Layered Software Architecture

AUTOSAR Classic Platform
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| 2016-11-30 | 4.3.0   | AUTOSAR Release Management  | ➢ Incorporated new 4.3 concepts for Crypto Stack, Vehicle-2-X Communication, SOME/IP Transport Protocol, DLT rework  
➢ Removed obsolete Dbg module  
➢ Editorial changes |
<p>| 2015-07-31 | 4.2.2   | AUTOSAR Release Management  | ➢ Editorial changes                                                                 |</p>
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| 2014-10-31 | 4.2.1   | AUTOSAR Release Management | ➢ Incorporated new 4.2 concepts for: Switch Configuration; Sender-Receiver-Serialization; CAN-FD; Large-Data-COM; E2E-Extension; Global Time Synchronization; Support for Post-build ECU-Configuration; Secure-Onboard-Communication; ASIL/QM-Protection  
  ➢ Introduction of new error classification  
  ➢ Editorial changes |
| 2014-03-31 | 4.1.3   | AUTOSAR Release Management | ➢ Editorial changes                                                                                                                                 |
| 2013-03-15 | 4.1.1   | AUTOSAR Administration    | ➢ Clarification of partial network support for CAN/LIN slave.  
  ➢ New Ethernet stack extensions  
  ➢ Added Crypto Service Manager to System Services  
  ➢ Revised presentation of J1939 and added new J1939 modules  
  ➢ Added new energy management concepts: “Pretended Networking”, “ECU Degradation”  
  ➢ Added new modules: “Output Compare Unit Driver” and “Time Service”  
  ➢ Changed handling of Production Errors  
  ➢ Fixed various typography and layout issues |
| 2011-12-22 | 4.0.3   | AUTOSAR Administration    | ➢ Added a note for the R3-compatibility FlexRay Transport Layer FrArTp on slide “ki890”.  
  ➢ Added an overview chapter for energy management and partial networking  
  ➢ Corrected examples regarding DEM symbol generation  
  ➢ Fixed minor typography issues  
  ➢ Clarification of term AUTOSAR-ECU on slide "94jt1"  
  ➢ Corrected CDD access description for EcuM on slide "11123" |
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| 2009-12-18 | 4.0.1   | AUTOSAR Administration | ➢ Added a note regarding support for System Basis Chips on slide "94juq“  
➢ Clarification of DBG and DLT text on slide "3edfg“  
➢ Corrected DBG description on slide "11231“ |
| 2010-02-02 | 3.1.4   | AUTOSAR Administration | ➢ The document has been newly structured. There are now 3 main parts:  
◼ Architecture  
◼ Configuration  
◼ Integration and Runtime Aspects  
➢ The whole content has been updated to reflect the content of the R 4.0 specifications.  
➢ Topics which have bee newly introduced or heavily extended in release 4.0 have been added, e.g., Multi-Core Systems, Partitioning, Mode Management, Error Handling, Reporting and Diagnostic, Debugging, Measurement and Calibration, Functional Safety etc  
➢ Legal disclaimer revised |
| 2008-08-13 | 3.1.1   | AUTOSAR Administration | ➢ Legal disclaimer revised |
| 2007-12-21 | 3.0.1   | AUTOSAR Administration | ➢ Updates based on new wakeup/startup concepts  
➢ Detailed explanation for post-build time configuration  
➢ "Slimming" of LIN stack description  
➢ ICC2 figure  
➢ Document meta information extended  
➢ Small layout adaptations made |
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| 2007-01-24 | 2.1.15  | AUTOSAR Administration | ➢ ICC clustering added.  
➢ Document contents harmonized  
➢ Legal disclaimer revised  
➢ Release Notes added  
➢ “Advice for users” revised  
➢ “Revision Information” added |
| 2006-11-28 | 2.1.1   | AUTOSAR Administration | Rework Of:  
➢ Error Handling  
➢ Scheduling Mechanisms  
➢ More updates according to architectural decisions in R2.0 |
| 2006-01-02 | 1.0.1   | AUTOSAR Administration | ➢ Correct version released |
| 2005-05-31 | 1.0.0   | AUTOSAR Administration | ➢ Initial release |
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2. **Configuration**

3. **Integration and Runtime Aspects**
Introduction
Purpose and Inputs

Purpose of this document
The Layered Software Architecture describes the software architecture of AUTOSAR:
> it describes in an top-down approach the hierarchical structure of AUTOSAR software and
> maps the Basic Software Modules to software layers and
> shows their relationship.

This document does not contain requirements and is informative only. The examples given are not meant to be complete in all respects.

This document focuses on static views of a conceptual layered software architecture:
> it does not specify a structural software architecture (design) with detailed static and dynamic interface descriptions,
  - these information are included in the specifications of the basic software modules themselves.

Inputs
This document is based on specification and requirement documents of AUTOSAR.
Introduction
Scope and Extensibility

Application scope of AUTOSAR
AUTOSAR is dedicated for Automotive ECUs. Such ECUs have the following properties:
➢ strong interaction with hardware (sensors and actuators),
➢ connection to vehicle networks like CAN, LIN, FlexRay or Ethernet,
➢ microcontrollers (typically 16 or 32 bit) with limited resources of computing power and memory (compared with enterprise solutions),
➢ Real Time System and
➢ program execution from internal or external flash memory.

NOTE: In the AUTOSAR sense an ECU means one microcontroller plus peripherals and the according software/configuration. The mechanical design is not in the scope of AUTOSAR. This means that if more than one microcontroller in arranged in a housing, then each microcontroller requires its own description of an AUTOSAR-ECU instance.

AUTOSAR extensibility
The AUTOSAR Software Architecture is a generic approach:
➢ standard modules can be extended in functionality, while still being compliant,
   ■ still, their configuration has to be considered in the automatic Basic SW configuration process!
➢ non-standard modules can be integrated into AUTOSAR-based systems as Complex Drivers and
➢ further layers cannot be added.
The AUTOSAR Architecture distinguishes on the highest abstraction level between three software layers: Application, Runtime Environment and Basic Software which run on a Microcontroller.
The AUTOSAR Basic Software is further divided in the layers: Services, ECU Abstraction, Microcontroller Abstraction and Complex Drivers.
The Basic Software Layers are further divided into functional groups. Examples of Services are System, Memory and Communication Services.
The **Microcontroller Abstraction Layer** is the lowest software layer of the Basic Software. It contains internal drivers, which are software modules with direct access to the µC and internal peripherals.

**Task**
Make higher software layers independent of µC

**Properties**
- Implementation: µC dependent
- Upper Interface: standardized and µC independent
The **ECU Abstraction Layer** interfaces the drivers of the Microcontroller Abstraction Layer. It also contains drivers for external devices.

It offers an API for access to peripherals and devices regardless of their location (µC internal/external) and their connection to the µC (port pins, type of interface).

**Task**

Make higher software layers independent of ECU hardware layout

**Properties**

Implementation: µC independent, ECU hardware dependent

Upper Interface: µC and ECU hardware independent
The **Complex Drivers Layer** spans from the hardware to the RTE.

**Task**
Provide the possibility to integrate special purpose functionality, e.g. drivers for devices:
- which are not specified within AUTOSAR,
- with very high timing constrains or
- for migration purposes etc.

**Properties**
Implementation: might be application, µC and ECU hardware dependent
Upper Interface: might be application, µC and ECU hardware dependent
The **Services Layer** is the highest layer of the Basic Software which also applies for its relevance for the application software: while access to I/O signals is covered by the ECU Abstraction Layer, the Services Layer offers:

- Operating system functionality
- Vehicle network communication and management services
- Memory services (NVRAM management)
- Diagnostic Services (including UDS communication, error memory and fault treatment)
- ECU state management, mode management
- Logical and temporal program flow monitoring (Wdg manager)

**Task**

Provide basic services for applications, RTE and basic software modules.

**Properties**

Implementation: mostly μC and ECU hardware independent

Upper Interface: μC and ECU hardware independent
The **RTE** is a layer providing communication services to the application software (AUTOSAR Software Components and/or AUTOSAR Sensor/Actuator components).

Above the RTE the software architecture style changes from “layered” to “component style”.

The AUTOSAR Software Components communicate with other components (inter and/or intra ECU) and/or services via the RTE.

**Task**

Make AUTOSAR Software Components independent from the mapping to a specific ECU.

**Properties**

Implementation: ECU and application specific (generated individually for each ECU)

Upper Interface: completely ECU independent
The **Basic Software** can be subdivided into the following types of services:

- **Input/Output (I/O)**
  - Standardized access to sensors, actuators and ECU onboard peripherals
- **Memory**
  - Standardized access to internal/external memory (non volatile memory)
- **Crypto**
  - Standardized access to cryptographic primitives including internal/external hardware accelerators
- **Communication**
  - Standardized access to: vehicle network systems, ECU onboard communication systems and ECU internal SW
- **Off-board Communication**
  - Standardized access to: Vehicle-to-X communication, in vehicle wireless network systems, ECU off-board communication systems
- **System**
  - Provision of standardizeable (operating system, timers, error memory) and ECU specific (ECU state management, watchdog manager) services and library functions
A **driver** contains the functionality to control and access an internal or an external device.

**Internal** devices are located inside the microcontroller. Examples for internal devices are:
- Internal EEPROM
- Internal CAN controller
- Internal ADC

A driver for an internal device is called **internal driver** and is located in the Microcontroller Abstraction Layer.
**Driver (external)**

External devices are located on the ECU hardware outside the microcontroller. Examples for external devices are:

- External EEPROM
- External watchdog
- External flash

A driver for an external device is called **external driver** and is located in the ECU Abstraction Layer. It accesses the external device via drivers of the Microcontroller Abstraction Layer. This way also components integrated in System Basis Chips (SBCs) like transceivers and watchdogs are supported by AUTOSAR.

- **Example:** a driver for an external EEPROM with SPI interface accesses the external EEPROM via the handler/driver for the SPI bus.

**Exception:**

The drivers for memory mapped external devices (e.g. external flash memory) may access the microcontroller directly. Those external drivers are located in the Microcontroller Abstraction Layer because they are microcontroller dependent.
An **Interface (interface module)** contains the functionality to abstract from modules which are architecturally placed below them. E.g., an interface module which abstracts from the hardware realization of a specific device. It provides a generic API to access a specific type of device independent on the number of existing devices of that type and independent on the hardware realization of the different devices.

The interface does not change the content of the data.

In general, interfaces are located in the **ECU Abstraction Layer**.

**Example**: an interface for a CAN communication system provides a generic API to access CAN communication networks independent on the number of CAN Controllers within an ECU and independent of the hardware realization (on chip, off chip).
A **handler** is a specific interface which controls the concurrent, multiple and asynchronous access of one or multiple clients to one or more drivers. I.e. it performs buffering, queuing, arbitration, multiplexing.

The handler does not change the content of the data.

Handler functionality is often incorporated in the driver or interface (e.g. SPIHandlerDriver, ADC Driver).
A manager offers specific services for multiple clients. It is needed in all cases where pure handler functionality is not enough to abstract from multiple clients.

Besides handler functionality, a manager can evaluate and change or adapt the content of the data.

In general, managers are located in the Services Layer.

Example: The NVRAM manager manages the concurrent access to internal and/or external memory devices like flash and EEPROM memory. It also performs distributed and reliable data storage, data checking, provision of default values etc.
Libraries are a collection of functions for related purposes

Libraries:
- can be called by BSW modules (that including the RTE), SW-Cs, libraries or integration code
- run in the context of the caller in the same protection environment
- can only call libraries
- are re-entrant
- do not have internal states
- do not require any initialization
- are synchronous, i.e. they do not have wait points

The following libraries are specified within AUTOSAR:
- Fixed point mathematical,
- Floating point mathematical,
- Interpolation for fixed point data,
- Interpolation for floating point data,
- Extended functions (e.g. 64bits calculation, filtering, etc.)
- Bit handling,
- E2E communication,
- CRC calculation,
- Atomic multicore safe operations
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2. **Configuration**

3. Integration and Runtime Aspects
The µC Abstraction Layer consists of the following module groups:

- **Microcontroller Drivers**
  - Drivers for internal peripherals (e.g. Watchdog, General Purpose Timer)
  - Functions with direct µC access (e.g. Core test)

- **Communication Drivers**
  - Drivers for ECU onboard (e.g. SPI) and vehicle communication (e.g. CAN). OSI-Layer: Part of Data Link Layer

- **Memory Drivers**
  - Drivers for on-chip memory devices (e.g. internal Flash, internal EEPROM) and memory mapped external memory devices (e.g. external Flash)

- **I/O Drivers**:
  - Drivers for analog and digital I/O (e.g. ADC, PWM, DIO)

- **Crypto Drivers**
  - Drivers for on-chip crypto devices like SHE or HSM

- **Wireless Communication Drivers**: Drivers for wireless network systems (in-vehicle or off-board communication)
The **SPIHandlerDriver** allows concurrent access of several clients to one or more SPI busses.

To abstract all features of a SPI microcontroller pins dedicated to Chip Select, those shall directly be handled by the SPIHandlerDriver. That means those pins shall not be available in DIO Driver.

