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1 Scope of Document

The following specification is to define the functional and non-functional requirements on the modules AUTOSAR COM and LargeDataCOM.

This Software Requirement Specification (SRS) of AUTOSAR COM is based on the [DOC_ISO_COM] and only defines add-ons to this ISO specification or different behavior.

The location of the AUTOSAR COM and LargeDataCOM modules within the whole AUTOSAR ECU SW Architecture is defined in [DOC_LAYER].

The focus of this document is to specify:

- the behavior of the AUTOSAR COM and LargeDataCOM
- the interfaces of the AUTOSAR COM and LargeDataCOM
- the input of the generator and its configuration input
- the rules to check the consistency of the configuration input

The focus is NOT to specify:

- The editor and the rule checker for the input of the AUTOSAR COM and LargeDataCOM modules implementation. However the rule checker must use the rules for the configuration in/out defined by [DOC_SWS_COM] and [DOC_SWS_LDCOM].

Constraints

First scope for specification of requirements on basic software modules is systems which are not safety relevant. For this reason safety requirements are assigned to medium priority.

2 Acronyms and Abbreviations

AUTOSAR data type	See 7.1, section 6.4
I-PDU	Interaction Layer Protocol Data Unit (assembled and disassembled in AUTOSAR COM), consists of one or more signals (see below and [DOC_LAYER]).
I-PDU group	An I-PDU Group is an arbitrary collection of I-PDUs of the same direction (i.e. send or receive) in COM
LOM	Listen Only Mode
L-PDU	Data Link Layer Protocol Data Unit (assembled and disassembled in AUTOSAR Hardware Abstraction layer, see [DOC_LAYER]).
signal	<p>A signal in the AUTOSAR COM context is equal to a message in [DOC_ISO_COM].</p> <p>An AUTOSAR signal is carried by one or more signals in COM. The transformation from an AUTOSAR signal to a signal in COM is carried out by the RTE. Typically the transformation preserves the syntax of the data. However, in the case of complex data types the transformation may change the syntax of the signal. Therefore a signal in AUTOSAR COM is not always the same as an AUTOSAR signal.</p>
signal group	<p>A signal group refers to a set of signals that must always be kept together in a common I-PDU.</p> <p>A Signal group is used to guarantee the consistent transfer of AUTOSAR composite data types.</p> <p>A signal group has the following properties:</p> <ul style="list-style-type: none"> • A signal can belong to at most one signal group • A signal group can not belong to more than exactly one I-PDU • Signal groups do not overlap each other within an I-PDU • Signal groups are a contiguous set of signals which belong to this group, however it is possible to have unused bits (“holes”) within a group. • Signal groups may contain no signals (“may be empty”). <p>The grouping of signals to signal groups is assumed to be provided as an input for the COM generation process.</p>

3 Conventions to be used

- The representation of requirements in AUTOSAR documents follows the table specified in [TPS_STDT_00078].
- In requirements, the following specific semantics shall be used (based on the Internet Engineering Task Force IETF).

The key words "MUST", "MUST NOT", "REQUIRED", "SHALL", "SHALL NOT", "SHOULD", "SHOULD NOT", "RECOMMENDED", "MAY", and "OPTIONAL" in this document are to be interpreted as:

- **SHALL**: This word means that the definition is an absolute requirement of the specification.
- **SHALL NOT**: This phrase means that the definition is an absolute prohibition of the specification.
- **MUST**: This word means that the definition is an absolute requirement of the specification due to legal issues.
- **MUST NOT**: This phrase means that the definition is an absolute prohibition of the specification due to legal constraints.
- **SHOULD**: This word, or the adjective "RECOMMENDED", mean that there may exist valid reasons in particular circumstances to ignore a particular item, but the full implications must be understood and carefully weighed before choosing a different course.
- **SHOULD NOT**: This phrase, or the phrase "NOT RECOMMENDED" mean that there may exist valid reasons in particular circumstances when the particular behavior is acceptable or even useful, but the full implications should be understood and the case carefully weighed before implementing any behavior described with this label.
- **MAY**: This word, or the adjective „OPTIONAL“, means that an item is truly optional. One vendor may choose to include the item because a particular marketplace requires it or because the vendor feels that it enhances the product while another vendor may omit the same item. An implementation, which does not include a particular option, **MUST** be prepared to interoperate with another implementation, which does include the option, though perhaps with reduced functionality. In the same vein an implementation, which does include a particular option, **MUST** be prepared to interoperate with another implementation, which does not include the option (except, of course, for the feature the option provides.)

3.1 Requirement structure

The requirement structure is defined in TPS_StdT_00077

4 Functional Overview

The AUTOSAR COM and LargeDataCom are located between RTE and the PDU Router.

Main-Features of AUTOSAR COM are:

- provision of signal oriented data interface for its users (e.g. RTE, SwCluCComProxy)
- communication transmission control (start/stop of I-PDU groups)
- sending of signals according to transmission type as specified in the VFB specification
- guarantee of minimum distances between transmission requests
- monitoring of receive signals (signals timeout)
- monitoring of transmit confirmations
- filter mechanisms for incoming signals
- different notification mechanisms
- provision of initialization-values and update-Indications
- endianness conversion + sign extension
- packing and unpacking of AUTOSAR signals to I-PDUs to be transmitted
- supporting large and dynamical length data types

Main-Features of AUTOSAR LargeDataCOM are:

- provision of dedicated signal oriented data interface for its users (e.g. RTE, SwCluCLdComProxy)
- support of large and dynamic signals
- supports just one signal per I-PDU
- supports just opaque byte arrays
- support of IF- and TP-communication

