



**Dataspeed ADAS Kit**  
**dSPACE/Simulink Interface Blockset**

**User Manual**

FCA Vehicles

(DataspeedByWire-FCA-20190412.dbc)

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## 1. Introduction

This document describes the dSPACE Simulink blockset library designed to communicate with the Dataspeed ADAS Kit over CAN. For more details regarding the specific CAN messaging interface to the by-wire hardware modules, please refer to the individual product datasheets:

- *ThrottleBrakeDatasheet-XXX.pdf*
- *SteeringShifterDatasheet-XXX.pdf*

The main Simulink library **drive\_by\_wire\_master\_fca.slx** is shown in Figure 1. This library has the following components:

- **CAN Controller Setup** – A pre-configured block that properly sets up the dSPACE RTICAN interface to send messages to and from the Dataspeed ADAS Kit modules. All the dSPACE RTICAN blocks are pre-configured to use the **DataspeedByWire\_XXX.dbc** files provided with each firmware release to automatically configure the message structure.
- **Drive-By-Wire (DBW) Interface Blocks** – Double-clicking this block opens the library containing all DBW subsystem input/output interfaces, including throttle, brake, steering, shifting, and turn signaling.
- **Vehicle Data Blocks** – Double-clicking this block opens the library containing CAN interfaces to vehicle data collected from proprietary OEM CAN messaging.
- **Vehicle Control Blocks** – Double-clicking this block opens the library containing blocks that provide advanced control functionality over the vehicle.
- **ADAS Kit Info Blocks** – Double-clicking this block opens the library containing blocks that provide information on the ADAS Kit (firmware versions, etc.) and static vehicle information such as the VIN and platform type.
- **Joystick Teleop Demo** – This Simulink model demonstrates the usage of the DBW interface blocks and provides a base upon which the user can develop.

Double-clicking the square box next to the model name will open a dialog box, shown in Figure 2.

The options are:

- **Open** – Opens the master copy of the demo model at its default location. This should only be done to inspect the model, seeing it is the master copy.
- **Copy** – Places a copy of the demo model into the current MATLAB working directory. Making changes to this copy will not affect the master copy.

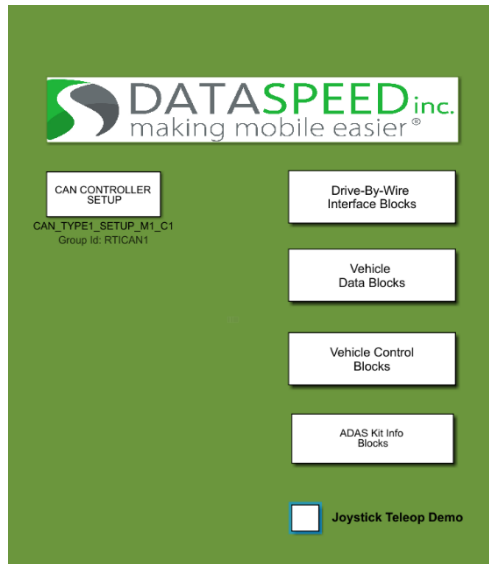


Figure 1. Main Simulink library.

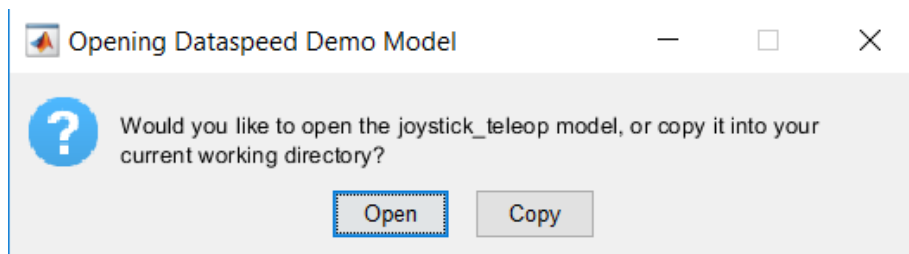


Figure 2. Demo Model dialog box.

## 2. Software Installation

The process of installing the DBW Simulink blockset into MATLAB is as follows.

1. Using File Explorer, copy the root DBW folder onto your hard drive in the place of your choosing.
2. Open MATLAB and change MATLAB's present working directory to be this newly added folder.
3. At the MATLAB Command Line, type "install" to run the DBW Blockset installation M-file script.
4. When prompted, hit "Enter" on your keyboard.
5. The installation script will add all appropriate DBW Simulink blockset folders to your MATLAB path.

### 3. Drive-by-Wire Interface Blocks

This section describes the individual DBW interface blocks. These individual blocks can be found in the **dbw\_interface\_blocks\_FCA.slx** library, which can be opened from the main library. They are shown in Figure 3.



Figure 3. Drive-By-Wire Interface Blockset.

#### 3.1. CAN Controller Setup

For this proprietary dSPACE block, the path to the DBC file that defines CAN message structures, is hardcoded. Current dSPACE software does not support using relative paths. Therefore, after installing the Dataspeed dSPACE/Simulink Blockset library onto your PC, you must open the CAN CONTROLLER SETUP block, and go to the "Data File Support" tab in the dialog box that appears. (See Figure 4). There, manually update the path by clicking "Replace Data File", then navigating to, and selecting the file located in the **.../dSPACE/lib\_XXX** subdirectory created on their PC during the installation process. As of the R2018a dSPACE release, for the newly added DBC to become the one being used, the user must use this same dialog box to select and remove all unwanted DBC files from any previous firmware release package. This is done by using the "Remove Data File" button.

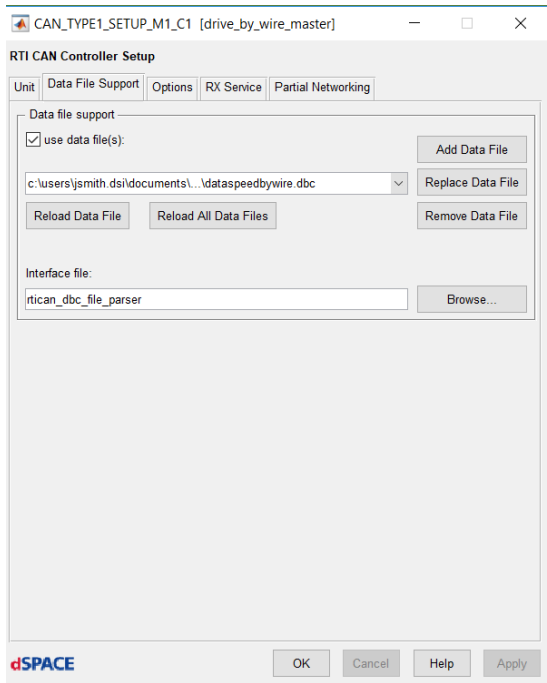


Figure 4. Setting the path to the CAN DBC file.

### 3.2. Throttle

The **Throttle Interface** block is shown in Figure 5, and its I/O is described in Table 1. This block packages pre-configured dSPACE RTICAN blocks to transmit the Throttle Command CAN message 0x62 (see Figure 6), and receive the Throttle Report CAN message 0x63 (see Figure 7).

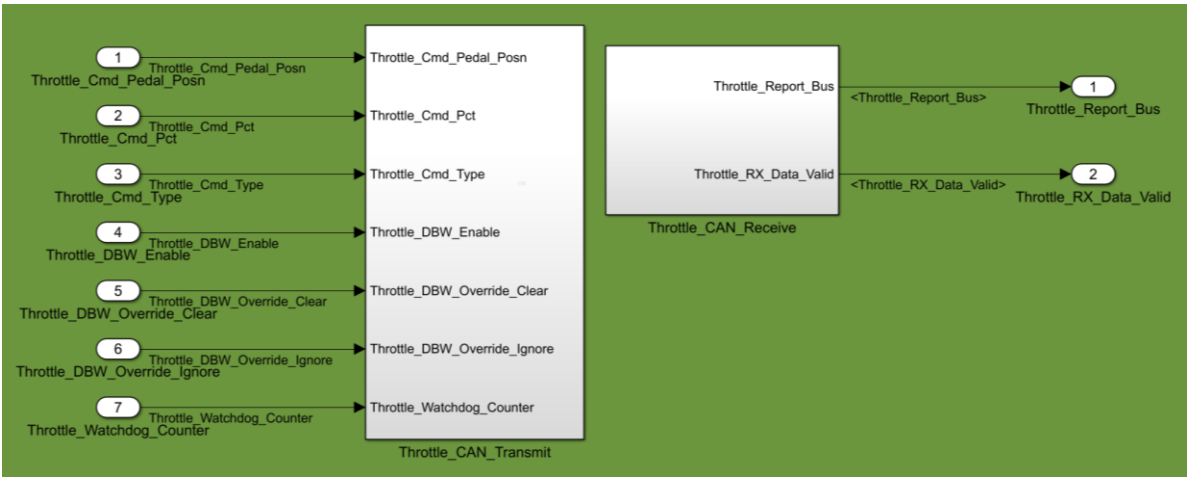


Figure 5. **Throttle\_Interface** block.



