



Norwegian University of  
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# Project Thesis TFE4580

Automotive embedded system  
implementation using System-on-Module

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Notes and comments are colored red.

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# 1 Introduction

## 1.1 Background

### 1.1.1 Revolve NTNU

Revolve NTNU is a student organization dedicated to constructing electric formula cars for the international Formula Student (FS) competitions. In the course of one year, an electric vehicle (EV) is designed, constructed and tested before entering multiple competitions, facing off against comparable vehicles and teams from other universities from around the world.

The combination of short development time and a team consisting of mostly new, inexperienced members makes for several interesting problems. This report will focus on a specific embedded system, the Vehicle Control Unit (VCU), and the issues encountered when developing it. As the EV is almost exclusively made from custom parts, the different systems on the car depends heavily on each other. This means that changes done to the VCU will invariably affect the rest of the vehicle and vice-versa.

### 1.1.2 The vehicle control unit

The vehicle control unit is the central control system of the electric vehicle. It is responsible for handling sensory data from the vehicle and the driver, and then output fitting data to the motor controllers (*inverters*) for each electric motor.

In addition, the VCU is to

- put the vehicle into Drive-Enable mode when certain criteria are met.
- perform safety checks on inputted data and take appropriate action if errors are found.
- interface with the Inertial Navigation System (INS).
- interface with the data logger provided by competition officials, as per EV 4.6 [7].

The team member responsible for the VCU is not responsible for the implementation of the control algorithms that takes vehicle and driver input and outputs motor set points. The control algorithms performs Torque Vectoring (TV), a technique for intelligently varying the torque on each wheel. This increases the maneuverability of the EV, especially in corners. The VCU is responsible for providing an environment for the control algorithms to run.

### 1.1.3 Analysis of 2019 system

In the 2019 season, Revolve NTNU their newest EV, Nova (see figure 1).

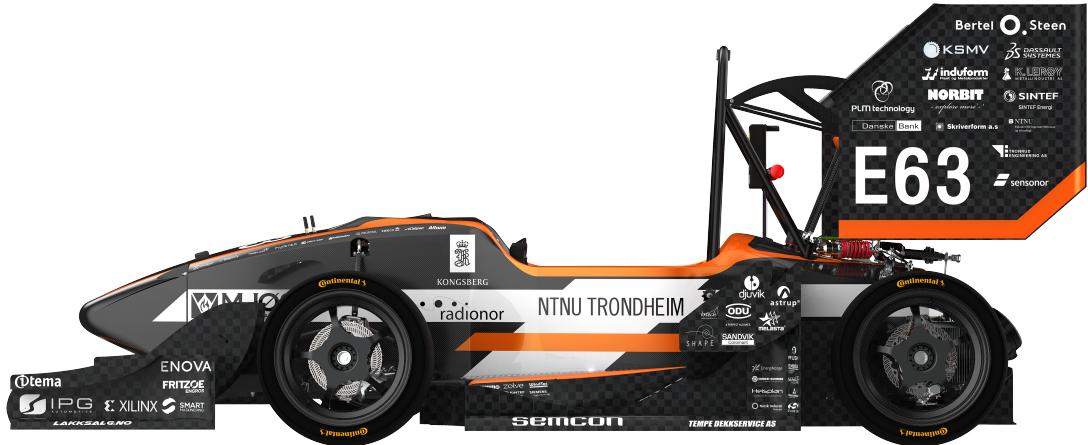


Figure 1: Revolve NTNU 2019’s electric vehicle, Nova.

To fulfill the requirements of the TV control algorithm, Vehicle Control Unit 2019 (VCU19) was designed around a new processing platform, the Xilinx Zynq-7000 [10]. It is a System-on-Chip (SoC) with a dual core ARM Cortex A9 processor and embedded Field Programmable Gate Array (FPGA).

There were however issues with this implementation. Advanced processing units like the Zynq-7000 are commonly only available in Ball Grid Array (BGA) packages, meaning packages with all pins placed in a grid pattern on the bottom. This makes assembly and debugging harder, a serious concern considering the rapid development methodologies necessary in Revolve NTNU. The high complexity of design also compelled the previous designer to use the smallest available package, a 225 pin BGA package. This limits the available peripherals and functionality of the VCU, but was deemed a necessary compromise during the 2019 season. A 3D render of VCU19 can be seen in figure 2.

