Cooperation with other standards

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Cooperation with other standards

What is standardized elsewhere?

How to cooperate with other standardization bodies?

What is the legal impact?
AUTOSAR as implementer of other standards

- ISO 14229
- ISO 15031
- CAN
- LIN 2.0
- FlexRay 2.1
- LIN 2.1
- FlexRay 3.0
- Ethernet stack

Project Objective PO9:
Applicable automotive international standards and state-of-the-art technologies
AUTOSAR as user of other standards

OSEK - VDX

Operating System and Communication Stack based on OSEK-VDX

System Template based on ASAM Fibex

Concept for harmonization of units based on ASAM
AUTOSAR as enabler of other standards

- ISO 10681-2:2010
  Communication on FlexRay
  Part 2: Communication layer services

- ISO 26262:2011
  Functional safety

- ISO 11898-6:2013
  CAN: High-speed medium access unit with selective wake-up functionality

- ISO 11898-1
  CAN: Data link layer and physical signaling

- FlexRay Transport Protocol
- Mechanisms for functional safety
- Partial Networking
- Can FD

Forward standardization provides solutions for early adapters of international standards
AUTOSAR as contributor to other standards

AUTOSAR is used by other standardization bodies as a reference to be implemented / evaluated
What makes those co-operations possible?

- AUTOSAR Partners

- Propose new concepts for AUTOSAR
- Ensure interoperability of solutions
- Secure their investment and avoid double standardization
Cooperation with JasPar

Cooperation mode

- Regular exchange on management and working level
- JasPar applies AUTOSAR for the Japanese market
- JasPar creates AUTOSAR configurations and implementations.
- Improvement proposals from JasPar to AUTOSAR are closing the loop!
- Pilot for regional Work Package
Cooperation with Artop

- Open Source - Artop Software License
  - Eclipse Public License modified to comply with AUTOSAR regulations

- Registration is open to AUTOSAR Partners
Cooperation with GENIVI

The Concept Group consolidates GENIVI and AUTOSAR requirements.

CG-IoNAS: Concept Group “Integration of non-AUTOSAR Systems”
**Cooperation with Car2Car**

- Joint task force AUTOSAR / Car2Car started
- Enable synergies and dependencies
  - Common features
    - Security, Diagnostics, off-board communication by W-LAN, TCP/IP, advanced positioning
    - Common software architecture to ease integration in series cars
      - Avoid proprietary solutions for interaction between AUTOSAR and C2C
  - Organizational aspects
    - Clear separation of competency areas
    - No overlapping standardization
    - Share workload for upcoming features
Challenges

➢ Future of AUTOSAR
   ▪ Secure developments made with AUTOSAR
   ▪ Continue the forward standardization: identify future trends

➢ Legal Framework
   ▪ AUTOSAR distributed under license
     ▪ Impacts on standards which depends on AUTOSAR
     ▪ Usage of DLT protocol
       – Opened to non-partners in 2010
   ▪ Guarantee IP-Rights and reliable Licensing
     ▪ Only Core, Premium, Development Partners contributes to the standard
Thank you for your attention!

More Information about AUTOSAR:
http://www.autosar.org

Become a partner and get exploitation rights for the AUTOSAR standard
request@autosar.org

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