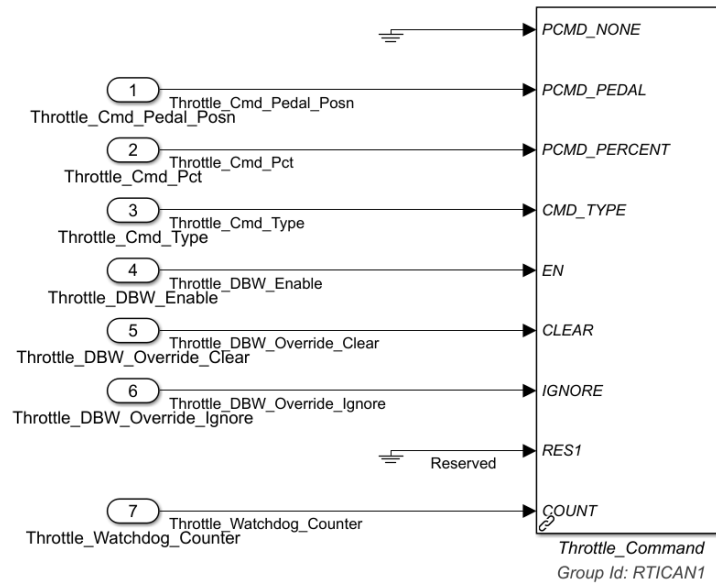


Figure 6. **Throttle\_CAN\_Transmit** block.

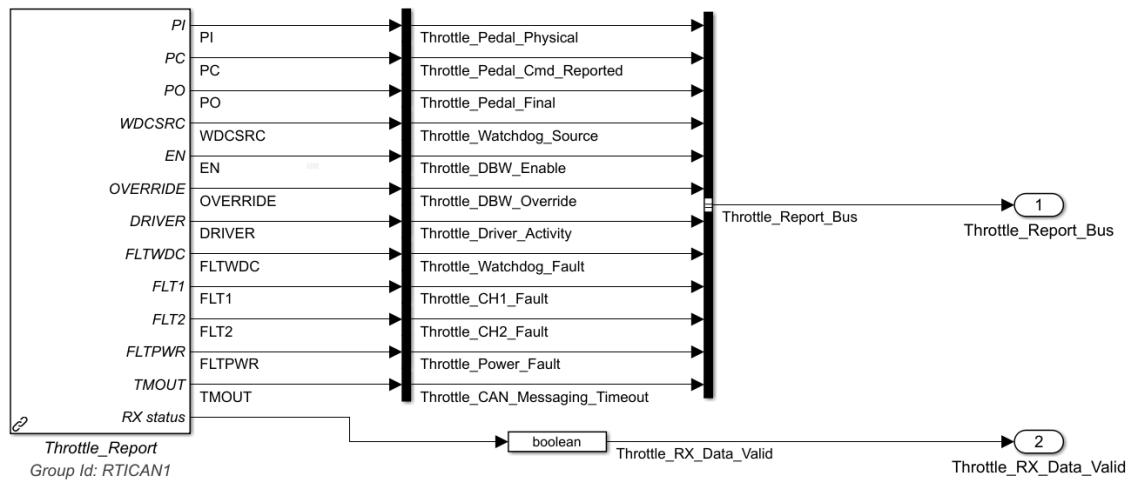


Figure 7. **Throttle\_CAN\_Receive** block.

Table 2. Throttle Interface Library block I/O.

	Port Name	Data Type	Range	Description
Inputs	Throttle_Cmd_Pedal_Posn	double	0.15 — 0.8	Throttle pedal command, as a PWM duty cycle. Values outside the range will be saturated.
	Throttle_Cmd_Pct	double	0.00 — 1.00	Throttle pedal command, normalized from closed throttle to WOT. Values outside the range will be saturated.
	Throttle_Cmd_Type	uint8	—	Enumeration to select which <i>Throttle_Cmd</i> to use. 1: <i>Throttle_Cmd_Pedal_Posn</i> 2: <i>Throttle_Cmd_Pct</i>
	Throttle_DBW_Enable	bool	—	Enable DBW throttle control. TRUE: enable FALSE: disable.
	Throttle_DBW_Override_Clear	bool	—	Clear driver override. TRUE: request clear of driver override FALSE: normal operation.
	Throttle_DBW_Override_Ignore	bool	—	Ignore future driver overrides TRUE: ignore overrides FALSE: normal operation
	Throttle_Watchdog_Counter	uint8	0 — 255	Optional watchdog counter. 0: disables feature. See datasheet ( <b>ThrottleBrakeDatasheet-XXX.pdf</b> ) for details
Outputs	Throttle_Report_Bus	bus	—	Simulink bus containing the data in the throttle report CAN message. See datasheet ( <b>ThrottleBrakeDatasheet-XXX.pdf</b> ) for details.
	Throttle_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

### 3.3. Brake

The **Brake\_Interface** block is shown in Figure 8, and its I/O is described in Table 3. This block packages pre-configured dSPACE RTICAN blocks to transmit the Brake Command CAN message 0x60, and receive the Brake Report CAN message (ID = 0x61).

The **Brake\_CAN\_Transmit** and **Brake\_CAN\_Receive** subsystem blocks are shown in Figure 9 and Figure 10, respectively.

Table 3. Brake Interface Library block I/O.

	Port Name	Data Type	Range	Description
<b>Inputs</b>	Brake_Cmd_Pedal_Posn	double	0.15 — 0.5	Brake pedal command, as a PWM duty cycle. Values outside the range will be saturated.
	Brake_Cmd_Pct_Max_Trq	double	0.00 — 1.00	Brake pedal command, as normalized torque. Values outside the range will be saturated.
	Brake_Cmd_Trq	double	0 — 3412	Brake pedal command, as torque ( <i>Nm</i> ). Values outside the range will be saturated.
	Brake_Cmd_CL_Trq_Req	double	0 — 3412	Brake pedal command, as torque ( <i>Nm</i> ), closing the loop on reported requested torque. Values outside the range will be saturated.
	Brake_Cmd_Decel	double	0 — 10	Brake pedal command, as desired deceleration ( <i>m/s<sup>2</sup></i> ).
	Brake_Cmd_Type	unit8	1 — 4	Enumeration to select which <i>Brake_Pedal_Cmd</i> to use: 1: <i>Brake_Cmd_Pedal_Posn</i> 2: <i>Brake_Cmd_Pct_Max_Trq</i> 3: <i>Brake_Cmd_Trq</i> 4: <i>Brake_Cmd_Trq_CL_Req</i> 5: <i>Brake_Cmd_Decel</i>
	Brake_DBW_Enable	bool	—	Enable DBW brake control. TRUE: enable, FALSE: disable.
	Brake_DBW_Override_Clear	bool	—	Clear driver override. TRUE: request clear of driver override. FALSE: normal operation.
	Brake_DBW_Override_Ignore	bool	—	Ignore future driver overrides TRUE: ignore overrides FALSE: normal operation
	Reserved	bool	—	Strictly for internal Dataspeed use.
<b>Outputs</b>	Brake_Watchdog_Counter	uint8	0 — 255	Optional watchdog counter. 0: disables feature. See datasheet ( <b>ThrottleBrakeDatasheet-XXX.pdf</b> ) for details.
	Brake_Report_Bus	bus	—	Simulink bus containing the data in the Brake Report CAN message. See datasheet ( <b>ThrottleBrakeDatasheet-XXX.pdf</b> ) for details.
	Brake_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.



Figure 8. **Brake\_Interface** block.

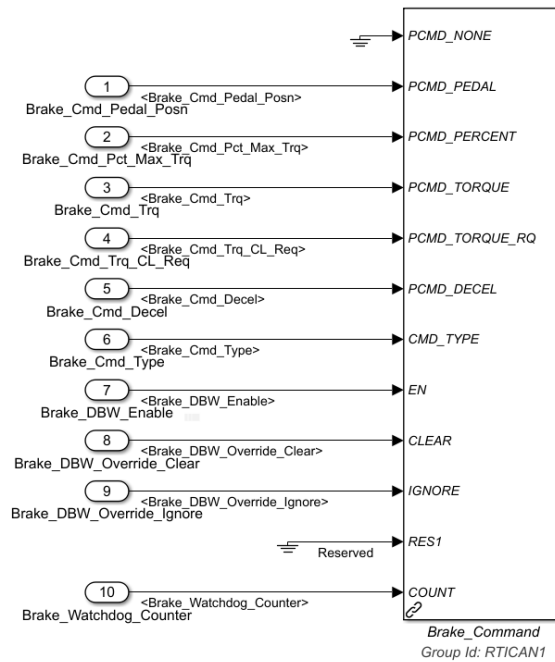


Figure 9. **Brake\_CAN\_Transmit** block.

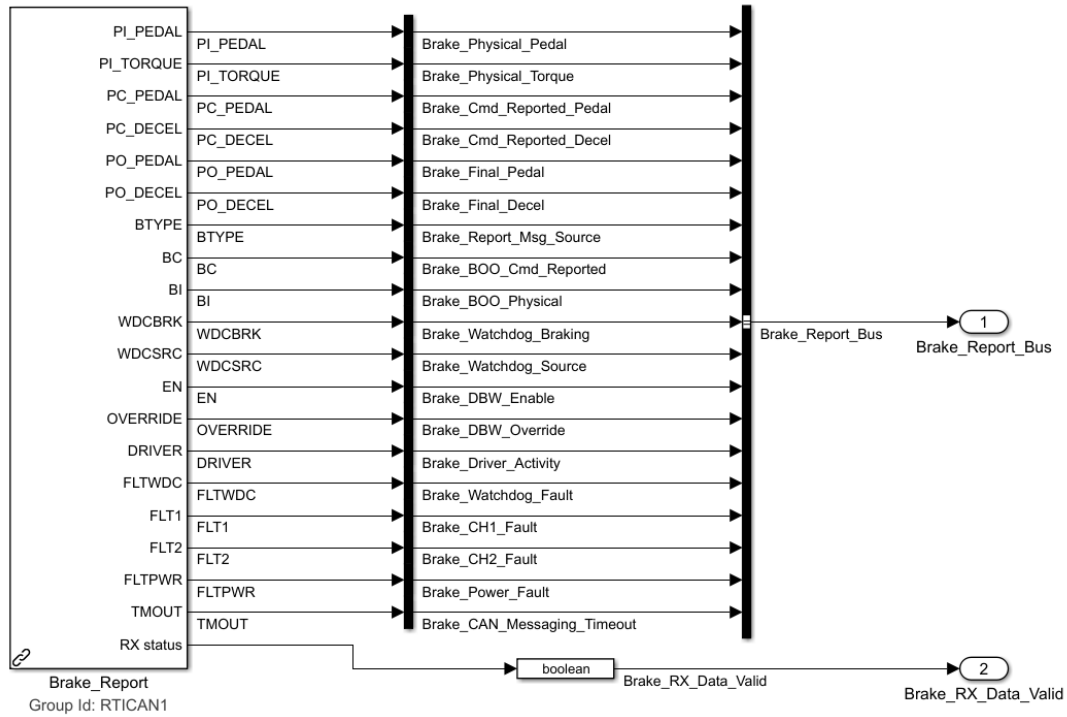


Figure 10. Brake\_CAN\_Receive block.