5 Requirements Tracing

Requirement	Description	Satisfied by
RS_BRF_00113	AUTOSAR shall detect signal time-outs	SRS_Com_02058
RS_BRF_01056	AUTOSAR BSW modules shall provide standardized interfaces	SRS_Com_02043
RS_BRF_01072	AUTOSAR BSW shall provide callout functions in order to implement certain functionality in integrator code	SRS_Com_02044
RS_BRF_01120	AUTOSAR shall support re-flashing of configured BSW data	SRS_Com_00177
RS_BRF_01544	AUTOSAR communication shall define transmission and reception of communication data	SRS_Com_00177, SRS_Com_00192, SRS_Com_00218, SRS_Com_02030, SRS_Com_02037, SRS_Com_02040, SRS_Com_02041, SRS_Com_02042, SRS_Com_02043, SRS_Com_02044, SRS_Com_02045, SRS_Com_02046, SRS_Com_02058, SRS_Com_02067, SRS_Com_02077, SRS_Com_02079, SRS_Com_02080, SRS_Com_02082, SRS_Com_02083, SRS_Com_02084, SRS_Com_02087, SRS_Com_02090, SRS_Com_02091, SRS_Com_02092, SRS_Com_02093, SRS_Com_02094, SRS_Com_02095, SRS_Com_02096, SRS_Com_02097, SRS_Com_02098, SRS_Com_02107, SRS_Com_02112, SRS_Com_02113
RS_BRF_01560	AUTOSAR communication shall support mapping of signals into transferrable protocol data units	SRS_Com_02112, SRS_Com_02113
RS_BRF_01568	AUTOSAR communication stack shall support fixed size and dynamic size signals	SRS_Com_02091
RS_BRF_01592	AUTOSAR communication shall offer data transfer on user request, time based, and requested via the underlying bus	SRS_Com_02082, SRS_Com_02083, SRS_Com_02084, SRS_Com_02113
RS_BRF_01600	AUTOSAR communication shall support time-out handling	SRS_Com_02088, SRS_Com_02089
RS_BRF_01616	AUTOSAR communication shall support initial values for signals	SRS_Com_02040, SRS_Com_02042
RS_BRF_01624	AUTOSAR communication	SRS_Com_02078, SRS_Com_02086

	shall support data conversion between big endian and little endian data representation	
RS_BRF_01632	AUTOSAR communication shall support data consistency of groups of signals	SRS_Com_02041, SRS_Com_02112, SRS_Com_02113
RS_BRF_01648	AUTOSAR communication shall support transfer of data sizes larger than the maximum transmission unit of the underlying bus	SRS_Com_02091, SRS_Com_02092, SRS_Com_02093, SRS_Com_02094, SRS_Com_02095, SRS_Com_02096, SRS_Com_02097, SRS_Com_02098
RS_BRF_01649	AUTOSAR communication shall support communication of large and dynamic data in a dedicated optimized module	SRS_Com_02108, SRS_Com_02109, SRS_Com_02110, SRS_Com_02111

6 Requirement Specification

6.1 Functional requirements applicable for AUTOSAR COM and LargeDataCOM

6.1.1 Configuration

The chapter Configuration deals with the configurable parameters/ functionalities of the AUTOSAR COM and LargeDataCOM.

This chapter deals only with general configuration requirements, the requirements for configuration of a single feature are defined within the requirement of the feature itself.

6.1.1.1 [SRS_Com_02040] AUTOSAR COM and LargeDataCOM shall be configured by using XML as configuration language

Type:	Valid
Description:	AUTOSAR COM and LargeDataCOM shall be configured by using XML as configuration language as defined by ECU Configuration Template. It is up to the [DOC_SWS_COM] and [DOC_SWS_LDCOM] to define the configuration parameters themselves.
Rationale:	Having a unique configuration language within AUTOSAR.
Use Case:	Configuration of AUTOSAR COM and LargeDataCOM
Dependencies:	--
Supporting Material:	[DOC_ECUC]

] (RS_BRF_01616,RS_BRF_01544)

6.1.1.2 [SRS_Com_00177] AUTOSAR COM and LargeDataCOM shall support multiple configuration stages

Type:	valid
Description:	<p>AUTOSAR COM and LargeDataCOM shall allow the configuration of communication at the following different stages:</p> <ul style="list-style-type: none"> • Pre-Compile-Time • Link Time • Post-build-Time <ul style="list-style-type: none"> ○ Load-able Configuration ○ Multiple configuration sets <p>The configuration parameters must be organized in a way to be able to be changed in all the different stages, e.g. one OEM might select to configure pre-compile time while another will configure post-build time.</p> <p>The concrete set of parameters which are configurable in which state shall be defined in [DOC_SWS_COM].</p>
Rationale:	Guarantee flexibility of using the AUTOSAR COM and LargeDataCOM.
Use Case:	It must be possible to configure the handled bus frames after compile- or build-time, for example when reusing an ECU within another vehicle product line with different and incompatible communication layouts.
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01544,RS_BRF_01120)

6.1.1.3 [SRS_Com_02067] AUTOSAR COM and LargeDataCOM shall define rules for checking the consistency of configuration data

Type:	valid
Description:	A set of rules needs to be specified that enable the Configuration Editor to reject inconsistent configurations or configurations that cannot be implemented. These rules shall be defined in the SWS and shall be implemented by the Configuration Editor.
Rationale:	Needed to make sure that the generator only works with correct configuration files.
Use Case:	The configuration must not contain overlapping signals within one I-PDU. The period of I-PDUs must not be negative.
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01544)

6.1.2 Interface between AUTOSAR COM and LargeDataCOM and the lower layer (PDU-Router)

[DOC_ISO_COM] leaves the interface between COM and the lower layers undefined. In AUTOSAR the only lower layer that COM and LargeDataCOM interfaces to is the PDU Router. The interfaces refer to the definitions in [DOC_COM_TYPES]. The requirements are derived from [DOC_COM_TYPES].