**Example:**

- Onboard Device Abstraction
  - External Watchdog Driver

- Memory Hardware Abstraction
  - External EEPROM Driver

- I/O Hardware Abstraction
  - Driver for ext. ADC ASIC
  - Driver for ext. I/O ASIC

Communication Drivers

**Application Layer**

**Microcontroller (µC)**
**Complex Drivers**

A **Complex Driver** is a module which implements non-standardized functionality within the basic software stack.

An example is to implement complex sensor evaluation and actuator control with direct access to the \(\mu\)C using specific interrupts and/or complex \(\mu\)C peripherals (like PCP, TPU), e.g.

- Injection control
- Electric valve control
- Incremental position detection

**Task:**

Fulfill the special functional and timing requirements for handling complex sensors and actuators

**Properties:**

- Implementation: highly \(\mu\)C, ECU and application dependent
- Upper Interface to SW-Cs: specified and implemented according to AUTOSAR (AUTOSAR interface)
- Lower interface: restricted access to Standardized Interfaces
**Architecture – Content of Software Layers**

**ECU Abstraction: I/O Hardware Abstraction**

The I/O Hardware Abstraction is a group of modules which abstracts from the location of peripheral I/O devices (on-chip or on-board) and the ECU hardware layout (e.g. μC pin connections and signal level inversions). The I/O Hardware Abstraction does not abstract from the sensors/actuators!

The different I/O devices might be accessed via an I/O signal interface.

**Task:**
Represent I/O signals as they are connected to the ECU hardware (e.g. current, voltage, frequency).
Hide ECU hardware and layout properties from higher software layers.

**Properties:**
Implementation: μC independent, ECU hardware dependent
Upper Interface: μC and ECU hardware independent, dependent on signal type specified and implemented according to AUTOSAR (AUTOSAR interface)

### Example:

```
<table>
<thead>
<tr>
<th>I/O Hardware Abstraction</th>
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<tr>
<td>I/O Signal Interface</td>
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<td>Driver for ext. ADC ASIC</td>
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<td>Driver for ext. I/O ASIC</td>
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<table>
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<th>COM Drivers</th>
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<td>ADC Driver</td>
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<table>
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<th>I/O Drivers</th>
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<tr>
<td>DIO Driver</td>
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<td>ADC Driver</td>
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```