### 3.4. Steering

The **Steering\_Interface** block is shown in Figure 11, and its I/O is described in Table 4. This block packages pre-configured dSPACE RTICAN blocks to transmit the Steering Command CAN message 0x64, and receive the Steering Report CAN message 0x65.

The **Steering\_CAN\_Transmit** and **Steering\_CAN\_Receive** subsystem blocks are shown Figure 12 and Figure 13, respectively.



Figure 11. Steering\_Interface block.

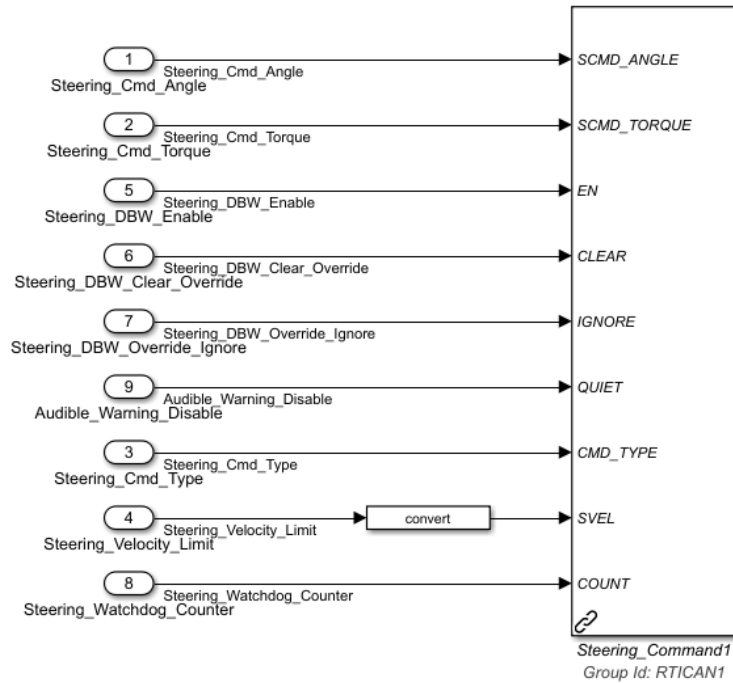


Figure 12. **Steering\_CAN\_Transmit** block.

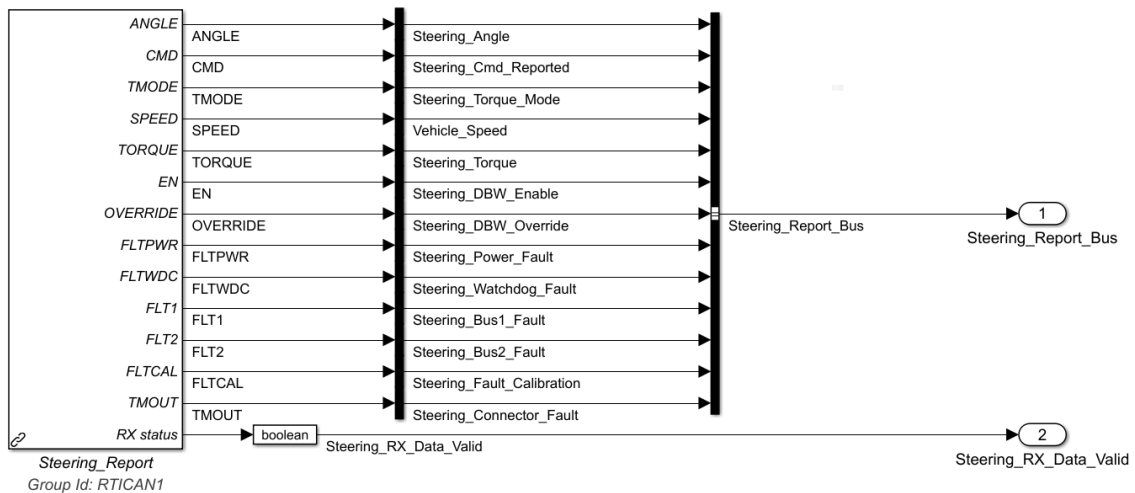


Figure 13. **Steering\_CAN\_Receive** block.

Table 4. **Steering\_Interface** library block I/O.

	Port Name	Data Type	Range	Description
<b>Inputs</b>	Steering_Cmd_Angle	double	-470 — 470	Steering wheel angle command ( <i>degrees</i> ). Values outside the range will be saturated.
	Steering_Cmd_Torque	double	-5 — 5	Steering wheel torque command ( <i>Nm</i> ). Values outside the range will be saturated.
	Steering_Cmd_Type	double	1 — 2	Enumeration to select which <i>Steering_Cmd_XXX</i> to use: 1: <i>Steering_Cmd_Angle</i> 2: <i>Steering_Cmd_Torque</i>
	Steering_Velocity		0 — 500	Maximum velocity in <i>deg/sec</i> to use while moving steering wheel to desired angle. Setting to zero will default to maximum of 500 <i>deg/sec</i> .
	Steering_DBW_Enable	bool	—	Enable DBW steering control. TRUE: enable FALSE: disable.
	Steering_DBW_Override_Clear	bool	—	Clear driver override. TRUE: request clear of driver override. FALSE: normal operation.
	Steering_DBW_Override_Ignore	bool	—	Ignore future driver overrides TRUE: ignore overrides FALSE: normal operation
	Steering_Watchdog_Counter	uint8	0 — 255	Optional watchdog counter. 0: disables feature. See datasheet ( <b>SteeringShifterDatasheet-XXX.pdf</b> ) for details.
<b>Outputs</b>	Steering_Report_Bus	bus	—	Simulink bus containing the data in the Steering Report CAN message. See datasheet ( <b>SteeringShifterDatasheet-XXX.pdf</b> ) for details.
	Steering_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

### 3.5. Shifter

The **Shifter\_Interface** block is shown in Figure 14, and its I/O is described in Table 5. This block packages pre-configured dSPACE RTICAN blocks to transmit the Gear Command CAN message 0x66 and receive the Gear Report CAN message 0x67.

The **Gear\_CAN\_Transmit** and **Gear\_CAN\_Receive** subsystem blocks are shown in Figure 15 and Figure 16, respectively.

The transmit block does the following:

- Passes the gear command into the **GCMD** field of the gear command CAN message.
- Passes the clear signal to the **CLEAR** bit of the gear command CAN message.
- If the gear command is equal to zero, the hardware module will ignore the command.
- If the command is between 1 and 5, then the corresponding gear is selected.

The receive block does the following:

- Parses the gear report message and combines the received data into a Simulink bus.
- The **CAN\_RX\_Data\_Valid** flag is used to indicate if the report message is being received.

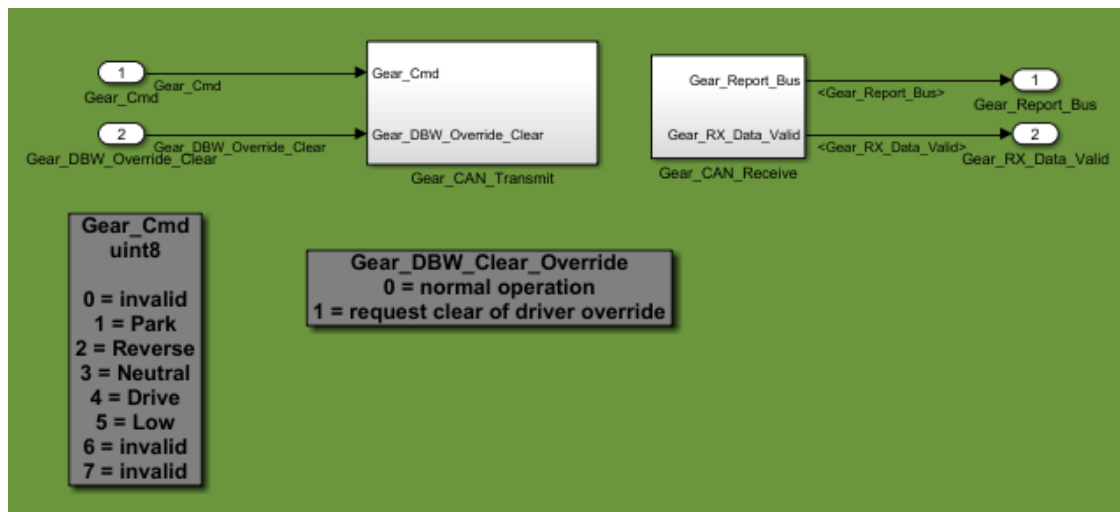


Figure 14. **Shifter\_Interface** block.