6.1.2.1 [SRS_Com_02043] AUTOSAR COM and LargeDataCOM shall provide a receive indication function

Type:	Valid
Description:	AUTOSAR COM and LargeDataCOM shall provide a function that is called by the lower layer (PDU-Router) after an I-PDU has been received. The name of the function has to be Com_RxIndication for COM and LdCom_RxIndication for LargeDataCOM.
Rationale:	Basic functionality of a communication layer
Use Case:	Receiving a PDU by the lower layer
Dependencies:	--
Supporting Material:	[DOC_COM_TYPES]

] (RS_BRF_01056,RS_BRF_01544)

6.1.2.2 [SRS_Com_02044] AUTOSAR COM and LargeDataCOM shall provide a transmit confirmation function

[

Type:	valid
Description:	AUTOSAR COM and LargeDataCOM shall provide a function that is called by the lower layer (PDU-Router) after an I-PDU has been transmitted on the network. The name of the function has to be Com_TxConfirmation for COM and LdCom_TxConfirmation for LargeDataCOM.
Rationale:	Basic functionality of a communication layer
Use Case:	Transmitting a PDU on the network.
Dependencies:	--
Supporting Material:	[DOC_COM_TYPES]

] (RS_BRF_01544, RS_BRF_01072)

6.1.2.3 [SRS_Com_02045] AUTOSAR COM and LargeDataCOM shall provide a function to request the transmit buffer data for lower layer triggered transmission

Type:	Valid
Description:	AUTOSAR COM and LargeDataCOM shall provide a function that is called by the lower layer (PDU-Router) when an I-PDU shall be transmitted. Within this function, AUTOSAR COM and LargeDataCOM shall copy the contents of its I-PDU transmit buffer to the L-PDU buffer given by the calling layer. The name of the function has to be Com_TriggerTransmit for COM and LdCom_TriggerTransmit for LargeDataCOM.
Rationale:	Basic functionality of a communication layer
Use Case:	This function is used e.g. by the LIN Master for sending out a LIN frame. In this case, the trigger transmit can be initiated by the Master schedule table it self or a received LIN header. This function is also used by the FlexRay Interface for requesting PDUs to be sent in the static part (synchronous to the FlexRay global time).
Dependencies:	--
Supporting Material:	[DOC_COM_TYPES]

] (RS_BRF_01544)

6.1.3 Support of Large Data Types

AUTOSAR COM and LargeDataCOM shall support signals larger than the N-PDUs of the underlying busses. For these large signals also a dynamic length shall be supported. The requirements of this chapter define the support of these data types.

6.1.3.1 [SRS_Com_02091] AUTOSAR COM and LargeDataCOM shall not support splitting of large signals into different I-PDUs

Type:	Valid
Description:	Large signals supported by AUTOSAR COM and LargeDataCOM shall never be split into different I-PDUs, but it shall be supported that an I-PDU can be split into different N-PDUs
Rationale:	The I-PDU shall be transported by the TP. The TP will work on N-PDU level, and therefore can fragment the I-DPU into a number of N-PDUs
Use Case:	There is no use-case to have fragmentation on I-PDU level.
Dependencies:	SRS_Com_02092, SRS_Com_02093
Supporting Material:	--

] (RS_BRF_01648, RS_BRF_01568, RS_BRF_01544)

6.1.3.2 [SRS_Com_02094] Dynamic length signals must be of type UINT8n

Type:	Valid
Description:	AUTOSAR COM and LargeDataCOM shall only support dynamic length signals of type UINT8[n].
Rationale:	It would be possible to also add support for bit length dynamical length signals, but this will introduce unnecessary complexity
Use Case:	This restriction is made because actually there is no strong use-case that requires non byte-array data for large signals.
Dependencies:	SRS_Com_02091, SRS_Com_02092, SRS_Com_02093
Supporting Material:	[DOC_ISO_GLOS]

] (RS_BRF_01648,RS_BRF_01544)

6.1.3.3 [SRS_Com_02095] AUTOSAR COM and LargeDataCOM shall use the TP to fragment and reassemble large signals

Type:	Valid
Description:	<p>All large signals must be transported using the TP. Note that large signals does not mean “normal signals” (e.g. UINT8[n] type).</p> <p>Therefore AUTOSAR COM and LargeDataCOM shall route all large signals via the PduR to the underlying TPs using the PduR’s TP-APIs.</p> <p>Note: Signals with static length and equal or less length than 8 bytes are transported in L-PDUs on CAN and LIN. In case of CAN FD this range is extended up to 64 bytes. On FlexRay this is valid for signals with length equal to or less than 254 bytes. Also dynamic length signals may be transported without TP as long as the maximum length does not exceed the bus specific limits.</p>
Rationale:	There is no need to reinvent fragmentation since the existing TP modules already supports this.
Use Case:	<p>For CAN TP it is no problem to have multiple users (DCM and COM) of the TP.</p> <p>On LIN TP there will be a problem sharing the TP since all TP communication is done through two specific (specified by LIN) frames. A workaround may be to use a specific NAD to differ between diagnostic communication and normal signal communication (containing large signal or dynamic length signal).</p> <p>For FlexRay TP it is no problem to have multiple users (DCM and COM) of the TP.</p>
Dependencies:	SRS_Com_02096
Supporting Material:	--

] (RS_BRF_01648,RS_BRF_01544)

6.1.3.4 [SRS_Com_02097] AUTOSAR COM and LargeDataCOM shall support dynamical signals with a static maximum length

Type:	Valid
Description:	The maximum length of this type of signal must be set in the configuration
Rationale:	If not given all dynamic length signals can only be considered to be maximum length supported by the used TP and therefore buffers cannot be handled efficient.
Use Case:	If LIN is used and if not maximum length is given, it must be assumed that

	the dynamical length signal is 4095 bytes.
Dependencies:	SRS_Com_02098
Supporting Material:	--

] (RS_BRF_01648,RS_BRF_01544)

