SHORT ETHERNET FRAMES

AUTOMOTIVE USE CASE

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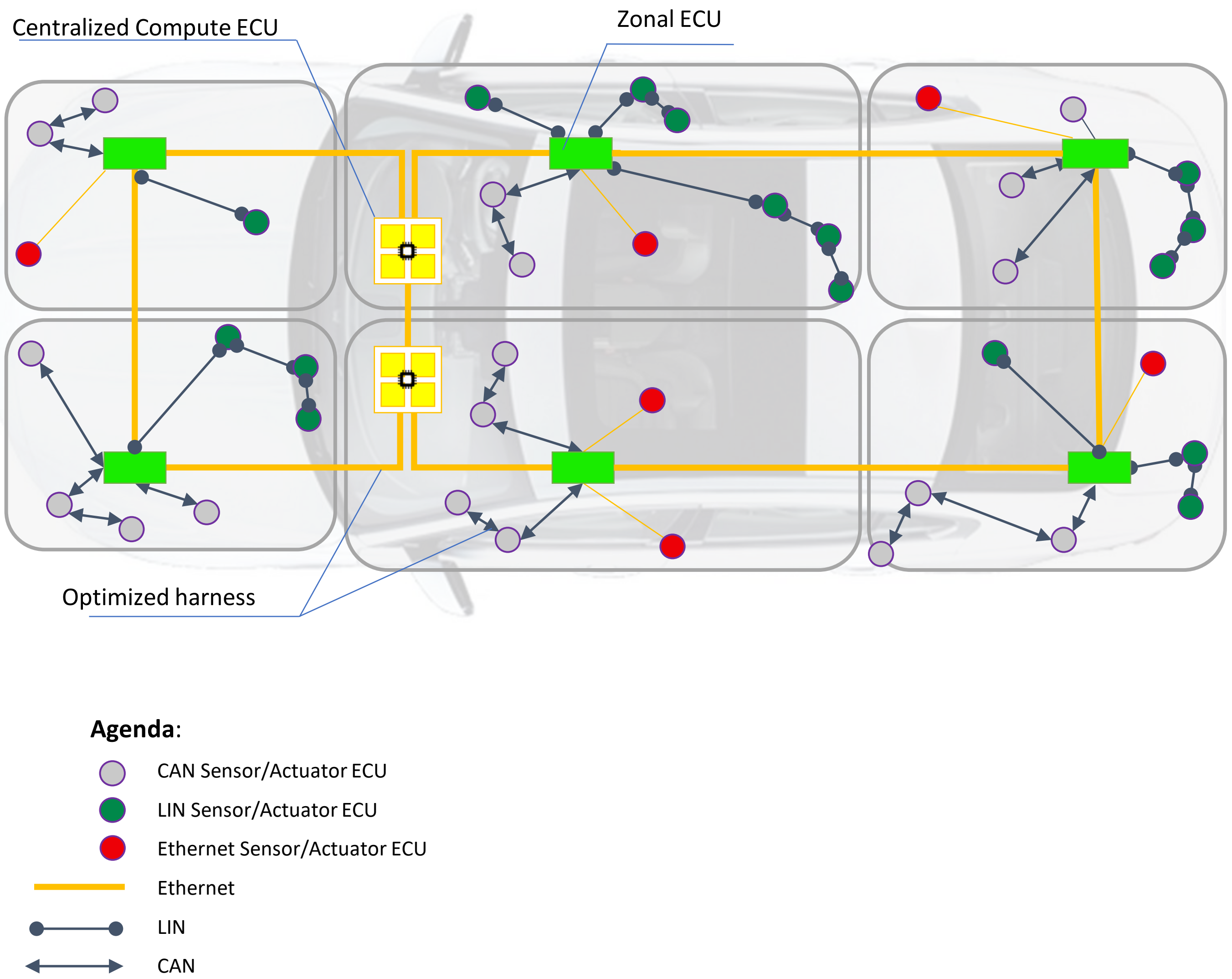
Short Ethernet Frames: Automotive Use Case

Assumptions



- Zonal architecture
- Zonal ECUs are connected with legacy communication, e.g., LIN, CAN
- Tunneling of legacy communication over Ethernet is required
  1. Zonal-to-Zonal ECU, and/or
  2. Zonal ECU-to-Centralized Compute ECU-to-Zonal ECU

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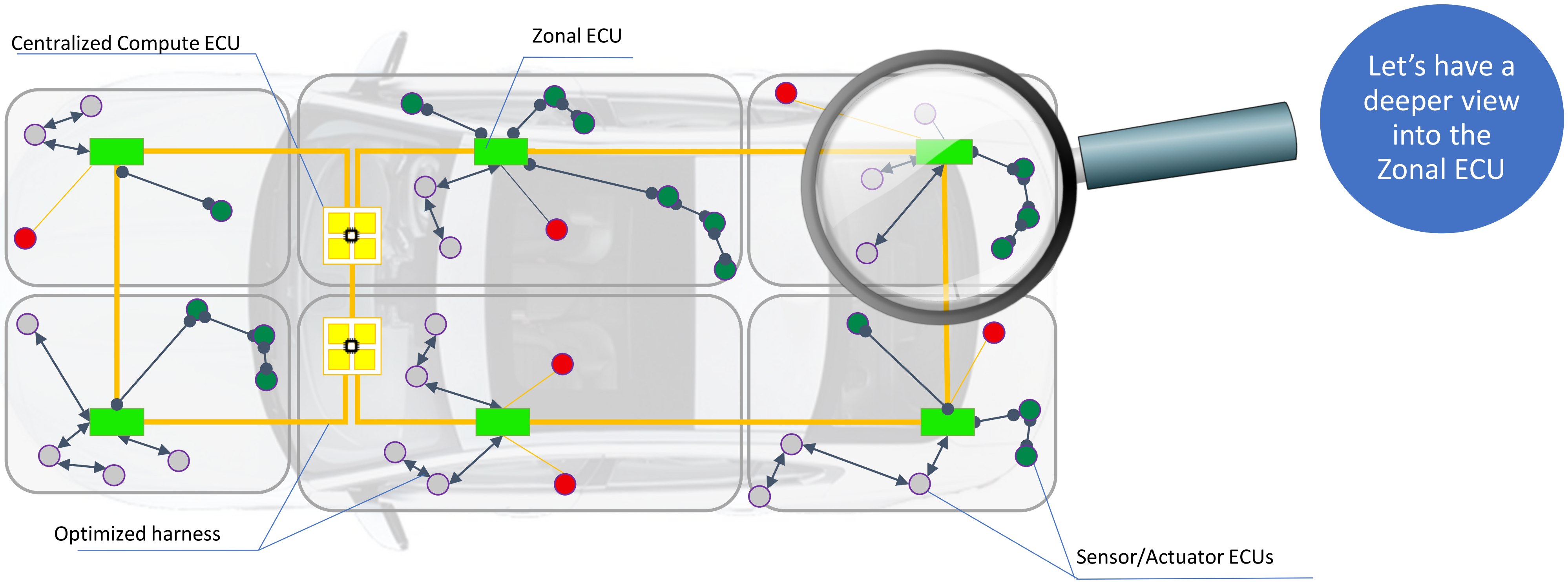
Deeper view of communication aspect



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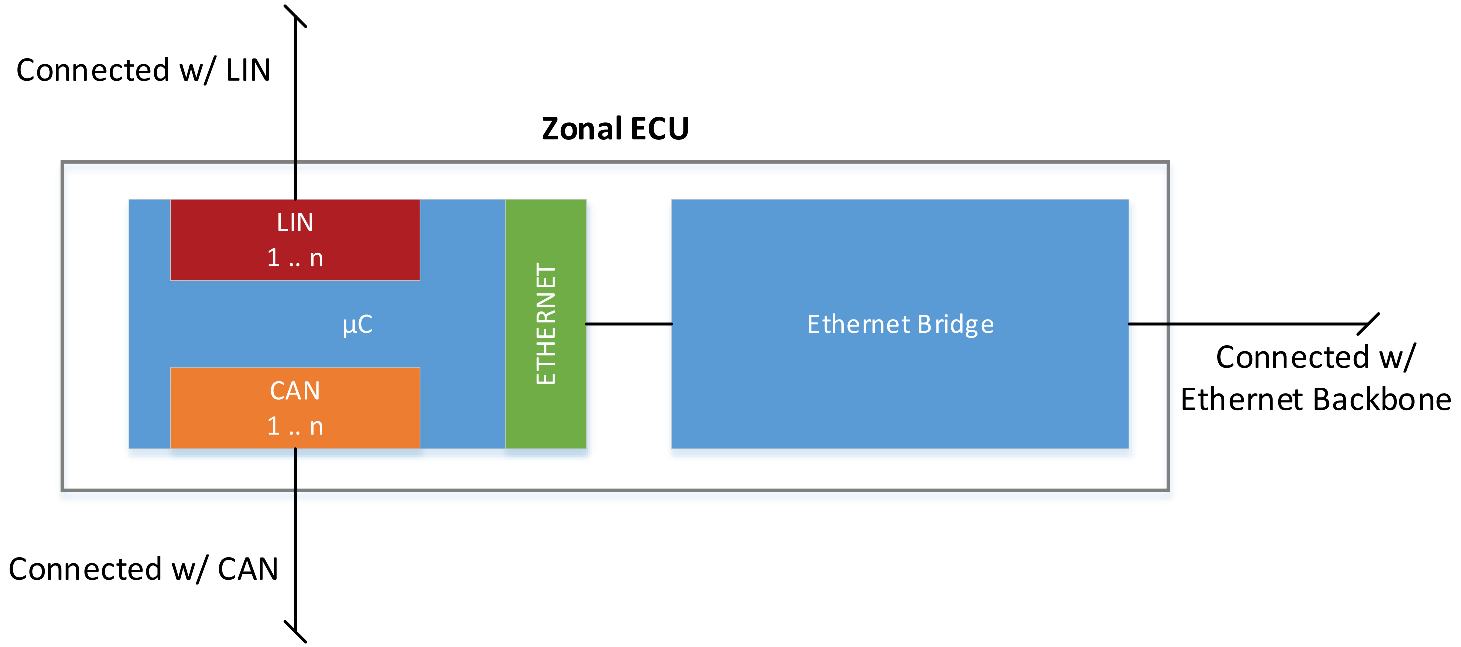
Deeper view of communication aspect

Focus:

- LIN and CAN communication & tunneling from Zonal ECU over the Ethernet backbone, via IEEE 1722-2016

An **easy** view of a Zonal ECU

- Internal µC has legacy communication, e.g., CAN, LIN



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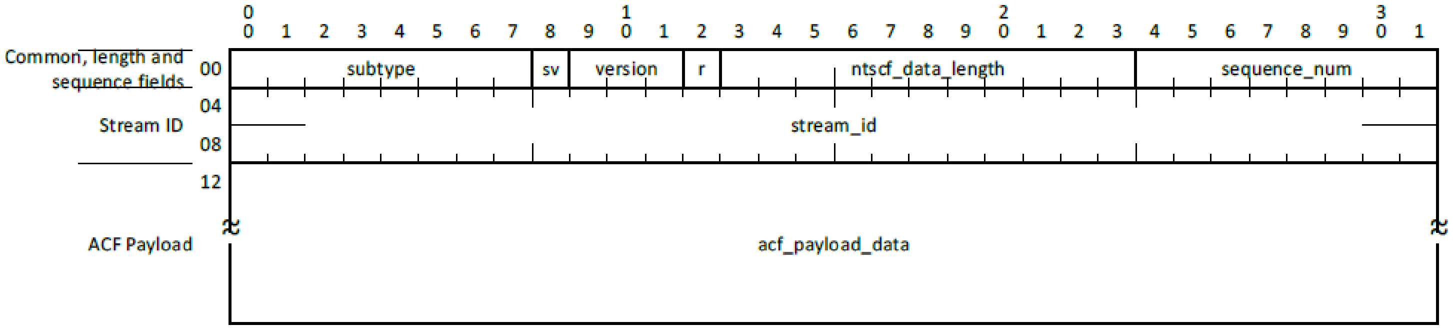
Background: IEEE 1722-2016 (1/3)

- Two different Control header:
  - **Non–Time-Synchronous Control Format header (NTSCF)**

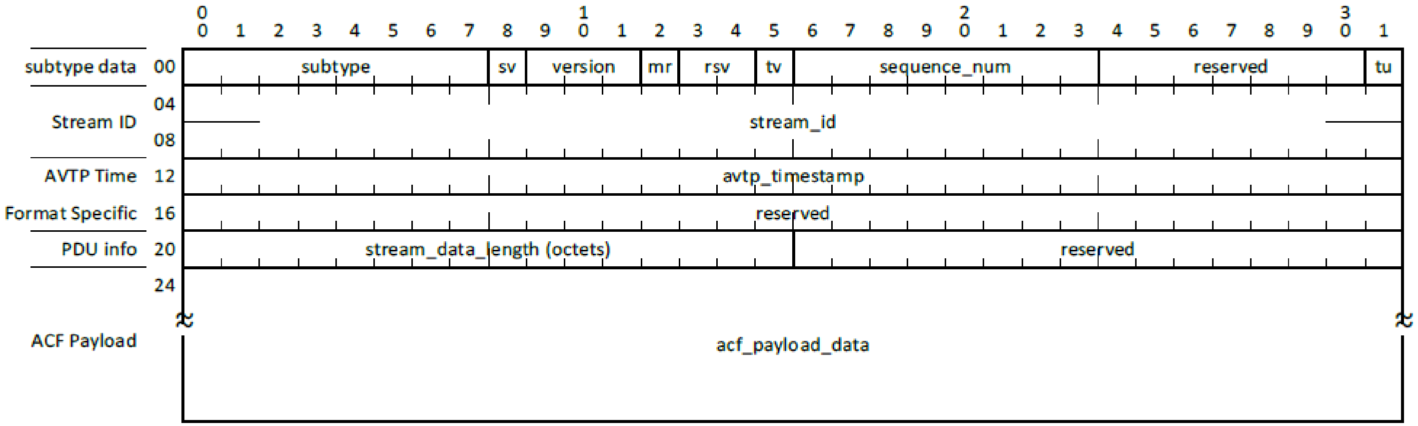


Source: IEEE Std 1722-2016

Header size:

12 octets

  - **Time-Synchronous Control Format header (TSCF)**



Source: IEEE Std 1722-2016

Header size:

24 octets

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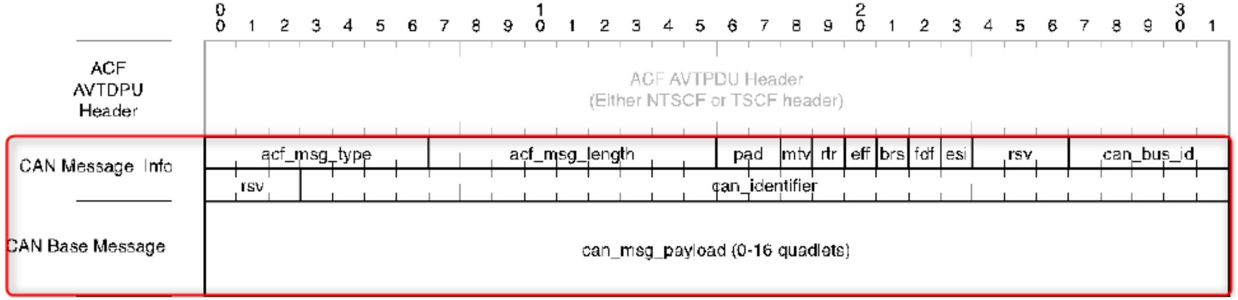
Background: IEEE 1722-2016 (2/3)

- Different ACF messages for different automotive legacy communication
  - **Abbreviated CAN**

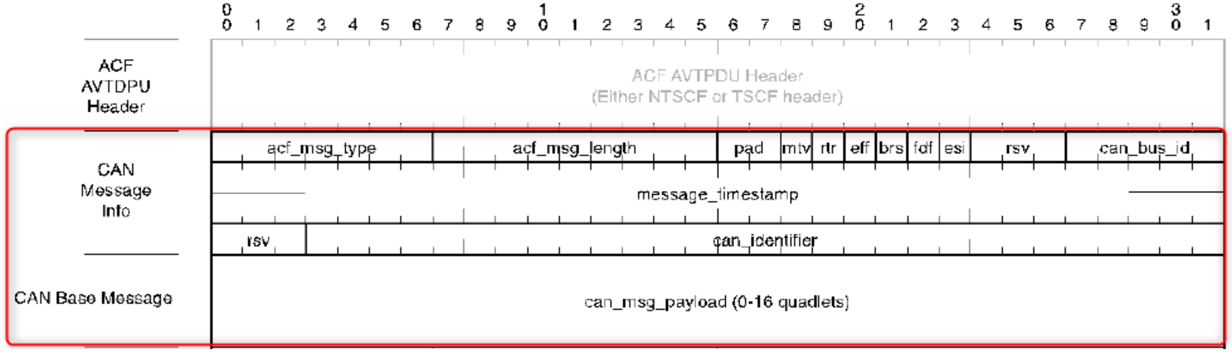


Source: IEEE Std 1722-2016

Message size (min/max payload) for **Classic CAN**:

8 octets / 16 octets

  - **CAN**



Source: IEEE Std 1722-2016

Message size (min/max payload) for **Classic CAN**:

16 octets / 24 octets

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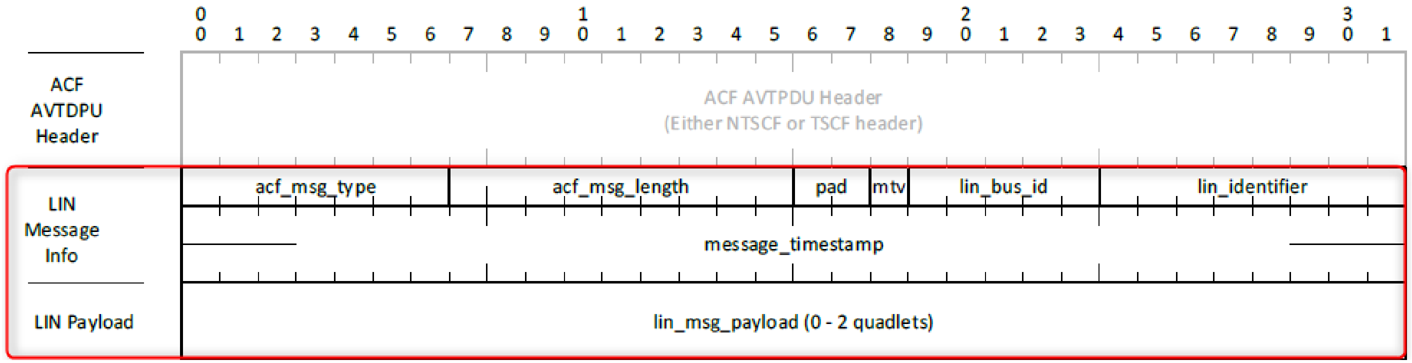
Background: IEEE 1722-2016 (3/3)

- **LIN**



Source: IEEE Std 1722-2016

<u>Message size (min/max Payload) for **LIN**:</u>

12 octets / 20 octets

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Ethernet Frame Length by using IEEE 1722-2016

Ethernet Packet (IEEE 802.3)

Preamble	Destination MAC	Source MAC	IEEE 802.1Q Tag (optional)	Ethertype/ Length	NTSC header/ TSC header (IEEE 1722-2016)	ACF message (IEEE 1722-2016)	CRC	IFG
8 octets	6 octets	6 octets	4 octets	2 octets	12/24 octets	Legacy Payload Inside	4 octets	12 octets

	Non-Time-Synchronous Control saving (in %) for min. and max. legacy payload	**Time-Synchronous Control** saving (in %) for min. and max. legacy payload
Abbreviated CAN (Classic CAN)	**Frame w/ IEEE 802.1Q tag:** ▶ 26.2% ▶ 16.7% **Frame w/o IEEE 802.1Q tag:** ▶ 31.0% ▶ 21.4%	**Frame w/ IEEE 802.1Q tag:** ▶ 11.9% ▶ 2.4% **Frame w/o IEEE 802.1Q tag:** ▶ 16.7% ▶ 7.1%
CAN (Classic CAN)	**Frame w/ IEEE 802.1Q tag:** ▶ 16.7% ▶ 7.1% **Frame w/o IEEE 802.1Q tag:** ▶ 21.4% ▶ 11.9%	**Frame w/ IEEE 802.1Q tag:** ▶ 2.4% ▶ **no saving** **Frame w/o IEEE 802.1Q tag:** ▶ 7.1% ▶ **no saving**
LIN	**Frame w/ IEEE 802.1Q tag:** ▶ 21.4% ▶ 11.9% **Frame w/o IEEE 802.1Q tag:** ▶ 26.2% ▶ 16.7%	**Frame w/ IEEE 802.1Q tag:** ▶ 7.1% ▶ **no saving** **Frame w/o IEEE 802.1Q tag:** ▶ 11.9% ▶ 2.38%

21 out of 24 cases the Ethernet Packet length is smaller than 84 octets

- only in 3 cases it is greater than 84 octets

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Summary

- For automotive it would be **useful** of reducing the min. Ethernet Packet size below 84 octets
  - **The benefits are:**
    - increase bandwidth efficiency, as shown
    - decrease interference/delays
- Legacy Traffic
  - Especially in case of tunneling automotive legacy communication into the Ethernet backbone and vice versa by using IEEE 1722-2016 transport protocol
  - **21 out of 24 cases** has been proven an advantage of reducing the min. Ethernet Packet size of 84 octets
  - Shorter headers other than 1722 may appear in future while legacy communication is assumed to remain for a longer period of time. In this case, the bandwidth efficiency **would increase further** by reducing the min. Ethernet Packet size

Thank you for **your attention**

Questions, Opinions, Ideas?

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