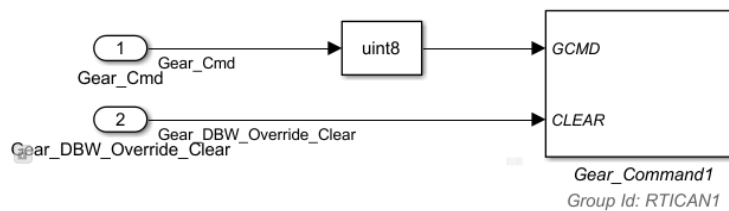


Figure 15. **Gear\_CAN\_Transmit** block.



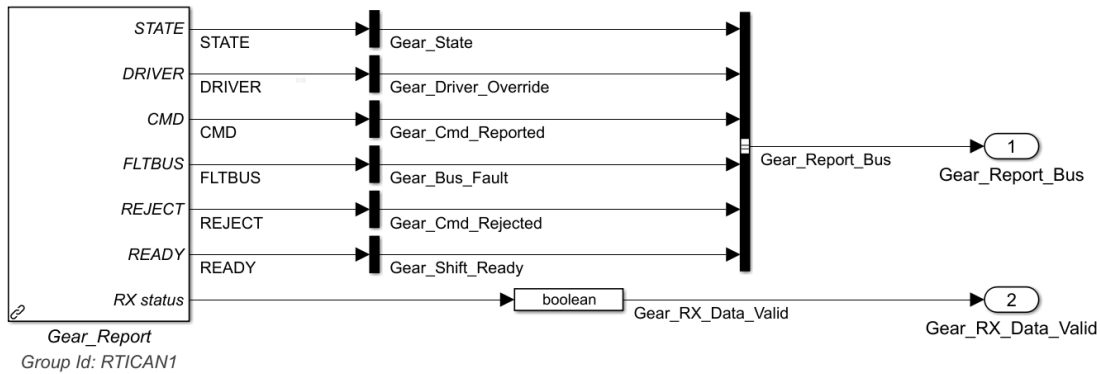


Figure 16. **Gear\_CAN\_Receive** block.

Table 5. **Shifter\_Interface** library block I/O.

	Port Name	Data Type	Range	Description
<b>Inputs</b>	Gear_Cmd	uint8	0 — 5	Enumeration of desired shifter position. 0: None 1 — 5: P, R, N, D, L, respectively.
	Clear	bool	—	Clear driver override. TRUE: request clear of driver override. FALSE: normal operation.
<b>Outputs</b>	Gear_Report_Bus	bus	—	Simulink bus containing the data in the gear report CAN message. See datasheet ( <b>SteeringShifterDatasheet-XXX.pdf</b> ) for details.
	Gear_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

### 3.6. Turn Signal

The **Turn\_Signal\_Interface** block is shown in Figure 17, and its I/O is described in Table 6. This block packages a pre-configured dSPACE RTICAN block to transmit the Turn Signal Command CAN message 0x68. The Turn Signal Report status can be accessed in the **Misc\_CAN\_Receive** block. See Section 4.3 for details.

The **Signal\_CAN\_Transmit** block is shown in Figure 18.

The transmit block does the following:

- Passes the turn signal command into the **TRNCMD** field of the turn signal command CAN message.
- If the command is 0, all signals turn off.
- If the command is 1, the left signal turns on.
- If the command is 2, the right signal turns on.

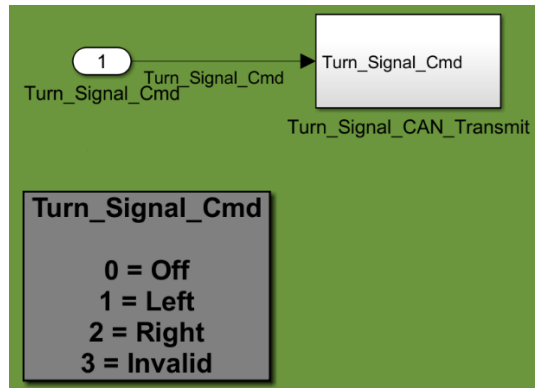


Figure 17. **Turn\_Signal\_Interface** block

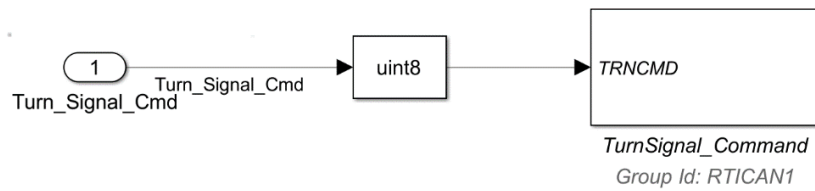


Figure 18. **Signal\_CAN\_Transmit** block

Table 6. **Turn\_Signal\_Interface** library block I/O.

	Port Name	Data Type	Range	Description
<b>Inputs</b>	Signal_Cmd	uint8	0 — 2	Enumeration of desired shifter position.
				0: None
				1: Left
				2: Right

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## 4. Vehicle Data Blocks

The ADAS Kit reads data that is available on select vehicle CAN networks, and repackages and transmits that data on the Dataspeed DBW CAN bus.

The vehicle data includes:

- **Brake Info Report** – Miscellaneous data containing turn signal, wiper, and high-beam status, as well as the state of many of the buttons on the steering wheel.
- **Fuel Level** – Vehicle fuel level as a percentage of Full.
- **Miscellaneous Data** – Miscellaneous data containing turn signal, wiper, and high-beam status, as well as the state of many of the buttons on the steering wheel.
- **Wheel Position** – The four individual wheel speed measurements in *rad/s*.
- **Wheel Speed** – The four individual wheel speed measurements in *rad/s*.

Blocks used to access the re-transmitted data are provided in the **vehicle\_data\_blocks\_fca.slx** library, which is shown in Figure 19. This library can also be opened from the main **drive\_by\_wire\_master\_fca.slx** library.

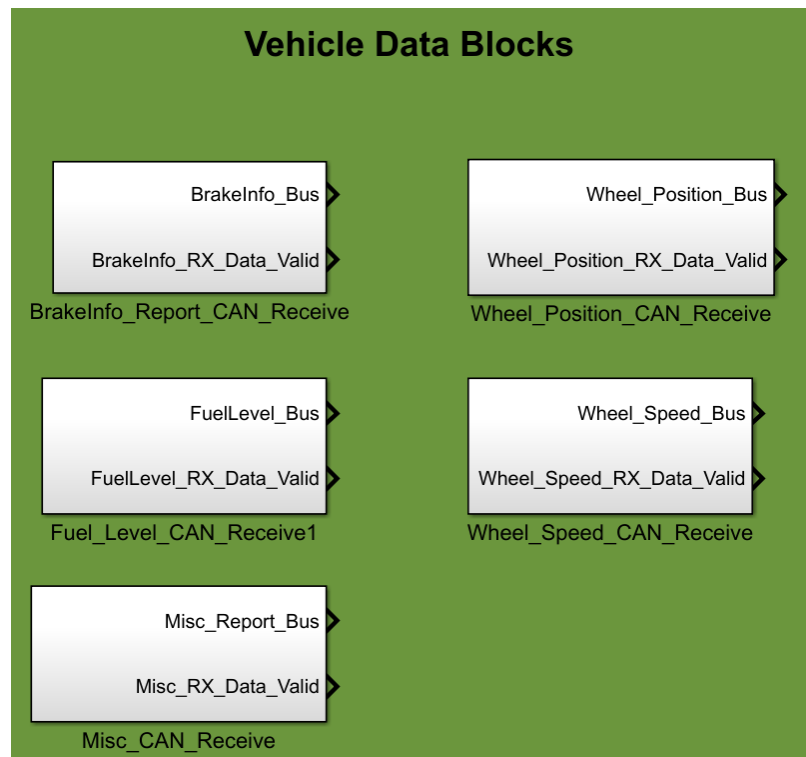


Figure 19. Vehicle Data Library.

## 4.1. BrakeInfo Report Data

The **BrakeInfo\_Report\_CAN\_Receive** block is shown in Figure 20, and its I/O is described in Table 7. CAN message ID 0x74.