6.1.4 CP Software Clusters

6.1.4.1 [SRS_Com_02114] AUTOSAR COM and LargeDataCOM shall support independent development of CP Software Clusters

Type:	Draft
Description:	The AUTOSAR COM and LargeDataCOM modules support independent and flexible implementation of CP Software Clusters. So it shall be possible to add/remove/change Signals without the need to rebuild the Software Cluster(s) in which they are used.
Rationale:	-
Use Case:	Change of Ids w.r.t LdComIPdus/Com(Signal)Groups in Host Software Clusters without rebuild of the Applicative SW Cluster.
Dependencies:	-
Supporting Material:	--

] ()

6.2 AUTOSAR COM specific functional requirements

6.2.1 General requirements

6.2.1.1 [SRS_Com_02037] AUTOSAR COM module shall be based on the functionality and APIs of DOC_ISO_COM

Type:	Valid
Description:	The AUTOSAR COM module shall be based on the functionality and APIs specified in [DOC_ISO_COM]. Specifications not done there, respectively specifications of functionality different from that specified in the above mentioned document shall be defined in the AUTOSAR COM SRS and SWS specifications. Features of [DOC_ISO_COM] which are not provided by the AUTOSAR COM module shall be defined in [DOC_SWS_COM].
Rationale:	This SRS is only an add-on to [DOC_ISO_COM] as an existing standard.
Use Case:	--
Dependencies:	--
Supporting Material:	[DOC_ISO_GLOS], [DOC_ISO_COM]

] (RS_BRF_01544)

6.2.1.2 [SRS_Com_02078] The AUTOSAR COM module shall support endianness conversion

Type:	Valid
Description:	The AUTOSAR COM module shall support endianness conversion for the following data types defined in [DOC_SWS_RTE] Table "C/C++ mapping from primitive" AUTOSAR data-types" uint16 uint32

	sint16 sint32 float32 float64
Rationale:	ensure end to end data consistency
Use Case:	--
Dependencies:	--
Supporting Material:	[DOC_TPS_SWC] (Chapter 7.1), [DOC_SWS_RTE] (Chapter 7.1)

] (RS_BRF_01624)

6.2.1.3 [SRS_Com_02086] The AUTOSAR COM module shall support sign-extension

Type:	Valid
Description:	Sign-Extension means, to map negative values of signed signals correctly, if the bit-size of the signal in an I-PDU received and the bit-size of the signal used in the interface of the receiving software component differ from each other. In this case, the size of the signal received shall be extended to the size of the receiver interface. The AUTOSAR COM module shall support Sign-Extension for the following data types defined in [DOC_SWS_RTE] Table "C/C++ mapping from primitive": sint8 sint16 sint32
Rationale:	ensure end to end data consistency
Use Case:	--
Dependencies:	--
Supporting Material:	[DOC_TPS_SWC] (Chapter 7.1), [DOC_SWS_RTE] (Chapter 7.1)

] (RS_BRF_01624)

6.2.2 Initialization

6.2.2.1 [SRS_Com_02042] The AUTOSAR COM module shall fill unused areas/ bits within an I-PDU with a configurable value

Type:	Valid
Description:	The AUTOSAR COM module shall fill unused areas/ bits within an I-PDU with a configurable value (e.g. 0xFF). This value shall be configurable per I-PDU.
Rationale:	Limit impact of a wrong configuration, if a not used area of an I-PDU is wrongly assigned to a signal this can be detected by the application SW component.
Use Case:	For error detection purposes, all data values must be filled with a defined value.
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01616,RS_BRF_01544)

6.2.3 Signal and I-PDU Transmission

This chapter deals with the add-ons to [DOC_ISO_COM] related to signal and I-PDU transmission.

6.2.3.1 [SRS_Com_02083] The AUTOSAR COM module shall support multiple transmission modes

Type:	Valid										
Description:	<p>The AUTOSAR COM module shall provide the transmission modes given in the following tabular for each I-PDU. It shows the transmission modes available and a short description of those transmission modes.</p> <table border="1"> <thead> <tr> <th>Transmission Modes</th> <th>Description</th> </tr> </thead> <tbody> <tr> <td>Periodic</td> <td>Transmissions occur indefinitely with a fixed period between them.</td> </tr> <tr> <td>Direct / n-times</td> <td>Event driven transmission with n-1 repetitions</td> </tr> <tr> <td>Mixed</td> <td>Periodic transmission with direct/n-times transmissions in between</td> </tr> <tr> <td>None</td> <td>No transmission</td> </tr> </tbody> </table>	Transmission Modes	Description	Periodic	Transmissions occur indefinitely with a fixed period between them.	Direct / n-times	Event driven transmission with n-1 repetitions	Mixed	Periodic transmission with direct/n-times transmissions in between	None	No transmission
Transmission Modes	Description										
Periodic	Transmissions occur indefinitely with a fixed period between them.										
Direct / n-times	Event driven transmission with n-1 repetitions										
Mixed	Periodic transmission with direct/n-times transmissions in between										
None	No transmission										
Rationale:	These modes are commonly used by all existing automotive bus systems.										
Use Case:	--										
Dependencies:	[SRS_Com_02082], [SRS_Com_02084], [SRS_Com_02080]										
Supporting Material:	Transmission modes "periodic", "mixed" are the same as already defined in [DOC_ISO_COM]. See also Use Cases in [DOC_ISO_GLOS].										

