

Specialty Services for ITS REQ 694 QA4
August 18, 2011
Revised August 19, 2011

Question 1. Is the CAN data format from Ford we defined, documented and available for review? If so, where can we get a copy?

Answer: The specific Ford CAN mobility data has not yet been defined and will be agreed upon by Ford/MDOT. The data format will most likely be ~~dve~~ DBC which is typically readable in Microsoft Excel. Since each vehicle has similar information on the CAN but in slightly different locations, some data manipulation will be required. The MDOT Data Use Analysis Processing (DUAP) has the capabilities to convert most CAN data protocol.

Question 2. Typically OEM's only license CAN-bus data to certain vendors. Many vendors can access the data through reverse engineering, etc. Will Ford only accept an in-vehicle device from a vendor licensed to collect the data off of the CAN-bus, and if so, is a list of vendors acceptable to Ford available? We don't want our solution disqualified by Ford because of an issue with a vendor or a license.

Answer: Ford will work with a vendor that signs a Ford non-disclosure agreement that will include the following requirements:

a) The recording device shall strip the CAN ID from the data. The data can be tagged by name or other reference, but the CAN ID cannot be association with the data.

b) The recording device shall not store the data in the raw hex form. The data should be translated to the unit values as defined in the agreed upon Ford/MDOT mobility data list. However, it is acceptable if the vendor places a different translation on the data (e.g. miles instead of kilometers) as long as the raw hex data is not recorded.

c) The device shall not transmit messages on the CAN bus except by possibly using diagnostic requests compliant with Ford diagnostic specifications. The device must be able to detect the presence of a diagnostic tool and handle according to the attached specification.

These diagnostic requests are possible, on a limited basis, and will be dependant upon the Ford/MDOT mobility data.

d) Ford will review the hardware design of the CAN physical layer of the recording device prior to design freeze to ensure that there will be no compatibility issues.