
**Road vehicles — Controller area network
(CAN) —**

**Part 2:
High-speed medium access unit**

*Véhicules routiers — Gestionnaire de réseau de communication
(CAN) —
Partie 2: Unité d'accès au support à grande vitesse*

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Published in Switzerland

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 11898-2 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

This first edition of ISO 11898-2, together with ISO 11898-1, replaces ISO 11898:1993, which has been technically revised. Whereas the replaced International Standard covered both the CAN DLL and the high-speed PL, ISO 11898-2 specifies the high-speed MAU, while ISO 11898-1 specifies the DLL, including LLC and MAC sublayers.

ISO 11898 consists of the following parts, under the general title *Road vehicles — Controller area network (CAN)*:

- *Part 1: Data link layer and physical signalling*
- *Part 2: High-speed medium access unit*
- *Part 3: Low-speed, fault tolerant, medium dependent interface*
- *Part 4: Time-triggered communication*

Road vehicles — Controller area network (CAN) —

Part 2: High-speed medium access unit

1 Scope

This part of ISO 11898 specifies the high-speed (transmission rates of up to 1 Mbit/s) medium access unit (MAU), and some medium dependent interface (MDI) features (according to ISO 8802-3), which comprise the physical layer of the controller area network (CAN): a serial communication protocol that supports distributed real-time control and multiplexing for use within road vehicles.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 7637-3:1995, *Road vehicles — Electrical disturbance by conduction and coupling — Part 3: Vehicles with nominal 12 V or 24 V supply voltage — Electrical transient transmission by capacitive and inductive coupling via lines other than supply lines*

ISO/IEC 8802-3, *Information technology — Telecommunications and information exchange between systems — Local and metropolitan area networks — Specific requirements — Part 3: Carrier sense multiple access with collision detection (CSMA/CD) access method and physical layer specifications*

ISO 16845, *Road vehicles — Controller area network (CAN) — Conformance test plan*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

bus voltage

V_{CAN_L} and V_{CAN_H} denoting the voltages of the bus line wires CAN_L and CAN_H relative to ground of each individual CAN node

3.2

common mode bus voltage range

boundary voltage levels of V_{CAN_L} and V_{CAN_H} , for which proper operation is guaranteed if up to the maximum number of CAN nodes are connected to the bus

3.3 differential internal capacitance (of a CAN node)

C_{diff}
capacitance seen between CAN_L and CAN_H during the recessive state when the CAN node is disconnected from the bus

3.4 differential internal resistance (of a CAN node)

R_{diff}
resistance seen between CAN_L and CAN_H during the recessive state when the CAN node is disconnected from the bus

3.5 differential voltage (of CAN bus)

V_{diff}
differential voltage of the two-wire CAN bus:

$$V_{diff} = V_{CAN_H} - V_{CAN_L}$$

3.6 internal capacitance (of a CAN node)

C_{in}
capacitance seen between CAN_L (or CAN_H) and ground during the recessive state when the CAN node is disconnected from the bus

3.7 internal delay time (of a CAN node)

t_{node}
sum of all asynchronous delay times occurring on the transmitting and receiving paths relative to the bit timing logic unit of the protocol IC of each individual CAN node disconnected from the bus

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3.8 internal resistance (of a CAN node)

R_{in}
resistance seen between CAN_L (or CAN_H) and ground during the recessive state when the CAN node is disconnected from the bus

3.9 physical layer

electrical circuit realization (bus comparator and bus driver) that connects a CAN node to a bus, consisting of analog circuitry and digital circuitry, interfacing between the analog signals on the CAN bus and the digital signals inside the CAN node

NOTE The total number of CAN nodes connected on a bus is limited by electrical loads on the bus.

3.10 physical media (of the bus)

pair of parallel wires, shielded or unshielded, dependent on electromagnetic compatibility (EMC) requirements

NOTE The individual wires are designated as CAN_L and CAN_H. The names of the corresponding pins of CAN nodes are also denoted by CAN_L and CAN_H respectively. In dominant state, CAN_L has a lower voltage level than in recessive state and CAN_H has a higher voltage level than in recessive state.