```
| µC |
```

```
| DO |
```

```
| ADC |
```
The **Communication Hardware Abstraction** is a group of modules which abstracts from the *location* of communication controllers and the **ECU hardware layout**. For all communication systems a *specific* Communication Hardware Abstraction is required (e.g. for LIN, CAN, FlexRay).

**Example**: An ECU has a microcontroller with 2 internal CAN channels and an additional on-board ASIC with 4 CAN controllers. The CAN-ASIC is connected to the microcontroller via SPI.

The communication drivers are accessed via bus specific interfaces (e.g. CAN Interface).

**Task**: Provide equal mechanisms to access a bus channel regardless of its location (on-chip / on-board)

**Properties**: Implementation: µC independent, ECU hardware dependent and external device dependent  
Upper Interface: bus dependent, µC and ECU hardware independent
**Architecture – Content of Software Layers**

**Scope: Memory Hardware Abstraction**

The **Memory Hardware Abstraction** is a group of modules which abstracts from the *location* of peripheral memory devices (on-chip or on-board) and the **ECU hardware layout**.

Example: on-chip EEPROM and external EEPROM devices are accessible via the same mechanism.

The memory drivers are accessed via memory specific abstraction/emulation modules (e.g. EEPROM Abstraction).

By emulating an EEPROM abstraction on top of Flash hardware units a common access via Memory Abstraction Interface to both types of hardware is enabled.

**Task:**

Provide equal mechanisms to access internal (on-chip) and external (on-board) memory devices and type of memory hardware (EEPROM, Flash).

**Properties:**

Implementation: µC independent, external device dependent

Upper Interface: µC, ECU hardware and memory device independent
The **Memory Hardware Abstraction** is a group of modules which abstracts from the **location** of peripheral memory devices (on-chip or on-board) and the **ECU hardware layout**.

**Example**: on-chip EEPROM and external EEPROM devices are accessible via the same mechanism.

The memory drivers are accessed via memory specific abstraction/emulation modules (e.g. EEPROM Abstraction).

By emulating an EEPROM abstraction on top of Flash hardware units a common access via Memory Abstraction Interface to both types of hardware is enabled.

**Task**: Provide equal mechanisms to access internal (on-chip) and external (on-board) memory devices and type of memory hardware (EEPROM, Flash).

**Properties**:  
- Implementation: µC independent, external device dependent  
- Upper Interface: µC, ECU hardware and memory device independent
The Onboard Device Abstraction contains drivers for ECU onboard devices which cannot be seen as sensors or actuators like internal or external watchdogs. Those drivers access the ECU onboard devices via the µC Abstraction Layer.

**Task:**
Abstract from ECU specific onboard devices.

**Properties:**
- Implementation: µC independent, external device dependent
- Upper Interface: µC independent, partly ECU hardware dependent
**Architecture – Content of Software Layers**

**Scope: Crypto Hardware Abstraction**

The **Crypto Hardware Abstraction** is a group of modules which abstracts from the *location* of cryptographic primitives (internal- or external hardware or software-based).

**Example:** AES primitive is realized in SHE or provided as software library.

**Task:**
Provide equal mechanisms to access internal (on-chip) and software cryptographic devices.

**Properties:**
- Implementation: µC independent
- Upper Interface: µC, ECU hardware and crypto device independent
The **Crypto Services** consist of three modules

- **the Crypto Service Manager** is responsible for the management of cryptographic jobs
- **the Key Manager** interacts with the key provisioning master (either in NVM or Crypto Driver) and manages the storage and verification of certificate chains
- **The Intrusion Detection System Manager** is responsible for handling security events reported by BSW modules or SW-C

**Task:**

Provide cryptographic primitives, IDS services and key storage to the application in a uniform way. Abstract from hardware devices and properties.

**Properties:**

- **Implementation**: µC and ECU hardware independent, highly configurable
- **Upper Interface**: µC and ECU hardware independent specified and implemented according to AUTOSAR (AUTOSAR interface)
The **Communication Services** are a group of modules for vehicle network communication (CAN, LIN, FlexRay and Ethernet). They interface with the communication drivers via the communication hardware abstraction.

**Task:**
- Provide a uniform interface to the vehicle network for communication.
- Provide uniform services for network management
- Provide uniform interface to the vehicle network for diagnostic communication
- Hide protocol and message properties from the application.

**Properties:**
- Implementation: µC and ECU HW independent, partly dependent on bus type
- Upper Interface: µC, ECU hardware and bus type independent

The communication services will be detailed for each relevant vehicle network system on the following pages.

**Example:**
- Microcontroller (µC)
- RTE
- Communication Services
- Application Layer
The **CAN Communication Services** are a group of modules for vehicle network communication with the communication system CAN.

**Task:**
- Provide a uniform interface to the CAN network.
- Hide protocol and message properties from the application.

The **CAN Communication Stack** supports:
- Classic CAN communication (CAN 2.0)
- CAN FD communication, if supported by hardware
- CAN XL communication, if supported by hardware
Properties:

- Implementation: µC and ECU HW independent, partly dependent on CAN.
- AUTOSAR COM, Generic NM (Network Management) Interface and Diagnostic Communication Manager are the same for all vehicle network systems and exist as one instance per ECU.
- Generic NM Interface contains only a dispatcher. No further functionality is included. In case of gateway ECUs it can also include the NM coordinator functionality which allows to synchronize multiple different networks (of the same or different types) to synchronously wake them up or shut them down.
- CAN NM is specific for CAN networks and will be instantiated per CAN vehicle network system.
- The communication system specific Can State Manager handles the communication system dependent Start-up and Shutdown features. Furthermore it controls the different options of COM to send PDUs and to monitor signal timeouts.
**CAN XL** supports to directly tunnel **IEEE 802.3 Ethernet frames** for participation of IP communication.

**Task:**
- Provide vehicle wide communication with same semantic used everywhere regardless physical connection (CAN XL / Ethernet) or communication paradigm (Signal- and Service-based communication).
Properties:

➢ CAN XL is an absolute superset to CAN, i.e. a CAN stack which supports CAN XL can serve both a CAN and a CAN XL bus.

➢ CanIf, CanTrcvDrv and CanDrv are the only modules which need extensions to serve CAN XL communication.

➢ The properties of the communication stack CAN are also true for CAN with CAN XL functionality.
The **TTCAN Communication Services** are the optional extensions of the plain CAN Interface and CAN Driver module for vehicle network communication with the communication system TTCAN.

**Task:**
- Provide a uniform interface to the TTCAN network. Hide protocol and message properties from the application.

**Please Note:**
- The CAN Interface with TTCAN can serve both a plain CAN Driver and a CAN Driver TTCAN.
Properties:

➢ TTCAN is an absolute superset to CAN, i.e. a CAN stack which supports TTCAN can serve both a CAN and a TTCAN bus.

➢ CanIf and CanDrv are the only modules which need extensions to serve TTCAN communication.

➢ The properties of the communication stack CAN are also true for CAN with TTCAN functionality.
**J1939 Communication Services** extend the plain CAN communication stack for vehicle network communication in heavy duty vehicles.

**Task:**
- Provide the protocol services required by J1939. Hide protocol and message properties from the application where not required.

**Please Note:**
- There are two transport protocol modules in the CAN stack (CanTp and J1939Tp) which can be used alternatively or in parallel on different channels. They are used as follows:
  - CanTp: ISO Diagnostics (DCM), large PDU transport on standard CAN bus
  - J1939Tp: J1939 Diagnostics, large PDU transport on J1939 driven CAN bus
Properties:

- Implementation: µC and ECU HW independent, based on CAN.
- AUTOSAR COM, Generic NM (Network Management) Interface and Diagnostic Communication Manager are the same for all vehicle network systems and exist as one instance per ECU.
- Supports dynamic frame identifiers that are not known at configuration time.
- J1939 network management handles assignment of unique addresses to each ECU but does not support sleep/wakeup handling and related concepts like partial networking.
- Provides J1939 diagnostics and request handling.
The **LIN Communication Services** are a group of modules for vehicle network communication with the communication system LIN.

**Task:**

Provide a uniform interface to the LIN network. Hide protocol and message properties from the application.

**Properties:**

The **LIN Communication Services** contain:

- An ISO 17987 compliant communication stack with
  - Schedule table manager to handle requests to switch to other schedule tables (for LIN master nodes)
  - Communication handling of different LIN frame types
  - Transport protocol, used for diagnostics
  - A WakeUp and Sleep Interface

- An underlying LIN Driver:
  - Implementing LIN protocol and accessing the specific hardware
  - Supporting both simple UART and complex frame based LIN hardware
Note: Integration of LIN into AUTOSAR:

- LIN Interface controls the WakeUp/Sleep API and allows the slaves to keep the bus awake (decentralized approach).
- The communication system specific LIN State Manager handles the communication dependent Start-up and Shutdown features. Furthermore it controls the communication mode requests from the Communication Manager. The LIN State Manager also controls the I-PDU groups by interfacing COM.
- When sending a LIN frame, the LIN Interface requests the data for the frame (I-PDU) from the PDU Router at the point in time when it requires the data (i.e. right before sending the LIN frame).
The **FlexRay Communication Services** are a group of modules for vehicle network communication with the communication system FlexRay.

**Task:**
- Provide a uniform interface to the FlexRay network. Hide protocol and message properties from the application.

**Please Note:**
- There are two transport protocol modules in the FlexRay stack which can be used alternatively
  - FrTp: FlexRay ISO Transport Layer
  - FrArTp: FlexRay AUTOSAR Transport Layer, provides bus compatibility to AUTOSAR R3.x
**Properties:**

- **Implementation:** µC and ECU HW independent, partly dependent on FlexRay.
- **AUTOSAR COM, Generic NM Interface and Diagnostic Communication Manager** are the same for all vehicle network systems and exist as one instance per ECU.
- **Generic NM Interface** contains only a dispatcher. No further functionality is included. In case of gateway ECUs, it is replaced by the NM Coordinator which in addition provides the functionality to synchronize multiple different networks (of the same or different types) to synchronously wake them up or shut them down.
- **FlexRay NM** is specific for FlexRay networks and is instantiated per FlexRay vehicle network system.
- **The communication system specific FlexRay State Manager** handles the communication system dependent Start-up and Shutdown features. Furthermore, it controls the different options of COM to send PDUs and to monitor signal timeouts.

---

**Diagram:**

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<table>
<thead>
<tr>
<th>Application Layer</th>
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<tr>
<td>RTE</td>
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<tr>
<td>Communication</td>
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<tr>
<td>Services</td>
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<tr>
<td>COM HW Abstr.</td>
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<tr>
<td>Communication</td>
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<tr>
<td>Drivers</td>
</tr>
</tbody>
</table>

**Microcontroller (µC):**

- **RTE:**
- **Communication Services:**
- **COM HW Abstr.:**
- **Communication Drivers:**
The TCP/IP Communication Services are a group of modules for vehicle network communication with the communication system TCP/IP.

**Task:**
- Provide a uniform interface to the TCP/IP network. Hide protocol and message properties from the application.
Architecture – Content of Software Layers

Communication Stack – TCP/IP

Properties:

➢ The TcpIp module implements the main protocols of the TCP/IP protocol family (TCP, UDP, IPv4, IPv6, ARP, ICMP, DHCP) and provides dynamic, socket based communication via Ethernet.

➢ The Socket Adaptor module (SoAd) is the sole upper layer module of the TcpIp module.
The **Data Distribution Services** is a module for data-oriented vehicle network communication.

**Task:**
- Provide the DDS standard interfaces.
- The DDS module supports:
  - Signal Base Publisher/Subscriber communication path
  - QoS handling
  - Full static configuration
Properties:

➢ The DDS module relies on unserialized data as input, so it can implement all the features of the Object Management Group (OMG) DDS standard.

➢ The Socket Adaptor module (SoAd) is the sole module able to handle the DDS-PDUs by means of the PDU Router (PduR).

➢ The DDS module provides E2E features and security services itself.
General communication stack properties:

- A signal gateway is part of AUTOSAR COM to route signals.
- PDU based Gateway is part of PDU router.
- IPDU multiplexing provides the possibility to add information to enable the multiplexing of I-PDUs (different contents but same IDs on the bus).
- Multi I-PDU to container mapping provides the possibility to combine several I-PDUs into one larger (container-)I-PDU to be transmitted in one (bus specific) frame.
- Upper Interface: µC, ECU hardware and network type independent.
- For refinement of GW architecture please refer to “Example Communication”
The **European Vehicle-2-X Communication Services** are a group of modules for Vehicle-to-X communication via an ad-hoc wireless network.

- **Facilities**: implement the functionality for reception and transmission of standardized V2X messages, build the interface for vehicle specific SW-Cs
- **Basic Transport Protocol** = Layer 4
- **Geo-Networking** = Layer 3 (Addressing based on geographic areas, the respective Ethernet frames have their own Ether-Type)
- **V2X Management**: manages cross-layer functionality (like dynamic congestion control, security, position and time)
- **V2X Data Manager**: manages the receiving and transformation of V2X messages and sends them through RTE to SW-Cs or via SOME/IP

**Task:**
- Provide a uniform interface to the Wireless Ethernet network. Hide protocol and message properties from the application.
**Chinese Vehicle-2-X Communication Services**

are a group of modules based on cellular based V2X technology following Chinese V2X standards.

- **Message**: implement the functionality for reception and transmission of standardized Chinese V2X message, build the interface for vehicle specific SW-Cs; implement management functionalities related to Message Layer (sending frequency, Position and Time, message Identifiers).
- **Security**: implement the functionality of message encapsulation, decapsulation and pseudonym management.
- **Network**: message reception and transmission, Layer-2 IDs settings, etc.
- **Management**: manage cross-Layer functionality (such as Dedicated Service Advertisement, etc.)

**Task:**

- Provide a uniform interface to the cellular based V2X network. Hide protocol and message properties from the application.
Architecture – Content of Software Layers

Services: Memory Services

The **Memory Services** consist of one module, the NVRAM Manager. It is responsible for the management of non volatile data (read/write from different memory drivers).

**Task:** Provide non volatile data to the application in a uniform way. Abstract from memory locations and properties. Provide mechanisms for non volatile data management like saving, loading, checksum protection and verification, reliable storage etc.

**Properties:**

- **Implementation:** µC and ECU hardware independent, highly configurable
- **Upper Interface:** µC and ECU hardware independent specified and implemented according to AUTOSAR (AUTOSAR interface)
**Architecture – Content of Software Layers**

**Services: System Services**

The **System Services** are a group of modules and functions which can be used by modules of all layers. Examples are Real Time Operating System (which includes timer services) and Error Manager.

Some of these services are:
- µC dependent (like OS), and may support special µC capabilities (like Time Service),
- partly ECU hardware and application dependent (like ECU State Manager) or
- hardware and µC independent.

**Task:**
Provide basic services for application and basic software modules.

**Properties:**
- Implementation: partly µC, ECU hardware and application specific
- Upper Interface: µC and ECU hardware independent
There are dedicated modules for different aspects of error handling in AUTOSAR. E.g.:

- The **Diagnostic Event Manager** is responsible for processing and storing diagnostic events (errors) and associated FreezeFrame data.
- The module **Diagnostic Log and Trace** supports logging and tracing of applications. It collects user defined log messages and converts them into a standardized format.

- All detected development errors in the Basic Software are reported to **Default Error Tracer**.
- The **Diagnostic Communication Manager** provides a common API for diagnostic services
- etc.
The **Sensor/Actuator AUTOSAR Software Component** is a specific type of AUTOSAR Software Component for sensor evaluation and actuator control. Though not belonging to the AUTOSAR Basic Software, it is described here due to its strong relationship to local signals. It has been decided to locate the Sensor/Actuator SW Components above the RTE for integration reasons (standardized interface implementation and interface description). Because of their strong interaction with raw local signals, **relocatability** is restricted.

**Task:**
Provide an abstraction from the specific physical properties of hardware sensors and actuators, which are connected to an ECU.

**Properties:**
Implementation: µC and ECU HW independent, sensor and actuator dependent.
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   4. Content of Software Layers in Mixed-Critical Systems
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   6. Interfaces: General Rules
   7. Interfaces: Interaction of Layers
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2. Configuration

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**Architecture – Content of Software Layers**
Example of a Layered Software Architecture for Multi-Core Microcontroller

**Example:** an ECU with a two core microcontroller
BSW modules can be distributed across several partitions and cores. All partitions share the same code.

Modules can either be completely identical on each partition, as shown for the DIO driver out of I/O stack in the figure.

As an alternative, they can use core-dependent branching to realize different behavior. Com service and PWM driver use master-satellite communication for processing a call to the master from the according satellites.

- The communication between master and satellite is not standardized. For example, it can be based on functions provided by the BSW scheduler or on shared memory.

The arrows indicate which components are involved in the handling of a service call, depending on the approach to distribution and on the origin of the call.
Basic Software Mode Manager (BswM) in every partition that runs BSW modules
- All these partitions are trusted

One EcuM per core (each in a trusted partition)

EcuM on that core that gets started via the boot-loader is the master EcuM
- Master EcuM starts all Satellite EcuMs
The IOC, as shown in the figure, provides communication services which can be accessed by clients which need to communicate across OS-Application boundaries on the same ECU. The IOC is part of the OS.

BSW modules can be executable on several cores, such as the ComM in the figure. The core responsible for executing a service is determined at runtime.

Every core runs a kind of ECU state management.

The IOC, as shown in the figure, provides communication services which can be accessed by clients which need to communicate across OS-Application boundaries on the same ECU. The IOC is part of the OS.

BSW modules can be executable on several cores, such as the ComM in the figure. The core responsible for executing a service is determined at runtime.

Every core runs a kind of ECU state management.
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3. Integration and Runtime Aspects
AUTOSAR offers a flexible approach to support safety relevant ECUs. Two methods can be used:

1. All BSW modules are developed according to the required ASIL.
2. Selected modules are developed according to ASIL. ASIL and non-ASIL modules are separated into different partitions (BSW distribution).

Note: The partitions are based on OS-Applications. The TRUSTED attribute of the OS-Application is not related to ASIL/non-ASIL.
Example of using different BSW partitions
- Watchdog stack is placed in a own partition
- ASIL and non-ASIL SW-Cs can access WdgM via RTE
- Rest of BSW is placed in own partition
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2. **Configuration**

3. Integration and Runtime Aspects
Architecture
Overview of Modules – Implementation Conformance Class 3 - ICC3

This figure shows the mapping of basic software modules to AUTOSAR layers

Application Layer

AUTOSAR Runtime Environment (RTE)

Microcontroller

Not all modules are shown here
Architecture
Overview of Modules – Implementation Conformance Classes – ICC2

The clustering shown in this document is the one defined by the project so far. AUTOSAR is currently not restricting the clustering on ICC2 level to dedicated clusters as many different constraint and optimization criteria might lead to different ICC2 clusterings. There might be different AUTOSAR ICC2 clusterings against which compliance can be stated based on a to be defined approach for ICC2 compliance.
In a basic software which is compliant to ICC1 no modules or clusters are required. The inner structure of this proprietary basic software is not specified.
Basic software (including the RTE) which is AUTOSAR compliant (ICC1-3) has to behave to the outside as specified by the ICC3 module specification.

For example, the behavior towards:

- buses,
- boot loaders, and
- Applications

Additionally, the ICC1/2 configuration shall be compatible regarding the system description as in ICC3.
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3. Integration and Runtime Aspects
### Interfaces

**Type of Interfaces in AUTOSAR**

<table>
<thead>
<tr>
<th>AUTOSAR Interface</th>
<th>Description</th>
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<tbody>
<tr>
<td>An &quot;AUTOSAR Interface&quot; defines the information exchanged between software components and/or BSW modules. This description is independent of a specific programming language, ECU or network technology. AUTOSAR Interfaces are used in defining the ports of software-components and/or BSW modules. Through these ports software-components and/or BSW modules can communicate with each other (send or receive information or invoke services). AUTOSAR makes it possible to implement this communication between Software-Components and/or BSW modules either locally or via a network.</td>
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<table>
<thead>
<tr>
<th>Standardized AUTOSAR Interface</th>
<th>Description</th>
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<tbody>
<tr>
<td>A &quot;Standardized AUTOSAR Interface&quot; is an &quot;AUTOSAR Interface&quot; whose syntax and semantics are standardized in AUTOSAR. The &quot;Standardized AUTOSAR Interfaces&quot; are typically used to define AUTOSAR Services, which are standardized services provided by the AUTOSAR Basic Software to the application Software-Components.</td>
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</table>

<table>
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<tr>
<th>Standardized Interface</th>
<th>Description</th>
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<tr>
<td>A &quot;Standardized Interface&quot; is an API which is standardized within AUTOSAR without using the &quot;AUTOSAR Interface&quot; technique. These &quot;Standardized Interfaces&quot; are typically defined for a specific programming language (like &quot;C&quot;). Because of this, &quot;standardized interfaces&quot; are typically used between software-modules which are always on the same ECU. When software modules communicate through a &quot;standardized interface&quot;, it is NOT possible any more to route the communication between the software-modules through a network.</td>
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</table>
Interfaces
Components and interfaces view (simplified)

Note: This figure is incomplete with respect to the possible interactions between the layers.
**Interfaces: General Rules**

**General Interfacing Rules**

### Horizontal Interfaces

- Services Layer: horizontal interfaces are allowed
  - Example: Error Manager saves fault data using the NVRAM manager
- ECU Abstraction Layer: horizontal interfaces are allowed
- A complex driver may use selected other BSW modules
- µC Abstraction Layer: horizontal interfaces are not allowed. Exception: configurable notifications are allowed due to performance reasons.

### Vertical Interfaces

- One Layer may access all interfaces of the SW layer below
- Bypassing of one software layer should be avoided
- Bypassing of two or more software layers is not allowed
- Bypassing of the µC Abstraction Layer is not allowed
- A module may access a lower layer module of another layer group (e.g. SPI for external hardware)
- All layers may interact with system services.

---

**Microcontroller (µC)**
**Interfaces: General Rules**

**Layer Interaction Matrix**

This normative matrix shows the allowed interactions between AUTOSAR Basic Software layers.

- ✓ allowed to use
- ✗ not allowed to use
- Δ restricted use (callback only)

The matrix is read row-wise:

**Example:** "I/O Drivers are allowed to use System Services and Hardware, but no other layers".

(gray background indicates "non-Basic Software" layers)

*: includes wired and wireless communication

---

<table>
<thead>
<tr>
<th>SW Components / RTE</th>
<th>System Services / OS</th>
<th>Memory Services</th>
<th>Crypto Services</th>
<th>Communication Services</th>
<th>Off-board Comm. Services</th>
<th>Complex Drivers</th>
<th>I/O Hardware Abstraction</th>
<th>Onboard Device Abstr.</th>
<th>Memory HW Abstraction</th>
<th>Crypto HW Abstraction*</th>
<th>Comm. HW Abstraction*</th>
<th>Microcontroller Drivers</th>
<th>Memory Drivers</th>
<th>Crypto Drivers</th>
<th>Communication Drivers*</th>
<th>I/O Drivers</th>
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</tbody>
</table>

*restricted access -> see the following two slides

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*°*: includes wired and wireless communication
Interfaces
Interfacing with Complex Drivers (1)

Complex Drivers may need to interface to other modules in the layered software architecture, or modules in the layered software architecture may need to interface to a Complex Driver. If this is the case, the following rules apply:

1. **Interfacing from modules of the layered software architecture to Complex Drivers**

   This is only allowed if the Complex Driver offers an interface which can be generically configured by the accessing AUTOSAR module.

   A typical example is the PDU Router: a Complex Driver may implement the interface module of a new bus system. This is already taken care of within the configuration of the PDU Router.

2. **Interfacing from a Complex Driver to modules of the layered software architecture**

   Again, this is only allowed if the respective modules of the layered software architecture offer the interfaces, and are prepared to be accessed by a Complex Driver. Usually this means that
   - The respective interfaces are defined to be re-entrant.
   - If call back routines are used, the names are configurable
   - No upper module exists which does a management of states of the module (parallel access would change states without being noticed by the upper module)
In general, it is possible to access the following modules:

- The SPI driver
- The GPT driver
- The I/O drivers with the restriction that re-entrancy often only exists for separate groups/channels/etc. Parallel access to the same group/channel/etc. is mostly not allowed. This has to be taken care of during configuration.
- The NVRAM Manager as exclusive access point to the memory stack
- The Watchdog Manager as exclusive access point to the watchdog stack
- The PDU Router as exclusive bus and protocol independent access point to the communication stack
- The bus specific interface modules as exclusive bus specific access point to the communication stack
- The NM Interface Module as exclusive access point to the network management stack
- The Communication Manager (only from upper layer) and the Basic Software Mode Manager as exclusive access points to state management
- Det, Dem and Dlt
- The OS as long as the used OS objects are not used by a module of the layered software architecture

Still, for each module it is necessary to check if the respective function is marked as being re-entrant. For example, ‘init’ functions are usually not re-entrant and should only be called by the ECU State Manager.
In case of multi-core architectures, there are additional rules:

- The BSW can be distributed across several cores. The core responsible for executing a call to a BSW service is determined by the task mapping of its BswOperationInvokedEvent.
- Crossing partition and core boundaries is permitted for module internal communication only, using a master/satellite implementation.
- Consequently, if the CDD needs to access standardized interfaces of the BSW, it needs to reside on the same core.
- In case a CDD resides on a different core, it can use the normal port mechanism to access AUTOSAR interfaces and standardized AUTOSAR interfaces. This invokes the RTE, which uses the IOC mechanism of the operating system to transfer requests to the other core.
- However, if the CDD needs to access standardized interfaces of the BSW and does not reside on the same core, either a satellite providing the standardized interface can run on the core where the CDD resides and forward the call to the other core or a stub part of the CDD needs to be implemented on the other core, and communication needs to be organized CDD-local using the IOC mechanism of the operating system similar to what the RTE does.
- Additionally, in the latter case the initialization part of the CDD also needs to reside in the stub part on the different core.
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2. **Configuration**

3. Integration and Runtime Aspects
The following pages explain using the example “memory“:

- What are the features / difference of the available memory service modules?
- How do the software layers interact?
- How do the software interfaces look like?
- What is inside the ECU Abstraction Layer?
- How can abstraction layers be implemented efficiently?
**Background: Comparison between memory service modules and memory types**

- The different service modules (memory managers) abstract from the used non-volatile (NV) memory, but the properties of the hardware impact their design and how access is realized.
- There are constraints on the use of the different listed modules depending on the properties of the used NV hardware.
- The following table lists the properties of the modules and related NV memory.

<table>
<thead>
<tr>
<th>Module</th>
<th>Use cases, features</th>
<th>Supported NV memory properties</th>
<th>Example hardware</th>
</tr>
</thead>
</table>
| NvM    | • Storage of module data (e.g. Error information, special configuration info, status information, diagnostic data, ...)  
     | • Supports many reader/writer (BSW and SW-C) in parallel.  
     | • Mostly read during start-up and written in shutdown, but intermediate reads/writes during normal operation are also supported  
     | • Typical data size per user is bytes to some KiB | • Direct (memory mapped) and indirect (e.g. via SPI) NV access  
     | (e.g. via memory abstraction/partitioning)  
     | • Serialized access (read-while-write-in-same-HW-segment may not work → NvM always buffer the data) | • Internal data flash (via Flash eeprom emulation)  
     | | • External eeprom / data flash | |
| BndM   | • Storage of car specific data  
     | • (Very rare) Writes via diagnostics, only in „controlled environment“ (e.g. repair shop)  
     | • Supports many readers (SW-C) in parallel  
     | • Users have direct access via pointer  
     | • Typical size many KiB | • Direct access of NV data (via pointer) is required  
     | | • Parallel read of NV data is required | • Internal data flash  
     | | • Internal code flash | |
| FOTA   | (manager) | • Storage of model specific car data/code  
     | • Very few users, typically only one  
     | • Typical size in MiB  
     | • Write new data in the background e.g. over several driving cycles (interruptible and preemptable update procedure) | • Read-While-Write (e.g. via memory abstraction/partitioning) | • Internal and external code flash |
**Interfaces: Interaction of Layers – Example “Memory”**

Example and First Look

This example shows how the NVRAM Manager and the Watchdog Manager interact with drivers on an assumed hardware configuration:

The ECU hardware includes an external EEPROM and an external watchdog connected to the microcontroller via the same SPI.

The SPIHandlerDriver controls the concurrent access to the SPI hardware and has to give the watchdog access a higher priority than the EEPROM access.

The microcontroller includes also an internal flash which is used in parallel to the external EEPROM. The EEPROM Abstraction and the Flash EEPROM Emulation have an API that is semantically identical.

The Memory Abstraction Interface can be realized in the following ways:
- routing during runtime based on device index (int/ext)
- routing during runtime based on the block index (e.g. > 0x01FF = external EEPROM)
- routing during configuration time via ROM tables with function pointers inside the NVRAM Manager (in this case the Memory Abstraction Interface only exists “virtually”)
This example shows how the NVRAM Manager and the Watchdog Manager interact with drivers on an assumed hardware configuration:

The ECU hardware includes an external EEPROM and an external watchdog connected to the microcontroller via the same SPI.

The SPIHandlerDriver controls the concurrent access to the SPI hardware and has to give the watchdog access a higher priority than the EEPROM access.

The microcontroller includes also an internal flash which is used in parallel to the external EEPROM. The EEPROM Abstraction and the Flash EEPROM Emulation have an API that is semantically identical.

The Memory Abstraction Interface can be realized in the following ways:
- routing during runtime based on device index (int/ext)
- routing during runtime based on the block index (e.g. > 0x01FF = external EEPROM)
- routing during configuration time via ROM tables with function pointers inside the NVRAM Manager (in this case the Memory Abstraction Interface only exists „virtually“)
Use-case Bulk NV Data Manager (BndM):
Persistent data which is very infrequently written and additionally huge in size.

Use-case NVRAM Manager (NvM):
Persistent data which is high frequently updated or small in its size.
Use-case: large data blocks frequently written with only small local changes
- The actual algorithm is vendor-specific (block split, compression, delta,…)

NvM block compression

- SW-C
- NvM
- MemIf

NvM_WriteBlock

continue in NvM main function

MirrorCallback

vendor specific compression

MemIf_Write

NvM_JobFinish

NvM_JobEndNotification

- vendor specific

- compression

- NvM

- write

- ObEndNotification

- Ob Finish
**Interfaces: Interaction of Layers – Example “Memory”**

Closer Look at Memory Hardware Abstraction

**Architecture Description**

The NVRAM Manager accesses drivers via the Memory Abstraction Interface. It addresses different memory devices using a device index.

**Interface Description**

The Memory Abstraction Interface could have the following interface (e.g. for the write function):