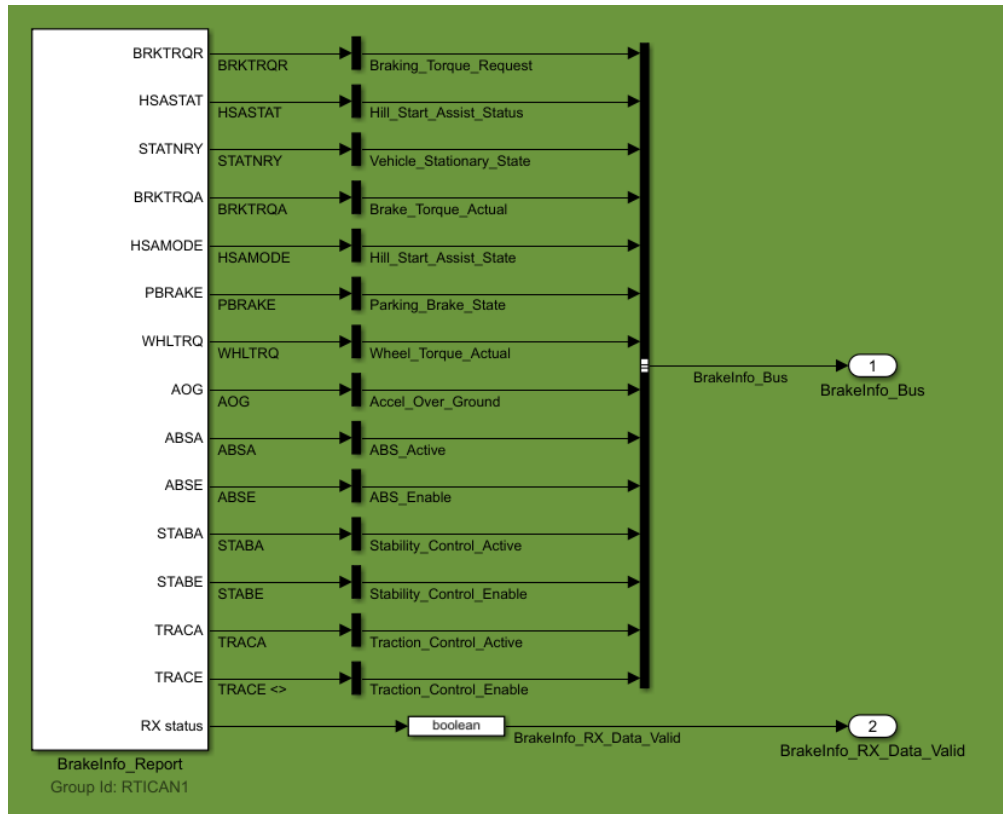


Figure 20. **BrakeInfo\_Report\_CAN\_Receive** block.

Table 7: Port I/O of the **BrakeInfo\_CAN\_Receive** library block.

	Port Name	Data Type	Range	Description
Outputs	BrakeInfo_Report_Bus	bus	—	Simulink bus containing the information in the BrakeInfo_Report CAN message (ID = 0x74). See the Steering-Shifter module datasheet for details ( <a href="#">SteeringShifterDatasheet-XXX.pdf</a> ).
	BrakeInfo_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

## 4.2. Fuel Level

The **Fuel\_Level\_CAN\_Receive** block is shown in Figure 21, and its I/O is described in Table 8. CAN message ID 0x72.

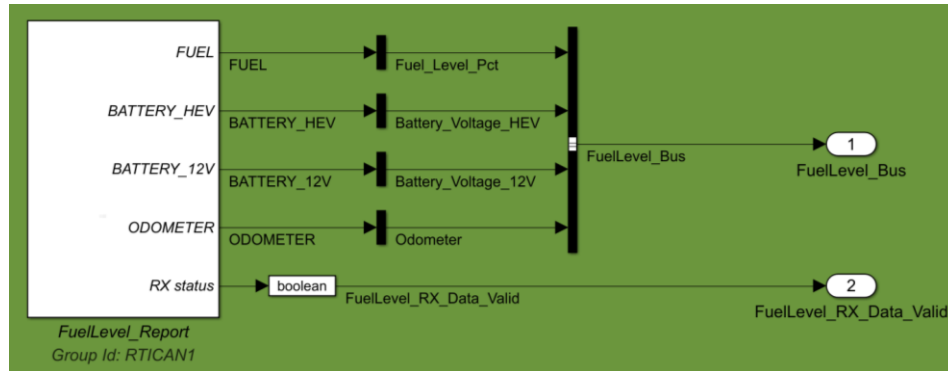


Figure 21. **Fuel\_Level\_CAN\_Receive** block.

Table 8. Fuel level data library block I/O.

	Port Name	Data Type	Range	Description
Outputs	FuelLevel_Bus	double	0 — 100	Simulink bus containing fuel level, battery voltages, and odometer. See datasheet ( <b>SteeringShifterDatasheet-XXX.pdf</b> ) for details.
	FuelLevel_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

### 4.3. Miscellaneous Data

The **Misc\_CAN\_Receive** block is shown in Figure 22, and its I/O is described in Table 9. CAN message ID 0x69.

Table 9: **Misc\_CAN\_Receive** library block I/O.

	Port Name	Data Type	Range	Description
Outputs	Misc_Report_Bus	bus	—	Simulink bus containing the information in the Miscellaneous Report CAN message (ID = 0x69). See the Steering-Shifter module datasheet for details ( <a href="#">SteeringShifterDatasheet-XXX.pdf</a> ).
	Misc_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

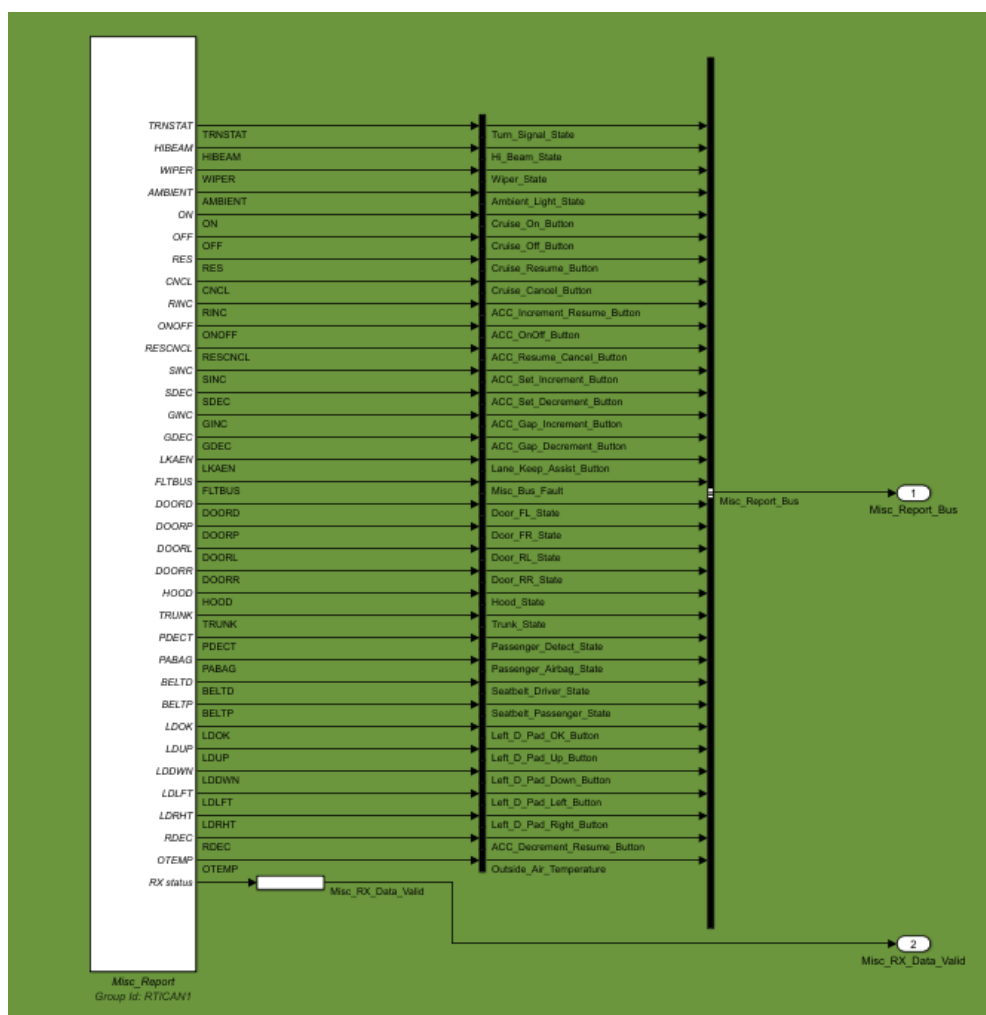


Figure 22. **Misc\_CAN\_Receive** block.

## 4.4. Wheel Position

The **Wheel\_Position\_CAN\_Receive** block is shown in Figure 24, and its I/O is described in Table 11. CAN message ID 0x6A.

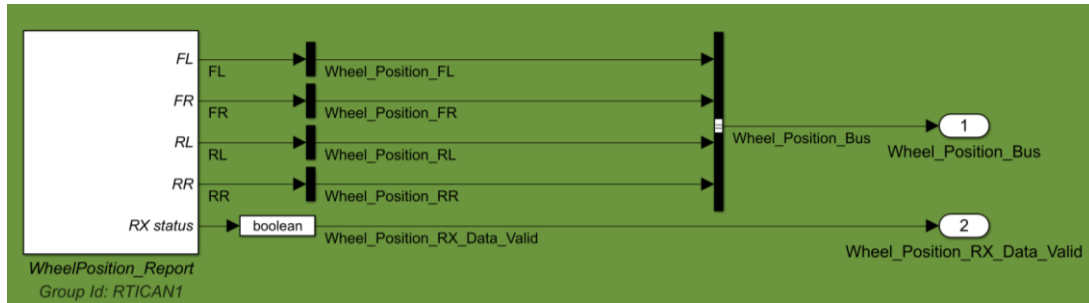


Figure 23. **Wheel\_Position\_CAN\_Receive** block.

Table 10. **Wheel\_Position\_CAN\_Receive** library block I/O.

	Port Name	Data Type	Range	Description
Outputs	Wheel_Position_Bus	bus	—	Simulink bus containing the four individual wheel positions in <i>rad/s</i> .
	Wheel_Speed_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

## 4.5. Wheel Speed

The **Wheel\_Speed\_CAN\_Receive** block is shown in Figure 24, and its I/O is described in Table 11. CAN message ID 0x6A.

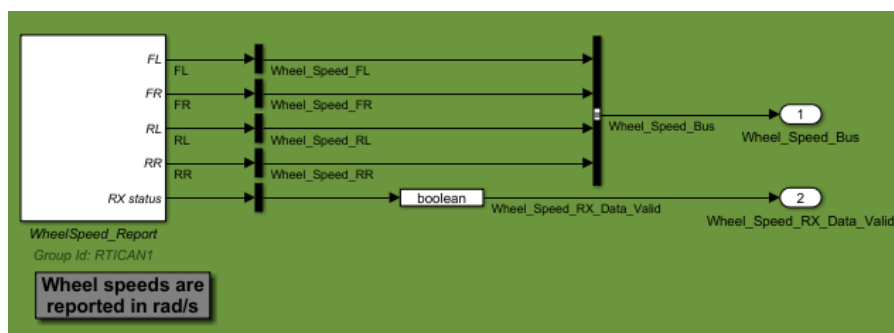


Figure 24. **Wheel\_Speed\_CAN\_Receive** block.

Table 11. **Wheel\_Speed\_CAN\_Receive** library block I/O.

	Port Name	Data Type	Range	Description
Outputs	Wheel_Speed_Bus	bus	—	Simulink bus containing the four individual wheel speeds in <i>rad/s</i> .
	Wheel_Speed_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

## 5. ADAS Kit Info Blocks

These library blocks de-multiplex and bundle like data pertaining to the ADAS Kit itself, into the following Simulink buses:

- Firmware Version (one bus each for Brake, Throttle and Steering/Shift)
- License General Info
- MAC Address
- Build Date
- VIN (Vehicle Identification Number)
- Software Features (one bus for each feature)

They also provide these scalars:

- Platform
- Firmware Version Data Valid
- License Manager Data Valid



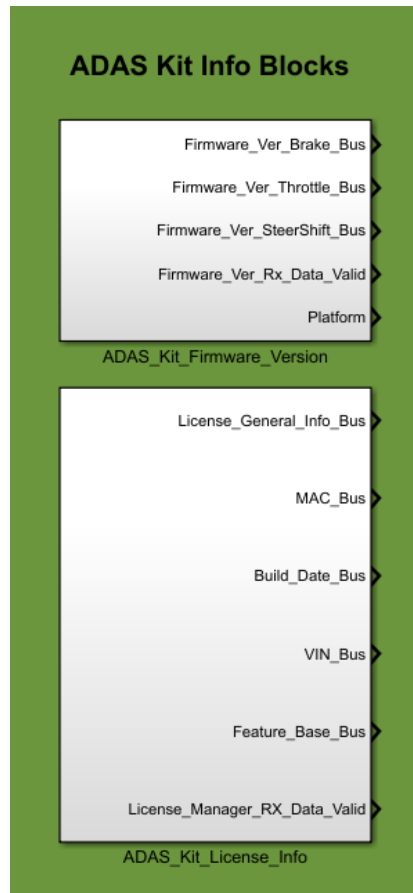
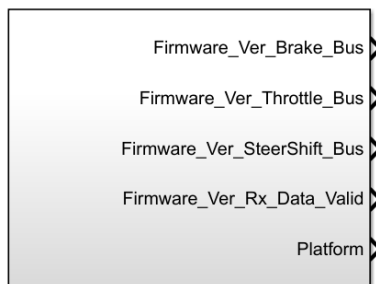


Figure 25. ADAS Kit License Info Library.

## 5.1. ADAS Kit Firmware Version

The **ADAS\_Kit\_Firmware\_Version** block is shown in Figure 26, and its output is described in Table 6. CAN message ID 0x7F.



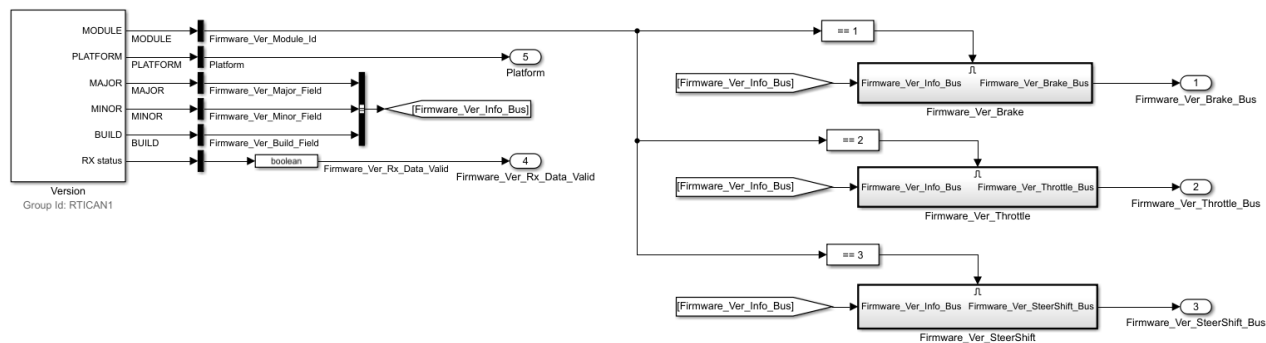


Figure 26. **ADAS\_Kit\_Firmware\_Version** block.

Table 12. **ADAS\_Kit\_Firmware\_Version** library block I/O.

	Port Name	Data Type	Range	Description
<b>Outputs</b>	Firmware_Ver_Brake_Bus	—	—	Simulink bus containing firmware version information for the brake module.
	Firmware_Ver_Throttle_Bus	—	—	Simulink bus containing firmware version information for the throttle module.
	Firmware_Ver_SteerShift_Bus	—	—	Simulink bus containing firmware version information for the steer/shift module.
	Platform	uint8	—	Vehicle platform. 0x10 = FCA RU 0x11 = FCA WK2 Other = Ignore—not this vehicle platform
	Firmware_Version_Rx_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

## 5.2. ADAS Kit License Info

The **ADAS\_Kit\_License\_Info** block is shown in Figure 27, and its I/O is described in Table 13. Details of each bus are shown in Figure 28 through Figure 32. CAN message ID 0x7E.

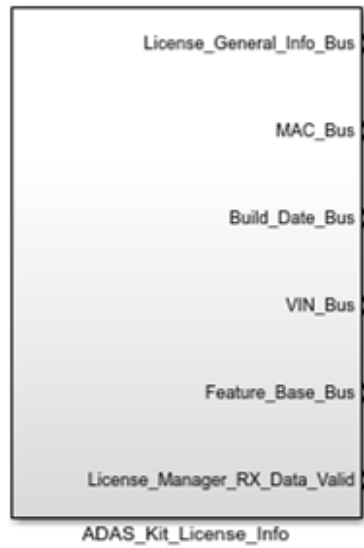


Figure 27. **ADAS\_Kit\_License\_Info** block.

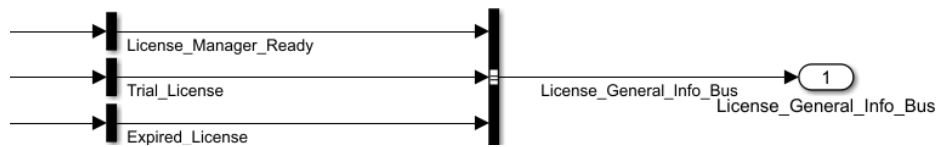


Figure 28. **License\_General\_Info** bus.

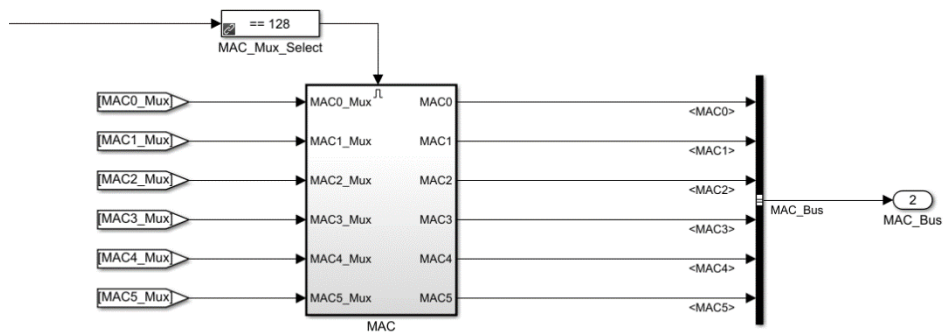


Figure 29. **MAC** bus.