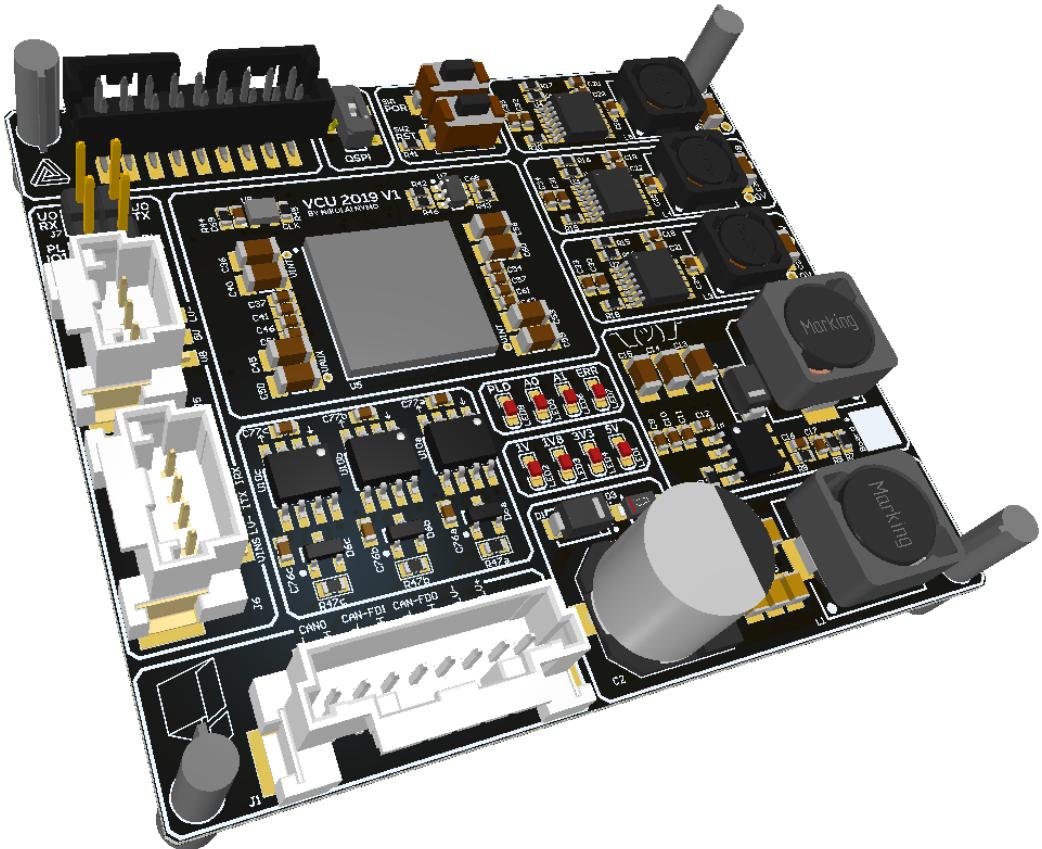


Figure 2: VCU from 2019 season, designed by Nikolai Nymo.

Another issue encountered was the high load on the Controller Area Network Flexible Data-rate (CAN-FD) buses. Much of the work in Revolve NTNU is directed at analyzing data from the EV. The data is transmitted from the vehicle to a base station nearby using a proprietary wireless communication system from Radionor AS [2]. This is called the *telemetry* system.

The radio must be used through an Ethernet interface and there are no other embedded systems on the EV equipped with Ethernet. This was solved by connecting a Raspberry Pi [6] to the two CAN-FD buses of the car using two PCAN-FD USB dongles [8]. The Raspberry Pi is equipped with an Ethernet jack, allowing it to gather data from the CAN-FD buses and transmit it to the radio.

This solution introduces two issues. Firstly, this means that all the data that are to be sent over telemetry has to be present on the buses. As a result, the buses operate at nearly maximum capacity, introducing the risk of bus congestion (i.e. loss of messages).

The other issue is that the telemetry translation adds weight to the EV. The accumulated weight of the Raspberry Pi and the two dongles amounts to almost 200g. Revolve NTNU works hard to reduce the weight of the vehicle as it increases the possible acceleration and allows for shorter lap times.

## 1.2 Scope

This report covers the design of Vehicle Control Unit 2020 (VCU20). The main focus of the new design is to reduce the hardware complexity of the system (while keeping the performant Zynq-7000 SoC platform) and reduce both total vehicle weight and CAN-FD bus load.

## 2 Theory

### 2.1 Ball Grid Array PCB layout

BGA refers to a packaging type used for surface mount ICs. BGA packages feature all interconnects on the bottom of the package and allows for a higher number of connected pins than with pins on the edges of the package, see figure 3.

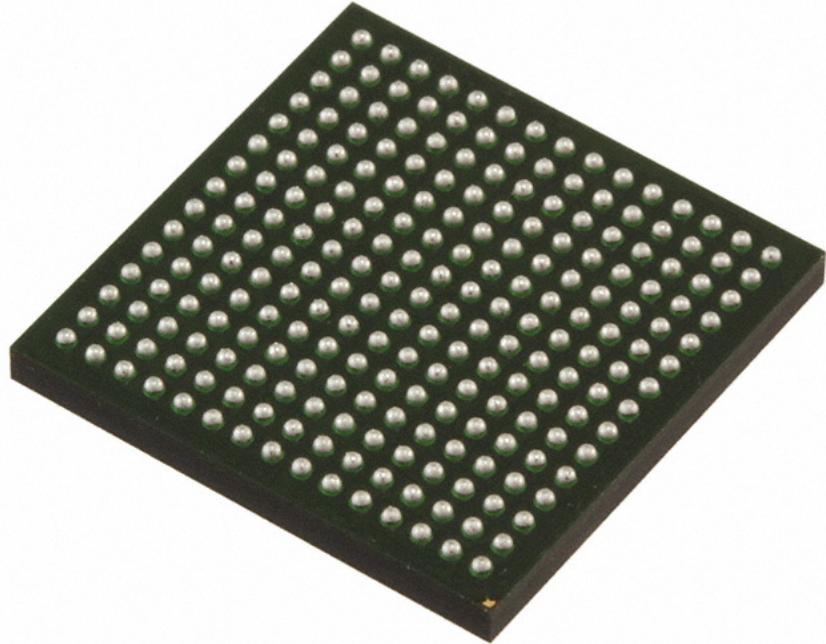


Figure 3: CLG255, a 15-by-15 pin BGA package used by some SoCs in the Xilinx Zynq-7000 series. Illustration image taken from the XC7Z010-2CLG225I product page on [www.digikey.com](http://www.digikey.com) [14].

As the pins are hidden when the package is mounted on a PCB, BGA packages must be soldered by other methods than classical hand-soldering. Reflow soldering is a popular method for soldering BGA's where the entire package and adhering PCB are heated to

the point where all the solder melts. This is typically performed in a dedicated reflow soldering oven, but can also be performed using a hot-air gun or similar.

## 2.2 CAN-FD

The different embedded systems on the vehicle communicate with each other using CAN-FD. Controller Area Network (CAN) is a network bus developed by Bosch. It has been the de-facto standard communication platform for automotive applications since the mid-1990's. An improved version, Controller Area Network Flexible Data-rate (CAN-FD) was released by Bosch in 2012, it differs from CAN in that the body of each message (called *frames* for CAN) are transmitted at a higher frequency than the header and the allowed frame size increases from 8 to 64 bytes. This is the communication bus currently used at Revolve NTNU.

CAN and CAN-FD is a one-to-many bus system where each frame is given an identifier which determines the priority of the frame. When the bus is free, all connected devices can begin transmitting their frame, but the frame with the highest priority will take precedence on the bus. When a frame is transmitted on the bus, any connected device are able to read it. When the frame has successfully been transmitted the bus is again free and a new transmission can begin.