4 Abbreviated terms

CAN	controller area network
ECU	electronic control unit
HS-MAU	high-speed medium access unit
IC	integrated circuit
MAU	medium access unit
MDI	medium dependent interface
NBT	nominal bit time
SOF	start of frame

5 Functional description of MAU

5.1 General

The following description is valid for a two-wire differential bus. The values of the voltage levels, resistances and capacitances, as well as the termination network, are given in Clauses 6 and 7.

5.2 Physical medium attachment sublayer specification

5.2.1 General

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As shown in Figure 1, the bus line is terminated by termination network A and termination network B. This termination suppresses reflections. The locating of the termination within a CAN node should be avoided because the bus lines lose termination if this CAN node is disconnected from the bus line.

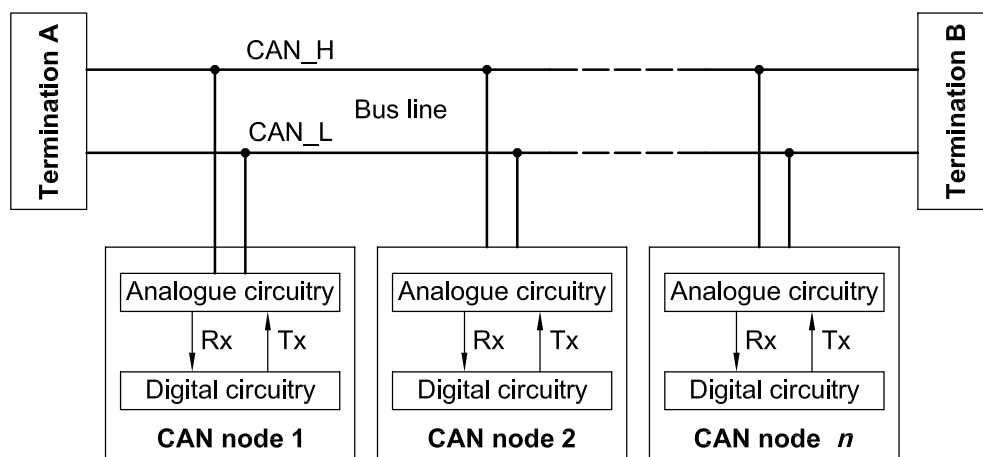


Figure 1 — Suggested electrical interconnection

The bus is in the recessive state if the bus drivers of all CAN nodes are switched off. In this case the mean bus voltage is generated by the termination and by the high internal resistance of each CAN node's receiving circuitry.

A dominant bit is sent to the bus if the bus drivers of at least one unit are switched on. This induces a current flow through the terminating resistors and, consequently, a differential voltage between the two wires of the bus.

The dominant and recessive states are detected by transforming the differential voltages of the bus into the corresponding recessive and dominant voltage levels at the comparator input of the receiving circuitry.

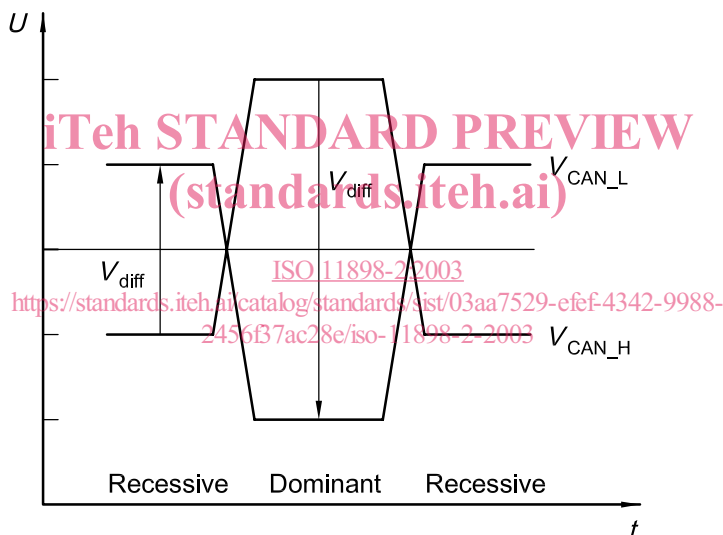
5.2.2 Bus levels

5.2.2.1 The bus can have one of the two logical states: recessive or dominant (see Figure 2).

In the recessive state, V_{CAN_H} and V_{CAN_L} are fixed to mean voltage level, determined by the bus termination. V_{diff} is less than a maximum threshold. The recessive state is transmitted during bus idle or a recessive bit.