```c
Std_ReturnType MemIf_Write( 
    uint8 DeviceIndex, 
    uint16 BlockNumber, 
    uint8 *DataBufferPtr
)
```

The EEPROM Abstraction as well as the Flash EEPROM Emulation could have the following interface (e.g. for the write function):

```c
Std_ReturnType Ea_Write( 
    uint16 BlockNumber, 
    uint8 *DataBufferPtr
)
```
Interfaces: Interaction of Layers – Example “Memory”
Implementation of Memory Abstraction Interface

Situation 1: only one NV device type used
This is the usual use case. In this situation, the Memory Abstraction can, in case of source code availability, be implemented as a simple macro which neglects the DeviceIndex parameter. The following example shows the write function only:

File MemIf.h:
#include “Ea.h”      /* for providing access to the EEPROM Abstraction */
...
#define MemIf_Write(DeviceIndex, BlockNumber, DataBufferPtr) \
    Ea_Write(BlockNumber, DataBufferPtr)

File MemIf.c:
Does not exist

Result:
No additional code at runtime, the NVRAM Manager virtually accesses the EEPROM Abstraction or the Flash Emulation directly.
Interfaces: Interaction of Layers – Example “Memory”
Implementation of Memory Abstraction Interface

Situation 2: two or more different types of NV devices used
In this case the DeviceIndex has to be used for selecting the correct NV device. The implementation can also be very efficient by using an array of pointers to function. The following example shows the write function only:

File MemIf.h:

extern const WriteFctPtrType WriteFctPtr[2];

#define MemIf_Write(DeviceIndex, BlockNumber, DataBufferPtr) \ 
WriteFctPtr[DeviceIndex](BlockNumber, DataBufferPtr)

File MemIf.c:
#include “Ea.h”            /* for getting the API function addresses */
#include “Fee.h”            /* for getting the API function addresses */
#include “MemIf.h”          /* for getting the WriteFctPtrType */

const WriteFctPtrType WriteFctPtr[2] = {Ea_Write, Fee_Write};

Result:
The same code and runtime is needed as if the function pointer tables would be inside the NVRAM Manager. The Memory Abstraction Interface causes no overhead.
Conclusions:

- Abstraction Layers can be implemented very efficiently
- Abstraction Layers can be scaled
- The Memory Abstraction Interface eases the access of the NVRAM Manager to one or more EEPROM and Flash devices
Interfaces: Interaction of Layers – Example “Communication”

PDU Flow through the Layered Architecture

➢ Explanation of terms:

➢ SDU
SDU is the abbreviation of “Service Data Unit”. It is the data passed by an upper layer, with the request to transmit the data. It is as well the data which is extracted after reception by the lower layer and passed to the upper layer. A SDU is part of a PDU.

➢ PCI
PCI is the abbreviation of “Protocol Control Information”. This Information is needed to pass a SDU from one instance of a specific protocol layer to another instance. E.g. it contains source and target information. The PCI is added by a protocol layer on the transmission side and is removed again on the receiving side.

➢ PDU
PDU is the abbreviation of “Protocol Data Unit”. The PDU contains SDU and PCI. On the transmission side the PDU is passed from the upper layer to the lower layer, which interprets this PDU as its SDU.
Interfaces: Interaction of Layers
Example “Communication” (1)

SDU and PDU Naming Conventions
The naming of PDUs and SDUs respects the following rules:
For PDU:  `<bus prefix>` `<layer prefix>` - PDU
For SDU:  `<bus prefix>` `<layer prefix>` - SDU
The `bus prefix` and `layer prefix` are described in the following table:

<table>
<thead>
<tr>
<th>ISO Layer</th>
<th>Layer Prefix</th>
<th>AUTOSAR Modules</th>
<th>PDU Name</th>
<th>CAN / TTCAN prefix</th>
<th>LIN prefix</th>
<th>FlexRay prefix</th>
</tr>
</thead>
<tbody>
<tr>
<td>Layer 6:</td>
<td>I</td>
<td>COM, DCM</td>
<td>I-PDU</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Presentation</td>
<td>I</td>
<td>PDU router, PDU</td>
<td>I-PDU</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Interaction)</td>
<td></td>
<td>multiplexer</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Layer 3:</td>
<td>N</td>
<td>TP Layer</td>
<td>N-PDU</td>
<td>CAN SF</td>
<td>LIN SF</td>
<td>FR SF</td>
</tr>
<tr>
<td>Network Layer</td>
<td></td>
<td>CAN FF</td>
<td></td>
<td>LIN FF</td>
<td>FR FF</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN CF</td>
<td></td>
<td>LIN CF</td>
<td>FR CF</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CAN FC</td>
<td></td>
<td>LIN FC</td>
<td>FR FC</td>
<td></td>
</tr>
<tr>
<td>Layer 2:</td>
<td>L</td>
<td>Driver, Interface</td>
<td>L-PDU</td>
<td>CAN</td>
<td>LIN</td>
<td>FR</td>
</tr>
<tr>
<td>Data Link Layer</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Examples:
- I-PDU or I-SDU
- CAN FF N-PDU or FR CF N-SDU
- LIN L-PDU or FR L-SDU

For details on the frame types, please refer to the AUTOSAR Transport Protocol specifications for CAN, TTCAN, LIN and FlexRay.
**Components**

- **PDU Router:**
  - Provides routing of PDUs between different abstract communication controllers and upper layers
  - Scale of the Router is ECU specific (down to no size if e.g. only one communication controller exists)
  - Provides TP routing on-the-fly. Transfer of TP data is started before full TP data is buffered

- **COM:**
  - Provides routing of individual signals or groups of signals between different I-PDUs

- **NM Coordinator:**
  - Synchronization of Network States of different communication channels connected to an ECU via the network managements handled by the NM Coordinator

- **Communication State Managers:**
  - Start and Shutdown the hardware units of the communication systems via the interfaces
  - Control PDU groups
Interfaces: Interaction of Layers
Example "Communication" (3)

Note: This image is not complete with respect to all internal communication paths.

1 The Interface between PduR and Tp differs significantly compared to the interface between PduR and the Ifs. In case of TP involvement a handshake mechanism is implemented allowing the transmission of I-Pdus > Frame size.

2 CanIf with TTCAN serves both CanDrv with or without TTCAN. CanIf without TTCAN cannot serve CanDrv with TTCAN.
This figure shows the interaction of and inside the Ethernet protocol stack.
Interfaces: Interaction of Layers
Example “Communication” (5) - Ethernet and CAN communication using CAN XL

Note: This image is not complete with respect to all internal communication paths.
The following pages explain communication with Data Transformation:

➢ How do the software layers interact?

➢ How do the software interfaces look like?
Interfaces: Interaction of Layers
Example “Data Transformation” (2) – Example and First Look

This example shows the data flow if data transformation is used for inter-ECU communication.

A SW-C sends data configured to be transmitted to a remote ECU and subject to data transformation. This data transformation doesn’t use in-place buffer handling.

Functionality

➢ The RTE calls the SOME/IP transformer as the first transformer in the chain and transfers the data from the SW-C.
➢ The SOME/IP transformer executes the transformation and writes the output (byte array) to a buffer provided by the RTE.
➢ Afterwards, the RTE executes the Safety transformer which is second in the transformer chain. The Safety transformer’s input is the output of the SOME/IP transformer.
➢ The Safety transformer protects the data and writes the output into another buffer provided by the RTE. A new buffer is required because in-place buffer handling is not used.
➢ The RTE transfers the final output data as a byte array to the COM module.
**Interfaces: Interaction of Layers**

Example “Data Transformation” (3) – Closer Look at Interfaces

**Architecture Description**
The RTE uses the transformer which are located in the System Service Layer.

**Interface Description**
The transformers in this example have the following interfaces:

