



**Competitive Innovations PLUS**  
**Embedded Systems Competence**

**Implementing serial automotive communication  
protocols with the Bosch GTM-IP**

CISC Semiconductor Corp. – Mountain View (CA), U.S.A.

Detroit, October 10-11, 2017

# About CISC

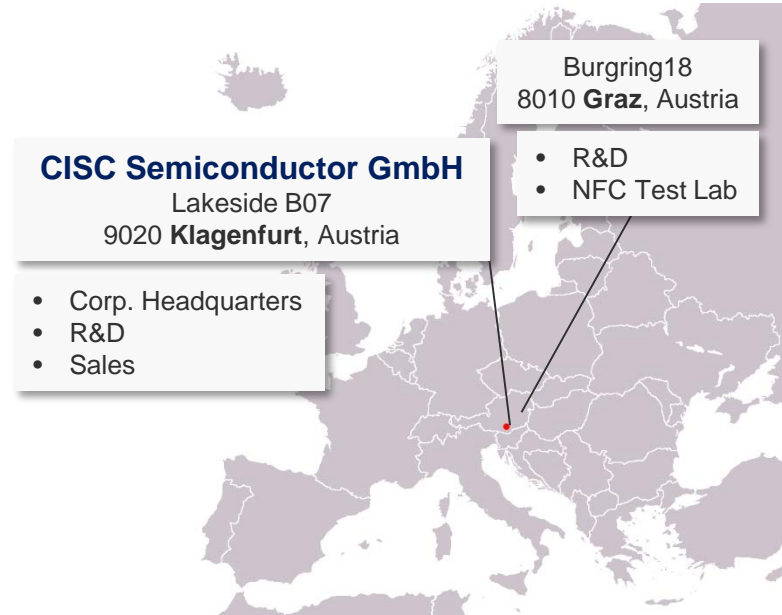
- ▶ CISC is an **international oriented** and highly awarded company that provides competitive and innovative **products** and **technology** for **system<sup>\*)</sup> integration** and **security**.
- ▶ CISC delivers worldwide both products and engineering services to our customers being represented in the Semiconductor, Automotive, Wireless Communication and RFID/NFC industry.

\*) **System** = heterogeneous networked embedded microelectronic systems

# CISC engineering figures

- More than 500 engineering projects with world wide (EU, US, CA, CN, JP, BR, KR, AU, ...) customers successfully finished
  - ▣ 5 customers among 1<sup>st</sup> 50 of “Fortune 500” companies
  - ▣ 4 customers out of the “11 chip companies over \$1bn in 2017 capex ranking”
  - ▣ 200+ high tech companies form broad customer base
  - ▣ 2 customer of 1<sup>st</sup> 3 of “Automotive Top 100 global OEM parts suppliers”
- More than 50 joint international R&D projects
  - ▣ More than 100 person years R&D investment
- 100% of R&D staff hold at least a master degree

# CISC Sites



# CISC Business Units

CISC Semiconductor is organized in **3 business units** on three locations Klagenfurt, Graz, AUSTRIA and Mountain View (CA), U.S.A.



- Electrical Power Train
- Safety Systems
- Body electronics
- Transceiver
  - FlexRay
  - CAN
  - LIN
- Advanced  $\mu$ C's
  - TRICORE verification
  - BOSCH GTM IP



- Inductive Systems
  - 125kHz
  - 13,56 MHz
- Propagative Systems
  - 950 MHz
  - 2,4 GHz
- Readers, Tags
- UWB
- Transceivers
- Int. Standardization



- Tools
  - SHARC®
  - SIMBA
  - Model Libraries
- Methodology
  - Mixed Signal / Mixed Domain Design Methods
  - Embedded system simulation
  - Design Centering / Yield Optimization

# Agenda

- Characteristics of serial protocols
- GTM features suitable for serial protocols
- Concepts for implementation
  - low level; and
  - Protocol level
- Verification
  - Model/Testbench
  - On FPGA
  - Compliance to standards (e.g. AUTOSAR)
- CPU interfacing
- Examples

# Characteristics of serial protocols

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Implementing serial automotive communication protocols with the Bosch GTM-IP

# Challenges

- Synchronization
- Data rate detection
- Bus arbitration
- High clock variations (e.g. +/-20 % for SENT)
- Allowed deviation between successive calibration pulses very low (e.g. +/-1.5625 % for SENT)
- Error recovery



# Concepts for implementation

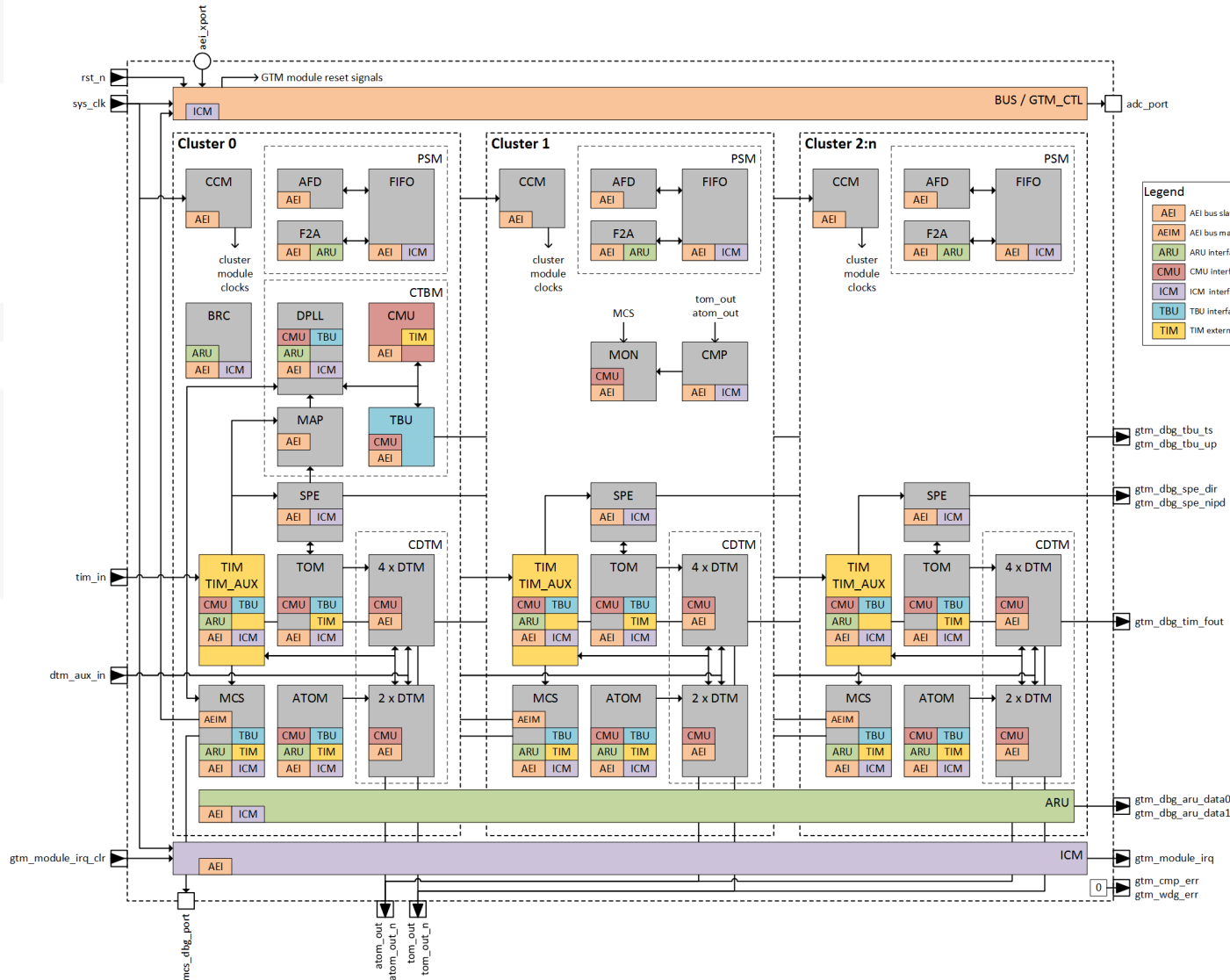
- All protocol features covered by the MCS
  - Minimize workload for the CPU
  - CPU just configures the GTM modules
- Message handling
  - Using different interfaces between CPU und MCS according to message priorities