### 2.2.1 CAN-FD bus utilization

Almost all messages sent over the CAN-FD bus are sent at a regular interval. The size of the different messages are also known, this means that we know how long each message will occupy the bus for. These facts means that the frames on the bus can be modelled in the same way as tasks in a Rate-Monotonic Scheduling (RMS) system, known from real-time theory. This means the standard formula for utilization can be used when analyzing CAN and CAN-FD buses. The equation for utilization  $U$  on a bus is given in equation 1.

$$U = \sum_{i=1}^N \frac{C_i}{T_i} \quad (1)$$

$C_i$  is how long task  $i$  takes to execute (execution time) and  $T_i$  is how often the task is set to execute (execution period). In our case this is translated to the time frame  $i$  is active on the bus and the period at which it should be transmitted.

### 2.2.2 Maximum utilization

We can use the *Utilization-based schedulability test* [11] to determine whether all deadlines are met for a set of tasks. The criteria can be seen in equation 2. It is important to note that this test is sufficient but not necessary. This means that a passing test guarantees all deadlines are met but a failing test does not guarantee missed deadlines.

$$U = \sum_{i=1}^N \frac{C_i}{T_i} \leq N \left( 2^{\frac{1}{N}} - 1 \right) \quad (2)$$

$N$  denotes the number of different tasks being scheduled. Since the number of different messages on the CAN-FD buses is quite high, we might as well look at what happens to the criteria when  $N$  goes towards infinity.

$$\lim_{N \rightarrow \infty} N \left( 2^{\frac{1}{N}} - 1 \right) = \ln 2 \approx 0.693 \quad (3)$$

From equation 3 we can deem that as long as the bus load on each of the CAN-FD buses are below 69.3%, no messages are lost. This does of course not mean that the vehicle becomes unusable, figure 7 shows that the load was above the limit for both buses, and the vehicle worked fine. The embedded systems are naturally made to be resilient to frame loss.

However, the limit serves as a good target for max bus load, and we will work towards lowering bus load to below this limit.

### 2.2.3 CAN-FD utilization

From the RMS utilization equation we know that we need the execution time  $C$  and period  $T$  for each task. While the period for each CAN-FD message is easy to determine, the execution time takes slightly more effort. From now on we will call the execution time for a message  $m$  the *transmission time* and we will denote it  $C_m$ . For a standard CAN message it would be sufficient to divide the number of bits in the message by the operating frequency of the bus. This is made slightly more difficult as CAN-FD operates on two different frequencies, one for arbitration (header) transmission and one for data transmission. We can split look at the total transmission time as a sum of the transmission time for each of the frequencies, see equation 4.

$$C_m = C_s + C_f \quad (4)$$

$C_s$  is the transmission time for the message header. It is independent of frame size and the calculation can be seen in equation 5.

$$C_s = \frac{(SOF + ID + r1 + IDE + EDL + r0 + \frac{BRS}{2} + \frac{CRCdel}{2}) \cdot 1.2}{t_x} + \frac{ACK + DEL + EOF + IFS}{t_x} \quad (5)$$

$C_f$  if the transmission time for the frame data, sent at a higher speed than the header. It is calculated as in equation 6 where  $D_f$  is the data size in bits.

$$C_f = \frac{(D_f + \frac{BRS}{2} + ESI + DLC + \frac{CRCdel}{2}) \cdot 1.2 + CRC + BS}{t_y} \quad (6)$$

*SOF, ID, IDE, EDL, r0, r1, BRS, CRCdel, ACK, DEL, EOF, IFS, ESI and DLC* denotes bitfields of fixed size in the CAN messages, i.e. they are constant.  $t_x$  denotes the period of the arbitration frequency and  $t_y$  is the period for the data frequency. 1.2 is a factor for ensuring worst case behaviour.  $D_f$  is the actual data that is transmitted in the frame and is almost the only size that can change in equations (5) and (6).

Because of error detection mechanisms defined in the CAN-FD protocol, the transmission time for payloads larger than 16 bytes is different from payloads smaller than 16 bytes. For payloads smaller than 16 bytes the Cycling Redundancy Check (CRC) is 17 bits and Bit Stuffing (BS) is 5 bits. For payloads larger than 16 bits, *CRC* rises to 21 bits and *BS* to 6 bits.

This is all that is needed to calculate the worst case load of a CAN-FD frame [1].

### 2.3 Differential signalling

When dealing with high-speed, low-power signals in electronic systems, minimizing noise is of the utmost importance. One technique for dealing with this is *differential signalling*. Simply put, it means driving two conductors instead of just one. Single-ended signalling, the conventional method, means that signalling lines are referenced to a common ground. In differential signalling, two lines are used for each signal line. These lines are referenced to each other instead of to a ground shared by all signals. This serves to remove noise that might be present on the ground plane and, when the two conductors are placed close to each other, excellent protection against external interference. When the lines are close to each other, electromagnetic fields that normally would introduce noise to the signal will optimally affect both conductors by the same amount, and since we only look at the difference between the two lines, the noise is elegantly subtracted away.

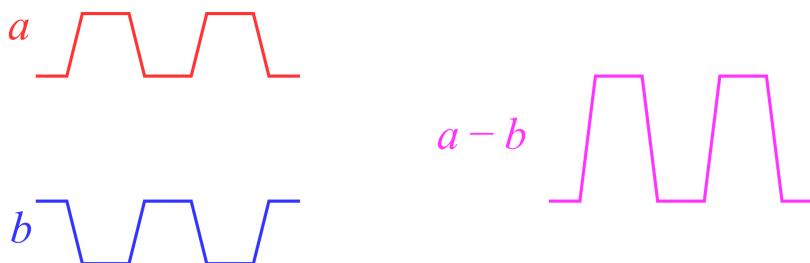


Figure 4: Differential signalling illustrated. The signal is the difference between the signals on line  $a$  and  $b$ .

## 3 Method

This section covers the choices made during the design of VCU20. Each subsection takes on a different challenge encountered in the 2019 season, see section 1.1.3.

### 3.1 System-on-Module

The Zynq-7000 platform provided a sufficient platform for running the TV algorithm and control loop. However, the Zynq-7000 SoC product line are only available in BGA packages. This introduced unwanted complexity to the design, both in term of requirements to the PCB manufacturing, and to the assembly of the circuit boards which is a process that normally is performed by team members at the electronic workshop at Revolve NTNU's headquarters.

