Introduction to Automotive Embedded Systems

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Hiroaki TAKADA

Executive Director and Professor
Center for Embedded Computing Systems, Nagoya Univ.
Chairman, TOPPERS Project

Email: hiro@ertl.jp  URL: http://www.ertl.jp/~hiro/
Introduction of Nagoya and Nagoya Univ.

Nagoya

- Center city of third largest metropolitan area in Japan
  - Tokyo (incl. Yokohama), Osaka, Nagoya, ...
- Located around the center of Japanese Main Island (between Tokyo and Osaka)
- Manufacturing industry center of Japan
- Automotive industries are concentrated, especially
  - The headquarters of Toyota Motor Corp. (located in Toyota City) is near to Nagoya.

Nagoya University

- National University located in Nagoya City
- Within top 10 (I hope top 5!) universities of Japan
- 4 Nobel Prize Winners
Location of Nagoya

Nagoya

Toyota (Mitsubishi Motor Corp.)

Okazaki (Mitsubishi Motor Corp.)

Hamamatsu (Suzuki)

Osaka

Tokyo
Self Introduction – Hiroaki Takada

Current Positions

- Professor, Nagoya University
- Executive Director, Center for Embedded Computing Systems (NCES), Nagoya University
- Chairman, TOPPERS Project

and several others

Major Research Topics

- Real-time operating systems for embedded systems
- Real-time scheduling and analysis
- Electronic system-level design
- Automotive embedded systems

! several joint projects with Toyota Motor Corp. and other Japanese automotive industries
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Brief Introduction to Our Activities – NCES and TOPPERS
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- Introduction to TOPPERS Project
INTRODUCTION TO AUTOMOTIVE EMBEDDED SYSTEMS
Automotive Embedded (Computing) Systems

Embedded (Computing) Systems

- A computer system that is embedded into an piece of equipment or a machine to control it.
- Embedded systems are applied to most electric/electronic equipment, recently.

Automotive Embedded (Computing) System

- A computer system that is embedded into a car to control it.
- An embedded computer unit is called an ECU (Electronic Control Unit).
Example: LEXUS LS-460

- more than 100 ECUs embedded when all optional equipments are installed.
- about 7,000,000 lines of software embedded.

(from different news media)

http://www.lexus.jp/
General Features of Automotive Embedded Systems

- Many (as many as 100) ECUs are used for the following purposes:
  - energy saving & low emission
  - safety (active & passive)
  - comfortableness, convenience, entertainment
  - cost & weight reduction
- ECUs are connected with several in-vehicle networks.
- High reliability and safety requirements
- Strict real-time property required
- Severe environmental conditions (temperature, EMC)
- Severe production cost restriction

ECUs for different systems/services have different requirements and require different technologies.
Classification of Automotive Embedded Systems

Powertrain and Chassis Control
- engine, automatic transmission, hybrid control, ...
- steering, brake, suspension, ...

Body Electronics
- instrument panel, key, door, window, lighting, ...
- air bag, seat belt, ...

Multimedia (Infotainment) Applications
- car audio, car navigation, traffic information, ...
- electronic toll collection (ETC), backguide monitor, ...

Integrated Systems/Services
- electronic stability control, pre-crash safety, ...
- parking assistance, lane keeping assistance, ...
Example (1) – Engine Management System

System Components

- control computer (ECU)
- many sensors
  - crank position sensor
  - air flow meter
  - intake temperature sensor
  - throttle sensor
- some actuators

Basic Functions of the Control System

- to calculate fuel injection volume and ignition timing, and to control the actuators in every rotation cycle
Timing Behavior of Engine Management System

- When rotation speed is 6000 rpm, one cycle is 20 msec.
- Timing precision of the ignition is 10 μsec. order.

<table>
<thead>
<tr>
<th>0</th>
<th>180</th>
<th>360</th>
<th>540</th>
<th>720 (= 0)</th>
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</table>

- intake
- injection
- ignition
- exhaust

injection
ignition
exhaust
Required Real-Time Property (Example)

- The calculation of the fuel injection volume must be finished before the injection timing.
- The calculation of the ignition timing must be finished before the ignition timing.
- Calculating too early has no additional value.

Safety Requirement (Example)

- Missing an ignition must not happen, because inflammable gas is emitted outside of the engine and can lead to a fire (because catalyst burns).
- If the ignition plug of a cylinder is broken, fuel must not be injected to the cylinder.

- The engine management system monitors the ignition plug and stops the injection if the plug is broken.
Example (2) – ABS

Function of ABS  ABS = Anti-lock Breaking System

- The speed of the car and the rotational speed of the wheel are monitored, and a skid is detected.
- When a skid is detected, hydraulic pressure to the brake is reduced to stop the skid.
- The system is relatively simple, but is becoming more complex, recently.

Safety Requirement (Example) and Fail-Safe Design

- Continuous reduction of hydraulic pressure causes non-braking.
- If some fault is detected, ABS stops functioning. Then, the brake works though a skid cannot be avoided.

fail-safe design
Example (3) – Airbag Control

Function of Airbag Control

- Airbag control system monitors various sensors including accelerometers and detects a collision.
- If a collision is detected, the ignition of a gas generator propellant is triggered to inflate a bag.

Real-Time Constraint

- The trigger must be within 10-20 msec. after the collision.

Safety Requirements

- Fail-safe design cannot be applied. ! even harder than ABS
Example (4) – Car Navigation System

- The current position of the car obtained from GPS, gyroscope, and others is displayed with the map.

- Route navigation service
- Traffic information is also displayed.
Specific Requirements on Example Systems

Engine Management
- very short response time (10 or 100μsec. order)
- large software and high computing power required
- high reliability

Air Bag
- a kind of signal processing application
- short response time (10msec. order)
- very high reliability

Car Navigation System
- largest and most complicated software in a car
- large computing power required
- moderate reliability, real-time property still required
Requirements on In-Vehicle Networks

Chassis Network  ➔ high-speed CAN, FlexRay
  ▶ short and guaranteed response time
  ▶ small data size
  ▶ high reliability

Body Electronics Network  ➔ low-speed CAN, LIN
  ▶ a large number of network nodes and data
  ▶ moderate reliability, low power consumption

Multimedia Network  ➔ MOST, IDB-1394
  ▶ high bandwidth for multimedia data
  ▶ moderate reliability
  (True) By-Wire Network ... in future  ➔ FlexRay?, TTP?
  ▶ very high reliability
Evolution Steps of Automotive Control Systems

Evolution of automotive control systems and networks is well understood with the following 4 stages.

Stage 1

- Computer control (ECU) is applied to various component (engine, brake, steering, and so on), independently.
- In-vehicle network is not used.

Stage 2

- Each control system (ECU) exchanges useful data for improving the quality of the control system.
- Each system operates almost independently, and timing constraints on networks are loose.
Stage 3 (Current)  *integrated systems/services*

- Each system still operates autonomously, and some services are provided with multiple ECUs connected with in-vehicle networks.
- Mechanical backup system still exists, thus the basic functions of a car are preserved even if an electronic system fails.

Stage 4.A (Future)

- Networks with outside of the car (communication with another car and the road) are intensively used.

Stage 4.B (Future)  *(true) by-wire systems*

- Mechanical systems (incl. backups) are replaced with ECUs and networks.
- A failure of electronic systems is life-critical.
Integrated System/Service Examples

Vehicle Dynamics Integrated Management (VDIM)

- Control brake, steering, and engine for avoiding slip and spin.

*ECB= Electronically Controlled Brake system
Pre-crash Safety System (PCS)

- When an obstacle is detected with stereo camera and millimeter-wave radar, the system retracts the seatbelts, warns the driver, and applies the brake.
- Driver's condition (e.g. face direction) is monitored.
Current Problems of Automotive Embedded Systems

Complicated system design
- Increasing development cost and time
- How to achieve high reliability and safety?

Large-scale and complicated software
- How to achieve high reliability and safety?
- How to effectively reuse existing software?

Too large number of ECUs
- Increasing cost
- Insufficient space (in a car) for ECUs

Complicated network architecture
- Increasing design complexity
Platform-base Development

Conventional Component-base Development

- Each ECU (component) is developed (usually independently) at first.
  - An automotive component supplier develops both of the hardware and software of ECU.
- Car (system) is designed by integrating the ECUs developed by different suppliers.

Platform-base Development

- Platform (PF) should be developed at first.
  - PF = Hardware PF + Software PF + Network
  - Software PF = OS + middleware
- Application software should be developed on the PF.
AUTOSAR (Automotive Open System Architecture)

- A global partnership of carmakers, car component, electronics, semiconductor, and software industries founded in 2003.
  - defines a methodology that supports a distributed, function-driven development process.
  - standardizes the software-architecture for ECU.

Core partners:

- BMW
- Daimler
- PSA Peugeot Citroen
- Bosch
- Ford
- Toyota Motor
- Continental
- GM
- Volkswagen

Results and Current Status

- Recent version (Release 4.0-REV 3) consists of about 100 specifications and 80 related documents.
- Phase III activity was started in 2010.
Overview of AUTOSAR Framework

AUTOSAR Approach

- Describe a system as a set of software components (SW-C) connected with virtual function bus, logically.
- Map the system to ECUs connected with in-vehicle network by a tool.
- ECU and system constraint descriptions are inputs to the tool.
- The software platform consists of RTE and BSW.
**Structure of AUTOSAR Software Platform**

**Run-Time Environment (RTE)**
- Provides interfaces between SW-Cs and between SW-C and BSW.
- Provides the BSW services to SW-C (API abstraction)
- Source code of RTE is generated by a tool from the description of communication interfaces

*the most distinctive feature of AUTOSAR platform*

**Basic Software (BSW)**
- operating system (OS)
- device drivers
- middleware
Structure of Basic Software (BSW)

- 4 function groups (system, memory, communication, I/O) are organized in 3 layers (service, ECU abstraction, microcontroller abstraction)
- complex drivers (to shortcut the layers)
JasPar (Japan Automotive Software Platform Architecture)

- Car makers and other companies jointly develop network technology, middleware, software platform for automotive control systems (founded in 2004).

Board Members
- Toyota Motor
- Nissan
- Honda
- DENSO
- Toyota Tsusho Electronics

Members
- about 100 carmakers, car component suppliers, semiconductor companies, and software companies

Major Activities and Results
- Standardization related to FlexRay (wiring rule, ...)
- Development of software platform based on AUTOSAR Standard.
- Development of design guidelines for ISO 26262.
ISO 26262 – Functional Safety Standard

What is Safety?

- Safety: “freedom from those conditions that can cause death, injury, occupational illness, or damage to or loss of equipment or property, or damage to the environment”
- Reliability: “the ability of a system or component to perform its required functions under stated conditions for a specified period of time”
- A safe system is not necessarily reliable and vice versa.

What is Functional Safety?

- Original meaning: safety achieved by functions
- “absence of unreasonable risk due to hazards caused by malfunctioning behavior of E/E systems” (ISO 26262-1)
What is ISO 26262?

- “Road vehicles – Functional safety –”

Characteristics of ISO 26262

- A compilation of best practice for developing a safety-related system.
  - In the standard, many development techniques of safe systems are listed and required depending on the safety level (ASIL).
- Reliability of hardware is calculated from the failure rate of each component consisting the system.
- Reliability of software is achieved with software development process.
  - A software that is developed with a process satisfying the requirements of the standard is considered to be enough reliable.
Overall Structure of ISO 26262

- ISO 26262 consists of 10 parts (Part 10 has not been published yet).

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<td>Part 10. Guideline on ISO 26262</td>
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ASIL (Automotive Safety Integrity Level)

- requirement level of safety measures to be applied for avoiding an unreasonable residual risk
- four (+ one) levels
  - ASIL D … most stringent level
  - ASIL C
  - ASIL B
  - ASIL A … least stringent level
- QM (quality management) … non-safety-related
- ASIL is determined for each hazardous event based on its severity, exposure, and controllability.
Future Trends of Automotive Embedded Systems

Advancement of Integrated Systems/Services
- communication with another car and the road
- using various information (surrounding situation and map information) for controlling a car
- emergence of true by-wire systems??

Changes in System Architecture
- ECU integration (or reduction)
- platform-base development
- separation into two types of ECUs

Changes in Software Development
- model-base design
- component-base software development
- virtual platform for software development
BRIEF INTRODUCTION TO OUR ACTIVITIES – NCES AND TOPPERS –
Overview of Our Activities

ERTL (Embedded and Real-Time Systems Laboratory)

- Takada Laboratory
- several joint projects with car makers, semi-conductor makers, and software companies

NCES (Center for Embedded Computing Systems)

- several (relatively) large-scale joint projects with car makers and car component suppliers
- projects for educating embedded system engineers

TOPPERS ... independent non-profit organization

- development of open-source real-time operating system (RTOS) and middleware for embedded systems
- cooperation of academia, industry, public research institutes, and individual engineers
Introduction to NCES

NCES (Center for Embedded Computing Systems)

- a research center focused on embedded computing systems
  - automotive application is the main focus
  - several (relatively) large-scale joint projects with car makers and car component suppliers
- established in 2006 to form a hub for collaborative research and education of embedded systems technologies

Scope of NCES

- research aiming at practical use in industry
- development of prototype system/software
- education and human resource development
Major Research Projects of NCES

Projects funded by Industries
- OS for in-vehicle multimedia systems (TMC)
- Next-generation automotive network (AutoNetworks Technologies, Ltd.)
- Next-generation real-time operating system for automotive control systems (consortium type)
- Automotive data integration platform (consortium type)
- Studies on functional safety standard (JarPar)
- Software PF for Space Application (JAXA)

Projects funded by Government
- Energy Consumption optimization of embedded systems (JST CREST)
- Automotive software platform conforming to the functional safety standard (METI)
OS for In-vehicle Multimedia Systems

- joint project with Toyota Motor Corp. started in 2006
- a hybrid OS for in-vehicle multimedia systems to achieve both reliability and flexibility/scalability
- SafeG, the most important result, is distributed as an open-source software from TOPPERS Project.

Diagram:

- **for reliability**
  - Control
    - Control Applications
  - RTOS
  - Inter-OS Monitor
  - Multicore Processor

- **for flexibility/scalability**
  - Infortainment
    - Infortainment Applications
  - General-Purpose OS
  - Network with outside of the car (Cellular Phone, Internet)
  - In-Vehicle Multimedia Network

Control Network (CAN, LIN, FlexRay)
Next-Generation Automotive Network

- joint project with AutoNetworks Technologies, Ltd. (a subsidiary of Sumitomo Electric Industries) started in April, 2006

Concept of Scalable CAN

- Scalable CAN is compatible with conventional CAN from software point of view and achieves higher bandwidth.
- Scalable CAN and conventional CAN can be connected with a gateway.

10Mbit/s CAN

- star topology, in which each node is connected to a central hub (gateway).

5Mbit/s CAN

- bus topology with limited number of nodes on a bus.
Next-Generation RTOS for Automotive Systems

- consortium-type project with NCES and 12 companies started in Apr. 2011
- 12 engineers from these companies are staying at NCES and engaged in the development.

What is to be developed

- specification of next-generation RTOS for automotive control systems based on AUTOSAR OS
- RTOS implementation based on the specification
- test suite for the RTOS

Release plan of the developed software

- Developed RTOS will be released as an open source software from TOPPERS Project.
- Test suite is shared only by the consortium members.
Introduction to TOPPERS Project

TOPPERS = Toyohashi Open Platform for Embedded and Real-Time Systems

Objectives of the Project

- To develop various open-source software for embedded systems including RTOS and to promote their use.

  *Building a widely used open-source OS as Linux in the area of embedded systems!*

Main Activities of the Project

- Building a definitive μITRON-conformant RTOS
- Developing a next generation RTOS technology
- Developing software development technology and tools for embedded systems
- Fostering Embedded System Engineers
Major Products (Software) of TOPPERS

! All SW listed below can be downloaded from the TOPPERS website at http://www.toppers.jp/.

TOPPERS/JSP Kernel (JSP = Just Standard Profile)

▶ RTOS conformant to the standard profile of μITRON4.0 specification

TOPPERS/ATK1 (ATK = Automotive Kernel)

▶ RTOS conformant to OSEK/VDX OS specification

TOPPER/ASP Kernel (ASP = Advanced Standard Profile)

▶ Improvement of JSP kernel
▶ Basis of TOPPERS new generation kernels

TOPPERS/FMP Kernel (FMP = Flexible Multiprocessing)

▶ Extension of ASP kernel to various types of multiprocessor systems
TECS (TOPPERS Embedded Component System)
- Specification and tools for component-based development of embedded software.

TINET
- Compact TCP/IP protocol stack conformant to ITRON TCP/IP API specification.
- Both IPv4 and IPv6 are supported.

TLV (TraceLogVisualizer)
- Customizable tool to visualize various trace logs, including the trace log of RTOS

Several Open Educational Materials
- Educational materials including presentation slides, software, and so on.
Application Example of TOPPERS OS

Consumer Applications

PM-A970 (EPSON)

IPSiO GX e3300 (Ricoh)

DO!KARAOKE (PANASONIC)

GT-541 (Brother)

UA-101 (Roland)
Industrial and Other Applications

H-IIIB (JAXA)  
under development

ASTRO-H (JAXA)  
under development

Kizashi (SUZUKI)

AP-X (Kyowa MEDIX)

DP-350  
(Daihen)

OSP-P200 (Okuma)

Hiroaki Takada