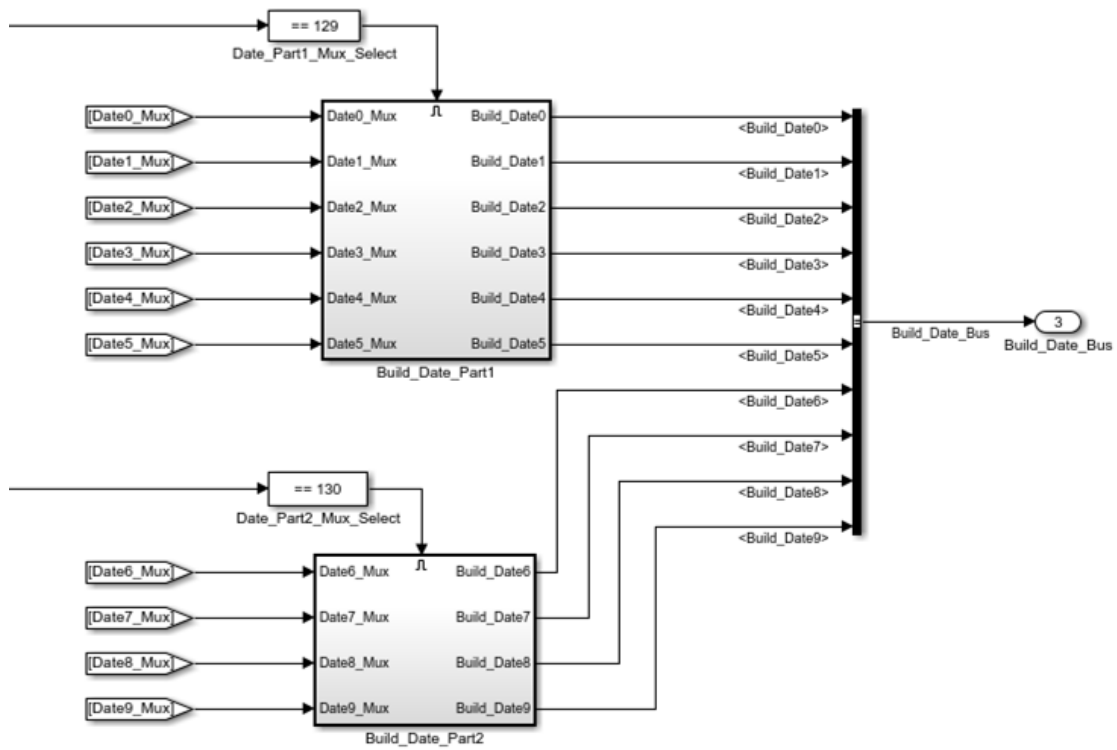


Figure 30. **Build\_Date** bus.

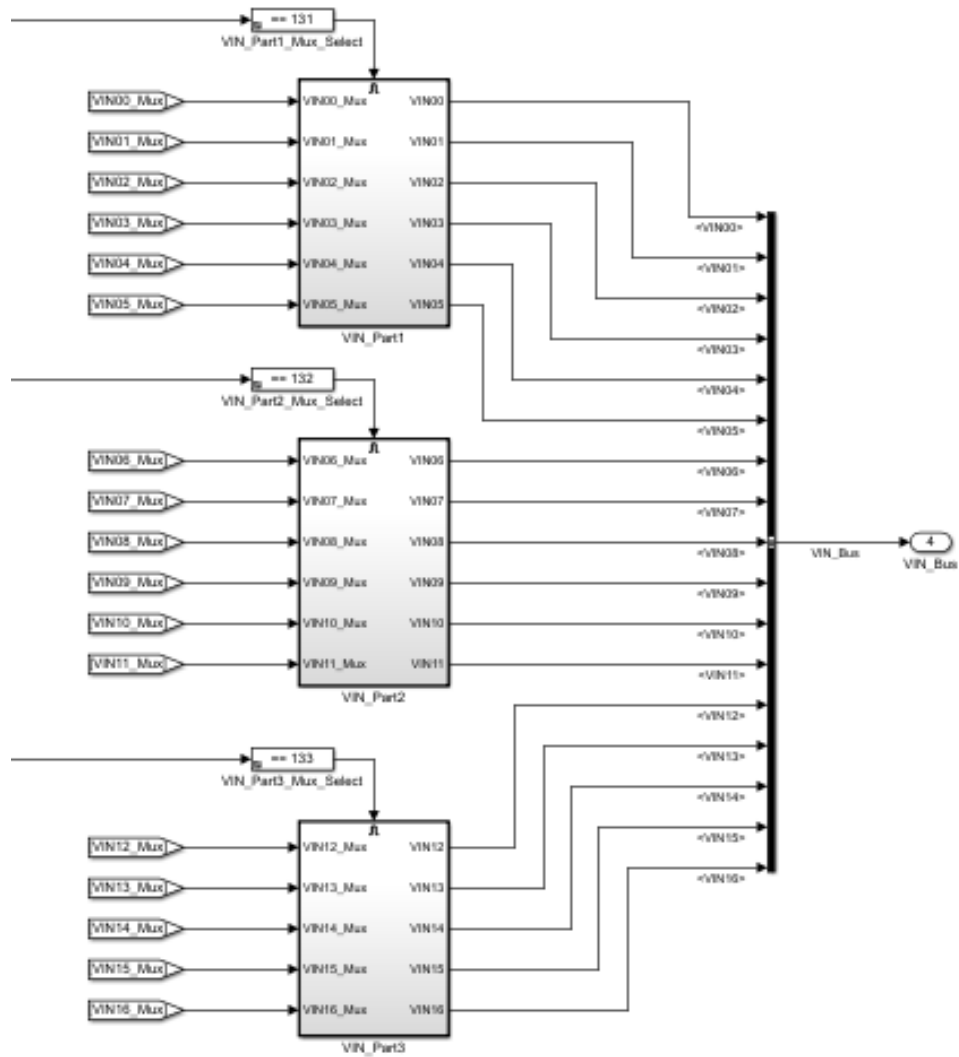


Figure 31. VIN bus.

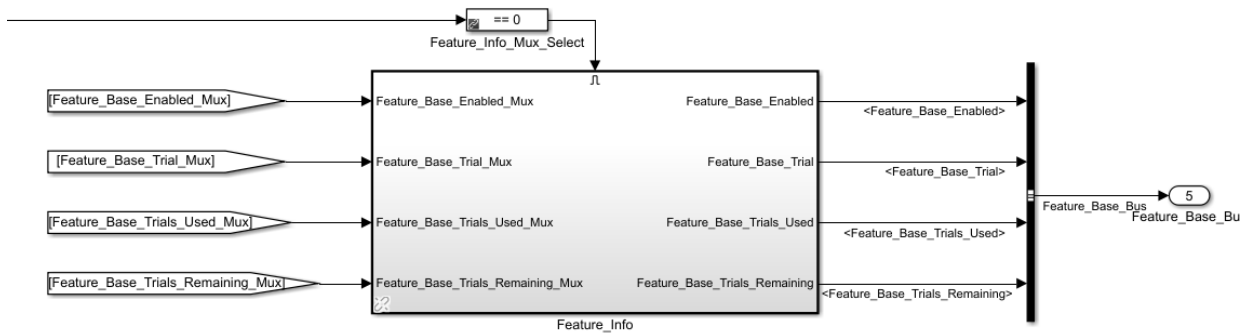


Figure 32. Feature\_Base bus.

Table 14. Port I/O of the **ADAS\_Kit\_License\_Info** library block.

	Port Name	Data Type	Range	Description
<b>Outputs</b>	License_General_Info_Bus	bus	—	Simulink bus containing bit flags indicating if the overall data for this block has yet been updated, if this is a trial license, and if the license has expired.
	MAC_Bus	bus	—	Simulink bus containing the MAC address of the Kit. MAC0 is the first (leftmost) field in the address. MAC5 is the last.
	Build_Date_Bus	bus	—	Simulink bus containing the build date of the kit's firmware. (Format: YYYY / MM / DD).
	VIN_Bus	bus	—	Simulink bus containing the VIN. VIN0 is the first (leftmost) character in the address. VIN16 is the last.
	Feature_Base_Bus	bus	—	Simulink bus providing licensing status information for the software feature called "Base". It contains bit flags reporting if this feature is enabled, and if it is a trial. For trials, it reports the number of trials used and the number remaining.
	License_Manager_RX_Data_Valid	bool	—	Flag indicating if data is being received over the CAN network.

## 6. Vehicle Control Blocks

These blocks can be found in the **vehicle\_control\_blocks.slx** library, which can be opened from the main library.

The library is shown in Figure 33. The control blocks assist the user in getting a functioning system up and running quickly.

These blocks are:

- The **DBW\_System\_Enable\_Logic** block allows the use of steering wheel buttons to enable and disable the DBW and application level systems.
- The **ULC\_Interface** block provides the I/O access required to run the Universal Lat/Long Controller. These algorithms provide advanced speed and steering control for this vehicle. They are documented in **ULC\_UserGuide-RevXXX.pdf**.

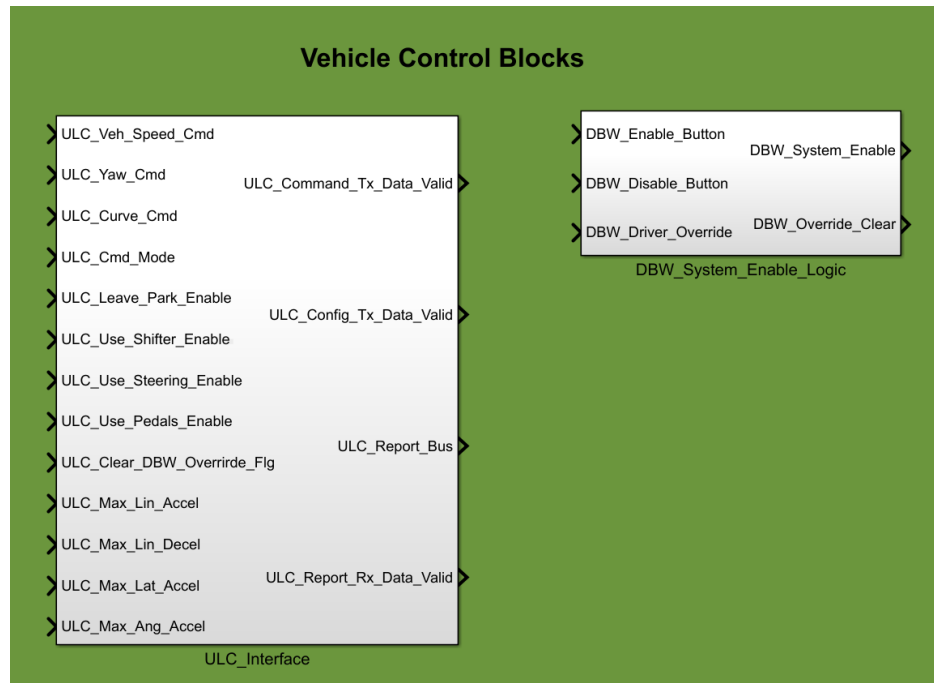


Figure 33. Individual Control Blocks library.

## 6.1. System Enable Logic Block

This block provides a method of using the steering wheel buttons that are available in the **Misc\_Report\_Bus** message (Section 4.3) to enable and disable the DBW control. This block is shown in Figure 34, and its I/O is summarized in Table 15.

The system enable logic block does the following:

- Waits for the **DBW\_Enable\_Button** input to go high, which then triggers the **DBW\_Override\_Clear** output high to request clearing of the driver override states of each DBW module.
- Waits until the **DBW\_Driver\_Override** input signal goes low, indicating that all driver override signals have been cleared. Once this happens, the **DBW\_System\_Enable** signal is set high to indicate that DBW control is ready.
- Listens for either the **DBW\_Disable\_Button** input or the **DBW\_Driver\_Override** input to go high, indicating that the driver pressed the disable button or intervened with control of the steering wheel, pedals, or shifter. In this case, the **DBW\_System\_Enable** output is set low to indicate that the driver has disabled the system.
- The **DBW\_Driver\_Override** input should be the logical OR of all the individual override bits received from the CAN report messages from each DBW module.
- The **DBW\_Override\_Clear** output should be connected to all the **CLEAR** inputs on each DBW interface block to appropriately clear any driver overrides when the enable button is pressed.

- The **DBW\_System\_Enable** output is intended to be used within the application model as an indicator of whether DBW system control is enabled.

See the **joystick\_teleop.slx** demo model to see how this block can be used in an application-level system (Section 7).

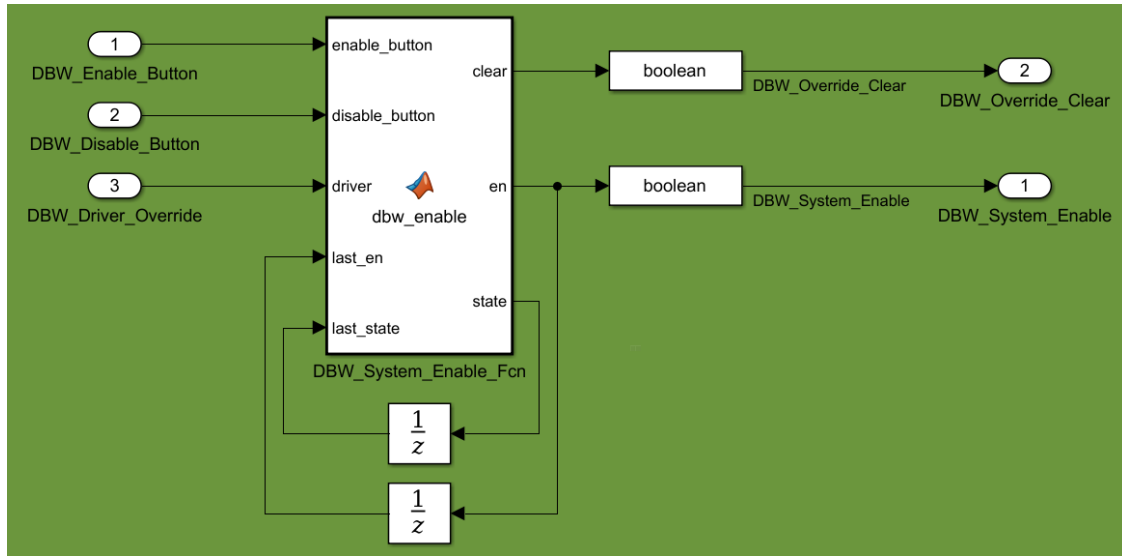


Figure 34. **DBW\_System\_Enable\_Logic** block.

Table 16. **DBW\_System\_Enable\_Logic** library block I/O.

	Port Name	Data Type	Range	Description
<b>Inputs</b>	DBW_Enable_Button	bool	—	Boolean signal that upon going high will clear driver overrides and enable the DBW system.
	DBW_Disable_Button	bool	—	Boolean signal that will disable the DBW system upon going high.
	DBW_Driver_Override	bool	—	Boolean status of the driver override conditions. This should be the logical OR of all override signals from each individual DBW interface.
<b>Outputs</b>	DBW_System_Enable	bool	—	Signal to indicate that DBW control is ready. Intended for use within the model to control program operation.
	DBW_Override_Clear	bool	—	Should be routed to each CLEAR input of the separate DBW interfaces.



## 6.2. Universal Lat/Long Controller (ULC)

The ULC consists of advanced algorithms to control the speed and direction of the vehicle. They are embedded in the ADAS Kit itself. The ULC is thoroughly documented in **ULC\_UserGuide-RevXXX.pdf** which is in the **Documentation/System** folder in the firmware release package for the ADAS Kit. The Simulink interface provided by this library blockset is shown in Figure 35 and Figure 36.

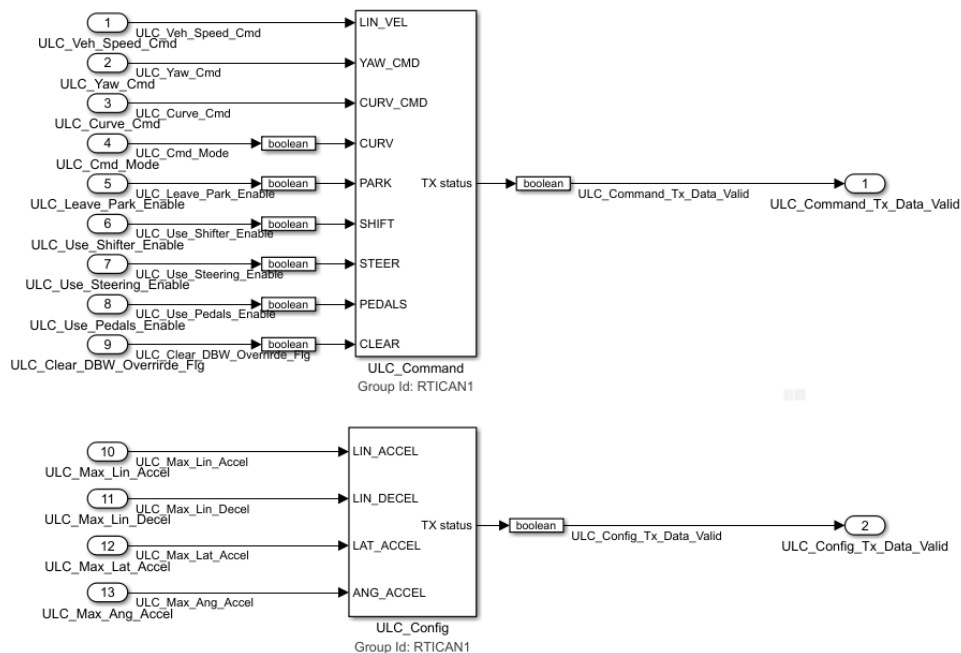


Figure 35. Interface blocks to the ULC Command and ULC Config CAN messages.

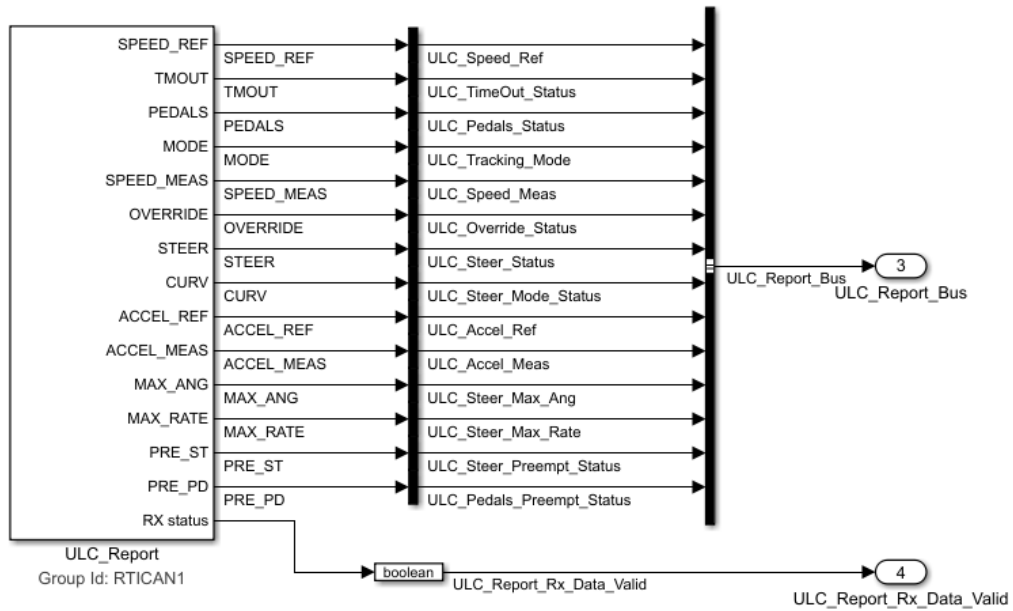


Figure 36. Interface block to the ULC Report CAN message.

## 7. Joystick Teleop Demo Model

This Simulink model shows the user how to assemble the individual blocks in this overall library, to create a system that provides by-wire control of the vehicle.