaries are in which Ethernet should be replacing FlexRay. This section is aimed at giving the reader a better understanding of the quantitative numbers involved.

We assume a 100Mbit/s Ethernet link, keeping in mind FlexRay was 10Mbit/s. We further assume a full-duplex bridged system on Ethernet without cut-through forwarding [B3] or preemption [Q]:6.7.1 for now.

As a goal we want to achieve a latency of around 100µs between the generation of data by one scheduled application and the use of same data by another scheduled application on another ECU.

The applications are scheduled on each ECU per a global time-table, which uses [AS] as its base. The exact accuracy to which such a scheduling can occur is not further considered here, but does contribute to the latency. Due to the inaccuracies at which an application may be scheduled and how long it will run, data on one ECU is delivered from multiple scheduled applications at roughly the same time. Due to jitter the frames from these applications enter an egress queue at a basically random order. For latency purposes we need to concern ourself with the very last frame to be transmitted. Assuming each frame is 100byte long, this means every frame introduces a latency of 8µs. If we assume 5 frames to be transmitted by 5 ECUs in our example system, then just transmitting the 4 frames introduces a latency of 32µs, or roughly a third of our budget.

If we assume all 5 ECUs to be connected to just one single relay we could start by assuming all ECUs begin transmitting at exactly the same time. Postulating a full multicast, this means any ECU needs to receive 4 times 5 frames, which would already take longer than the allocated 100µs and is therefor not a viable option.

In a second model system we assume the applications across ECUs are scheduled in a way, so they get transmitted at different slots during a well defined interval. As we use full-duplex links and again use a single relay, it now takes 64µs for each set of 5 frames to reach the other 4 ECUs.

Assuming an additional relay just adds the store and forward delay to each frame, we could have 2 relays and use 96µs for each set of 5 frames to reach the other 4 ECUs.

Obviously we have over provisioned this system, as there are now a maximum of 3 ECUs which can send into one relay at the same time, so there is potential for optimization and for certain constellations 3 relays may be possible. As with all TDMA systems, finding the perfect schedule across applications, ECUs and relays can be an NP-hard problem [B4].

Annex A

PICS proforma

(normative)

A.1 Introduction

The supplier of an implementation that is claimed to conform to a particular profile defined in this present standard shall complete the corresponding Profile Conformance Statement (PCS) proforma, which is presented in a tabular format based on the format used for Protocol Implementation Conformance Statement (PICS) proformas.

The tables do not contain an exhaustive list of all requirements that are stated in the referenced standards; for example, if a row in a table asks whether the implementation is conformant to Standard X, and the answer "Yes" is chosen, then it is assumed that it is possible, for that implementation, to fill out the PCS proforma defined in Standard X to show that the implementation is conformant; however, the tables in this present standard will only further refine those elements of conformance to Standard X where particular answers are required for the profiles defined here.

The profiles are not intended to be mutually exclusive; it is possible that a given implementation can support more than one of the profiles defined in this present standard. If that is the case, then either the PCS for the implementation should be filled out in order to reflect the support of multiple profiles, or a separate PCS should be filled out to reflect each profile supported.

A completed PCS proforma is the PCS for the implementation in question. The PCS is a statement of which capabilities and options of the protocol have been implemented. The PCS can have a number of uses, including use by the following:

a) Protocol implementer, as a checklist to reduce the risk of failure to conform to the standard through oversight;
b) Supplier and acquirer—or potential acquirer—of the implementation, as a detailed indication of the capabilities of the implementation, stated relative to the common basis for understanding provided by the standard PCS proforma;
c) User—or potential user—of the implementation, as a basis for initially checking the possibility of interworking with another implementation (note that, while interworking can never be guaranteed, failure to interwork can often be predicted from incompatible PCSs);
d) Protocol tester, as the basis for selecting appropriate tests against which to assess the claim for conformance of the implementation.

A.2 Abbreviations and special symbols

A.2.1Status symbols

M mandatory

O optional

O.n optional, but support of at least one of the group of options labeled by the same numeral *n* is required

X prohibited

pred:conditional-item symbol, including predicate identification: see A.3.4

¬ logical negation, applied to a conditional item's predicate

A.2.2 General abbreviations

N/A not applicable

PCS Profile Conformance Statement

A.3 Instructions for completing the PCS proforma

A.3.1 General structure of the PCS proforma

The first part of the PCS proforma, implementation identification and protocol summary, is to be completed as indicated with the information necessary to identify fully both the supplier and the implementation.

The main part of the PCS proforma is a fixed-format questionnaire, divided into several subclauses, each containing a number of individual items. Answers to the questionnaire items are to be provided in the rightmost column, either by simply marking an answer to indicate a restricted choice (usually Yes or No) or by entering a value or a set or range of values. (Note that there are some items where two or more choices from a set of possible answers can apply; all relevant choices are to be marked.)

Each item is identified by an item reference in the first column. The second column contains the question to be answered; the third column records the status of the item—whether support is mandatory, optional, or conditional; see also A.3.4. The fourth column contains the reference or references to the material that specifies the item in the main body of this present standard, and the fifth column provides the space for the answers.

A supplier may also provide (or be required to provide) further information, categorized as either Additional Information or Exception Information. When present, each kind of further information is to be provided in a further subclause of items labeled *Ai* or *Xi,* respectively, for cross-referencing purposes, where *i* is any unambiguous identification for the item (e.g., simply a numeral). There are no other restrictions on its format and presentation.

A completed PCS proforma, including any Additional Information and Exception Information, is the Protocol Implementation Conformation Statement for the implementation in question.

NOTE—Where an implementation is capable of being configured in more than one way, a single PCS may be able to describe all such configurations. However, the supplier has the choice of providing more than one PCS, each covering some subset of the implementation’s configuration capabilities, in case that makes for easier and clearer presentation of the information.

A.3.2 Additional information

Items of Additional Information allow a supplier to provide further information intended to assist the interpretation of the PCS. It is not intended or expected that a large quantity will be supplied, and a PCS can be considered complete without any such information. Examples might be an outline of the ways in which a (single) implementation can be set up to operate in a variety of environments and configurations, or information about aspects of the implementation that are outside the scope of this present standard but that have a bearing on the answers to some items.

References to items of Additional Information may be entered next to any answer in the questionnaire and may be included in items of Exception Information.

A.3.3 Exception Information

It may occasionally happen that a supplier will wish to answer an item with mandatory status (after any conditions have been applied) in a way that conflicts with the indicated requirement. No preprinted answer will be found in the Support column for this item. Instead, the supplier shall write the missing answer into the Support column, together with an *Xi* reference to an item of Exception Information, and shall provide the appropriate rationale in the Exception item itself.

An implementation for which an Exception item is required in this way does not conform to this present standard.

NOTE—A possible reason for the situation described previously is that a defect in this present standard has been reported, a correction for which is expected to change the requirement not met by the implementation.

A.3.4 Conditional status

0.0.1 Conditional items

The PCS proforma contains a number of conditional items. These are items for which both the applicability of the item itself, and its status if it does apply—mandatory or optional—are dependent on whether certain other items are supported.

Where a group of items is subject to the same condition for applicability, a separate preliminary question about the condition appears at the head of the group, with an instruction to skip to a later point in the questionnaire if the “Not Applicable” (N/A) answer is selected. Otherwise, individual conditional items are indicated by a conditional symbol in the Status column.

A conditional symbol is of the form “**pred:** S” where **pred** is a predicate as described in 0.0.2, and S is a status symbol, M or O.

If the value of the predicate is true (see 0.0.2), the conditional item is applicable, and its status is indicated by the status symbol following the predicate: The answer column is to be marked in the usual way. If the value of the predicate is false, the “Not Applicable” (N/A) answer is to be marked.

0.0.2 Predicates

A predicate is one of the following:

a) An item-reference for an item in the PCS proforma: The value of the predicate is true if the item is marked as supported and is false otherwise;
b) A predicate-name, for a predicate defined as a Boolean expression constructed by combining item-references using the Boolean operator OR: The value of the predicate is true if one or more of the items is marked as supported;
c) The logical negation symbol “¬” prefixed to an item-reference or predicate-name: The value of the predicate is true if the value of the predicate formed by omitting the “¬” symbol is false, and vice versa.

Each item whose reference is used in a predicate or predicate definition, or in a preliminary question for grouped conditional items, is indicated by an asterisk in the Item column.

A.4

<< Editor’s note: To be filled later. Currently intentionally left blank! >>

Annex B

Terminology (informative)

B.1 Automotive VLAN Bridge

The combination of a Bridge Management Entity, a MAC Relay Entity and at least two Bridge ports is referred to a as a Bridge (IEEE Std 802.1Q).

The Bridge Management Entity can act as an End Station for certain protocols related to infrastructure services, like e.g. time synchronization, service discovery, or diagnostics.

B.2 Automotive End Station

An End Station is the source or the destination of the MAC Client Data (IEEE Std 802.3) in a Frame.

B.3 Automotive Electronic Control Unit (ECU)

In this present standard an ECU is any encased electronic device inside a vehicle. It is linked to other ECUs through power and communication connections.

B.4 Communication Aggregates

A Frame is defined by IEEE Std 802.3 as the core part of a Packet. Multiple Packets sharing a common source and destination, but traveling along different paths in a network topology, are considered to belong to Member Streams. A unidirectional Flow of Packets from one source to one or more destinations are referred to as a Stream, as per IEEE Std 802.1Q. All Packets which are part of a specific functional communication relation between two or more End Stations are considered to be part of one Flow. Any Packet sharing a certain characteristic (ingress port, or VLAN-ID, or destination MAC address, or ...) at a specific point in or along the network topology can be referred to as Traffic.]

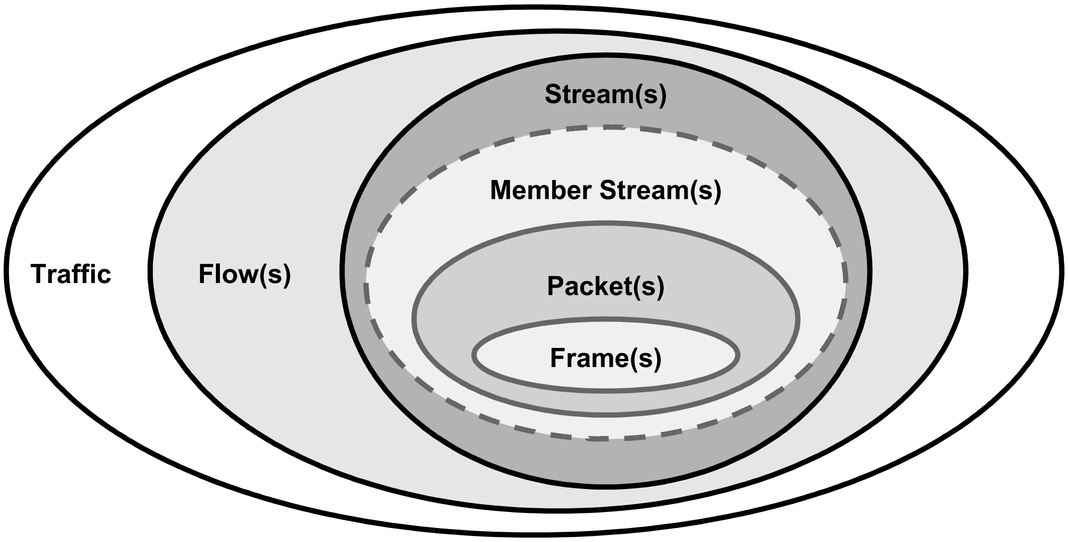

Figure B-1—Aggregate hierarchy

The Service Data Unit (SDU) according to IEEE Std 802.3:Figure 24-5 comprises the whole Frame as well as the Preamble and the SFD]

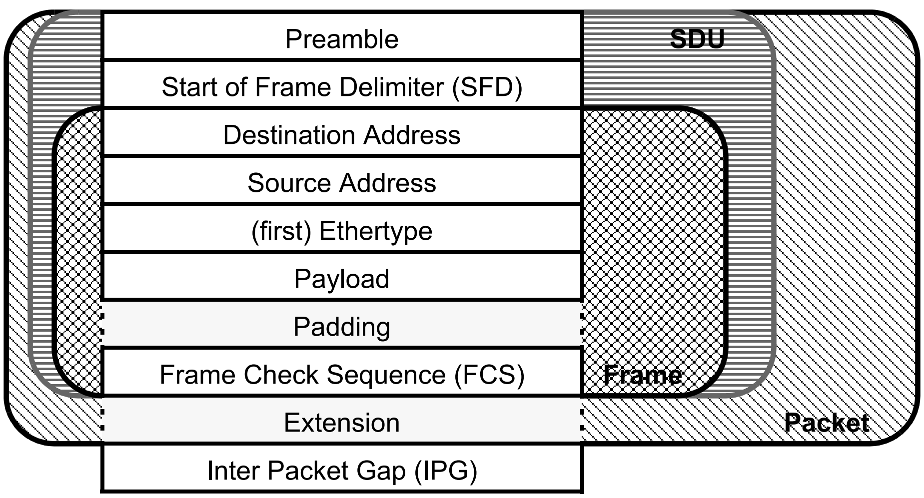

Figure B-2—Packet and Frame formats

The Payload can contain further Ethertype equivalent Parameters, e.g. if multiple Tags are present in the Frame.