The dominant state is represented by a differential voltage greater than a minimum threshold. The dominant state overwrites the recessive state, and is transmitted during a dominant bit.

5.2.2.2 During arbitration, various CAN nodes could simultaneously transmit a dominant bit. In this case V_{diff} exceeds the V_{diff} seen during a single operation. Single operations mean that the bus is driven by one CAN node only.



Key
 U mean voltage level
 t time

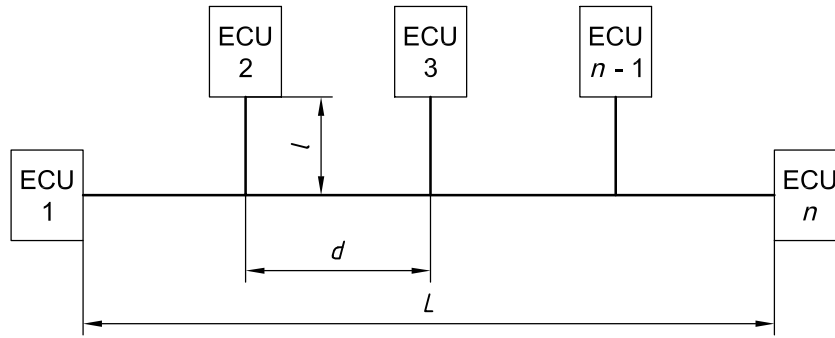
Figure 2 — Physical bit representation

5.3 MDI specification

A connector used to plug CAN nodes to the bus shall meet the requirements defined in the electrical specification. The aim of this specification is to standardize the most important electrical parameters and not to define mechanical and material parameters.

5.4 Physical medium specification

The wiring topology of a CAN network should be as close as possible to a single line structure in order to avoid cable-reflected waves. In practice, short stubs as shown in Figure 3 are necessary to connect CAN nodes to the bus successfully.



Key

- L bus length
- l cable stub length
- d node distance

Figure 3 — Wiring network topology

6 Conformance tests

6.1 General

The conformance of the MAU shall be tested in accordance with ISO 16845.

Figures 4 to 12 and the formulae indicate the principles by which the electrical parameters specified in Clause 7 are verified.

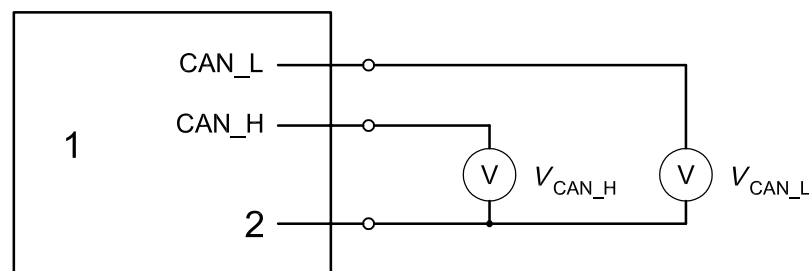
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6.2 Recessive output of CAN nodes

The recessive output voltages V_{CAN_H} and V_{CAN_L} shall be taken as shown in Figure 4; they are measured unloaded while the bus is idle.

The corresponding value of V_{diff} is given by

$$V_{diff} = V_{CAN_H} - V_{CAN_L}$$



Key

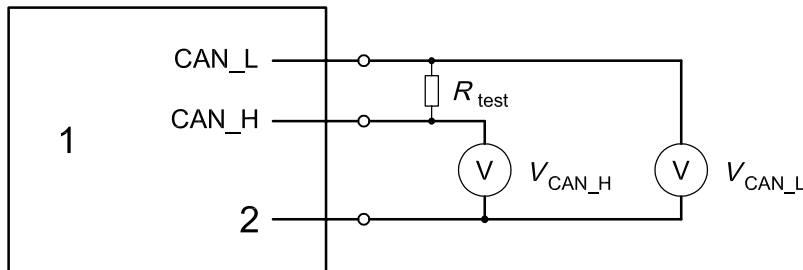
- 1 CAN node with termination network
- 2 Ground

Figure 4 — Measurements of V_{CAN_L} and V_{CAN_H} during bus idle state

6.3 Dominant output of CAN node

6.3.1 General

The dominant output voltages V_{CAN_H} and V_{CAN_L} shall be taken as shown in Figure 5; they are measured while the CAN node is transmitting a dominant bit.