```c
SomeIpXf_SOMEIP_Signal1
{
    uint8       *buffer1,
    uint16      *buffer1Length,
    <type>      data
}

SafetyXf_Safety_Signal1
{
    uint8       *buffer2,
    uint16      *buffer2Length,
    uint8       *buffer1,
    uint16      buffer1Length
}
```

![Diagram showing transformer coordination and buffer interaction]

- **Rte_Write(data)**
- **Com_SendDynSignal**
- **Transformer Coordination**
  - **Buffer 1**
  - **Buffer 2**
The COM Based Transformer provides serialization functionality to the transformer chain based on a fixed communication matrix.

The fixed communication matrix allows an optimized placement of signals into PDUs (e.g., a boolean data can be configured to only occupy one bit in the PDU). This enables the usage of transformer chains in low payload networks like Can or Lin.

**Functionality**
- The **COM Based Transformer** is the first transformer (serializer) and gets the data from the application via the RTE.
- Based on the COM configuration (communication matrix) the data is serialized exactly in the same way as the COM module would have done it (endianess, sign extension).
- Other transformers may enhance the payload to have CRCs and sequence counters (SC).
- The transformer payload is passed to the COM module as one array of byte via the Com_SendSignalGroupArray API.
- The COM module can be configured to perform transmission mode selection based on the communication matrix definition.
Goal
Adaptive Platform restricts communication to Service-oriented communication, the rest of the vehicle however still uses Signal-based communication means - therefore a translation of these two approaches has to be performed in order to allow an interaction between Classic and Adaptive Platform.

Functionality
- The definition and implementation of the Classic platform signal-service-translation shall be done inside an Application Software Component, the so called Translation Software Component.
- The Translation Software Component has Ports defined and the payload is described using PortInterfaces:
  - Signal-to-service: Ports for incoming signals and Ports for outgoing events
  - Service-to-signal: Ports for incoming events and Ports for outgoing signals

![Diagram showing Adaptive Application, Translation Application SW-C, Classic SW-C, SOME/IP Serialized Bytes, Com Pdu]
Interfaces: Interaction of Layers
Signal-Service-Translation (2)

Functionality

- For the signal-based part the full functionality of the Classic platform COM-Stack is available and may be configured such that the signal-based ISignalIPdus may originate from a variety of sources (Can, Lin, Flexray) and the ISignalIPdus may be safety and security protected.
- For the service-oriented part it has to be guaranteed that the defined SOME/IP Service actually is compatible to the Adaptive platform. This applies for the payload part (e.g. the SOME/IP serializer has to be used) as well as for the control path using BswM and ServiceDiscovery.
- The behavioral part of the Translation Software Component itself defines how the data from signal-based side is transported to the service-oriented side, and vice versa.
Table of contents

1. Architecture
   1. Overview of Software Layers
   2. Content of Software Layers
   3. Content of Software Layers in Multi-Core Systems
   4. Content of Software Layers in Mixed-Critical Systems
   5. Overview of Modules
   6. Interfaces: General Rules
   7. Interfaces: Interaction of Layers
   8. Overview of CP Software Clusters

2. Configuration

3. Integration and Runtime Aspects
Overview of CP Software Clusters

Concept overview

The approach in a nutshell

➢ Software Cluster enable to split the monolithic Classic Platform Architecture into smaller units
➢ Each CP Software Cluster is separately buildable
➢ Software Clusters can be independently updated
➢ Connections between Software Clusters are created on basis of Binary Objects and the information hold in the Binary Manifest
➢ Considers the limitation of current micro controller architectures, e.g. no address virtualization
➢ In an Application Software Cluster, Application SW-Cs and BSW modules (with limitations) can be integrated
➢ The Host Software Cluster contains the major part of the BSW Stack, especially micro controller dependent modules including the Operating System.
Overview of CP Software Clusters
Software Cluster Connection (1)

The module **Software Cluster Connection (SwCluC)** has 3 parts:

- **Cross Software Cluster Communication** (SwCluC\textsubscript{Xcc}) provides the features in Classic Platform
  - to enable the connection of software clusters based on binary manifest
  - for cross interaction and communication of software clusters

- **Abstraction of non-software cluster-local BSW modules and their APIs in the corresponding proxy modules**
  - High Proxies substitute non-local BSW and provide the according APIs
  - Lower Proxy modules connect to regular BSW modules of the Host Software Cluster

- **The Binary Manifest (BManif)** provides binary meta information for interfaces to be able to connect software clusters.
Overview of CP Software Clusters
Software Cluster Connection (2)

➢ Software Cluster Connection (SwCluC) enables a flexible handling of interfaces
  ■ Interfaces will be connected in a link process, based on Binary Manifest and match of required and provided entries
  ■ If a match is found the connection is established
  ■ If no requester is found the interface stays open
  ■ If no provider is found, the interface stays open, and default values are provided
  ■ This enables update of Software Clusters with interface changes

➢ Cross Software Cluster Communication (SwCluC_Xcc) implements the communication pattern and the interface to the RTE
  ■ RTE interface: RIPS-Plugin
The AUTOSAR Basic Software supports the following configuration classes:

1. **Pre-compile time**
   - Preprocessor instructions
   - Code generation (selection or synthetization)

2. **Link time**
   - Constant data outside the module; the data can be configured after the module has been compiled

3. **Post-build time**
   - Loadable constant data outside the module. Very similar to [2], but the data is located in a specific memory segment that allows reloading (e.g. reflashing in ECU production line)

Independent of the configuration class, single or multiple configuration sets can be provided by means of variation points. In case that multiple configuration sets are provided, the actually used configuration set is to be chosen at runtime in case the variation points are bound at run-time.

In many cases, the configuration parameters of one module will be of different configuration classes. Example: a module providing Post-build time configuration parameters will still have some parameters that are Pre-compile time configurable.

Note: Multiple configuration sets were modeled as a sub class of the Post-build time configuration class up to AUTOSAR 4.1.x.
**Configuration**

**Pre-compile time (1)**

**Use cases**
Pre-compile time configuration would be chosen for

- Enabling/disabling optional functionality
  This allows to exclude parts of the source code that are not needed
- Optimization of performance and code size
  Using `#defines` results in most cases in more efficient code than
  access to constants or even access to constants via pointers.
  Generated code avoids code and runtime overhead.

**Restrictions**

- The module must be available as source code
- The configuration is static and it may consist of one or more
  configuration sets identified by means of variation points. To update
  any configuration set (e.g. change the value of certain parameters),
  the module has to be recompiled.

**Required implementation**
Pre-compile time configuration shall be done via the module's two
configuration files (`*_Cfg.h`, `*_Cfg.c`) and/or by code generation:

- `*_Cfg.h` stores e.g. macros and/or `#defines`
- `*_Cfg.c` stores e.g. constants
**Configuration**

**Pre-compile time (2)**

Example 1: Enabling/disabling functionality

File Spi_Cfg.h:

```c
#define SPI_DEV_ERROR_DETECT   ON
```

File Spi_Cfg.c:

```c
const uint8 myconstant = 1U;
```

File Spi.c (available as source code):

```c
#include "Spi_Cfg.h"   /* for importing the configuration parameters */

extern const uint8 myconstant;

#if (SPI_DEV_ERROR_DETECT == ON)
Det_ReportError(Spi_ModuleId, 0U, 3U, SPI_E_PARAM_LENGTH);   /* only one instance available */
#endif
```

Note: The Memory Abstraction (as specified by AUTOSAR) is not used to keep the example simple.
**Configuration**

**Pre-compile time (3)**

Example 2: Event IDs reported to the Dem
XML configuration file of the NVRAM Manager:
Specifies that it needs the event symbol `NVM_E_REQ_FAILED` for production error reporting.

File Dem_Cfg.h (generated by Dem configuration tool):
```c
typedef uint8 Dem_EventIdType; /* total number of events = 46 => uint8 sufficient */

#define DemConf_DemEventParameter_FLSErase_Successful_0   1U
#define DemConf_DemEventParameter_FLSErase_Successful_1   2U
#define DemConf_DemEventParameter_FLSPWrite_Successful_0   3U
#define DemConf_DemEventParameter_FLSPWrite_Successful_1   4U
#define DemConf_DemEventParameter_NVM_E_REQ_FAILED       5U
#define DemConf_DemEventParameter_CANSM_E_BUS_OFF         6U
...
```

Example for a multiple instance driver (e.g. internal and external flash module)

File Dem.h:
```c
#include "Dem_Cfg.h" /* for providing access to event symbols */
```

File NvM.c (available as source code):
```c
#include "Dem.h"     /* for reporting production errors */

Dem_SetEventStatus(DemConf_DemEventParameter_NVM_E_REQ_FAILED, DEM_EVENT_STATUS_PASSED);
```
Use cases
Link time configuration would be chosen for

- Configuration of modules that are only available as object code (e.g. IP protection or warranty reasons)
- Creation of configuration after compilation but before linking.

Required implementation

1. One configuration set, no runtime selection
   Configuration data shall be captured in external constants. These external constants are located in a separate file. The module has direct access to these external constants.

2. 2..n configuration sets, runtime selection possible
   Configuration data shall be captured within external constant structs. The module gets a pointer to one of those structs at initialization time. The struct can be selected at each initialization.
Example 1: Event IDs reported to the Dem by a multiple instantiated module (Flash Driver) only available as object code
XML configuration file of the Flash Driver:
Specifies that it needs the event symbol FLS_E_WRITE_FAILED for production error reporting.

File Dem_Cfg.h (generated by Dem configuration tool):
```c
typedef uint16 Dem_EventIdType; /* total number of events = 380 => uint16 required */

#define DemConf_DemEventParameter_FLS_E_ERASE_FAILED_0   1U
#define DemConf_DemEventParameter_FLS_E_ERASE_FAILED_1   2U
#define DemConf_DemEventParameter_FLS_E_WRITE_FAILED_0   3U
#define DemConf_DemEventParameter_FLS_E_WRITE_FAILED_1   4U
#define DemConf_DemEventParameter_NVM_E_REQ_FAILED       5U
#define DemConf_DemEventParameter_CANSM_E_BUS_OFF        6U
...```

File Fls_Lcfg.c:
```c
#include "Dem_Cfg.h"   /* for providing access to event symbols */

const Dem_EventIdType Fls_WriteFailed[2] = {DemConf_DemEventParameter_FLS_E_WRITE_FAILED_1, 
                                           DemConf_DemEventParameter_FLS_E_WRITE_FAILED_2};
```

File Fls.c (available as object code):
```c
#include "Dem.h"       /* for reporting production errors */
extern const Dem_EventIdType Fls_WriteFailed[];

Dem_SetEventStatus(Fls_WriteFailed[instance], DEM_EVENT_STATUS_FAILED);
```

**Note:** the complete include file structure with all forward declarations is not shown here to keep the example simple.
**Example 2: Event IDs reported to the Dem by a module (Flash Driver) that is available as object code only**

**Problem**

Dem_EventIdType is also generated depending of the total number of event IDs on this ECU. In this example it is represented as uint16. The Flash Driver uses this type, but is only available as object code.

**Solution**

In the contract phase of the ECU development, a bunch of variable types (including Dem_EventIdType) have to be fixed and distributed for each ECU. The object code suppliers have to use those types for their compilation and deliver the object code using the correct types.
**Configuration**

**Post-build time (1)**

**Use cases**

Post-build time configuration would be chosen for

- Configuration of data where only the structure is defined but the contents not known during ECU-build time
- Configuration of data that is likely to change or has to be adapted after ECU-build time (e.g. end of line, during test & calibration)
- Reusability of ECUs across different car versions (same application, different configuration), e.g. ECU in a low-cost car version may transmit less signals on the bus than the same ECU in a luxury car version.

**Restrictions**

- Implementation requires storing all possibly relevant configuration items in a flashable area and requires pointer dereferencing upon config access. Implementation precludes generation of code, which has impact on performance, code and data size.

**Required implementation**

1. One configuration set, no runtime selection
   - Configuration data shall be captured in external constant structs. These external structs are located in a separate memory segment that can be individually reloaded. The module gets a pointer to a base struct at initialization time.

2. 2..n configuration sets, runtime selection possible
   - Configuration data shall be captured within external constant structs. These external structs are located in a separate memory segment that can be individually reloaded. The module gets a pointer to one of several base structs at initialization time. The struct can be selected at each initialization.
Example 1
If the configuration data is fixed in memory size and position, the module has direct access to these external structs.
Required implementation 2: Configuration of CAN Driver that is available as object code only; a configuration set can be selected out of multiple configuration sets during initialization time.