] (RS_BRF_01592,RS_BRF_01544)

6.2.3.2 [SRS_Com_02082] The AUTOSAR COM module shall support defining two different transmission modes for each I-PDU

Type:	Valid
Description:	<p>The AUTOSAR COM module shall provide the possibility to define two different transmission modes for each I-PDU. This shall also include the situation where only the parameters of a transmission mode are changed, e.g. different cycle times.</p> <p>It shall be possible to switch between both Transmission Modes during runtime.</p>
Rationale:	This is commonly used by many existing automotive bus systems.
Use Case:	--
Dependencies:	SRS_Com_02083, SRS_Com_02084, SRS_Com_02080
Supporting Material:	--

] (RS_BRF_01544, RS_BRF_01592)

6.2.3.3 [SRS_Com_02084] The AUTOSAR COM module shall support a configurable signal data based selection mechanism of the two transmission modes

Type:	Valid
Description:	To select one of the two transmission modes, the AUTOSAR COM module shall provide the possibility to attach a condition to each signal within an I-PDU separately. The possibilities to define those conditions shall be the same as defined in [DOC_ISO_COM] reception filter algorithms (see

	[DOC_ISO_COM], Section 3.2.3). If all conditions defined for signals within one specific I-PDU evaluate to TRUE, one transmission mode shall be used for this I-PDU. In all other cases, the other transmission mode shall be used. The conditions shall be evaluated immediately every time a related signal or signal group is sent by RTE and the new transmission request shall be sent using the new transmission mode already.
Rationale:	These modes are commonly used by many existing automotive bus systems.
Use Case:	--
Dependencies:	SRS_Com_02082, SRS_Com_02083, SRS_Com_02080
Supporting Material:	--

] (RS_BRF_01592, RS_BRF_01544)

6.2.3.4 [SRS_Com_02113] AUTOSAR COM shall support signal data based transmission modes for configured serialized data

Type:	valid
Description:	The functionality of signal data based selection mechanism of the two transmission modes (see SRS_Com_02084) shall also be available when the data is provided via the uint8-array based API (see SRS_Com_02112).
Rationale:	When the serialization of the data is done outside of the Com module and the uint8-array representation is passed to Com the transmission modes need to be selected as well.
Use Case:	Usage of transformer with Com-based serialization and Com Interaction to enable the communication with a fixed communication matrix.
Dependencies:	SRS_Com_02082, SRS_Com_02083, SRS_Com_02084, SRS_Com_02112
Supporting Material:	--

] (RS_BRF_01544, RS_BRF_01560, RS_BRF_01592, RS_BRF_01632)

6.2.3.5 [SRS_Com_02080] The AUTOSAR COM module shall cancel outstanding repetitions in case of a new send request

Type:	Valid
Description:	A new send request called while existing repetitions are in progress shall cancel those outstanding repetitions and the transmission shall be started with the new signal/signal group.
Rationale:	These modes are commonly used by many existing automotive bus systems.
Use Case:	--
Dependencies:	SRS_Com_02082, SRS_Com_02083, SRS_Com_02084
Supporting Material:	--

] (RS_BRF_01544)

6.2.3.6 [SRS_Com_02046] The AUTOSAR COM module shall support immediate and deferred signal based notification to its users (e.g. RTE, SwCluCComProxy)

Type:	Valid
Description:	It shall be configurable whether the signal based notification to its users is

	done either immediately within the I-PDU RxIndication/ TxConfirmation made by the PduRouter or is deferred to the COM main function context.
Rationale:	To allow unpacking of signals in interrupt and polled modes
Use Case:	Unpacking of signals out of an I-PDU
Dependencies:	--
Supporting Material:	UML diagram: - Polling Mode only in Com (R3b-R1a-R1a) and - Interrupt mode (R1b-R1a-R1a) (For decryption of the codes in brackets refer to UML Model)

] (RS_BRF_01544)

6.2.3.7 [SRS_Com_02089] The AUTOSAR COM module shall provide two configurable options to handle signal timeouts

Type:	Valid
Description:	Receiver-side the AUTOSAR COM module shall provide two (configurable) options if a signal timeout is detected <ul style="list-style-type: none"> • Indication to its users (RTE, SwCluCComProxy) → AUTOSAR Software Component can use “spare values” • No indication to its users (RTE, SwCluCComProxy)
Rationale:	The Com Users (RTE, SwCluCComProxy) shall have the opportunity to notify their environments about timeouts or the application shall be provided with a default value to avoid using outdated values.
Use Case:	see rationale
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01600)

6.2.4 Signal invalidation

6.2.4.1 [SRS_Com_02077] The AUTOSAR COM module shall support invalidation of signals at sender side

Type:	Valid
Description:	It shall be possible for the Com Users (RTE, SwCluCComProxy) on sender side to indicate that they are not able to provide a valid value (e.g. sensor is faulty). This shall be done by writing a per signal configurable invalid value (outside of the range of the valid values) into the I-PDU which is handled like a valid value in the further processing. Therefore a special API shall be provided on the sender side AUTOSAR COM module.
Rationale:	The AUTOSAR Software Component shall have (via the RTE and / or SwCluCComProxy) the opportunity to notify its environment about reduced functionality (e.g. sensor is faulty).
Use Case:	See rationale, Starting a fail-safe routine if a sensor is broken.
Dependencies:	SRS_Com_02079
Supporting Material:	--

] (RS_BRF_01544)

6.2.4.2 [SRS_Com_02079] The AUTOSAR COM module shall support an optional notification when receiving invalidated data

[

Type:	Valid
Description:	Receiver-side the AUTOSAR COM module shall provide two (configurable) options if a sender indicates that it is not able to provide a valid value <ul style="list-style-type: none"> • Indication to its users (RTE, SwCluCComProxy) → AUTOSAR Software Component can use “spare values” • No indication to its users (RTE, SwCluCComProxy)
Rationale:	The RTE shall have the opportunity to notify its environment about reduced functionality (e.g. sensor is faulty)
Use Case:	See rationale, Starting a fail-safe routine if a sensor is broken.
Dependencies:	SRS_Com_02077, SRS_Com_02087
Supporting Material:	--

] (RS_BRF_01544)

6.2.4.3 [SRS_Com_02087] The AUTOSAR COM module shall support an optional substitution of received invalidated data