# GTM features suitable for serial protocols

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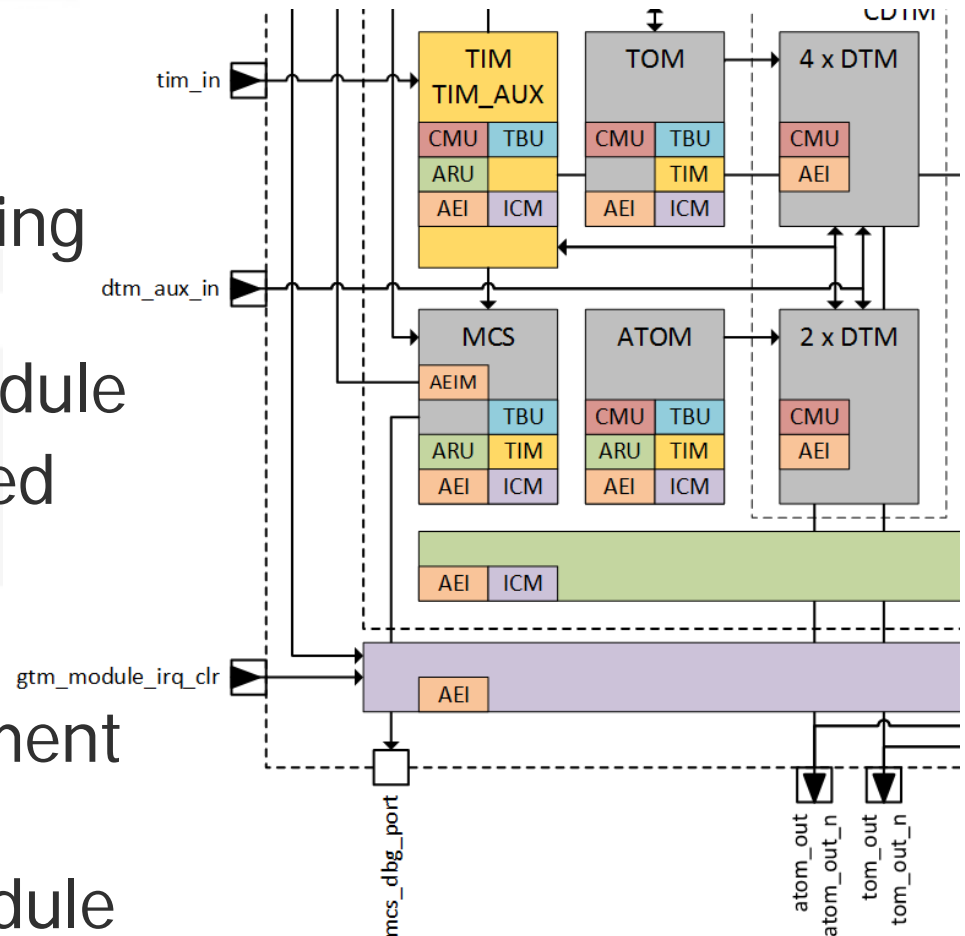
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# GTM V3.1 overview