File Can_PBcfg.c:
```c
#include "Can.h" /* for getting Can_ConfigType */
const Can_ConfigType MySimpleCanConfig[2] =
{
    {
        Can_BitTiming = 0xDF,
        Can_AcceptanceMask1 = 0xFFFFFFFF,
        Can_AcceptanceMask2 = 0xFFFFFFFF,
        Can_AcceptanceMask3 = 0x034DFF,
        Can_AcceptanceMask4 = 0x0FF0000
    },
    { ... }
};
```

File EcuM.c:
```c
#include "Can.h" /* for initializing the CAN Driver */
Can_Init(&MySimpleCanConfig[0]);
```

File Can.c (available as object code):
```c
#include "Can.h" /* for getting Can_ConfigType */
void Can_Init(Can_ConfigType* Config)
{
    /* write the init data to the CAN HW */
}
```
**Configuration Variants**

Different use cases require different kinds of configurability. Therefore the following configuration variants are provided:

- **VARIANT-PRE-COMPILE**
  
  Only parameters with "Pre-compile time" configuration are allowed in this variant.

- **VARIANT-LINK-TIME**
  
  Only parameters with "Pre-compile time" and "Link time" are allowed in this variant.

- **VARIANT-POST-BUILD**
  
  Parameters with "Pre-compile time", "Link time" and "Post-build time" are allowed in this variant.

**Example use cases:**

- Reprogrammable PDU routing tables in gateway (Post-build time configurable PDU Router required)
- Statically configured PDU routing with no overhead (Pre-compile time configuration of PDU Router required)

To allow the implementation of such different use cases in each BSW module, up to 3 variants can be specified:

- A variant is a dedicated assignment of the configuration parameters of a module to configuration classes
- Within a variant a configuration parameter can be assigned to only ONE configuration class
- Within a variant a configuration class for different configuration parameters can be different (e.g. Pre-Compile for development error detection and post-build for reprogrammable PDU routing tables)
- It is possible and intended that specific configuration parameters are assigned to the same configuration class for all variants (e.g. development error detection is in general Pre-compile time configurable).
### Configuration

**Memory Layout Example: Post-build configuration**

EcuM defines the index:

<table>
<thead>
<tr>
<th>Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0x8000</td>
<td>index (=0x8000)</td>
</tr>
<tr>
<td>0x8000</td>
<td>&amp;xx_configuration = 0x4710</td>
</tr>
<tr>
<td>0x8002</td>
<td>&amp;yy_configuration = 0x4720</td>
</tr>
<tr>
<td>0x8004</td>
<td>&amp;zzz_configuration = 0x4730</td>
</tr>
<tr>
<td></td>
<td>...</td>
</tr>
</tbody>
</table>

Xx defines the modules configuration data:

<table>
<thead>
<tr>
<th>Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0x4710</td>
<td>&amp;the_real_xx_configuration</td>
</tr>
<tr>
<td>0x4710</td>
<td>lower = 2</td>
</tr>
<tr>
<td>0x4712</td>
<td>upper = 7</td>
</tr>
<tr>
<td>0x4714</td>
<td>more_data</td>
</tr>
<tr>
<td></td>
<td>...</td>
</tr>
</tbody>
</table>

Yy defines the modules configuration data:

<table>
<thead>
<tr>
<th>Address</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>0x4720</td>
<td>&amp;the_real_yy_configuration</td>
</tr>
<tr>
<td>0x4720</td>
<td>Xx_data1 = 0815</td>
</tr>
<tr>
<td>0x4722</td>
<td>Yy_data2 = 4711</td>
</tr>
<tr>
<td>0x4724</td>
<td>more_data</td>
</tr>
<tr>
<td></td>
<td>...</td>
</tr>
</tbody>
</table>

Description where to find what is an overall agreement:
1. EcuM needs to know all addresses including index
2. The modules (xx, yy, zz) need to know their own start address: in this case: 0x4710, 0x4720 ...
3. The start addresses might be dynamic i.e. changes with new configuration
4. When initializing a module (e.g. xx, yy, zz), EcuM passes the base address of the configuration data (e.g. 0x4710, 0x4720, 0x4730) to the module to allow for variable sizes of the configuration data.

The module data is agreed locally (in the module) only
1. The module (xx, yy) knows its own start address (to enable the implementer to allocate data section)
2. Only the module (xx, yy) knows the internals of its own configuration

For details, see Chapter “Post-build implementation” in “AUTOSAR_TR_CImplementationRules.pdf”
### Configuration

**Memory Layout Example: Multiple configuration sets**

<table>
<thead>
<tr>
<th>FL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0x8000</td>
<td>&amp;index[] (=0x8000)</td>
<td></td>
</tr>
<tr>
<td>0x8000</td>
<td>&amp;xx_configuration = 0x4710</td>
<td></td>
</tr>
<tr>
<td>0x8002</td>
<td>&amp;yy_configuration = 0x4720</td>
<td></td>
</tr>
<tr>
<td>0x8004</td>
<td>&amp;zz_configuration = 0x4730</td>
<td></td>
</tr>
</tbody>
</table>
|   |   | ...

<table>
<thead>
<tr>
<th>FR</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0x8008</td>
<td>&amp;xx_configuration = 0x5000</td>
<td></td>
</tr>
<tr>
<td>0x800a</td>
<td>&amp;yy_configuration = 0x5400</td>
<td></td>
</tr>
<tr>
<td>0x800c</td>
<td>&amp;zz_configuration = 0x5200</td>
<td></td>
</tr>
</tbody>
</table>
|   |   | ...

<table>
<thead>
<tr>
<th>RL</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>0x8010</td>
<td>&amp;xx_configuration = ...</td>
<td></td>
</tr>
<tr>
<td>0x8012</td>
<td>&amp;yy_configuration = ...</td>
<td></td>
</tr>
<tr>
<td>0x8014</td>
<td>&amp;zz_configuration = ...</td>
<td></td>
</tr>
</tbody>
</table>
|   |   | ...

As before, the description where to find what is an overall agreement

1. The index contains more than one description (FL, FR,..) in an array (here the size of an array element is agreed to be 8)

2. There is an agreed variable containing the position of one description selector = CheckPinCombination()

3. Instead of passing the pointer directly there is one indirection:
   (struct EcuM_ConfigType *) &index[selector];

4. Everything else works as in conventional single configuration case.

For details, see Chapter “Post-build implementation” in “AUTOSAR_TR_Cl ImplementationRules.pdf”
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Integration and Runtime Aspects
Mapping of Runnables

➢ Runnables are the active parts of Software Components
➢ They can be executed concurrently, by mapping them to different Tasks.
➢ The figure shows further entities like OS-applications, Partitions, µC-Cores and BSW-Resources which have to be considered for this mapping.
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Integration and Runtime Aspects - Partitioning

Introduction

➢ Partitioning is implemented by using OS-Applications within the OS

➢ OS-Applications are used as error containment regions:
  ■ Permit logical grouping of SW-Cs and resources
  ■ Recovery policies defined individually for each OS-Application

➢ OS-Application consistency is ensured by the system/platform, for instance for:
  ■ Memory access violation
  ■ Time budget violation

➢ OS-Applications can be terminated or restarted during run-time as a result of a detected error:
  ■ Further actions required: see example on following slides
  ■ All BSW modules are placed in privileged OS-Applications
  ■ These OS-Applications should not be restarted or terminated

➢ OS-Applications are configured in the ECU configuration:
  ■ SW-Cs are mapped to OS-Applications (Consequence: restricts runnable to task mapping)
  ■ An OS-Application can be configured as restartable or not

➢ Communication across OS-Application boundaries is realized by the IOC
Integration and Runtime Aspects - Partitioning

Example of restarting OS-Application

- A violation (error) has occurred in the system (e.g., memory or timing violation)
  - Decision (by integrator code) to restart the OS-Application
- Other OS-Applications remain unaffected

- The OS-Application is terminated by the OS, cleanup possible
  - Communication to the OS-Application is stopped
  - Communication from the OS-Application is stopped (e.g., default values for ports used)

- The OS-Application is restarting (integrator code), initial environment for OS-Application setup (init runnables, port values etc)
  - Communication to the OS-Application is stopped
  - Communication from the OS-Application is stopped

- The OS-Application is restarted and up and running
  - Communication is restored
  - OS-Application internally handles state consistency
Integration and Runtime Aspects - Partitioning

Involved components

- Protection Hook
  - Executed on protection violation (memory or timing)
  - Decides what the action is (Terminate, Restart, Shutdown, Nothing)
  - Provided by integrator
  - OS acts on decision by inspecting return value

- OsRestartTask
  - Started by OS in case Protection Hook returns Restart
  - Provided by integrator
  - Runs in the OS-Application's context and initiates necessary cleanup and restart activities, such as:
    - Stopping communication (ComM)
    - Updating NvM
    - Informing Watchdog, CDDs etc.

- RTE
  - Functions for performing cleanup and restart of RTE in OS-Application
  - Triggers init runnables for restarted OS-Application
  - Handles communication consistency for restarting/terminated OS-Applications

- Operating System
  - OS-Applications have states (APPLICATION_ACCESSIBLE, APPLICATION_RESTART, APPLICATION_TERMINATED)
  - OS provides API to terminate other OS-Applications (for other errors than memory/timing)
Integration and Runtime Aspects - Partitioning

Restart example

Os/Application state for the considered Partition.

APPLICATION_ACTIVE

ProtectionHook

ActivateTask

AllowAccess

APPLICATION_RESTARTING

APPLICATION_ACTIVE

TerminateTask

RTEProtectionHookOS OSRestartTask BSW modules

Trigger cleanup in the BSW partition

Polling end of asynchronous cleanups

request a restart of the partition to the RTE
Integration and Runtime Aspects - Partitioning
Other examples

➢ Termination
  ■ An OS-Application can be terminated directly
  ■ Also for termination, some cleanup may be needed, and this shall be performed in the same way as when restarting an OS-Application

➢ Error detection in applications
  ■ SW-Cs may require restart for other reasons than memory or timing violation
  ■ A termination/restart can be triggered from a SW-C using the OS service TerminateApplication()
  ■ Example: a distributed application requires restart on multiple ECUs
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Integration and Runtime Aspects - Scheduling
General Architectural Aspects

- Basic Software Scheduler and the RTE are generated together.
- This enables
  - that the same OS Task schedules BSW Main Functions and Runnable Entities of Software Components
    - to optimize the resource consumption
    - to configure interlaced execution sequences of Runnable Entities and BSW Main functions.
  - a coordinated switching of a Mode affecting BSW Modules and Application Software Components
  - the synchronized triggering of both, Runnable Entities and BSW Main Functions by the same External Trigger Occurred Event.
Integration and Runtime Aspects - Scheduling

Basic Scheduling Concepts of the BSW

BSW Scheduling shall
➢ Assure correct timing behavior of the BSW, i.e., correct interaction of all BSW modules with respect to time

Data consistency mechanisms
➢ Applied data consistency mechanisms shall be configured by the ECU/BSW integrator dependent from the configured scheduling.

Single BSW modules do not know about
➢ ECU wide timing dependencies
➢ Scheduling implications
➢ Most efficient way to implement data consistency

Centralize the BSW schedule in the BSW Scheduler configured by the ECU/BSW integrator and generated by the RTE generator together with the RTE
➢ Eases the integration task
➢ Enables applying different scheduling strategies to schedulable objects
  ■ Preemptive, non-preemptive, ...
➢ Enables applying different data consistency mechanisms
➢ Enables reducing resources (e.g., minimize the number of tasks)
➢ Enables interlaced execution sequences of Runnable Entities and BSW Main functions

Restrict the usage of OS functionality
➢ Only the BSW Scheduler and the RTE shall use OS objects or OS services (exceptions: EcuM, Complex Drivers and services: GetCounterValue and GetElapsedCounterValue of OS; MCAL modules may enable/disble interrupts)
➢ Rationale:
  ■ Scheduling of the BSW shall be transparent to the system (integrator)
  ■ Enables reducing the usage of OS resources (Tasks, Resources,...)
  ■ Enables re-using modules in different environments
Integration and Runtime Aspects - Scheduling
Scheduling Objects, Triggers and Mode Disabling Dependencies

BSW Scheduling objects
➢ Main functions
   ■ n per module
   ■ located in all layers

BSW Events
➢ BswTimingEvent
➢ BswBackgroundEvent
➢ BswModeSwitchEvent
➢ BswModeSwitchedAckEvent
➢ BswInternalTriggerOccurredEvent
➢ BswExternalTriggerOccurredEvent
➢ BswOperationInvokedEvent

Triggers
➢ Main functions can be triggered in all layers by the listed BSW Events

Mode Disabling Dependencies
➢ The scheduling of Main functions can be disabled in particular modes.
Integration and Runtime Aspects - Scheduling
Transformation Process

Logical Architecture (Model)
- Ideal concurrency
- Unrestricted resources
- Only real data dependencies
- Scheduling objects
- Trigger
  - BSW Events
- Sequences of scheduling objects
- Scheduling Conditions
- ...

Technical Architecture (Implementation)
- Restricted concurrency
- Restricted resources
- Real data dependencies
- Dependencies given by restrictions
- OS objects
  - Tasks
  - ISRs
  - Alarms
  - Resources
  - OS services
- Sequences of scheduling objects within tasks
- Sequences of tasks
- ...