In regards to the PCB production process, the BGA package of the SoC adds two kinds of complexity to the design. The first is the need for very tight tolerances. To be able to properly extract all necessary signals from the SoC, a trace width of 0.1mm is needed. Secondly, the circuit board requires a higher number of layers. This is mainly because the SoC requires multiple different supply voltages, 1V, 1.8V and 3.3V in the case of Z-7010, the specific SoC utilized in VCU19.

Both these requirements increase the price of PCB production drastically. Although PCB production houses have increased in number over the last few years, thereby driving the manufacturing cost down, special production techniques like more than 4 layer PCBs and 0.1mm trace widths still introduces high costs to production runs. Table 1 shows a cost comparison of the different tolerances and layer numbers.

Table 1: Prototype PCB production cost depending on tolerance and number of layers. Data gathered from PCBWay's online instant quotation tool[12].

Layers	Tolerance	Quantity	Cost
4	0.20mm	5	49 USD
8	0.10mm	5	388 USD

The solution to this issue is to employ as System-on-Module. Instead of mounting the SoC directly on the VCU20 PCB, we can purchase off-the-shelf SoC modules. These modules consists of a small PCB featuring a SoC and some peripherals like external DDR RAM and non-volatile flash memory. The modules interconnects with the VCU PCB by one or more PCB connectors which are easier to route. The downsides to using these modules is mainly the cost. The module utilized for VCU20, Enclustra Mercury ZX5 with Zynq-7015 (figure 5), has a unit price of 318USD. However, as they are modular, they can easily be reused between seasons. Reusing soldered ICs is not common practice at Revolve NTNU, so this should mitigate the high entry cost at least to some extent.



Figure 5: Enclustra Mercury ZX5 SoM. Product image retrieved from Enclustra website [3].

### 3.2 Partitioning interfaces

As the VCU is an integral part of the EV, issues regarding the vehicle are also issues for the VCU. This section is dedicated to some of the issues encountered during last season, which hopefully can be solved by improving the design of the VCU.

In Nova, the main communication channel for the embedded systems were two CAN-FD buses running at a base frequency of 1MHz and an data transfer frequency of 4MHz. A system overview can be seen in figure 6.

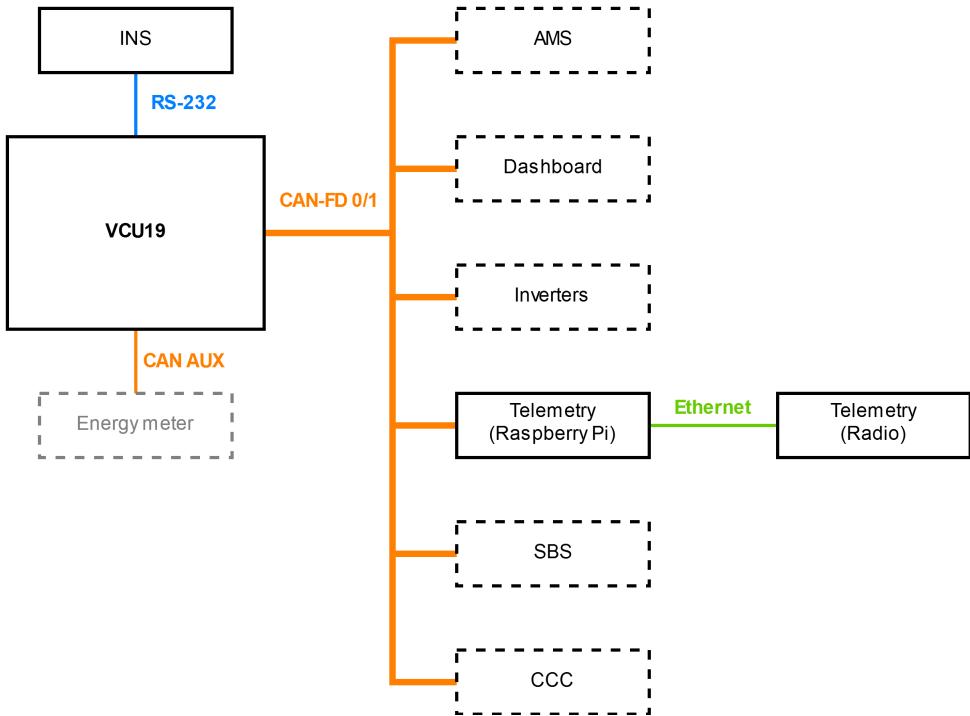


Figure 6: VCU19 interface overview. Systems developed by other team members have dotted borders.

There are several points where this system can be improved. They will be discussed in detail in the following subsections.

### 3.2.1 CAN-FD buses

A trace of the load on both CAN-FD buses during normal operation can be seen in figure 7. Note the increase in load on bus 1 halfway into the trace. This is caused by the car entering Drive-Enable (DE) mode where the VCU starts transmitting set points to the inverters.

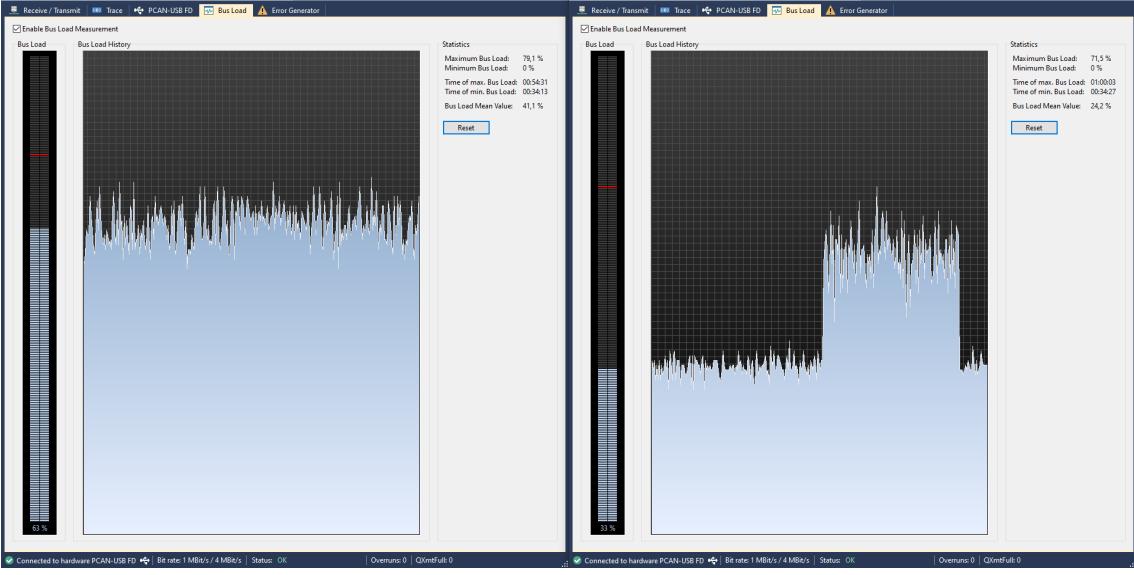


Figure 7: CAN-FD bus load in Nova during normal operation, screendumps from PCAN-View [9]. Vertical axis is utilization and horizontal axis is time. Utilization scale goes from 0% to 100%. Bus 0 on the left and bus 1 on the right.