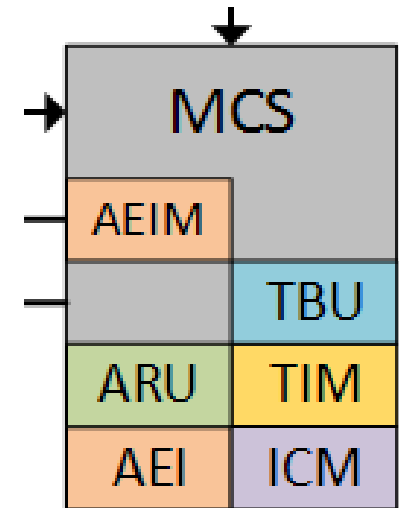
# GTM units in use

- MCS - Multi Channel Sequencer
- ARU - Advanced Routing Unit
- TIM - Timer Input Module
- ATOM - ARU-connected Timer Output Module
- TBU - Time Base Unit
- CMU - Clock Management Unit
- DTM - Dead Time Module



# MCS and serial protocols

- MCS – Multi Channel Sequencer
  - ▣ CPU-independent data processing
  - ▣ Input data from TIM (RX)
  - ▣ Output data via ATOM (TX)
  - ▣ Timing with TBU
  - ▣ ARU connected
  - ▣ AEI-BUS master and slave

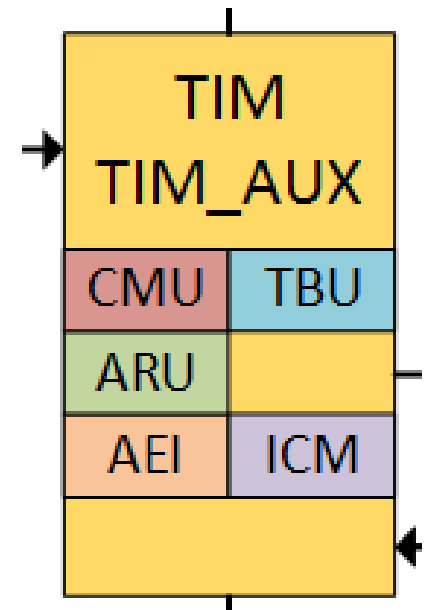


# ARU and serial protocols

- ARU – Advanced Routing Unit
  - CPU-independent data exchange between GTM submodules
  - Resource efficient
  - Configurable streams between data sources and data destinations
  - Deterministic round trip time via round-robin arbitration

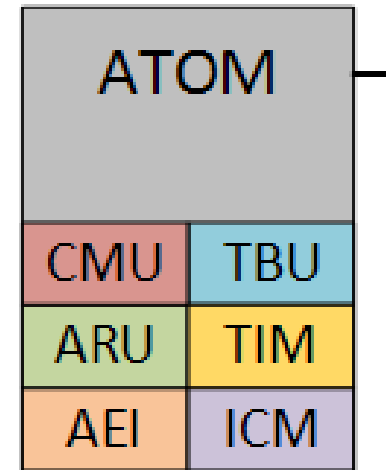
# TIM and serial protocols

- TIM – Timer Input Module
  - ▣ Input signal filtering and characterization
  - ▣ Flexible input selection
  - ▣ Timestamps via TBU
  - ▣ Duration via CMU
  - ▣ Various operation modes possible through flexible channel architecture
  - ▣ ARU connected



# ATOM and serial protocols

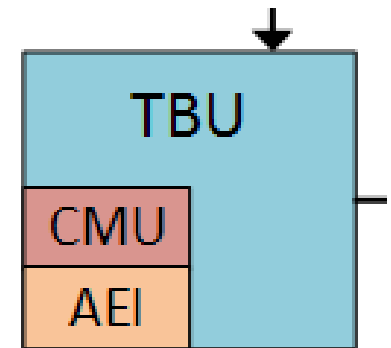
- ATOM – ARU-connected Timer Output Module
  - Complex output signal generation
  - CPU-independent (ARU connected)
  - Various operation modes possible through flexible channel architecture
  - Global trigger mechanism
  - Flexible timings via CMU
  - Serial output signal through internal shift register mode (“Signal output mode serial” – SOMS)