Transformation
- Mapping of scheduling objects to OS Tasks
- Specification of sequences of scheduling objects within tasks
  - Specification of task sequences
  - Specification of a scheduling strategy
- ...

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Integration and Runtime Aspects - Scheduling

Transformation Process – Example 1

Logical Architecture (Model)

- Zzz_MainFunction_Bbb();
- Yyy_MainFunction_Aaa();
- Xxx_MainFunction_Aaa();

Technical Architecture (Schedule Module)

```c
Task1 {
    Zzz_MainFunction_Bbb();
    Yyy_MainFunction_Aaa();
    glue code
    Xxx_MainFunction_Aaa();
    glue code
    ...
}
```

- Mapping of scheduling objects to OS Tasks
- Specification of sequences of scheduling objects within tasks
**Integration and Runtime Aspects - Scheduling**
Transformation Process – Example 2

**Logical Architecture (Model)**

- Xxx_MainFunction_Bbb();
- Yyy_MainFunction_Bbb();

**Technical Architecture (Schedule Module)**

```
Task2 {
  ...
  Xxx_MainFunction_Bbb();
  ...
}
Task3 {
  ...
  Yyy_MainFunction_Bbb();
  ...
}
```

- Mapping of scheduling objects to OS Tasks
Integration and Runtime Aspects - Scheduling
Data Consistency – Motivation

Logical Architecture (Model)

- Access to resources by different and concurrent entities of the implemented technical architecture (e.g., main functions and/or other functions of the same module out of different task contexts)

```
Xxx_Module
    Xxx_MainFunction();

Yyy_Module
    Yyy_MainFunction();
    Yyy_AccessResource();
```

Technical Architecture (Schedule Module)

Data consistency strategy to be used:

- Sequence, Interrupt blocking, Cooperative Behavior, Semaphores (OSEK Resources), Copies of...
Data Consistency – Example 1 – “Critical Sections” Approach

Data consistency is ensured by:

- Interrupt blocking

Implementation of Schedule Module

```c
#define SchM_Enter_<mod>_<name> \ 
  DisableAllInterrupts
#define SchM_Exit_<mod>_<name> \ 
  EnableAllInterrupts

Yyy_AccessResource() {
  ...
  SchM_Enter_Xyy_XYZ();
  <access_to_shared_resource>
  SchM_Exit_Xyy_XYZ();
  ...
}

Yyy_MainFunction() {
  ...
  SchM_Enter_Yyy_XYZ();
  <access_to_shared_resource>
  SchM_Exit_Yyy_XYZ();
  ...
}
```
Data consistency is ensured by:
- Sequence

Logical Architecture (Model)/Technical Architecture (Schedule Module)

Task1
- XXX_Module
  - XXX_MainFunction();
  - Yyy_AccessResource();
  - XYZ resource

Task2
- Yyy_MainFunction();

Implementation of Schedule Module

```c
#define SchM_Enter_<mod>_<name> \
    /* nothing required */
#define SchM_Exit_<mod>_<name> \
    /* nothing required */

Yyy_AccessResource() {
    ...
    SchM_Enter_Xyy_XYZ();
    <access_to_shared_resource>
    SchM_Exit_Xxx_XYZ();
    ...
}

Yyy_MainFunction() {
    ...
    SchM_Enter_Yyy_XYZ();
    <access_to_shared_resource>
    SchM_Exit_Yyy_XYZ();
    ...
}
```

Transformation
Integration and Runtime Aspects
Mode Communication / Mode Dependent Scheduling

➢ The mode dependent scheduling of BSW Modules is identical to the mode dependent scheduling of runnables of software components.

➢ A mode manager defines a Provide `ModeDeclarationGroupPrototype` in its Basic Software Module Description, and the BSW Scheduler provides an API to communicate mode switch requests to the BSW Scheduler.

➢ A mode user defines a Required `ModeDeclarationGroupPrototype` in its Basic Software Module Description. On demand the BSW Scheduler provides an API to read the current active mode.

➢ If the Basic Software Module Description defines Mode Disabling Dependencies, the BSW Scheduler suppresses the scheduling of BSW Main functions in particular modes.
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**Integration and Runtime Aspects**
*Vehicle and application mode management (1)*

**Relation of Modes:**
- Every system contains Modes at different levels of granularity. As shown in the figure, there are vehicle modes and several applications with modes and ECUs with local BSW modes.
- Modes at all this levels influence each other.

Therefore:
- Depending on vehicle modes, applications may be active or inactive and thus be in different application modes.
- Vice versa, the operational state of certain applications may cause vehicle mode changes.
- Depending on vehicle and application modes, the BSW modes may change, e.g. the communication needs of an application may cause a change in the BSW mode of a communication network.
- Vice versa, BSW modes may influence the modes of applications and even the whole vehicle, e.g. when a communication network is unavailable, applications that depend on it may change into a limp-home mode.
Integration and Runtime Aspects
Vehicle and application mode management (2)

Processing of Mode Requests
The basic idea of vehicle mode management is to distribute and arbitrate mode requests and to control the BSW locally based on the results.

This implies that in each OS-Application, there has to be a mode manager that switches the modes for its local mode users and controls the BSW. Of course there can also be multiple mode managers that switch different Modes.

The mode request is a “normal” sender/receiver communication (system wide) while the mode switch always a local service.
Integration and Runtime Aspects
Vehicle and application mode management (3)

The distribution of mode requests is performed by the RTE and the RTE also implements the handling of mode switches.

- E.g. for vehicle modes, a mode request originates from one central mode requestor SW-C and has to be received by the BswMs in many ECUs. This is an exception of the rule that SW-Cs may only communicate to local BSW.

- BswMs running in different OS-Applications can propagate mode requests by Sender-Receiver communication (SchMWrite, SchMRead).

The major part of the needed functionality is placed in the Basic Software Mode Manager (BswM for short). Since the BswM is located in the BSW, it is present in every OS-Application and local to the mode users as well as the controlled BSW modules.
**Integration and Runtime Aspects**
Vehicle and application mode management (4)

**Mode Processing Cycle**
- The mode requester SW-C requests mode A through its sender port. The RTE distributes the request and the BswM receives it through its receiver port.
- The BswM evaluates its rules and if a rule triggers, it executes the corresponding action list.
- When executing the action list, the BswM may issue a (configurable optional) RTE call to the mode switch API as a last action to inform the mode users about the arbitration result, e.g. the resulting mode A'.
- Any SW-C, especially the mode requester, can register to receive the mode switch indication.
- The mode requests can originate from local and remote ECUs or OS-Applications.
- Note that the mode requestor can only receive the mode switch indications from the local BswM, even if the requests are sent out to multiple OS-Applications.
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**Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic**

**Error Classification (1)**

**Types of errors**

**Hardware errors / failures**
- Root cause: Damage, failure or 'value out of range', detected by software
- Example 1: EEPROM cell is not writable any more
- Example 2: Output voltage of sensor out of specified range

**Software errors**
- Root cause: Wrong software or system design, because software itself can never fail.
- Example 1: wrong API parameter (EEPROM target address out of range)
- Example 2: Using not initialized data

**System errors**
- Example 1: CAN receive buffer overflow
- Example 2: time-out for receive messages
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic
Error Classification (2)

Error Classes

➢ Development Errors
  Development errors are software errors. They shall be detected like assertions and fixed during development phase. The detection of errors that shall only occur during development can be switched off per module for production code (by static configuration namely preprocessor switches). The according API is specified within AUTOSAR, but the functionality can be chosen/implemented by the developer according to specific needs.

➢ Runtime Errors
  Runtime errors are systematic software errors. They indicate severe exceptions that hinder correct execution of the code. The monitors may stay in code even for a deployed systems. Synchronous handling of these errors can be done optionally in integrator code.

➢ Transient Faults
  Transient faults occur in hardware e. g. by passage of particles or thermal noise. Synchronous handling of these faults can be done optionally in integrator code. The detecting module may offer behavioral alternatives selectable by this integrator code.

➢ Production Errors / Extended Production Errors
  Those errors are stored in fault memory for repair actions in garages. Their occurrence can be anticipated and cannot be avoided in production code. Production errors have a detection and a healing condition.
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic

Error Reporting – Alternatives

There are several alternatives to report an error (detailed on the following slides):

Via API
Inform the caller about success/failure of an operation.

Via statically definable callback function (notification)
Inform the caller about failure of an operation

Via central Error Hooks (Default Error Tracer, Det)
For logging and tracing errors during product development. Can be switched off for production code.

Via central Callouts (Default Error Tracer, Det)
For handling errors during product lifetime.

Via central Error Function (AUTOSAR Diagnostic Event Manager)
For error reaction and logging in series (production code)

Each application software component (SW-C) can report errors to Diagnostic Event Manager (Dem).
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic Mechanism in relation to AUTOSAR layers and system life time

Life cycle:
- development
- production
- After production

- Default Error Tracer (Det)
- Diagnostic Log and Trace (Dlt)
- End to End Communication (E2E)
- Diagnostic Event Manager (Dem) and Function Inhibition Manager (FiM)
- Watchdog (Wdg)
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic

Error Reporting via API

Informs the caller about failure of an operation by returning an error status.

Basic return type
Success: E_OK (value: 0)
Failure: E_NOT_OK (value: 1)

Specific return type
If different errors have to be distinguished for production code, own return types have to be defined. Different errors shall only be used if the caller can really handle these. Specific development errors shall not be returned via the API. They can be reported to the Default Error Tracer (Det).

Example: services of EEPROM driver
Success: EEPROM_E_OK
General error (service not accepted): EEPROM_E_NOT_OK
Write Operation to EEPROM was not successful: EEPROM_E_WRITE_FAILED
Error reporting via Diagnostic Event Manager (Dem)

For reporting production/series errors.

Those errors have a defined reaction depending on the configuration of this ECU, e.g.:

- Writing to error memory
- Disabling of ECU functions (e.g. via Function Inhibition Manager)
- Notification of SW-Cs

The Diagnostic Event Manager is a standard AUTOSAR module which is always available in production code and whose functionality is specified within AUTOSAR.

Error reporting via Default Error Tracer (Det)

For reporting development/runtime errors.

The Default Error Tracer is mainly intended for handling errors during development time but also for handling systematic errors in production code. Within the Default Error Tracer many mechanisms are possible, e.g.:

- Count errors
- Write error information to ring buffer in RAM
- Send error information via serial interface to external logger
- Infinite Loop, Breakpoint

The detection and reporting of development errors to the Default Error Tracer can be statically switched on/off per module (preprocessor switch or different object code builds of the module) but not for Runtime errors.
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic
Diagnostic Event Manager – Diagnostic Error Reporting

API
The Diagnostic Event Manager has the following API:

Dem_SetEventStatus(EventId, EventStatus)

Problem: the error IDs passed with this API have to be ECU wide defined, have to be statically defined and have to occupy a compact range of values for efficiency reasons. Reason: The Diagnostic Event Manager uses this ID as index for accessing ROM arrays.

Error numbering concept: XML based error number generation
Properties:
- Source and object code compatible
- Single name space for all production relevant errors
- Tool support required
- Consecutive error numbers → Error manager can easily access ROM arrays where handling and reaction of errors is defined

Process:
- Each BSW Module declares all production code relevant error variables it needs as “extern”
- Each BSW Module stores all error variables that it needs in the ECU configuration description (e.g. CANSM_E_BUS_OFF)
- The configuration tool of the Diagnostic Event Manager parses the ECU configuration description and generates a single file with global constant variables that are expected by the SW modules (e.g.
  const Dem_EventIdType DemConf_DemEventParameter_CANSM_E_BUS_OFF=7U; or
  #define DemConf_DemEventParameter_CANSM_E_BUS_OFF ((Dem_EventIdType)7))
- The reaction to the errors is also defined in the Error Manager configuration tool. This configuration is project specific.
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic

Default Error Tracer – Example: Development Error Reporting

API

The Default Error Tracer has the following API for reporting development errors (runtime errors and transient faults use identical APIs with different names):

```
Det_ReportError(uint16 ModuleId, uint8 InstanceId, uint8 ApiId, uint8 ErrorId)
```

Error numbering concept

**ModuleId (uint16)**

The Module ID contains the AUTOSAR module ID from the Basic Software Module List. As the range is 16 Bit, future extensions for development error reporting of application SW-C are possible. The Basic SW uses only the range from 0..255.

**InstanceId (uint8)**

The Instance ID represents the identifier of an indexed based module starting from 0. If the module is a single instance module it shall pass 0 as an instance ID.

**ApiId (uint8)**

The API IDs are specified within the software specifications of the BSW modules. They can be #defines or constants defined in the module starting with 0.

**ErrorId (uint8)**

The Error IDs are specified within the software specifications of the BSW modules. They can be #defines defined in the module’s header file.

If there are more errors detected by a particular software module which are not specified within the AUTOSAR module software specification, they have to be documented in the module documentation.

All Error-IDs have to be specified in the BSW description.
The module **Diagnostic Log and Trace (Dlt)** collects log messages and converts them into a standardized format. The Dlt module forwards the data to the PduR, which sends it to the configured communications bus.