Key

- 1 CAN node with termination network
- 2 Ground

Figure 5 — Measurement of V_{CAN_L} and V_{CAN_H} while CAN node transmits dominant bit

The corresponding value of V_{diff} is given by

$$V_{diff} = V_{CAN_H} - V_{CAN_L}$$

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6.3.2 Recessive input threshold of CAN node

The input threshold for recessive bit detection of a CAN node shall be measured as shown in Figure 6, with the CAN node protocol IC set to bus idle.

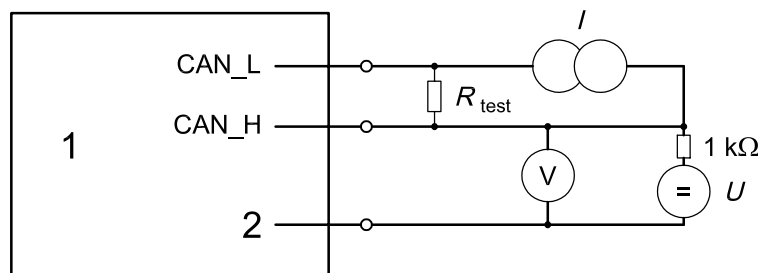
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The current, I , is adjusted to a value which induces the upper threshold of the differential input voltage for detecting a recessive bit during the recessive state. Alternatively, U (mean voltage level) is set to two values that produce

- V = (minimum common mode voltage of V_{CAN_H} in recessive state), and
- V = (maximum common mode voltage of V_{CAN_H} – maximum V_{diff} in recessive state),

during bus idle.

Under these conditions the CAN node shall leave the bus in idle state. This indicates that every transmitted recessive bit is still detected as recessive by the protocol IC of the CAN node tested. The level of V_{diff} is nearly independent of U .



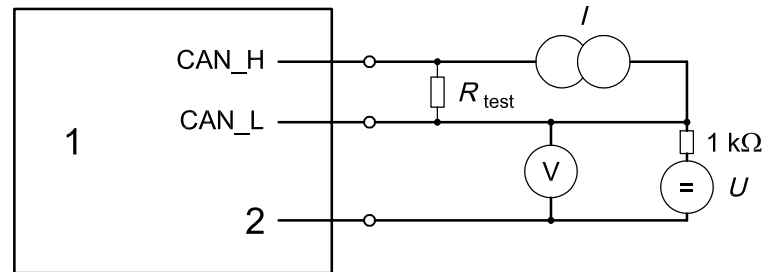
Key

- 1 CAN node with termination network
- 2 Ground

Figure 6 — Testing of input threshold for recessive bit detection

6.4 Dominant input threshold of CAN node

The testing of the input threshold of a CAN node to detect a dominant bit shall be undertaken as shown in Figure 7 with the node set to cyclic transmitting frames.



Key

- 1 CAN node with termination network
- 2 Ground

Figure 7 — Testing input threshold for dominant bit detection

I is adjusted to a value which induces the lower threshold of the differential input voltage, required to detect a dominant bit during recessive state. Alternatively, U is set to two values that produce

- $V =$ (minimum common mode voltage of $V_{\text{CAN_L}}$ in dominant state), and
- $V =$ (maximum common mode voltage of $V_{\text{CAN_L}} -$ maximum V_{diff} in dominant state),

during bus idle.

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Under these conditions the CAN node shall stop transmitting the frame. This indicates that each recessive bit transmitted is detected as dominant by the protocol IC of the CAN node. The level of V_{diff} is nearly independent of U .

6.5 Internal resistance of CAN_L and CAN_H

6.5.1 General

The ground-related internal termination resistance of CAN_L and CAN_H ($R_{\text{in_L}}$ and $R_{\text{in_H}}$) is measured as shown in Figure 8, with the CAN node protocol IC set to bus idle.

$R_{\text{in_L}}$ and $R_{\text{in_H}}$ are determined for R_{test} , and calculated by

$$R_{\text{in_L,H}} = \frac{R_{\text{test}}(V_{\text{CAN_L,H}} - V)}{V - U}$$

where $V_{\text{CAN_L}}$ and $V_{\text{CAN_H}}$ are the open circuit voltages according to Figure 4.