From the traces we can see that bus 0 typically has a utilization of 60-70% while bus 1 rests at about 30% while out of DE mode and around 60% in DE mode. This seems to be within the maximum utilization of 69%, calculated in section 2.2.2.

we know that to ensure that no frames are dropped (i.e. all deadlines are met) the bus utilization should be no more than 69%. For bus 1, this seems to be in order. The trace tells us that the peak utilization is 71.3%, but this is an outlier and probably not an issue. However, bus 0 seems to have a somewhat high bus load continuously, staying around 70% load with peaks as high as 79.1%. This is an area that can be improved.

To start of, we will take a closer look at the frames that are transmitted on each bus. Last season, the team started the process of transitioning from an in-house protocol on top of CAN/CAN-FD (called the Revolve Protocol), to a standardized alternative, UAVCAN [13]. One of the benefits of using UAVCAN is a simplified message definition process. Messages are defined in Data Structure Definition Language (DSDL) files and can be converted to C for use in embedded systems and high level data formats like JSON for use in analytics software. As a part of this transition, a simple Python script for calculating the load on each bus based on message size and period was written by Åsmund Eek, a team member from last year that was responsible for the CAN/CAN-FD systems. The script is listed in the appendix. This script has been used during this project to calculate the worst-case bus utilization for the different embedded systems connected to the CAN-FD buses.

Using the DSDL files to calculate the load on each CAN-FD bus on Nova, yields the results shown in tables 2 and 3.

Table 2: Frames on CAN-FD bus 0 in Nova. Common denotes frames that are sent from all or most systems.

Message origin	Utilization (%)
Common	0.01
AMS	15.4
CCC	0.01
SBS	54.0
<b>Total</b>	<b>69.4</b>

Table 3: Frames on CAN-FD bus 1 in Nova.

Message origin	Utilization (%)
VCU	36.1
Inverter	50.0
<b>Total</b>	<b>86.1</b>

Comparing the traces on the two buses from figure 7 to the calculated loads from tables 2 and 3, we can see that the calculated loads fits relatively well with the measured load. We observe that the estimated worst case load for bus 1 is somewhat higher than in the trace, this was later discovered to be a bug in the script which causes Revolve Protocol messages to be sent as extended frames, meaning all frames contains 18 extra bits and padding. All messages marked inverter in the table uses the Revolve Protocol. As this bug was discovered during the assembly and testing period, it was decided to not fix it. This project is about the VCU and its calculated bus load seems to be correct.

### 3.2.2 Ethernet for telemetry

It is necessary to retrieve data on the vehicle and the different systems on it during races. This is both for later analysis and to indicate to the team if there might be issues with the vehicle before things go wrong. To achieve this, Nova utilized a wireless communication solution from Radionor, the CRE2-144-LW [2]. UDP is used to interface with the radio and the physical layer is Ethernet. As no other system on Nova was equipped with Ethernet, the solution was to place a Raspberry Pi 3 B+ in the vehicle, and connect it to the CAN-FD buses with two PCAN-FD USB dongles. The Raspberry Pi would simply gather all available data from the CAN-FD buses and transmit it to the radio over Ethernet.

As the SoM chosen for VCU20 is equipped with an Ethernet-PHY interface, it is an opportunity to greatly simplify the telemetry system. By connecting the VCU directly to the radio using Ethernet, the total weight and complexity of the vehicle can be reduced. The downside to this is that the complexity is moved to the VCU, as it now has to communicate with the radio in addition to everything else.

It is important that the telemetry system is able to perform at least as well as in Nova. As the previous telemetry system gathered data from both CAN-FD buses and sent the information over Ethernet to the radio, we must consider the bandwidth of both CAN-FD

and Ethernet. The buses on Nova ran with a maximum data rate of 4MHz, although it does not use this data rate all the time, we can simplify and say it has a bandwidth of 4Mbps. This means a total bandwidth of both CAN-FD buses of 8Mbps. The Raspberry Pi 3 B+ has a maximum Ethernet bandwidth of 300Mbps [6]. This means the Ethernet interface on VCU20 has to achieve a minimum bandwidth of 8Mbps. According to the specifications, the Mercury ZX5 module is capable of Gigabit Ethernet (1Gbps) [4]. However, the actual speed of the interface is heavily dependent on the quality of the PCB layout. Gigabit Ethernet consists of four differential pairs, each of which should be matched in length to each other and within the pair to achieve maximum bandwidth.

An important note about the messages sent from the VCU is that they are not needed by other systems on the car, except for the telemetry as they are important for analysis. Moving the telemetry to the VCU should therefore reduce the load on the CAN-FD buses by as much as 36.1%, as seen in table 3. As the CAN-FD messages sent from the VCU.

Summing up, a system overview of VCU20 can be seen in figure 8.