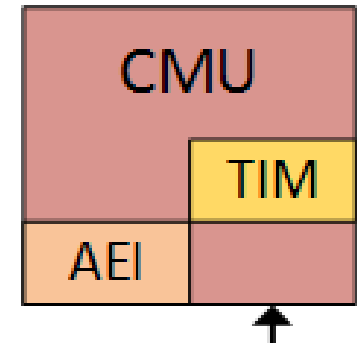
# TBU and serial protocols

- TBU – Time Base Unit
  - ▣ Global time base for GTM submodules
  - ▣ Up to 4 independent channels
  - ▣ 2 channels with forward/backward counter modes (e.g. angle clocks)
  - ▣ 1 channel with modulo counter mode



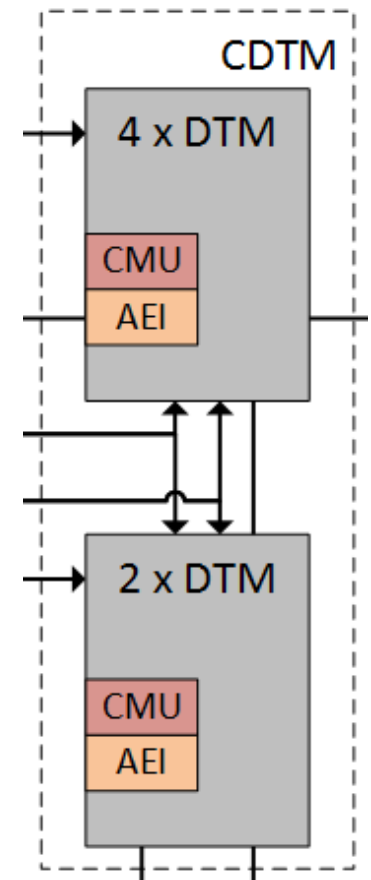
# CMU and serial protocols

- CMU – Clock Management Unit
  - ▣ Clock generation for GTM counters
  - ▣ Global fractional divider
  - ▣ Configurable clock lines with freely programmable clock prescaler
  - ▣ Non-configurable clock lines
  - ▣ External clock lines



# DTM and serial protocols

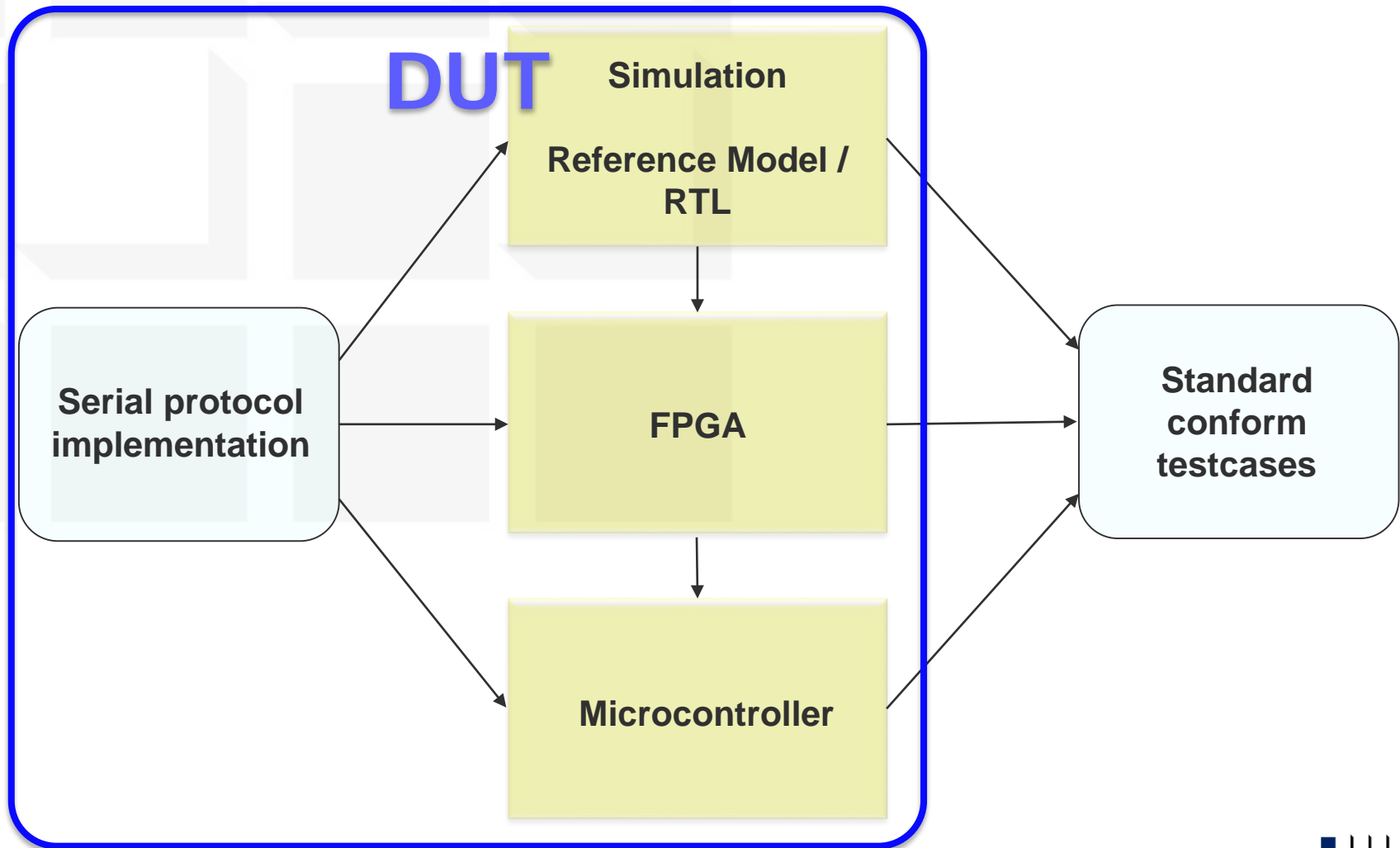
- DTM – Dead Time Module
  - ▣ Enhanced signal routing