Type:	Valid
Description:	In case a signal is invalidated on sender-side and the receiver-side is configured in that way, that no indication is given to the upper layer, the AUTOSAR COM module shall substitute the invalid value by the init value. Whether this substitution takes place shall be configurable.
Rationale:	It shall be possible to provide the application with a configurable value in case the signal value received is invalid and no indication is given up to the upper layer.
Use Case:	See rationale
Dependencies:	SRS_Com_02077, SRS_Com_02079
Supporting Material:	--

] (RS_BRF_01544)

6.2.4.4 [SRS_Com_02088] The AUTOSAR COM module shall support substituting the last received value by the init value in case of a signal timeout

Type:	Valid
Description:	In case a signal timeout is configured in that way, that no indication is given to the upper layer, the AUTOSAR COM module shall substitute the last received value by the init value. Whether this substitution takes place shall be configurable.
Rationale:	It shall be possible to provide the application with a configurable value in case of a signal timeout and no indication is given up to the upper layer.
Use Case:	see rationale
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01600)

6.2.5 I-PDU Groups and Mode Changes

This chapter collects the requirements for the definition and starting/ stopping of I-PDU groups.

6.2.5.1 [SRS_Com_02090] The AUTOSAR COM module shall define a data-structure allowing efficiently starting and stopping of I-PDU groups

Type:	Valid
Description:	<p>The AUTOSAR COM module shall define a data-structure that allows efficiently</p> <ul style="list-style-type: none"> starting and stopping of transmission and reception of multiple I-PDU groups enabling or disabling the reception deadline monitoring of multiple I-PDU groups <p>The maximum number of I-PDU groups within one ECU shall be compile time configurable. Conceptually and per configuration it shall be allowed that one I-PDU group contains arbitrary other I-PDU groups containing I-PDUs of the same direction (i.e. send or receive).</p>
Rationale:	<p>To allow efficient mode changes, especially with respect to the AMM/ VMM concept, it is required to change the state of multiple I-PDU groups within one function call to the AUTOSAR COM module. The arbitrary nesting of I-PDU groups is no problem, since this can be resolved by the configuration tool, thus that each I-PDU only has to store an I-PDU group vector that declares to which I-PDU group it belongs.</p>
Use Case:	AMM/ VMM
Dependencies:	SRS_Com_00218, SRS_Com_00192
Supporting Material:	--

] (RS_BRF_01544)

6.2.5.2 [SRS_Com_00218] The AUTOSAR COM module shall support starting and stopping multiple I-PDU groups during runtime

Type:	Valid
Description:	<p>The AUTOSAR COM module shall be able to start and to stop sending and receiving for multiple I-PDU groups during runtime.</p> <p>The corresponding API to this service shall take an I-PDU group vector reflecting the new state as input parameter.</p> <p>The minimum delay time and deadline monitoring shall be respected for started groups of I-PDUs. It shall be parameter driver if the corresponding timers of the I-PDUs shall be reset or not.</p> <p>After a reset of the AUTOSAR COM module (normally reset of the ECU) all I-PDUs are stopped per default.</p>
Rationale:	[DOC_ISO_COM] can only start/ stop communication (StartCOM and StopCOM services) as a whole. Such a limitation is too restrictive.
Use Case:	<p>Such configurable groups of I-PDUs provide for example the possibility to disable the transmission of all I-PDUs on a single channel, and enable only their reception (Silent Mode). Such configurable groups of I-PDUs provide for example the possibility to start/ stop communication per logical channel of a single channel (e.g. FlexRay applications). Start sending and receiving on the body domain (e.g. use of the radio and multi-function screen), while powertrain is not still powered on. Stop the transmission of I-PDUs but not the reception when bus load is too high. This feature is also needed for Bus Off handling.</p>

Dependencies:	SRS_Com_00192, SRS_Com_02090
Supporting Material:	--

] (RS_BRF_01544)

6.2.5.3 [SRS_Com_00192] The AUTOSAR COM module shall support enabling and disabling reception deadline monitoring of I-PDU groups

Type:	Valid
Description:	<p>The AUTOSAR COM module shall provide the functionality to enable and disable reception deadline monitoring for multiple configurable I-PDU groups.</p> <p>The corresponding API to this service shall take an I-PDU group vector reflecting the new state as input parameter.</p> <p>After a reset of the AUTOSAR COM module (normally reset of the ECU), the configured state (enabled/ disabled) shall be active.</p>
Rationale:	This is needed to suppress wrong error handling in Listen Only Mode (LOM, see use case). It is assumed that at least a second ECU on the same channel is also in LOM and does not provide the expected signals to the first one.
Use Case:	<p>For the LOM the transmission of all I-PDU groups is switched off, reception (maybe of only one I-PDU group) is still active but without supervision of the reception timeouts (reception deadline monitoring).</p> <p>For example all ECUs on one channel (e.g. on CAN network) are in LOM, so there are no more periodic send signals on this channel, but the ECU has to be able to receive changes of the ECU state management.</p>
Dependencies:	SRS_Com_00218, SRS_Com_02090
Supporting Material:	--

] (RS_BRF_01544)

6.2.6 Packing signals into I-PDUs

6.2.6.1 [SRS_Com_02041] The AUTOSAR module shall handle complex data types as a consistent set of data

Type:	Valid
Description:	It is required by AUTOSAR to handle complex data types as a consistent set of data. Therefore, it is necessary to pass the data elements from the RTE to the AUTOSAR COM module consistently.
Rationale:	AUTOSAR provides complex data types; those have to be sent and received atomically via RTE, COM, etc.
Use Case:	Complex AUTOSAR data types, data consistency of signal groups.
Dependencies:	--
Supporting Material:	For guarantee data consistency of complex AUTOSAR data types, signal groups are introduced. For definition of signal group see [DOC_TR_GLOS].

] (RS_BRF_01632,RS_BRF_01544)

6.2.6.2 [SRS_Com_02112] AUTOSAR COM shall provide a uint8-array based API for signal groups

Type:	valid
Description:	AUTOSAR COM shall provide an API to pass the serialized uint8-array

	representation of a signal group to COM.
Rationale:	The AUTOSAR transformer chain provides means to serialize composite data into a uint8-array representation. This serialized uint8-array shall be passed as one entity to COM.
Use Case:	Usage of transformer with Com-based serialization and Com Interaction to enable the communication with a fixed communication matrix.
Dependencies:	SRS_Com_02082, SRS_Com_02083, SRS_Com_02084, SRS_Com_02113
Supporting Material:	--

] (RS_BRF_01632, RS_BRF_01544, RS_BRF_01560)

6.2.7 Interface between the AUTOSAR COM module and the lower layer (PDU-Router)

[DOC_ISO_COM] leaves the interface between COM and the lower layers undefined. In AUTOSAR the only lower layer that AUTOSAR COM module interfaces is the PDU Router. The interfaces refer to the definitions in [DOC_COM_TYPES]. The requirements are derived from [DOC_COM_TYPES].

6.2.7.1 [SRS_Com_02107] The AUTOSAR COM module shall cancel transmission requests in case of expired transmissions

Type:	Valid
Description:	The AUTOSAR COM module shall cancel the transmission request of an I-PDU in case a violation of the transmission deadline monitoring of an I-PDU is detected.
Rationale:	Needed to free buffers in the FlexRay interface.
Use Case:	Cancellation of outdated I-PDU
Dependencies:	RS_BRF_00303 see [DOC_RS_Features]
Supporting Material:	--

] (RS_BRF_01544)

6.2.8 Support of Large Data Types

The AUTOSAR COM module shall support signals larger than the N-PDUs of the underlying busses. For these large signals also a dynamic length shall be supported. The requirements of this chapter define the support of these data types.

6.2.8.1 [SRS_Com_02092] The AUTOSAR COM module shall support at most one dynamic length signal per I-PDU

Type:	Valid
Description:	At most one dynamic length signal shall be supported per I-PDU.
Rationale:	If only one signal per I-PDU is allowed then the dynamical length does not have to be coded into the I-PDU. The receiver will calculate the length of the signal from the length of the IPDU. This is the same approach as in [DOC_ISO_GLOS].
Use Case:	Sending textual messages e.g. SMS.
Dependencies:	SRS_Com_02091, SRS_Com_02093
Supporting Material:	[DOC_ISO_GLOS]

] (RS_BRF_01648, RS_BRF_01544)

6.2.8.2 [SRS_Com_02093] Dynamic length signal must be placed last in I-PDU

Type:	Valid
Description:	The dynamic length signal must be placed last in the dynamic length I-PDU. This is the same approach as in [DOC_ISO_GLOS]. All other signals and update-bits must be packed in front of the dynamical length signal.
Rationale:	Placing the signal last in the frame removes the need of coding the dynamical length into the IPDU. The receiving COM can directly derive the length of the dynamic length signal from the length of the IPDU Signal groups may still be used to contain (one) dynamic length signal and other signals.
Use Case:	see Rationale
Dependencies:	SRS_Com_02091, SRS_Com_02092
Supporting Material:	[DOC_ISO_GLOS]

] (RS_BRF_01648,RS_BRF_01544)

6.2.8.3 [SRS_Com_02096] The AUTOSAR COM module shall not support fragmentation towards its users(RTE, SwCluCComProxy)

Type:	Valid
Description:	The AUTOSAR COM module will always send and receive a complete signal (no fragmentation supported above TP). The COM/RTE/application or/and COM/ComProxy/Applicative SW Cluster will always receive/transmit complete large signals and dynamic length signals. Modules above TP are not involved in the fragmentation process.
Rationale:	Fragmentation should be hidden in the BSW architecture and should not be put to the application
Use Case:	It was discussed to have fragmentation for transmit/receive on application level to be able to find a more efficient implementation. This was however not approved since it would make the port-concept complex and bus-aware (it is not required for intra-ECU communication)
Dependencies:	SRS_Com_02095
Supporting Material:	--

] (RS_BRF_01648,RS_BRF_01544)

6.2.8.4 [SRS_Com_02098] The AUTOSAR COM module shall distinct normal and large signals via its configuration

Type:	Valid
Description:	There must be a configuration parameter that states if the signal has dynamic length or predefined length (i.e. a "normal" signal or a large signal)
Rationale:	There is no use-case where a fixed length signal becomes a dynamic length signal in run-time
Use Case:	see Rationale
Dependencies:	SRS_Com_02097
Supporting Material:	--

] (RS_BRF_01648,RS_BRF_01544)

6.2.9 Signal status information

6.2.9.1 [SRS_Com_02030] The AUTOSAR COM module shall support to detect if a received signal or signal group was updated by the sender

Type:	Valid
Description:	It shall be possible for the receiver to identify and indicate to the upper layer if a signal/ signal group has been up dated by the sender. Whether this feature is provided shall be configurable per signal.
Rationale:	When multiple signals /signal groups are placed in the same I-PDU, and that I-PDU is sent more frequently than a signal/ signal group is update, the update bit provides a mechanism to detect only those signals/ signal groups that have changed values.
Use Case:	--
Dependencies:	SRS_Com_02058
Supporting Material:	<p>Implementation proposal:</p> <p>An update bit is optionally attached to a signal/ signal group and can only be attached at configuration time.</p> <p>When COM is started all update bits in all I-PDUs are cleared.</p> <p>In the sending ECU, when a signal/ signal group is sent by the application, the update bit is set automatically by COM as part of the SendMessage() call.</p> <p>In the sending ECU, once the call to the lower layers to transmit the ECU has completed, all update bits in the recently sent I-PDU are cleared.</p> <p>In the receiving ECU, when an I-PDU is received, a signal/signal group with an associated update bit is only processed by COM if its update bit is set. Therefore filtering and informing the RTE etc. will only take place if the update bit is set.</p> <p>In the receiving ECU, for a signal/signal group with an update bit, the reception deadline monitor for that signal/signal group (if configured) is only reset if the update bit is set.</p> <p>Update bits do not have to reside in the I-PDU in a fixed relationship to the signal/signal group with which they are associated. The update bits could reside anywhere in the I-PDU subject to the same restrictions as any other signal/signal group.</p>

