
Steering by-wire in the Ford F-150

Features

- Computer control of steering
- Measure steering wheel position
- Driver override by grabbing the steering wheel
- CAN and USB interfaces
- No modifications to vehicle
- Signal passthrough on power off

Applications

- Driverless car research
- Advanced Driver Assist (ADAS) research

Description

The Dataspeed Inc. Steer-By-Wire interface enables computer control of the steering wheel in a safe and effective manner. This plug-in ready kit requires no modification to the factory harnessing and can be installed in minutes. Industry standard CAN and USB networks enable control and monitoring of the steering system.



Contents

1	Connector Pin Description	3
1.1	CAN/DB9 Connector	3
1.2	USB Connector	3
2	Electrical Characteristics	3
3	Mechanical Drawings	4
4	CAN Messages	5
4.1	Steering	6
4.1.1	Command	6
4.1.2	Report	7
4.2	Universal Lat/Lon Controller (ULC)	8
4.2.1	Command	8
4.2.2	Configuration	9
4.2.3	Report	10
4.3	Turn Signal Command	11
4.4	Miscellaneous Report	12
4.5	Wheel Speed	15
4.6	Acceleration	16
4.7	Angular Rates	17
4.8	Wheel Position	18
4.9	Tire Pressure	19
4.10	Fuel Level	20
4.11	Surround	21
4.12	Brake Info	22
4.13	Throttle Info	24
4.14	Driver Assist	25
4.15	License	26
4.15.1	Feature: Base	26
4.15.2	MAC Address	27
4.15.3	Build Date (part 0)	28
4.15.4	Build Date (part 1)	29
4.15.5	VIN (part 0)	30
4.15.6	VIN (part 1)	31
4.15.7	VIN (part 2)	32
4.16	Version	33
5	Function	34
6	Supported Vehicles	34
7	Watchdog Counter	35
7.1	Fault Conditions	35
7.2	Fault Actions	35

DISCLAIMER:

This product is intended for research purposes only. Steps have been taken to ensure function on power or communication loss. However, in no event shall Dataspeed Inc. be liable for any direct, indirect, punitive, incidental, special consequential damages, to property or life, whatsoever arising out of or connected with the use or misuse of its products.

1 Connector Pin Description

1.1 CAN/DB9 Connector

The CAN/DB9 connector is used for power and CAN communication. Short pins 1 and 6 together to activate the digital input.

Table 1: CAN/DB9 connector pin description.

Pin	Symbol	Description
1	DIGIN	Digital Input
2	CANL	CAN Low
3	GND	Ground
4	IGNITION	Ignition (12V)
5	NC	No Connect
6	GND	Ground
7	CANH	CAN High
8	NC	No Connect
9	POWER	Power (12V)

1.2 USB Connector

The USB connector is used for introspection and firmware upgrade.

2 Electrical Characteristics

Table 2: Electrical Characteristics.

Characteristic	Min	Typ	Max	Units	Conditions
VIGNITION ON	9	12	16	V	
VIGNITION OFF	-0.3	0	2	V	
VPOWER	9	12	16	V	
IPOWER		200		mA	VPOWER=12V, VIGNITION>9V
IPOWER			0.1	mA	VPOWER=12V, VIGNITION<2V
Temperature	-40		+85	°C	

3 Mechanical Drawings

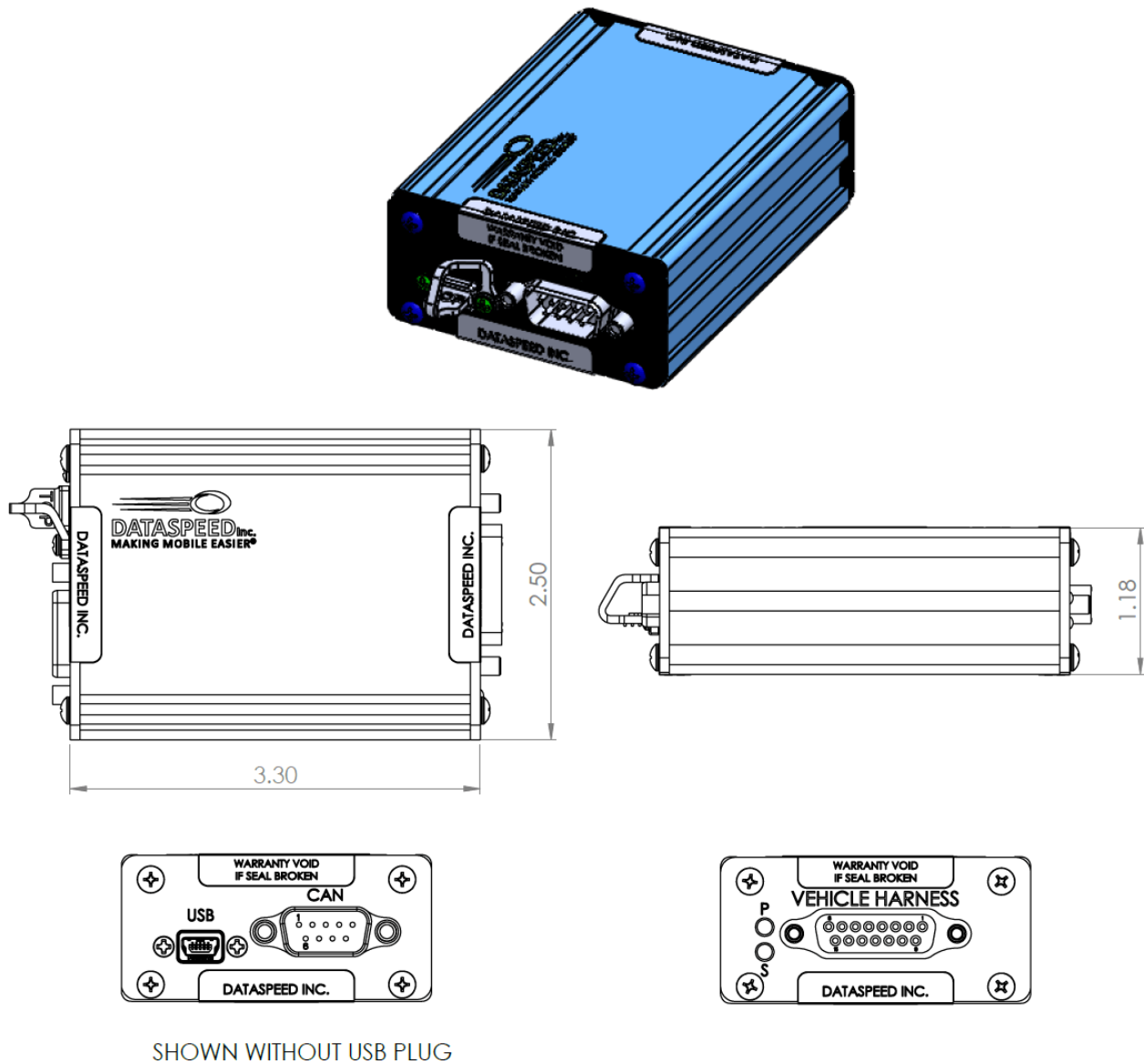


Figure 1: Mechanical Drawing

4 CAN Messages

Table 3: CAN bus configuration.

Parameter	Value	Units
Terminated	Yes	120 Ω
BitRate	500	k
t _q	200	ns
SyncSeg	1	t _q
PropSeg	3	t _q
PhaseSeg1	3	t _q
PhaseSeg2	3	t _q
SyncJumpWidth	2	t _q

4.1 Steering

4.1.1 Command

Message ID: 0x064
 Receive Rate: 20ms
 Receive Timeout: 100ms

Table 4: Steering Command CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	SCMD<7:0>							
1	15:8	SCMD<15:8>							
2	23:16	CMD_TYPE	—	—	QUIET	—	IGNORE	CLEAR	EN
3	31:24	SVEL							
4	39:32	—	—	—	—	—	—	—	—
5	47:40	—	—	—	—	—	—	—	—
6	55:48	—	—	—	—	—	—	—	—
7	63:56	COUNT							

bit 0-15	SCMD: Steering Command Angle Mode (CMD_TYPE = 0): 0x1664 = 570° left 0x0001 = 0.1° left 0x0000 = 0.0° center 0xFFFF = 0.1° right 0xE9BC = 570° right Torque Mode (CMD_TYPE = 1): 0x0400 = 8.0 N-m left 0x0001 = 0.0078125 N-m left 0x0000 = 0.0 N-m 0xFFFF = -0.0078125 N-m right 0xFC00 = -8.0 N-m right
bit 16	EN: Enable request 0 = disable 1 = enable
bit 17	CLEAR: Clear driver override flag 0 = normal operation 1 = request clear of driver override
bit 18	IGNORE: Ignore driver override 0 = normal 1 = ignore
bit 19	Unimplemented: Set to '0'
bit 20	QUIET: Disable driver override audible warning 0 = normal 1 = disable
bit 21-22	Unimplemented: Set to '0'
bit 23	CMD_TYPE: Steering command type 0 = angle 1 = torque (not supported on this platform)
bit 24-31	SVEL: Steering Velocity 0x00 = 0°/s = 500°/s 0x01 = 4°/s 0x02 = 8°/s 0xFA = 1000°/s
bit 32-55	Unimplemented: Set to '0'
bit 56-63	COUNT: Optional watchdog counter

Note: The following requirements must be met to engage steering.

Steering wheel torque: $-1.5 \leq \text{TORQUE} < 1.5$
 Steering wheel angle velocity: $-50^\circ/\text{s} < \text{VELOCITY} < 50^\circ/\text{s}$

Ford F-150 Steer-By-Wire

4.1.2 Report

Message ID: 0x065
Transmit Rate: 20ms

Table 5: Steering Report CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	ANGLE<7:0>							
1	15:8	ANGLE<15:8>							
2	23:16	CMD<7:0>							
3	31:24	TMODE	CMD<14:8>						
4	39:32	SPEED<7:0>							
5	47:40	SPEED<15:8>							
6	55:48	TORQUE							
7	63:56	TMOUT	FLTCAL	FLT2	FLT1	FLTWDC	FLTPWR	OVERRIDE	EN

bit 0-15 **ANGLE:** Steering wheel angle
 0x1664 = 570° left
 0x0001 = 0.1° left
 0x0000 = 0.0° center
 0xFFFF = 0.1° right
 0xE9BC = 570° right

bit 16-30 **CMD:** Reported steering wheel command
 Angle Mode (TMODE = 0): **Torque Mode** (TMODE = 1):
 0x1664 = 570° left 0x0400 = 8.0 N-m left
 0x0001 = 0.1° left 0x0001 = 0.0078125 N-m left
 0x0000 = 0.0° center 0x0000 = 0.0 N-m
 0x7FFF = 0.1° right 0x7FFF = -0.0078125 N-m right
 0xE9BC = 570° right 0x7C00 = -8.0 N-m right

bit 31 **TMODE:** Steering torque mode: 0 = angle, 1 = torque

bit 32-47 **SPEED:** Vehicle speed
 0 = 0.00 kph
 1 = 0.01 kph
 65535 = 655.35 kph

bit 48-55 **TORQUE:** Steering column torque
 0x7F = 7.9375 Nm
 0x01 = 0.0625 Nm
 0x00 = 0.0000 Nm
 0xFF = -0.0625 Nm
 0x80 = -8.0000 Nm

bit 56 **EN:** Enabled
 0 = disabled. SCMD ignored.
 1 = enabled. No timeouts or overrides have occurred.

bit 57 **OVERRIDE:** Driver Override (Cleared on rising edge of EN bit in command message)
 0 = No Override (|TORQUE| < 4.5 Nm, or IGNORE == 1)
 1 = Driver Override (|TORQUE| ≥ 4.5 Nm) (configurable)

bit 58 **FLTPWR:** Power fault: 0 = No fault, 1 = Fault

bit 59 **FLTWDC:** Watchdog Counter fault: 0 = No fault, 1 = Fault

bit 60 **FLT1:** Channel 1 fault: 0 = No fault, 1 = Fault

bit 61 **FLT2:** Channel 2 fault: 0 = No fault, 1 = Fault

bit 62 **FLTCAL:** Calibration fault: 0 = No fault, 1 = Fault, Disconnecting the vehicle battery will cause the production vehicle to lose steering calibration. Drive at least 25 mph for at least 10 seconds in a straight line (see vehicle manual).

bit 63 **TMOUT:** Timeout: 0 = Command is fresh, 1 = Command timeout after 100ms

4.2 Universal Lat/Lon Controller (ULC)

4.2.1 Command

Message ID: 0x076
 Receive Rate: 20ms
 Receive Timeout: 100ms

Table 6: ULC Command CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	LIN_VEL<7:0>							
1	15:8	LIN_VEL<15:8>							
2	23:16	YAW_CMD<7:0>							
3	31:24	YAW_CMD<15:8>							
4	39:32	—	—	CLEAR	PEDALS	STEER	SHIFT	PARK	CURV
5	47:40	—	—	—	—	—	—	—	—
6	55:48	—	—	—	—	—	—	—	—
7	63:56	—	—	—	—	—	—	—	—

bit 0-15 **LIN_VEL:** Desired vehicle speed

Units: m/s

Resolution: 0.0025 m/s / lsb Type: int16

Saturated Minimum: 0xF510 = -7 m/s Saturated Maximum: 0x4650 = 45 m/s

bit 16-31 **YAW_CMD:** Desired steering (yaw rate or curvature, depending on the CURV bit setting)

CURV:		0	1
spec:			
Units		rads/sec	1/m
Resolution		2.5×10^{-4}	6.1×10^{-6}
Type		int16	int16
Min = 0x8000 (full right)		-8.192	-0.1999
Max = 0x7FFF (full left)		8.1915	0.1999

bit 32 **CURV:** Steering mode switch

0 = Yaw rate mode

1 = Curvature mode

bit 33 **PARK:** Enable shifting out of Park

0 = disable

1 = enable

bit 34 **SHIFT:** Enable control of the shifter

0 = disable

1 = enable

bit 35 **STEER:** Enable control of steering

0 = disable

1 = enable

bit 36 **PEDALS:** Enable control of the brake and throttle pedals to regulate speed

0 = disable

1 = enable

bit 37 **CLEAR:** Clear driver override flag

0 = normal operation

1 = request clear of driver override

bit 38-63 **Unimplemented:** Set to '0'

4.2.2 Configuration

Message ID: 0x077
 Receive Rate: 200ms
 Receive Timeout: 1000ms

Table 7: ULC Configuration CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	LIN_ACCEL<7:0>							
1	15:8	LIN_DECEL<7:0>							
2	23:16	LAT_ACCEL<7:0>							
3	31:24	ANG_ACCEL<7:0>							
4	39:32	—	—	—	—	—	—	—	—
5	47:40	—	—	—	—	—	—	—	—
6	55:48	—	—	—	—	—	—	—	—
7	63:56	—	—	—	—	—	—	—	—

bit 0-7 **LIN_ACCEL:** Maximum linear acceleration
 Units: m/s²
 Resolution: 0.025 m/s² / lsb
 Type: uint8
 Default: 0x00 = Use built-in speed-dependent LUT to limit acceleration
 Saturated Minimum: 0x0C = 0.3 m/s²
 Saturated Maximum: 0x78 = 3.0 m/s²

bit 8-15 **LIN_DECEL:** Maximum linear deceleration Units: m/s²
 Resolution: 0.025 m/s² / lsb
 Type: uint8
 Default: 0x00 = 1.5 m/s²
 Saturated Minimum: 0x0C = 0.3 m/s²
 Saturated Maximum: 0xF0 = 6.0 m/s²

bit 16-23 **LAT_ACCEL:** Maximum lateral acceleration to limit steering angle
 Units: m/s²
 Resolution: 0.05 m/s² / lsb
 Type: uint8 Default: 0x00 = 4.0 m/s²
 Saturated Minimum: 0x14 = 1.0 m/s²
 Maximum: 0xFF = 12.75 m/s²

bit 24-31 **ANG_ACCEL:** Maximum angular acceleration to limit steering rate
 Units: rad/s²
 Resolution: 0.02 rad/s² / lsb
 Type: uint8 Default: 0x00 = 1 rad/s²
 Saturated Minimum: 0x19 = 0.5 rad/s² Maximum: 0xFF = 5.1 rad/s²

bit 32-63 **Unimplemented:** Set to '0'

4.2.3 Report

Message ID: 0x078
Transmit Rate: 20ms

Table 8: ULC Report CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	SPEED_REF<7:0>							
1	15:8	MODE	PEDALS	TMOUT	SPEED_REF<12:8>				
2	23:16	SPEED_MEAS<7:0>							
3	31:24	CURV	STEER	OVERRIDE	SPEED_MEAS<12:8>				
4	39:32	ACCEL_REF							
5	47:40	ACCEL_MEAS							
6	55:48	—	MAX_ANG						
7	63:56	PRE_SP	PRE_ST	MAX_RATE					

- bit 0-12 **SPEED_REF:** Internal speed reference being tracked
Units: m/s Resolution: 0.02 m/s / lsb Type: int16
- bit 13 **TMOUT:** Command timeout status
0 = Command being received
1 = Command timed out after 100 ms
- bit 14 **PEDALS:** Status of throttle and brake signals being sent by the speed control system
0 = Throttle and brake signals are not being sent
1 = Throttle and brake signals are being sent
- bit 15 **MODE:** Input tracking mode currently active (see ULC User's Guide for details)
0 = Loose Tracking Mode
1 = Tight Tracking Mode
- bit 16-28 **SPEED_MEAS:** Speed control feedback value
Units: m/s Resolution: 0.02 m/s / lsb Type: int16
- bit 29 **OVERRIDE:** Driver override status
0 = No driver overrides latched
1 = One or more driver overrides latched
- bit 30 **STEER:** Status of steering angle signal being sent by the steering control system
0 = Steering signals are not being sent
1 = Steering signals are being sent
- bit 31 **CURV:** Steering mode status
0 = Yaw rate mode
1 = Curvature mode
- bit 32-39 **ACCEL_REF:** Internal acceleration reference being tracked
Units: m/s² Resolution: 0.05 m/s² / lsb Type: int8
- bit 40-47 **ACCEL_MEAS:** Acceleration control feedback value
Units: m/s² Resolution: 0.05 m/s² / lsb Type: int8
- bit 48-54 **MAX_ANG:** Maximum allowed steering angle given LAT_ACCEL signal in command
Units: degrees Resolution: 5 degrees / lsb Type: uint8
- bit 55 **Unimplemented:** Set to '0'
- bit 56-61 **MAX_RATE:** Maximum allowed steering velocity given ANG_ACCEL signal in command
Units: deg/s Resolution: 8 deg/s / lsb Type: uint8
- bit 62 **PRE_ST:** Steering preemption status
0 = Not being preempted
1 = Steering control would otherwise be active, but is being preempted
- bit 63 **PRE_PD:** Pedal preemption status
0 = Not being preempted
1 = Speed control would otherwise be sending pedal commands, but is being preempted

4.3 Turn Signal Command

Message ID: 0x068
Receive Rate: 50ms
Receive Timeout: 200ms

Table 9: Turn Signal Command CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	—	—	—	—	—	—	TRNCMD	

bit 0-1 **TRNCMD:** Turn Signal Command
 0 = None
 1 = Left
 2 = Right
 3 = Not Used

bit 7-2 **Unimplemented:** Set to '0'

Note: The turn-signal command will be rejected if OVERRIDE=1 for any of brake/throttle/steering. This is silent, there is no signal to report that the command was rejected.

4.4 Miscellaneous Report

Message ID: 0x069
Transmit Rate: 50ms

Table 10: Miscellaneous Report CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	WIPER				HIBEAM		TRNSTAT	
1	15:8	RINC	CNCL	RES	OFF	ON	AMBIENT		
2	23:16	FLTBUS	LKAEN	GDEC	GINC	SDEC	SINC	RESCNCLONOFF	
3	31:24	PABAG	PDECT	TRUNK	HOOD	DOORR	DOORL	DOORP	DOORD
4	39:32	RDEC	LDRHT	LDLFT	LDDWN	LDUP	LDOK	BELTP	BELTD
5	47:40	—	—	—	—	—	—	—	—
6	55:48	—	—	—	—	—	—	—	—
7	63:56	OTEMP							

bit 0-1	TRNSTAT: Turn signal status 0 = None 1 = Left 2 = Right 3 = Not Used
bit 2-3	HIBEAM: High-beam status (See Table 11)
bit 4-7	WIPER: Wiper status (See Table 12)
bit 8-10	AMBIENT: Ambient light status (See Table 13)
bit 11	ON: ACC on button: 0 = Not pressed, 1 = Pressed
bit 12	OFF: ACC off button: 0 = Not pressed, 1 = Pressed
bit 13	RES: ACC resume button: 0 = Not pressed, 1 = Pressed
bit 14	CNCL: ACC cancel button: 0 = Not pressed, 1 = Pressed
bit 15	RINC: ACC increment resume button: 0 = Not pressed, 1 = Pressed
bit 16	ONOFF: ACC on/off button: 0 = Not pressed, 1 = Pressed
bit 17	RESCNCL: ACC resume/cancel button: 0 = Not pressed, 1 = Pressed
bit 18	SINC: ACC increment set speed button: 0 = Not pressed, 1 = Pressed
bit 19	SDEC: ACC decrement set speed button: 0 = Not pressed, 1 = Pressed
bit 20	GINC: ACC increment following gap button: 0 = Not pressed, 1 = Pressed
bit 21	GDEC: ACC decrement following gap button: 0 = Not pressed, 1 = Pressed
bit 22	LKAEN: Lane Keeping Assist (LKA) on/off button: 0 = Not pressed, 1 = Pressed
bit 23	FLTBUS: CAN bus fault: 0 = No Fault, 1 = Fault
bit 24	DOORD: Driver door, 0 = Closed, 1 = Open
bit 25	DOORP: Passenger door, 0 = Closed, 1 = Open
bit 26	DOORL: Rear left door, 0 = Closed, 1 = Open
bit 27	DOORR: Rear right door, 0 = Closed, 1 = Open
bit 28	HOOD: Hood, 0 = Closed, 1 = Open
bit 29	TRUNK: Trunk, 0 = Closed, 1 = Open
bit 30	PDECT: Passenger detect, 0 = No Passenger, 1 = Passenger
bit 31	PABAG: Passenger airbag, 0 = Disabled, 1 = Enabled
bit 32	BELTD: Driver seat belt, 0 = Unbuckled, 1 = Buckled
bit 33	BELTP: Passenger seat belt, 0 = Unbuckled, 1 = Buckled

Ford F-150 Steer-By-Wire

bit 34	LDOK: Left D-Pad OK button: 0 = Not pressed, 1 = Pressed
bit 35	LDUP: Left D-Pad Up button: 0 = Not pressed, 1 = Pressed
bit 36	LDDWN: Left D-Pad Down button: 0 = Not pressed, 1 = Pressed
bit 37	LDLFT: Left D-Pad Left button: 0 = Not pressed, 1 = Pressed
bit 38	LDRHT: Left D-Pad Right button: 0 = Not pressed, 1 = Pressed
bit 39	RDEC: ACC decrement resume button: 0 = Not pressed, 1 = Pressed
bit 40-55	Unimplemented: Set to '0'
bit 56-63	OTEMP: Outside Air Temperature: 0x00 = -40.0 °C 0x5F = -0.5 °C 0x60 = 0.0 °C 0x61 = 0.5 °C 0xFD = 86.5 °C 0xFE = Unknown 0xFF = Invalid

Table 11: Enumeration values of the **HIBEAM** signal

Value	Enum
0	NULL
1	FLASH_TO_PASS
2	HIGH
3	—

Table 12: Enumeration values of the **WIPER** signal

Value	Enum
0	OFF
1	AUTO_OFF
2	OFF_MOVING
3	MANUAL_OFF
4	MANUAL_ON
5	MANUAL_LOW
6	MANUAL_HIGH
7	MIST_FLICK
8	WASH
9	AUTO_LOW
10	AUTO_HIGH
11	COURTESY_WIPE
12	AUTO_ADJUST
13	RESERVED
14	STALLED
15	NO_DATA

Table 13: Enumeration values of the **AMBIENT** signal

Value	Enum
0	DARK
1	LIGHT
2	TWILIGHT
3	TUNNEL_ON
4	TUNNEL_OFF
5	—
6	—
7	NO_DATA

4.5 Wheel Speed

Message ID: 0x06A
Transmit Rate: 10ms

Table 14: Wheel Speed CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	FL<7:0>							
1	15:8	FL<15:8>							
2	23:16	FR<7:0>							
3	31:24	FR<15:8>							
4	39:32	RL<7:0>							
5	47:40	RL<15:8>							
6	55:48	RR<7:0>							
7	63:56	RR<15:8>							

bit 0-15 **FL:** Front Left Wheel Speed
0x7FFF = 327.67 rad/s
0x0001 = 0.01 rad/s
0x0000 = 0.00 rad/s
0xFFFF = -0.01 rad/s
0x8000 = -327.68 rad/s

bit 16-31 **FR:** Front Right Wheel Speed
0x7FFF = 327.67 rad/s
0x0001 = 0.01 rad/s
0x0000 = 0.00 rad/s
0xFFFF = -0.01 rad/s
0x8000 = -327.68 rad/s

bit 32-47 **RL:** Rear Left Wheel Speed
0x7FFF = 327.67 rad/s
0x0001 = 0.01 rad/s
0x0000 = 0.00 rad/s
0xFFFF = -0.01 rad/s
0x8000 = -327.68 rad/s

bit 48-63 **RR:** Rear Right Wheel Speed
0x7FFF = 327.67 rad/s
0x0001 = 0.01 rad/s
0x0000 = 0.00 rad/s
0xFFFF = -0.01 rad/s
0x8000 = -327.68 rad/s

4.6 Acceleration

Message ID: 0x06B
Transmit Rate: 10ms

Table 15: Acceleration CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	LAT<7:0>							
1	15:8	LAT<15:8>							
2	23:16	LONG<7:0>							
3	31:24	LONG<15:8>							
4	39:32	VERT<7:0>							
5	47:40	VERT<15:8>							

bit 0-15 **LAT:** Lateral acceleration

0x7FFF = 327.67 m/s²

0x0001 = 0.01 m/s²

0x0000 = 0.00 m/s²

0xFFFF = -0.01 m/s²

0x8000 = -327.68 m/s²

bit 16-31 **LONG:** Longitudinal acceleration

0x7FFF = 327.67 m/s²

0x0001 = 0.01 m/s²

0x0000 = 0.00 m/s²

0xFFFF = -0.01 m/s²

0x8000 = -327.68 m/s²

bit 32-47 **VERT:** Vertical acceleration

0x7FFF = 327.67 m/s²

0x0001 = 0.01 m/s²

0x0000 = 0.00 m/s²

0xFFFF = -0.01 m/s²

0x8000 = -327.68 m/s²

4.7 Angular Rates

Message ID: 0x6C
Transmit Rate: 10ms

Table 16: Angular Rates CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	ROLL<7:0>							
1	15:8	ROLL<15:8>							
2	23:16	YAW<7:0>							
3	31:24	YAW<15:8>							

bit 0-15 **ROLL:** Roll rate
0x7FFF = 6.5534 rad/s
0x0001 = 0.0002 rad/s
0x0000 = 0.0000 rad/s
0xFFFF = -0.0002 rad/s
0x8000 = -6.5536 rad/s

bit 16-31 **YAW:** Yaw rate
0x7FFF = 6.5534 rad/s
0x0001 = 0.0002 rad/s
0x0000 = 0.0000 rad/s
0xFFFF = -0.0002 rad/s
0x8000 = -6.5536 rad/s

4.8 Wheel Position

Message ID: 0x070
Transmit Rate: 20ms

Table 17: Wheel Position CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	FL<7:0>							
1	15:8	FL<15:8>							
2	23:16	FR<7:0>							
3	31:24	FR<15:8>							
4	39:32	RL<7:0>							
5	47:40	RL<15:8>							
6	55:48	RR<7:0>							
7	63:56	RR<15:8>							

bit 0-15 **FL:** Front Left Wheel Position Counts
 0x7FFF = 32767
 0x0001 = 1
 0x0000 = 0
 0xFFFF = -1
 0x8000 = -32768

bit 16-31 **FR:** Front Right Wheel Position Counts
 0x7FFF = 32767
 0x0001 = 1
 0x0000 = 0
 0xFFFF = -1
 0x8000 = -32768

bit 32-47 **RL:** Rear Left Wheel Position Counts
 0x7FFF = 32767
 0x0001 = 1
 0x0000 = 0
 0xFFFF = -1
 0x8000 = -32768

bit 48-63 **RR:** Rear Right Wheel Position Counts
 0x7FFF = 32767
 0x0001 = 1
 0x0000 = 0
 0xFFFF = -1
 0x8000 = -32768

The conversion factor was experimentally determined to be 125.5 counts per revolution. It is recommended to experimentally calculate the conversion factor for a particular vehicle by comparing wheel position counts over time with wheel speeds.

4.9 Tire Pressure

Message ID: 0x071
Transmit Rate: 500ms

Table 18: Tire Pressure CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	FL<7:0>							
1	15:8	FL<15:8>							
2	23:16	FR<7:0>							
3	31:24	FR<15:8>							
4	39:32	RL<7:0>							
5	47:40	RL<15:8>							
6	55:48	RR<7:0>							
7	63:56	RR<15:8>							

bit 0-15 **FL:** Front Left Tire Pressure
0 = 0 kPa
1 = 1 kPa
65535 = 65535 kPa

bit 16-31 **FR:** Front Right Tire Pressure
0 = 0 kPa
1 = 1 kPa
65535 = 65535 kPa

bit 32-47 **RL:** Rear Left Tire Pressure
0 = 0 kPa
1 = 1 kPa
65535 = 65535 kPa

bit 48-63 **RR:** Rear Right Tire Pressure
0 = 0 kPa
1 = 1 kPa
65535 = 65535 kPa

4.10 Fuel Level

Message ID: 0x072
Transmit Rate: 100ms

Table 19: Fuel Level CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	FUEL<7:0>							
1	15:8	BATTERY_HEV<1:0>		—	—	—	FUEL<10:8>		
2	23:16	BATTERY_HEV<9:2>							
3	31:24	BATTERY_12V							
4	39:32	ODOMETER<7:0>							
5	47:40	ODOMETER<15:8>							
6	55:48	ODOMETER<23:16>							
7	63:56	—	—	—	—	—	—	—	—

bit 0-10 **FUEL:** Fuel Level
0x398 = 100.0000%
0x001 = 0.108696%
0x000 = 0.000000%
0x7FF = -0.108696%

bit 11-13 **Unimplemented:** Set to '0'

bit 14-23 **BATTERY_HEV:** Hybrid battery voltage
0x000 = 0.0V
0x001 = 0.5V
0x3FF = 511.5V

bit 24-31 **BATTERY_12V:** 12V battery voltage
0x00 = 0.0000V
0x01 = 0.0625V
0xFF = 15.9375V

bit 32-55 **ODOMETER:** Vehicle odometer
0x000000 = 0.0 km
0x000001 = 0.1 km
0xFFFFF = 1677721.5 km

bit 56-63 **Unimplemented:** Set to '0'

Note: The vehicle odometer is whole kilometers. The 0.1 km precision comes from interpolating between integer values with wheel counts. Until the interpolation observes a change in the odometer value, the actual value may be inaccurate by up to 0.9 km.

4.11 Surround

Message ID: 0x073
Transmit Rate: 200ms

Table 20: Surround CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	BLISRE	BLISRA	CTARE	CTARA	BLISLE	BLISLA	CTALE	CTALA
1	15:8	SONAR01				SONAR00			
2	23:16	SONAR03				SONAR02			
3	31:24	SONAR05				SONAR04			
4	39:32	SONAR07				SONAR06			
5	47:40	SONAR09				SONAR08			
6	55:48	SONAR11				SONAR10			
7	63:56	FLTSNR	ENSNR	—	—	—	—	—	—

- bit 0 **CTALA:** Cross Traffic Alert left alert
0 = No Alert, 1 = Alert
- bit 1 **CTALE:** Cross Traffic Alert left enabled
0 = Disabled, 1 = Enabled
- bit 2 **BLISLA:** Blind Spot Information System left alert
0 = No Alert, 1 = Alert
- bit 3 **BLISLE:** Blind Spot Information System left enabled
0 = Disabled, 1 = Enabled
- bit 4 **CTARA:** Cross Traffic Alert right alert
0 = No Alert, 1 = Alert
- bit 5 **CTARE:** Cross Traffic Alert right enabled
0 = Disabled, 1 = Enabled
- bit 6 **BLISRA:** Blind Spot Information System right alert
0 = No Alert, 1 = Alert
- bit 7 **BLISRE:** Blind Spot Information System right enabled
0 = Disabled, 1 = Enabled
- bit 8-11 **SONAR00:** Sonar front left side
0x0 = Nothing Detected
0x1 = 0.30 m
0x2 = 0.45 m
0xF = 2.40 m
- bit 12-15 **SONAR01:** Sonar front left corner (same as SONAR00)
- bit 16-19 **SONAR02:** Sonar front left center (same as SONAR00)
- bit 20-23 **SONAR03:** Sonar front right center (same as SONAR00)
- bit 24-27 **SONAR04:** Sonar front right corner (same as SONAR00)
- bit 28-31 **SONAR05:** Sonar front right side (same as SONAR00)
- bit 32-35 **SONAR06:** Sonar rear left side (same as SONAR00)
- bit 36-39 **SONAR07:** Sonar rear left corner (same as SONAR00)
- bit 40-43 **SONAR08:** Sonar rear left center (same as SONAR00)
- bit 44-47 **SONAR09:** Sonar rear right center (same as SONAR00)
- bit 48-51 **SONAR10:** Sonar rear right corner (same as SONAR00)
- bit 52-55 **SONAR11:** Sonar rear right side (same as SONAR00)
- bit 56:61 **Unimplemented:** Set to '0'
- bit 62 **ENSNR:** Sonar Enabled
0 = Disabled, 1 = Enabled
- bit 63 **FLTSNR:** Sonar Fault
0 = No Fault, 1 = Fault

4.12 Brake Info

Message ID: 0x074
Transmit Rate: 20ms

Table 21: BrakeInfo CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	BRKTRQR<7:0>							
1	15:8	STATNRY	HSASTAT			BRKTRQR<11:8>			
2	23:16	BRKTRQA<7:0>							
3	31:24	PBRAKE		HSAMODE		BRKTRQA<11:8>			
4	39:32	WHLTRQ<7:0>							
5	47:40	BPEDQF		WHLTRQ<13:8>					
6	55:48	AOG<7:0>							
7	63:56	TRACE	TRACA	STABE	STABA	ABSE	ABSA	AOG<9:8>	

bit 0-11 **BRKTRQR:** Braking Torque Request
0x000 = 0 Nm
0x001 = 4 Nm
0xFFFF = 16380 Nm

bit 12-13 **HSASTAT:** Hill Start Assist Status (See Table 22)

bit 14 **STATNRY:** Vehicle Stationary
0 = Moving, 1 = Stationary

bit 16-27 **BRKTRQA:** Braking Torque Actual
0x000 = 0 Nm
0x001 = 4 Nm
0xFFFF = 16380 Nm

bit 28-29 **HSAMODE:** Hill Start Assist Mode (See Table 23)

bit 30-31 **PBRAKE:** Parking Brake Status (See Table 24)

bit 32-45 **WHLTRQ:** Wheel Torque Actual
0x1FFF = 32764 Nm
0x0001 = 4 Nm
0x0000 = 0 Nm
0x3FFF = -4 Nm
0x2000 = -32768 Nm

bit 46-47 **BPEDQF:** Brake Pedal Quality Factor (See Table 25)
Non-zero values are partial/full limp-home modes

bit 48-57 **AOG:** Vehicle Acceleration Over Ground Estimate
0x1FF = 17.885 m/s²
0x001 = 0.035 m/s²
0x000 = 0 m/s²
0x3FF = -0.035 m/s²
0x200 = -17.92 m/s²

bit 58 **ABSA:** ABS Active, 0 = Inactive, 1 = Active

bit 59 **ABSE:** ABS Enabled, 0 = Disabled, 1 = Enabled

bit 60 **STABA:** Stability Control Active, 0 = Inactive, 1 = Active

bit 61 **STABE:** Stability Control Enabled, 0 = