EBS\_Model

Signals with units and signs as defined by the

Signals for which we remove the previously applied CAN resolution

Signals with units, signs and resolution as specified in the BUS specification

Signals with units and signs as specified in the BUS specification

Signals with units and signs as defined by Carmaker tool /user/customer

Signals with units, signs and resolution as specified in the BUS specification

**PHY**

**Rest bus simulation block 2** The mapping between the BUS signals coming for the EBS ECU to I/p signals required for other ECU’s is done in this block

This is the block in which we have continental’s EBS system , the signals which need to be given as hardwire inputs are directly connected to the ECU block , other CAN signals are further processed through two sub-blocks(input connector CAN blocks) and give as inputs over the virtual CAN port of the EBS ECU

**PHY**

The ECU transmits signals over BUS with CAN resolution, in this block we remove the previously applied CAN resolution and transmit the signal further

**CAN**

**Continental EBS**

BUS

PBU

The inputs CAN signals have resolution, sign & unit according to BUS specification, further conversions of resolution, sign & unit may be done in the ECU internal code based on the requirement specification of the respective model / component where this signal is being used

CSI

ABS

TCS

AYC

……..

**CAN**

In this block we mainly perform the resolution conversion of signals coming from the rest BUS simulation block to CAN resolution which is described in the BUS specification

**Input Connector CAN for Continental EBS Model**

**PHY**

**Input Connector CAN for Continental EBS Model**

**PHY**

**Rest bus simulation block 1** The mapping between the signals coming for the previous blocks (carmaker signals, customer specific signals, constant value signals etc.) and BUS I/p signals for the EBS ECU (Signals specified in the BUS specification) is done here, additionally **unit conversions and sign changes** are performed to the signals coming from previous blocks so that they match the units and signs as specified in the BUS specification

Direct hardwire input signals

Carmaker signals (with units and signs as defined by Carmaker tool) , user input signals(with units and signs as defined by the CAR SIL developers )

Carmaker signals (with units and signs as defined by Carmaker tool) , user input signals(with units and signs as defined by the user) Constant value signals & customer specific signals (with units and signs as specified by customer)

Brake\_Actuation

Constant value signals & customer specific signals (with units and signs as specified by customer)

Carmaker signals (with units and sign as defined by Carmaker tool)

This is the block in which we can modify/override signals coming from CarMaker, over here we modify/override the behavior of signal DM\_Brake and derive 2 sub-signals CT\_Brake\_PedalSwitch and CT\_Brake\_pmc which is further used as inputs to the EBS\_Model

SiL\_IO\_IN

Customer\_Signals– Project specific signals

User\_Input– Project specific signals to support user inputs

Misc\_and\_Constants – Additional signals and constant signals

CarMaker\_Signals– with unit and signs