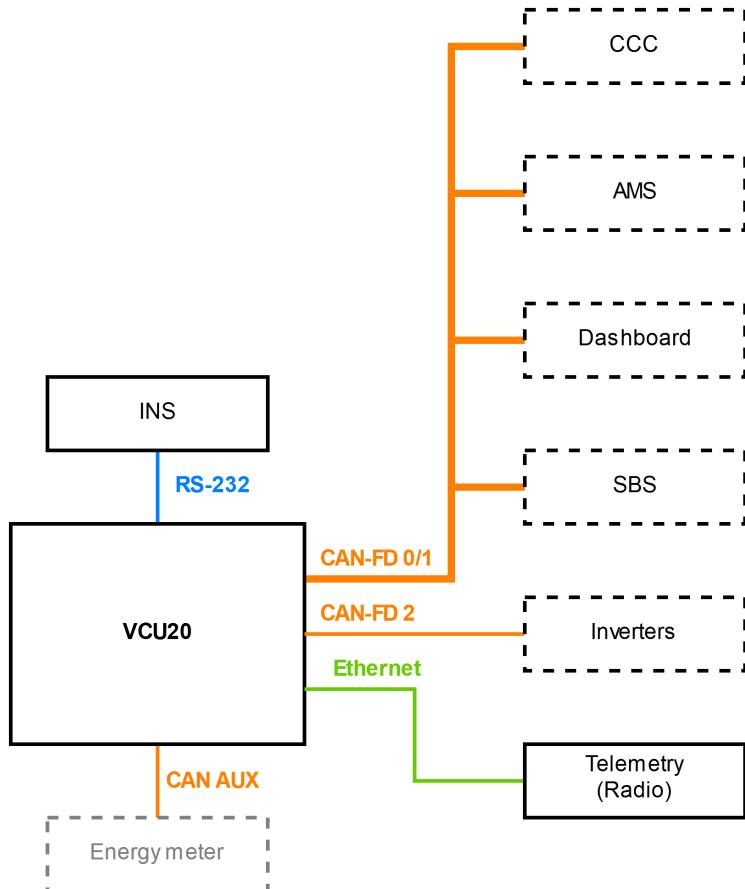


Figure 8: Author's VCU20 interface overview. Main focus on communication interfaces.

## 4 Results

### 4.1 Hardware design

The electronic design automation (*EDA*) software used for schematics and pcb layout, *Altium Nexus* supports multiple features which shortened the design process significantly. Firstly, since VCU19 used *hierarchical design* (i.e. project is composed of multiple sheets and sub sheets), large parts of the schematics developed during last years design period could be reused.

Simple sub circuits like CAN-FD transceivers could be directly copied without issue. In addition, the sub sheets are modular in the sense that they appear as an electrical component with a specific set of interfaces, or *ports*. This means that sheet using the same set of ports can be interchanged freely. The modularity of the sheets was heavily used during the development of VCU20. The new processing unit features a super set of the VCU19 SoC interface, meaning they are perfectly compatible.

There is also the possibility of reusing sheets in the same project. VCU20 has 4 CAN-FD transceivers, but since the transceiver schematic is identical for all 4 interfaces, the sheet can simply be repeated.

There are also features for reuse in the PCB layout part of the design. Altium Nexus has a feature called *rooms* which is a grouping of component footprints and how they are connected. It is possible to copy the layout if a room to other rooms. The designer chooses how rooms are generated, and by default they are created per sheet. This means that the layout for one CAN-FD transceiver can be perfected and then copied over to the other 3 transceiver rooms.

The PCB was produced by Simpro AS as they are sponsoring Revolve NTNU. The finished, soldered PCB can be seen in figure 9.

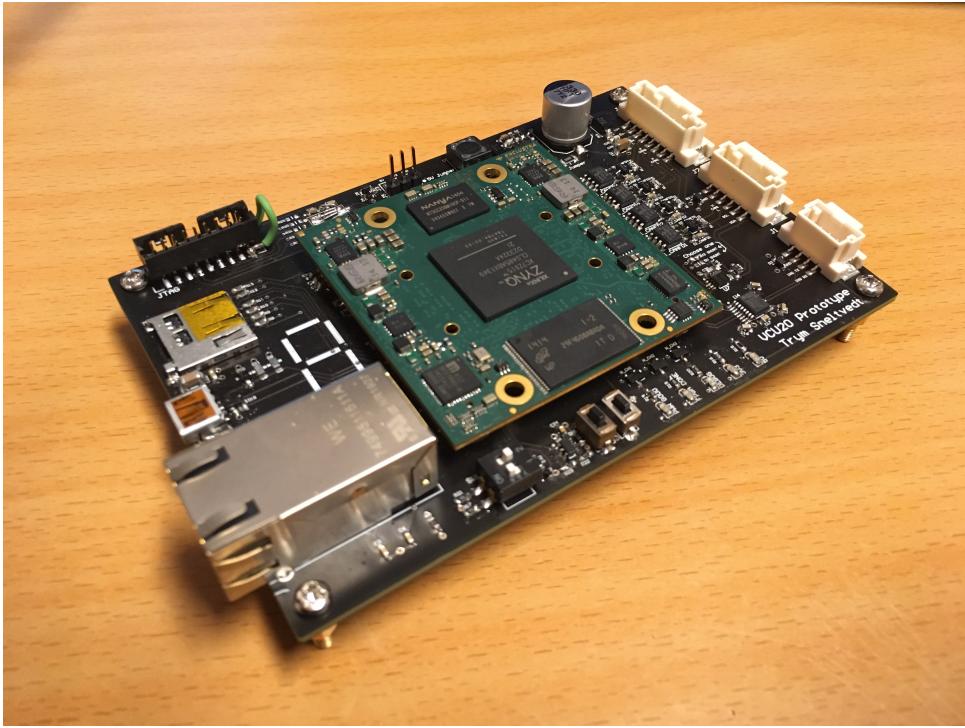


Figure 9: VCU20 PCB with all components and Mercury ZX5 module attached.

## 4.2 CAN-FD buses

Because of time shortage, a proper hardware-in-the-loop (HIL) test to determine the new load on the CAN-FD buses was not performed. It would have required porting the software for VCU19 to VCU20 and implement functionality for Ethernet. Because of the time frames set by the embedded electronics group in Revolve NTNU, the PCBs arrived in late November. In addition, the embedded electronics workshop had to be moved last minute, which also delayed the schedule.

However, the CAN-FD buses were tested and proved working. Although the bandwidth has yet to be tested, there is little to indicate any worse performance than that on VCU19.

## 4.3 Ethernet

Ethernet functionality was tested and verified. A simple web server part of Enclustra's example project for the ZX5 provided the source code and instructions [5], it worked perfectly. Unfortunately, there were no time to benchmark the bandwidth of the Ethernet interface and thereby determine the degree of success in regards to the differential pair layout.