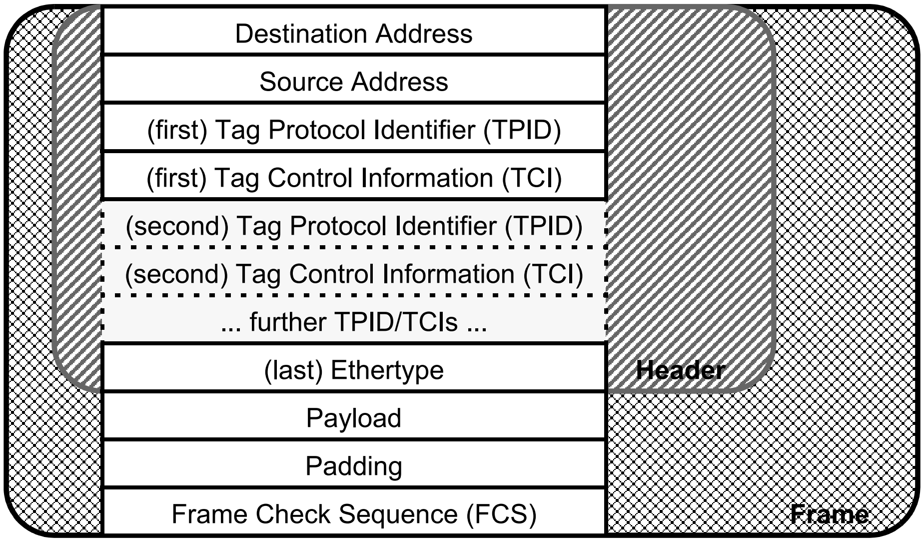

Figure B-3—Frame Tag sequence

If only 2 Tags are present (TPID + TCI), the first Tag is also referred to as the Outer Tag, while the second Tag is then referred to as the Inner Tag.

B.5 Bandwidth

Bandwidth (B) is in general defined as the quotient of amount of Data (D) over an interval of Time (T):

$B = D/T$.

Any Ethernet communication link operates at a certain Line Rate (R). While the link is transmitting data, the instantaneous Bandwidth is always equal to the Line Rate. Only if the Time interval (T) includes a period where no data is transmitted on the link, can the Bandwidth of Traffic on that link drop below the Line Rate. It is therefore not advisable to give Bandwidth information without an indication of the period of Time over which it is measured.

One can also define Bandwidth as a number of Frames (F) of equal length (L) over an interval of Time (T):

$B = F*L/T$.

The following factors influence Frame size (L):

1) Header information at all ISO/OSI Layers.
2) Serialization of transported data.
3) Safety and Security overhead.

The following factors influence the number of Frames (F) over a period of Time (T):

4) Actual data available for transmission.

5) Maximum allowed SDU size (causing segmentation or fragmentation).
6) Retransmissions of lost Frames in reliable Flows (e.g. TCP).

Annex C

Bibliography

(informative)

Bibliographical references are resources that provide additional or helpful material but do not need to be understood or used to implement this present standard. Reference to these resources is made for informational use only.

<< Editor's note: This section will be completely revised.>>

[AS] IEEE Std 802.1AS™, IEEE Standard for Local and metropolitan area networks—Timing and Synchronization for Time-Sensitive Applications.

[B1] [1] J. Specht and S. Samii, "Urgency-Based Scheduler for Time-Sensitive Switched Ethernet Networks," in 2016 28th Euromicro Conference on Real-Time Systems (ECRTS), Toulouse, France: IEEE, Jul. 2016, pp. 75–85. doi: 10.1109/ECRTS.2016.27.

[B2] ISO, "Road vehicles — FlexRay communications system — Part 1: General information and use case definition,", ISO 17458-1:2013, Feb. 2013. [Online]. Available: https://www.iso.org/standard/59804.html

[B3] IEEE P802.1DU, IEEE Draft Standard for Local and Metropolitan Area Networks—Cut-Through Forwarding.

[B4] Valiant, L.G.: 'The Complexity of enumeration and reliability problems', SIAM Journal on Computing, 1979, 8, (3), pp. 410–421

Annex Z

Commentary (informative)

<< Editor's note: This is a temporary Annex intended to record issues and their resolutions as the project proceeds. It will be removed prior to Sponsor ballot. >>

Z.1 Actions to be taken before Sponsor Ballot

The following tasks will be performed before this document goes to Sponsor Ballot:

a) Delete this Annex Z .
b) Delete the Editor's Foreword (0. Editor's Foreword).
c) Delete all Editor's Notes throughout the document.

Z.2 Items remaining to be implemented

<< Editor's note: The text from D1.4 has been deleted, as the document structure has changed significantly. >>

<< Editor's note: Intentionally left blank! >>