Therefore the Dlt provides the following functionalities:

- **Logging**
  - logging of errors, warnings and info messages from AUTOSAR SW-Cs, providing a standardized AUTOSAR interface,
  - gathering all log and trace messages from all AUTOSAR SW-Cs in a centralized AUTOSAR service component (Dlt) in the BSW,
  - logging of messages from Det and
  - logging of messages from Dem.

- **Tracing**
  - of RTE activities

- **Control**
  - individual log and trace messages can be enabled/disabled and
  - Log levels can be controlled individually by back channel.

- **Generic**
  - Dlt is available during development and production phase,
  - access over standard diagnosis or platform specific test interface is possible and
  - security mechanisms to prevent misuse in production phase are provided.
The Dlt communication module is enabled by an external client.

1. A SW-C is generating a log message. The log message is sent to Dlt by calling the Interface provided by Dlt.

2. Dlt implements the Dlt protocol.

3. Dlt sends the encoded log message to the communication bus.

4. An external Dlt client collects the log message and provides it for later analysis.
Integration and Runtime Aspects - Error Handling, Reporting and Diagnostic
Diagnostic Log and Trace (3)

API
The Diagnostic Log and Trace has syntactically the following API:

```
Dlt_SendLogMessage(Dlt_SessionIDType session_id, Dlt_MessageLogInfoType log_info, uint8 *log_data,
                   uint16 log_data_length)
```

Log message identification:

- **session_id**
  - Session ID is the identification number of a log or trace session. A session is the logical entity of the source of log or trace messages. If a SW-C is instantiated several times or opens several ports to Dlt, a new session with a new Session ID for every instance is used. A SW-C additionally can have several log or trace sessions if it has several ports opened to Dlt.

- **log_info** contains:
  - **Application ID / Context ID**
    - Application ID is a short name of the SW-C. It identifies the SW-C in the log and trace message. Context ID is a user defined ID to group log and trace messages produced by a SW-C to distinguish functionality. Each Application ID can own several Context IDs. Context ID’s are grouped by Application ID’s. Both are composed by four 8 bit ASCII characters.
  - **Message ID**
    - Message ID is the ID to characterize the information, which is transported by the message itself. It can be used for identifying the source (in source code) of a message and shall be used for characterizing the payload of a message. A message ID is statically fixed at development or configuration time.
  - **log_data**
    - Contains the log or trace data itself. The content and the structure of this provided buffer is specified by the Dlt transmission protocol.

Description File
Normally the **log_data** contains only contents of not fixed variables or information (e.g. no static strings are transmitted). Additionally a description file shall be provided. Within this file the same information for a log messages associated with the Message ID are posted. These are information how to interpret the **log_data** buffer and what fixed entries belonging to a log message.
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XCP is an ASAM standard for calibration purpose of an ECU.

XCP within AUTOSAR provides the following basic features:

- Synchronous data acquisition
- Synchronous data stimulation
- Online memory calibration (read / write access)
- Calibration data page initialization and switching
- Flash Programming for ECU development purposes
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Integration and Runtime Aspects – Safety End to End (E2E) Communication Protection

Wrapper Approach – Overview

Typical sources of interferences, causing errors detected by E2E protection:

SW-related sources:
S1. Error in mostly generated RTE
S2. Error in partially generated and partially hand-coded COM
S3. Error in network stack
S4. Error in generated IOC or OS

HW-related sources:
H1. Failure of HW network
H2. Network electromagnetic interference
H3. Microcontroller failure during context switch or on the communication between cores

Direct function call
**Integration and Runtime Aspects – Safety End to End (E2E) Communication Protection**

**Wrapper Approach – Logic**

**Libraries**

- E2E Lib

**AUTOSAR Runtime Environment (RTE)**

**OS-Application 1**

1. Produce safe data elements
2. Invoke safe transmission request - E2EWRP_Write_<p>_<o>()

**OS-Application 2**

3. Call E2E protect on array – E2E_P0x_Protect()

**E2E protection wrapper**

4. Invoke RTE - RTE_Write_<p>_<o>() to transmit the data element

5. RTE communication (intra or inter ECU), either through COM, IOC, or local in RTE

9. Consume safe data elements

6. Invoke safe read do get the data element - E2EWRP_Read_<p>_<o>()

7. Invoke RTE read - RTE_Read_<p>_<o>() to get the data element

8. Call E2E check on array - E2E_P0xCheck()

Notes:

- For each RTE Write or Read function that transmits safety-related data (like Rte_Write_<p>_<o>()), there is the corresponding E2E protection wrapper function.
- The wrapper function invokes AUTOSAR E2E Library.
- The wrapper function is a part of Software Component and is preferably generated.
- The wrapper function has the same signature as the corresponding RTE function, just instead of Rte there is E2EPW_.
- The E2EPW__function is called by Application logic of SW-Cs, and the wrapper does the protection/checks and calls internally the RTE function.
- For inter-ECU communication, the data elements sent through E2E Protection wrapper are be byte arrays. The byte arrays are put without any alterations in COM I-PDUs.
Integration and Runtime Aspects – Safety End to End (E2E) Communication Protection

Wrapper Approach – Caveat

NOTE:
➢ The E2E wrapper approach involves technologies that are not subjected to the AUTOSAR standard and is superseded by the superior E2E transformer approach (which is fully standardized by AUTOSAR). Hence, new projects (without legacy constraints due to carry-over parts) shall use the fully standardized E2E transformer approach.
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**Integration and Runtime Aspects – Secure Onboard Communication**

**Overview - Message Authentication and Freshness Verification**

- **Sender**
  - Input data (arbitrary length)
  - Secret key K
  - MAC generation
    - Monotonic counter
    - FV
    - Full MAC (128 Bit)
  - MAC truncation

- **Receiver**
  - Secret key K
  - MAC verification
    - Last rcv counter
    - Monotonic counter sync
    - FV

**MAC**: Message Authentication Code

**FV**: Freshness Counter Value

---

**Application Layer**

**RTE**

**Secured I-PDU**

**Authentic I-PDU**

---

Document ID 53: AUTOSAR_EXP_LayeredSoftwareArchitecture
SecOC BSW:
➢ adds/verifies authentication information (for/from lower layer)
➢ realizes interface of upper and lower layer modules
➢ is addressed by PduR routing configuration
➢ maintains buffers to store and modify secured I-PDUs

Communication Services

AUTOSAR COM

PDU Router

Routing Table

SecOC BSW

Upper Layer SW Module (e.g. COM)

PDUR

Lower Layer Communication Modules (e.g. CanIf, CanTp)

FrIf

CanIf

TP

FrTp

CanTp

Integration and Runtime Aspects – Secure Onboard Communication
Integration as communication service
Integration and Runtime Aspects – Secure Onboard Communication
Integration with other services

Communication Services
- AUTOSAR COM
- PDU Router
- Routing Table
- TP
  - FrTp
  - CanTp
- FrIf
- CanIf

Key & Counter Management Services
- Crypto Service Manager
- Diagnostic Event Manager

System Services

Integration with other services

RTE

Document ID 53: AUTOSAR_EXP_LayeredSoftwareArchitecture
MACsec Key Agreement:
- Configures the MACsec entities to enable MACsec protected traffic
- Generates and processes MKPDUs
- Uses Crypto Services to generate and validate ICVs of MKPDUs
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Energy Management

Introduction

The goal of efficient energy management in AUTOSAR is to provide mechanisms for power saving, especially while *bus communication is active* (e.g. charging or clamp 15 active). AUTOSAR R3.2 and R4.0.3 support only Partial Networking.

Partial Networking

➢ Allows for turning off network communication across multiple ECUs in case their provided *functions* are not required under certain conditions. Other ECUs can continue to communicate on the same bus channel.

➢ Uses NM messages to communicate the request/release information of a partial network cluster between the participating ECUs.

ECU Degradation

➢ Allows to switch of peripherals.
Example scenario of a partial network going to sleep

**Initial situation:**
- ECUs “A” and “B” are members of Partial Network Cluster (PNC) 1. ECUs “B”, “C” and “D” are members of PNC 2.
- All functions of the ECUs are organized either in PNC 1 or PNC 2.
- Both PNCs are active.
- PNC 2 is only requested by ECU “C”.
- The function requiring PNC 2 on ECU “C” is terminated, therefore ECU “C” can release PNC 2.

**This is what happens:**
- ECU “C” stops requesting PNC 2 to be active.
- ECUs “C” and “D” are no longer participating in any PNC and can be shutdown.
- ECU “B” ceases transmission and reception of all signals associated with PNC 2.
- ECU “B” still participates in PNC 1. That means it remains awake and continues to transmit and receive all signals associated with PNC 1.
- ECU “A” is not affected at all.
Energy Management – Partial Networking
Conceptual terms

➢ A significant part of energy management is about mode handling. For the terms
  ■ Vehicle Mode,
  ■ Application Mode and
  ■ Basic Software Mode
  see chapter 3.4 of this document.

➢ Virtual Function Cluster (VFC): groups the communication on port level between SW-components that are required to realize one or more vehicle functions. This is the logical view and allows for a reusable bus/ECU independent design.

➢ VFC-Controller: Special SW-component that decides if the functions of a VFC are required at a given time and requests or releases communication accordingly.

➢ Partial Network Cluster (PNC): is a group of system signals necessary to support one or more vehicle functions that are distributed across multiple ECUs in the vehicle network. This represents the system view of mapping a group of buses to one or more VFCs.
Partial Networking (PN) is currently supported on CAN and FlexRay buses.

LIN and CAN slave buses (i.e. CAN buses without network management) can be activated* using PN but no wake-up or communication of NM messages (including a PNC bit vector) are supported on those buses.

To wake-up a PN ECU, a special transceiver HW is required as specified in ISO 11898-5.

- The standard wake-up without special transceiver HW known from previous AUTOSAR releases is still supported.

A VFC can be mapped to any number of PNCs (including zero)

- The concept of PN considers a VFC with only ECU-internal communication by mapping it to the internal channel type in ComM as there is no bus communication and no physical PNC

Restrictions for CAN

- J1939 and PN exclude each other, due to address claiming and J1939 start-up behaviour
- J1939 need to register first their address in the network before they are allowed to start communication after a wake-up.
- A J1939 bus not using address claiming can however be activated using PN as a CAN slave bus as described above

Restrictions on FlexRay

- FlexRay is only supported for requesting and releasing PNCs.
- FlexRay nodes cannot be shut down since there is no HW available which supports PN.

* All nodes connected to the slave buses are always activated. It is not possible only to activate a subset of the nodes.
Energy Management – Partial Networking
Mapping of Virtual Function Cluster to Partial Network Cluster

- Here both Partial Networks map to one CAN bus.
- One Partial Network can also span more than one bus.
Energy Management – Partial Networking

Involved modules – Solution for CAN

- **Application Layer**
- **Communication Hardware Abstraction**
- **System Services**
- **Communication Services**
- **Energy Management**

**Involved modules**
- **CanIf**
- **CanTrcv**
- **ComM**
- **CanNm**
- **CanSM**
- **SW-C**

**RTE**
- Mode request or ComM_User Request

**BswM**
- I-PDU GroupSwitch
- VFC to PNC to channel translation
- PNC management (request/release of PNCs)
- Indication of PNC states

**ComM**
- PNC states
- PNC request/release information
- Network Request
- Request ComMode

**PduR**
- Trigger Transmit

**CanIf**
- Filter incoming NM messages
- Collect internal and external PNC requests
- Send out PNC request information in NM user data
- Spontaneous sending of NM messages on PNC startup

**Nmlf**
- Collect internal and external PNC requests
- Send out PNC request information in NM user data
- Spontaneous sending of NM messages on PNC startup

**CanTrcv**
- Filter incoming NM messages
- Collect internal and external PNC requests
- Send out PNC request information in NM user data
- Spontaneous sending of NM messages on PNC startup

**NMIf**
- Request ComMode

**COM**
- I-PDU GroupSwitch
- Exchange PNC request/release information between NM and ComM via NM user data
- Enable/disable I-PDU-groups

**RTE**
- Start/stop I-PDU-groups
- Coordination of I-PDU group switching
Energy Management – ECU Degradation
Involved modules – Solution for I/O Drivers

- Application Layer
- I/O Hardware Abstraction
- System Services
- Energy Management – ECU Degradation

- SW-C
- OS
- BswM
- IOHwA
- Adc
- Pwm

RTE
Mode request
Control core HALT
Prepare / Enter power state
Notify power state ready

Complex Drivers

I/O Drivers
Switch power state

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Energy Management – ECU Degradation
Restrictions

- ECU Degradation is currently supported only on MCAL drivers Pwm and Adc.
- Core HALT and ECU sleep are considered mutually exclusive modes.
- Clock modifications as a means of reducing power consumption are not in the scope of the concept (but still remain available as specific MCU driver configurations).
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Global Time Synchronization provides synchronized time base(s) over multiple in-vehicle networks.

StbM provides the following features:
- Time provision
- Time base status
- Time gateway

CanTSyn / FrTSyn / EthTSyn provides the network-specific time synchronization protocol. EthTSyn provides additionally a rate-correction and latency calculation.

Use-case examples:
- Sensor data fusion
- Cross-ECU logging
Secure Global Time Synchronization ensures integrity and authenticity of synchronized time base(s) over in-vehicle networks.

ICV: Integrity Check Value
FV: Freshness Value
FVM: Freshness Value Manager