

# Dataspeed ADAS Kit FAQ and Troubleshooting Guide

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## Drive-By-Wire

- Brakes
  - What is the report and expected control frequency?
    - 50 Hz report, 50 Hz command expected, 10 Hz timeout. Interface to vehicle is 500Hz, so >50Hz command is supported.
  - What is the command delay?
    - Command messages are forwarded to the vehicle as soon as they are received to minimize delay. The vehicle's response time is the same as a physical pedal press.
  - What is the interface? Units? Resolution?
    - Pedal position (%) with lookup table for total vehicle braking torque (Nm). 14 bit resolution.
  - What is the criteria for the DRIVER bit?
    - $x > 0.18$  for 20ms
  - What is the criteria for the OVERRIDE bit?
    - $x > 0.22$  for 100ms
  - Can I press the brake without overriding the system?
    - Yes. Set the IGNORE bit.
  - Can the brake lights be controlled separately?
    - Yes. BOO (Brake On Off) can be separately controlled.
  - ABS (Anti lock brakes)?
    - ABS is always enabled. Status (active/inactive) is reported.
  - Hill Start Assist (HSA)?
    - HSA can be enabled/disabled in the production vehicle. Status (enabled/disabled and active/inactive) is reported.
  - Stability Control?
    - Stability Control is always enabled. Status (active/inactive) is reported.
- Throttle
  - What is the report and expected control frequency?

- 50 Hz report, 50 Hz command expected, 10 Hz timeout. Interface to vehicle is analog, so >50Hz command is supported.
  - What is the command delay?
    - Command messages are forwarded to the vehicle as soon as they are received to minimize delay. The vehicle's response time is the same as a physical pedal press.
  - What is the interface? Units? Resolution?
    - Pedal position (%). 14 bit resolution.
  - What is the criteria for the DRIVER bit?
    - $x > 0.18$  for 20ms
  - What is the criteria for the OVERRIDE bit?
    - $x > 0.30$  for 100ms
  - Can I press the throttle without overriding the system?
    - Yes. Set the IGNORE bit.
  - Traction Control?
    - Traction Control can be enabled/disabled in the production vehicle. Status (enabled/disabled and active/inactive) is reported.
  - Is an engine torque measurement available?
    - No, but wheel torque and braking torque are reported.
- Steering
  - What is the report and expected control frequency?
    - 50 Hz report, 50 Hz command, 10 Hz timeout. Commands >50Hz will be down-sampled.
  - What is the command delay?
    - Maximum delay incurred from the drive-by-wire system forwarding to the vehicle is 20ms (50Hz). The vehicle's response time is unknown, but it has not been an issue. The vehicle has an internal position control loop.
  - What is the interface? Units? Resolution?
    - Steering wheel angle and maximum angular rate. Full range ( $\pm 470^\circ$ ). Tenth of a degree resolution. Maximum  $500^\circ/\text{s}$ .
  - What is the relationship between steering wheel angle and road angle?
    - 14.8:1
  - What is the steering wheel torque threshold for an override?
    - 3.5 Nm filtered torque
    - This value cannot be changed
  - Is there a DRIVER bit to indicate activity on the steering wheel? (similar to the brake and

throttle)

- No.
- Can I control torque instead of position?
  - No.
- Can I control the horn?
  - No. Status is also not available.
- Gear/Transmission
  - What is the report and expected control frequency?
    - 20 Hz report, control on-event
  - What is the interface?
    - Gear position (park/reverse/neutral/drive/low)
  - Is gear ratio available?
    - No. The MKZ hybrid uses a CVT (Continuously Variable Transmission), and the ratio is not available.
- Turn Signals
  - What is the report and expected control frequency?
    - 20 Hz, 5 Hz timeout
  - What is the interface?
    - Turn Signal state (none/left/right)
  - Can I control the hazard lights?
    - No. Status is also not available.
- Misc
  - What other vehicle sensors can I access?
    - Vehicle speed is included in the steering report. (50 Hz)
    - Individual wheel speeds (100 Hz)
    - Roll and yaw rate (100 Hz) (pitch rate is not available)
    - 3-Axis acceleration (100 Hz)
    - GPS (1 Hz)
    - Compass (1 Hz) (only eight values)
    - Tire pressures (2 Hz)
    - Front and rear parking sonars (5 Hz)
    - Rear side radars (5 Hz) (blind spot and cross traffic alert outputs only, not raw data)
    - Fuel level (10 Hz)
    - Steering wheel buttons (20 Hz)

- Door/Hood/Trunk open status (20 Hz)
    - Driver and passenger seat belt and airbag status. Rear seat belts status is not available.
  - Can I access the front and side radars?
    - Front ACC radar is not available. Side radars are available as blind spot and cross traffic alert outputs only. Raw radar data is not available.
  - Can I have the documentation for the internal vehicle CAN busses?
    - No. That information is Ford proprietary and cannot be distributed. If you need more than what is available on the drive-by-wire CAN bus, contact Dataspeed.
  - Is there an E-Stop button?
    - There is a jumper in the wiring near the center console that can be replaced with an E-Stop button that would remove power from all of the drive-by-wire hardware, see the wiring diagram. This will NOT stop the vehicle. An E-Stop button is not necessary. Taking control with the steering wheel or brake pedal is a much smoother transition.
  - How can I tell if the system is enabled/disabled?
    - The front and rear park assist warnings are activated when the driver takes control of the vehicle. This is both an audible chime and visual indication. At this time, there is no indication that the system is functioning/enabled/disabled.
  - Can I control any of the vehicle indicators/chimes/HMIs?
    - Not at this time. Controlling the cruise control and lane keep HMI might be possible in a future release.
  - How do I access the drive-by-wire CAN network to send commands?
    - If using ROS, a USB-CAN tool is provided and works with the ROS driver. Otherwise, there are CAN/power taps both near the battery on the passenger side in the trunk, and near the center console. See the wiring diagram.
- Safety
  - The drive-by-wire modules have been through the DFMEA process with a tier 1 automotive supplier.
  - All modules prioritize driver input over CAN bus input.
  - All modules pass through vehicle signals unmodified when unpowered or disabled.
  - There is an optional E-Stop button placeholder. See above.
  - There is an optional watchdog counter capable of detecting fault conditions and applying a small amount of brakes to slowly bringing the vehicle to a stop.
- Vehicle Parameters
  - Maximum braking force: 3400 Nm

- Maximum horse power: 240 to 300 hp
- Vehicle mass: 1700 to 1750 kg
- Steering ratio: 14.8:1
- Ackerman wheelbase: 112.2 inches
- Ackerman track width: 62.3 inches

## Power Distribution

- How much power can I draw from the vehicle?
  - The auxiliary continuous power draw limit on the hybrid Lincoln MKZ and Ford Fusion vehicles is 50A at 14V, which is 700W. This number comes from verbal discussions with Ford. Large bursts for several minutes will be handled by the lead-acid battery.
  - The limit comes from the DC/DC converter from the high voltage battery to charge the 12V battery. If the continuous load is more than the charging, eventually, the battery will be unable to support critical vehicle subsystems such as power steering and others.
- How can I turn power distribution channels on and off?
  - Touchscreen display in a cup holder mount, buttons inside the center console, startup/shutdown scripts, CAN message, Ethernet/LCM message
- How can I configure the power distribution?
  - Use PowerDistributionGUI.exe and its documentation.
- What is the power rating?
  - 9-18 volts, 20 Amps per channel continuous
- Can I view the current of the 120V power inverter?
  - No. The current consumption of the inverter is not available.
- Can I connect a higher wattage power inverter in stead of the 600W model?
  - Yes. See the Power Distribution Panel datasheet for a list of supported part numbers.
- What is the default mode change pin number?
  - 1234

## Documentation

- Download the latest ADAS\_Kit.zip release from [https://bitbucket.org/DataspeedInc/dbw\\_mkz\\_ros/downloads](https://bitbucket.org/DataspeedInc/dbw_mkz_ros/downloads)
  - Block diagram and wiring diagram PDFs
  - CAN bus documented in the Vector CAN DBC format: DataspeedByWire.dbc
  - Datasheets for each module (including CAN message definitions)

- ROS driver and speed control algorithm
  - [https://bitbucket.org/DataspeedInc/dbw\\_mkz\\_ros/raw/default/README.pdf](https://bitbucket.org/DataspeedInc/dbw_mkz_ros/raw/default/README.pdf)

## Updating

- Windows laptop and embedded modules
  - Download the latest ADAS\_Kit.zip release from [https://bitbucket.org/DataspeedInc/dbw\\_mkz\\_ros/downloads](https://bitbucket.org/DataspeedInc/dbw_mkz_ros/downloads)
  - Check the CHANGELOGs to see which modules need to be updated.
  - Update the firmware of required modules with DataspeedBootloader.exe. This process is documented in DataspeedBootloader.pdf.
- Ubuntu Linux laptop
  - ROS documentation can be found here: [https://bitbucket.org/DataspeedInc/dbw\\_mkz\\_ros/src/default/ROS\\_SETUP.md](https://bitbucket.org/DataspeedInc/dbw_mkz_ros/src/default/ROS_SETUP.md)
  - Run the 'One Line SDK Update' script at the link above.
  - The password for the provided laptop is 'password' (without quotes).

## Troubleshooting

- Steering is not working and reporting a calibration fault.
  - Disconnecting the vehicle battery will cause the production vehicle to lose steering calibration. To calibrate, drive at least 25 mph for at least 10 seconds in a straight line. This may require all sensors to be plugged in (front camera, front radar, side radar, trunk open sensor).
- The steering wheel is not calibrated well.
  - Try driving at least 50 mph in a straight line with the drive-by-wire system unpowered. When powered, the drive-by-wire system prevents vehicle steering calibration.
- The thermocouple on the Power Distribution Panel is reporting wild values.
  - There is a known hardware issue with the Power Distribution Panel thermocouple sensor where the value is prone to noise from nearby equipment such as the inverter remote cable. It is not recommended to trust the temperature reading from the thermocouple sensor.
- Steering, braking, throttle, shifting, turn signals, or something else is not working.
  - Check that all subsystems have the latest firmware with DataspeedBootloader.exe and a USB cable using the laptop included with your vehicle.
  - Run the ROS joystick demo on the laptop included with your vehicle and test the problem.

- If the issue still persists, contact [Dataspeed](#). Dataspeed may ask you to create a recording using the Drive-By-Wire Logger program located in the 'SteeringShifter\DbwLogger' folder. See DbwLogger.pdf for documentation on this procedure.