] (RS_BRF_01544)

6.2.9.2 [SRS_Com_02058] The AUTOSAR COM module shall support deadline monitoring for updated signals/signal groups on receiver side

Type:	valid
Description:	<p>The AUTOSAR COM module shall monitor on receiver-side, if an updated value for a specific signal/signal group has been received within a configurable, signal/signal group specific deadline, i.e. the AUTOSAR COM module shall check, whether the sender-side upper layers have explicitly sent the signal/signal group.</p> <p>If a deadline violation of a specific signal/signal group is detected, the AUTOSAR COM module shall notify the upper receiving layers (the SWC via the RTE and/or SwCluCComProxy) about that fact. This information given to the upper receiving layers shall be signal/signal group specific.</p> <p>The AUTOSAR COM module shall not do any substitution of signal/signal group values. If upper layers read signals/signal groups that have violated their deadline, the AUTOSAR COM module shall return the last value received.</p>
Rationale:	Due to latency times of communication systems or interrupts data might be

	not received in a pre-defined time (e.g. jitter of period to big, older than max age).
Use Case:	Detect delays in communication system to make sure the application works on up-to-date data.
Dependencies:	SRS_Com_02030
Supporting Material:	If no update bits are used, the AUTOSAR COM module provides the deadline monitoring defined in [DOC_ISO_COM] (Section 3.5.1). Here, deadline monitoring is done on the reception of I-PDUs but deadline violations are notified per signal to the upper layer.

] (RS_BRF_01544, RS_BRF_00113)

6.3 AUTOSAR LargeDataCOM specific functional requirements

6.3.1 [SRS_Com_02108] Support of Large Data COM

Type:	Valid
Description:	In addition to AUTOSAR COM Module AUTOSAR shall offer a Module called Large Data COM (LargeDataCOM). LargeDataCOM shall provide support of a reduced set of features targeting communication of large and dynamic data in a mainly event oriented way. It shall be possible to omit either one of the COM and LargeDataCOM modules if not needed.
Rationale:	Efficiently support large and dynamic data.
Use Case:	Communication of data produced by serializers/ transformers like for example Some/IP.
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01649)

6.3.2 [SRS_Com_02109] Large Data COM shall support Transport Protocol-like communication

Type:	Valid
Description:	Large Data COM shall support reception/ transmission via TP-APIs
Rationale:	Support of communication via transport protocols.
Use Case:	Efficient communication via e.g. FrTp. Efficient communication of very large data not fitting in an Ethernet frame using TCP.
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01649)

6.3.3 [SRS_Com_02110] Large Data COM shall support Interface-like communication

Type:	Valid
Description:	Large Data COM shall support reception/ transmission via If-APIs
Rationale:	Support of communication without transport protocols.
Use Case:	Efficient communication of long signals, still fitting into one frame of the according target bus. For example a 500 byte signal via SoAd.
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01649)

6.3.4 [SRS_Com_02111] Large Data COM shall support Transmission Triggered by lower layer

Type:	Valid
Description:	Large Data COM shall support Transmission being Triggered by lower layer
Rationale:	Support of TriggerTransmit API.
Use Case:	Provide current signal data to a new subscriber without waiting for the next transmission request of the application
Dependencies:	--
Supporting Material:	--

] (RS_BRF_01649)

6.4 Non-Functional Requirements (Qualities)

None

7 References

7.1 Deliverables of AUTOSAR

[DOC_LAYER]

Layered Software Architecture

AUTOSAR_EXP_LayeredSoftwareArchitecture.pdf

[DOC_COM_TYPES]

Specification of Communication Stack Types

AUTOSAR_SWS_CommunicationStackTypes.pdf

[DOC_VFB]

Specification of the Virtual Functional Bus

AUTOSAR_EXP_VFB.pdf

[DOC_ECUC]

Specification of ECU Configuration

AUTOSAR_TPS_ECUConfiguration.pdf

[DOC_SWS_RTE]

Specification of RTE Software

AUTOSAR_SWS_RTE.pdf

[DOC_SWS_SwCluC]

Specification of RTE Software

AUTOSAR_SWS_RTE.pdf

[DOC_SWS_COM]

Specification of Software Cluster Connection

AUTOSAR_SWS_SoftwareClusterConnection.pdf

[DOC_SWS_LDCOM]

Specification of Large Data COM

AUTOSAR_SWS_LargeDataCOM.pdf

[DOC_TR_GLOS]

Glossary

AUTOSAR_TR_Glossary.pdf

[DOC_TPS_SWC]

Software Component Template

AUTOSAR_TPS_SoftwareComponentTemplate.pdf

[DOC_RS_Features]

Requirements on AUTOSAR Features

AUTOSAR_RS_Features.pdf

[TPS_STDT]

Standardization Template

AUTOSAR_TPS_StandardizationTemplate.pdf

7.2 ISO

[DOC_ISO_GLOS] ISO 17356-1:2005 Road vehicles -- Open interface for embedded automotive applications -- Part 1: General structure and terms, definitions and abbreviated terms

[DOC_ISO_COM] ISO 17356-4:2005 Road vehicles -- Open interface for embedded automotive applications -- Part 4: OSEK/VDX Communication (COM)