# Verification

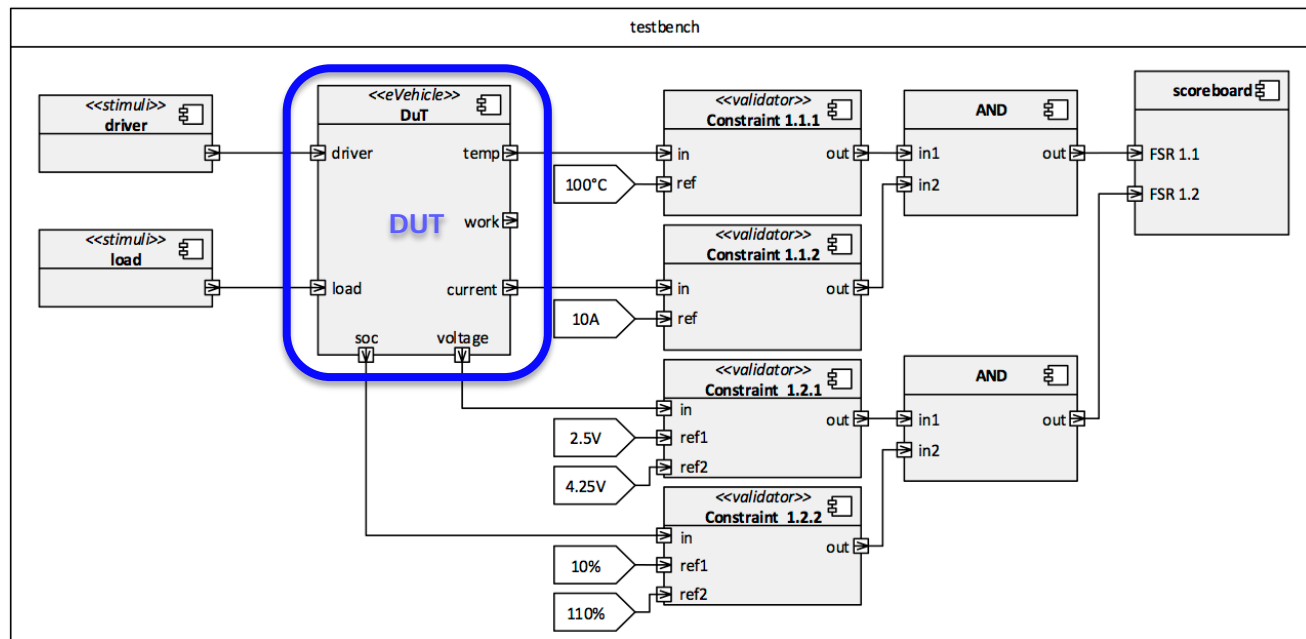
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# Test procedure flow



# Test procedure flow

- Test bench derived from e.g. safety requirements and constraints
- Constrained Random Verification (CRV) with UVM (run Monte Carlo)



# CISC SHARC®

## Eclipse based simulation and verification environment



The screenshot displays the Papyrus IDE interface for a CISC SHARC project. The main workspace shows a UML Composite Structure Diagram for an `eVehicle` component. The diagram includes several sub-components and their interconnections:

- `<<HWPowerSupply>> Lithium Ion Battery Pack`: Provides `temp`, `soc`, and `module_voltage` signals.
- `<<HWDevice>> PI State Space Controller`: Receives `i` and provides `v_bat` and `v_rtl` signals.
- `<<ComputingSource>> PM DC-Mot Inverter`: Receives `v_bat` and `v_rtl` signals and provides `v_out` and `torque` signals.
- `<<HWActuator>> DC Motor`: Receives `voltage` and `torque` signals and provides `current` and `work` signals.

The trace plot below the diagram shows the execution of these components over time (0 to 1000s). The plot includes several data series:

- `m_driver`: 36.878
- `m_load`: -0.2321
- `m_module_voltage`: 313.133
- `m_current`: -1.0302
- `m_work`: 63.2902
- `m_soc`: 0.99999

The trace plot shows the following trends:

- `m_driver`: A constant value of 36.878.
- `m_load`: A constant value of -0.2321.
- `m_module_voltage`: A constant value of 313.133.
- `m_current`: A signal that fluctuates around a mean value of -1.0302.
- `m_work`: A signal that fluctuates around a mean value of 63.2902.
- `m_soc`: A signal that starts at 1.0 and gradually decreases towards 0.99999.

The IDE interface also shows the Project Explorer on the left, the Palette on the right, and the Properties view at the bottom.

# μController interfacing

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# MCU interfacing concepts

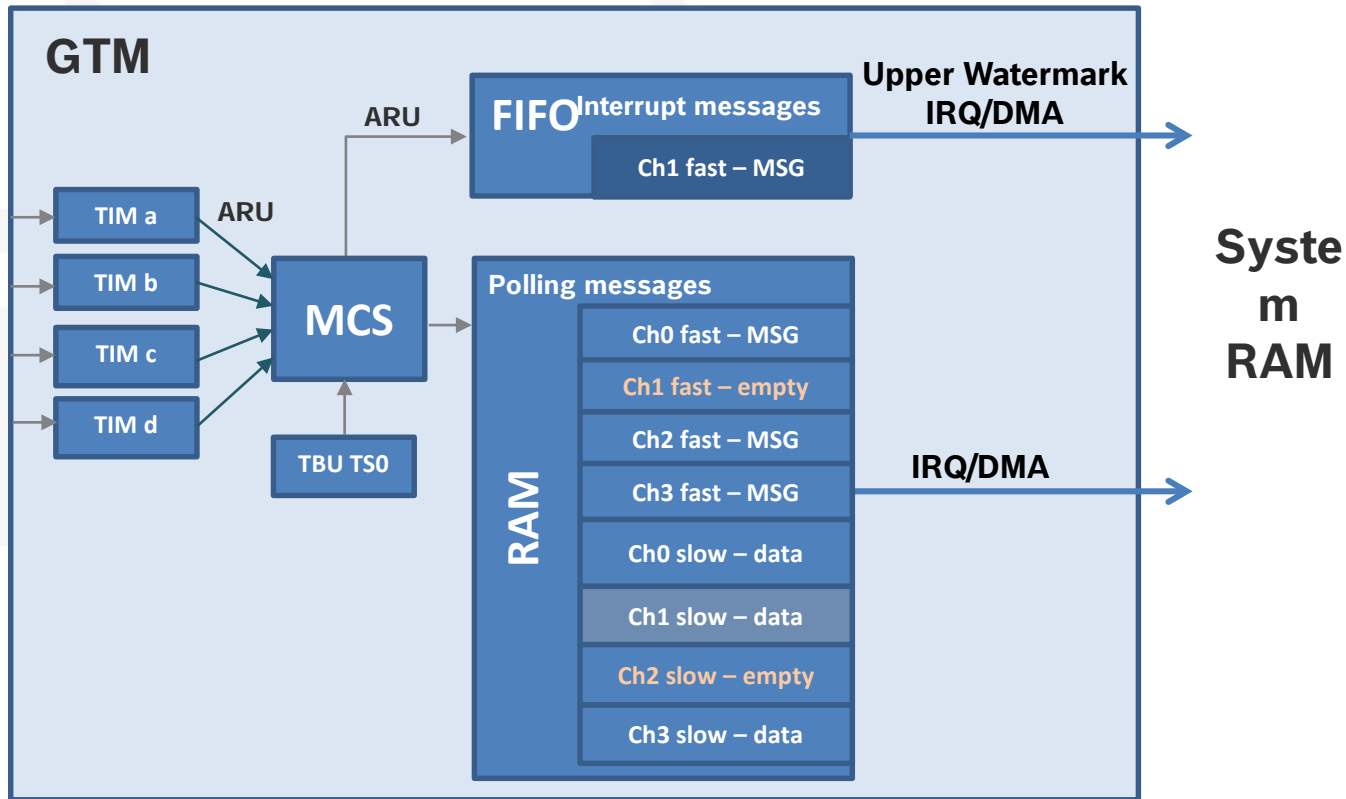
- Configuration of the MCS program
  - Variables in the MCS memory
  
- Data exchange between MCS and CPU
  - MCS memory
    - DMA access by the CPU
    - Interrupt generated by MCS if new data is available
  - ARU via FIFO
    - Fill level based interrupt

# Examples

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# SENT implementation



# SENT features

based on GTM V1.5

- Up to 4 parallel SENT channels using 1 MCS
- 3  $\mu$ s clock tick
- Fast/Slow channel reception
- FIFO for interrupt messages
- RAM for polling messages
- Message diagnostics completely done by MCS

# LIN implementation

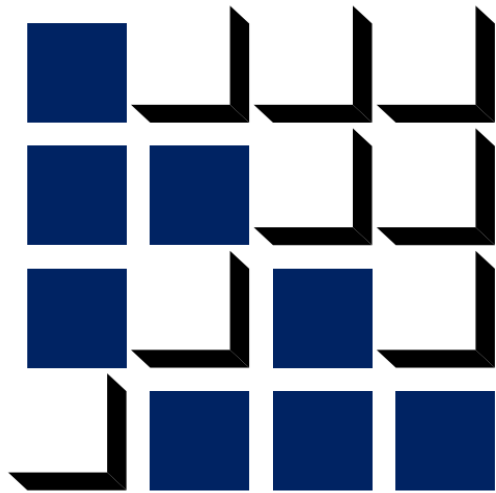
based on GTM V1.5

- LIN master
- 20 kbit/s
- 1 ATOM, 1 MCS, 1 TIM per LIN master
- CRC check done by the MCS

# CAN implementation

based on GTM V3.1

- Classical CAN
  - 2 cluster/CAN -> max 6 CAN nodes
  - Synchronization using GTM building blocks
  - Message prioritization
  - Acceptance filtering
  - Error detection and handling in MCS
- 
- Feasibility study for 500 kbit/s



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