## 4.4 Further work

The proposed solution of an extra CAN-FD bus solely used by the inverters and VCU has room for improvement. CAN-FD buses are designed for communication between several embedded systems. When there are only two embedded systems connected to the bus a point-to-point communication system might be more suitable, like the Ethernet link between the VCU and the telemetry radio. It would be best to utilize one of the unused interfaces on the module as this would reduce the required amount of supporting circuitry. The module is equipped with 4 general purpose Gigabit Transceivers, these would probably be a good fit.

Another solution that the author would recommend to next year's team is to consider merging the VCU and the inverters. The VCU is currently overpowered when considering the relatively simple tasks it performs and it should at least be researched whether the Zynq-7000 could run the inverter control loops in addition to the torque vectoring algorithms. If the ZX5 module proves to be too weak, the team should consider transitioning to the Xilinx Zynq UltraScale+ MPSoC platform. They are equipped with one quad/dual-core ARM Cortex A53 application processors, one dual-core ARM Cortex R5 real-time processor and a FPGA. This should be more than sufficient to run both systems. Possible pitfalls are competition rules, they must be examined closely. The Ultrascale platform is available as modules as well, although at a higher cost compared to the Zynq-7000 series.

## 5 Discussion

### 5.1 PCB design

The use of hierarchical design made the PCB design process relatively simply. Layout of the Ethernet interface required use of differential signalling, this is the most complex piece of hardware design in this project. Because of tools made specifically for this kind of work in the PCB layout software, this process is made easier even for inexperienced hardware designers.

### 5.2 PCB production

It is worth noting that the prototype production run of VCU20, a sponsor of Revolve NTNU covered all costs of PCB production. This renders the argument of reducing cost by employing a SoM somewhat moot. However, this has not been the case for previous teams, and it is far from certain that it will continue like this in the future.

### 5.3 PCB assembly

Soldering the finished PCB was done solely by hand without any major problems. The connectors used for the ZX5 module has a *pitch* (distance between the individual pins) of 0.5mm, which is hard to solder by eye. A microscope was used for this part of the

soldering, and since Revolve NTNU owns several microscopes this is not regarded as a large issue.

#### 5.4 PCB testing

When soldering was finished, VCU20 underwent a series of tests to ensure correct design and assembly. This is a necessary part of any engineering design process and it was able to uncover one rather large mistake in the design of VCU20 which rendered the Joint Test Action Group (JTAG) interface necessary for flashing firmware onto the SoM, unuseable. Luckily, it was possible to correct this error by unsoldering a buffer intended to protect the programming interface from noise when inside the EV and soldering jumper wires to the pads.

### 6 Conclusion

A Vehicle Control Unit built around an Enclustra Mercury ZX5 System-on-Module was successfully designed and tested. The hardware design was greatly simplified as a result of this, reducing design time. Also, by utilizing the Ethernet interface available on the module, vehicle weight was reduced by approximately 200g and load on CAN-FD buses can be reduced by as much as 36.1%.

Although the Xilinx Zynq-7000 is a very advanced platform for running software, it is the view of the author that moving the system complexity from hardware to software is preferable to Revolve NTNU. This is both because most of the team members have more experience with software than hardware, and because the development cycle for software is much shorter than that of hardware.

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# Appendix

## Layout

### Schematics

#### Bus load calculation code

The following Python script was written by team member Åsmund Eek during the 2019 season. It reads the DSDL files from an (internal) centralized repository for keeping track of all message formats that are present on the CAN-FD buses. Note that the script differentiates between CAN frames using the UAVCAN data link layer protocol, and the deprecated Revolve Protocol (RP).

```
1 import argparse
2 import yaml
3 import os
4 import sys
5 import re
6 import math
7 import logging
8
9 logging.basicConfig(format='%(levelname)s:%(message)s', level=logging.INFO)
10 logger = logging.getLogger("bus_load_calc")
11
12 def get_all_subjects_from_namespace(source, namespace):
13
14     fixed_subject_id_pattern = re.compile(r"#define \w+_FIXED SUBJECT_ID")
15
16     subjects = []
17
18     for root, _, files in os.walk(os.path.join(source, namespace), topdown=True):
19         for file_ in files:
20             file_path = os.path.join(root, file_)
21             with open(file_path, "r") as f:
22                 if fixed_subject_id_pattern.search(f.read()):
23                     # Either service or message with non fixed subject id
24                     subjects.append(file_path)
25
26     return subjects
27
28 class Message:
29     def __init__(self, *args, **kwargs):
30         self._wc_bus_load = 0
31         self._bc_bus_load = 0
32         self._frames = []
33         self._wctts = []
34         self._bctts = []
35         self._frequency = -1
36         self._mtu = 64
37
38     @classmethod
39     def calculate_next_dlc(self, length):
40         CAN_FD_DLC = [0, 1, 2, 3, 4, 5, 6, 7, 8, 12, 16, 20, 24, 32, 48,
41                       64]
42         for i in range(len(CAN_FD_DLC)):
```

```

41         if length <= CAN_FD_DLC[i]:
42             return CAN_FD_DLC[i]
43
44     def _calculate_wctt(self, t_arb, t_data):
45         for p in self._frames:
46             wctt = 32 * t_arb + (28 + 5* math.ceil((p - 16)/64) + 10*p) *
47             t_data
48             self._wctts.append(wctt)
49
50     def _calculate_bctt(self, t_arb, t_data):
51         for p in self._frames:
52             bctt = 29 * t_arb + (27 + 5* math.ceil((p - 16)/64) + 8*p) *
53             t_data
54             self._bctts.append(bctt)
55
56     def calculate_busload(self, t_arb, t_data):
57         self._calculate_wctt(t_arb, t_data)
58         self._calculate_bctt(t_arb, t_data)
59
60         for wctt in self._wctts:
61             self._wc_bus_load += wctt * self._frequency * 100
62
63         for bctt in self._bctts:
64             self._bc_bus_load += bctt * self._frequency * 100
65
66     def calculate_payload_per_frame(self):
67         pass
68
69     class UavcanMessage(Message):
70         def __init__(self, path):
71             super().__init__()
72             self._path = path
73             self._name = self._get_subject_name()
74             self._payload = self._get_max_payload_length()
75             self._frames = []
76             self._wctts = []
77             self._frequency = -1
78             self._bus_load = 0
79
80         def _get_subject_name(self):
81             """ Return the full name for a subject """
82             subject_name_pattern = re.compile(r"#define \w+_NAME +\"([a-zA-Z0-9_\.]+)\\"")
83             with open(self._path, "r") as f:
84                 return subject_name_pattern.findall(f.read())[0]
85
86         def _get_max_payload_length(self):
87             """ Return the number of Bytes of payload for a given subject """
88             subject_name_pattern = re.compile(r"#define \w+_MAX_SIZE "
89             "+([0-9\\(\\)\\+\\/ ]*)")
90             with open(self._path, "r") as f:
91                 return int(eval(subject_name_pattern.findall(f.read())[0]))
92
93         def calculate_payload_per_frame(self):
94             """
95                 Return a list containing the payload of each frame needed to
96                 transmit
97                 the user payload.
98                 This includes:
99                     - 1 Byte UAVCAN tailbyte per CAN(-FD) frame
100                     - 2 Byte CRC for multiframe UAVCAN messages

```

```

97         - Padding bytes to get to closest DLC for CAN-FD
98     """
99
100    payloads = []
101    current_payload = 0
102    user_payload = self._payload
103
104    # Use a greedy approach to fill one and one frame
105    while user_payload > 0:
106
107        if user_payload > (self._mtu - 1):
108            current_payload += (self._mtu - 1)
109        else:
110            current_payload += user_payload
111
112        # Decrement the total number of Bytes left of user payload
113        user_payload -= current_payload
114
115        # Add tailbyte
116        current_payload += 1
117
118        if user_payload == 0 and len(payloads) == 0: # Singleframe
119
120            # Need to pad until next valid DLC
121            payloads.append(self.calculate_next_dlc(current_payload))
122            elif user_payload == 0 and len(payloads) > 0: # Multiframe
123                if current_payload < (self._mtu - 1): # The two CRC bytes
124                    fits into the last multiframe
125
126                    current_payload += 2
127                    payloads.append(self.calculate_next_dlc(current_payload))
128
129                elif current_payload == (self._mtu - 1): # The CRC must be
130                    split over two frames
131
132                    # Append one of the two CRC bytes to the current frame
133                    current_payload += 1
134
135                    # Append the last full frame
136                    payloads.append(self.calculate_next_dlc(current_payload))
137
138
139                    # Append the last frame containing 1 Byte CRC and
140                    tailbyte
141                    payloads.append(2)
142                    else: # Both CRC bytes must be put in new frame
143
144                    payloads.append(self.calculate_next_dlc(current_payload))
145
146                    # Reset payload for next frame
147                    current_payload = 0
148
149                    self._frames = payloads
150

```

**class RevolveProtocolMessage(Message):**

```

151     def __init__(self, name, frequency=None, size=None):
152         super().__init__()
153         self._name = name
154         self._frequency = frequency
155         self._size = size
156
157     def calculate_payload_per_frame(self):
158         assert self._size <= self._mtu
159
160         self._frames.append(self.calculate_next_dlc(self._size))
161
162     def update_frequencies(messages, default_frequency,
163                            user_registered_frequencies):
164         subjects = dict((message._name, message) for message in messages)
165         # print(subjects.values())
166         for subject, freq in user_registered_frequencies.items():
167             if subject not in subjects:
168                 logger.error(f"Got unknown subject when registering frequencies : {subject}")
169                 sys.exit(1)
170
171             subjects[subject]._frequency = freq
172
173         # Log a warning if a frequency is not set
174         for name, subject in subjects.items():
175             if subject._frequency == -1:
176                 logger.warning(f"No frequency was found for '{subject._name}', is set to default value '{default_frequency}'")
177                 subjects[name]._frequency = default_frequency
178
179
180
181
182
183
184     def main():
185         parser = argparse.ArgumentParser()
186
187         parser.add_argument("-c",
188                             "--config",
189                             dest="config_path",
190                             required=True,
191                             help="Path to config file")
192
193         args = parser.parse_args()
194
195         config_file_path = os.path.abspath(args.config_path)
196
197         with open(config_file_path, "r") as f:
198             config = yaml.safe_load(f)
199
200         # MTU size
201         mtu = config["general"]["MTU"]
202
203         # Default frequency for signals
204         default_freq = config["general"]["default_frequency"]
205
206         # Get the time periods for both arbitration and data phase
207         t_arb = 1/float(config["general"]["arbitration_bit_rate"])
208         t_data = 1/float(config["general"]["data_bit_rate"])

```

```

209
210     # Get source path of generated C files
211     source = os.path.abspath(os.path.join(os.path.dirname(config_file_path),
212         config["uavcan"]["source"]))
213
214     # Extract a flattened list of all periodic UAVCAN subjects
215     subjects_paths = []
216     for namespace in config["uavcan"]["namespaces"]:
217         subjects_paths.extend(get_all_subjects_from_namespace(source,
218             namespace))
219
220     subjects = []
221     for path in subjects_paths:
222         subjects.append(UavcanMessage(path))
223
224
225     subjects = update_frequencies(subjects, default_freq, config["uavcan"][
226         "frequencies"])
227     # RP messages
228     for message, value in config["RevolveProtocol"].items():
229         subjects.extend([RevolveProtocolMessage(message + "_" + str(i),
230             frequency=value["frequency"], size=value["size"]) for i in range(value[
231             "amount"])])
232
233     logger.info("Found the following messages")
234
235     worst_case_bus_load = 0
236     best_case_bus_load = 0
237
238     longest_subject_name = len(max(subjects, key=lambda x: len(x._name))._
239         _name)
240
241     for subject in subjects:
242         subject.calculate_payload_per_frame()
243         subject.calculate_busload(t_arb, t_data)
244         worst_case_bus_load += subject._wc_bus_load
245         best_case_bus_load += subject._bc_bus_load
246         logger.info(f"\t - {subject._name}:{<{longest_subject_name}}:
247 Frequency: {subject._frequency:>3}, Worst Case Busload: {subject.
248 _wc_bus_load:>5.2e}, Best Case Busload: {subject._bc_bus_load:>5.2e}")
249
250
251
252
253
254
255 if __name__ == "__main__":
256     main()

```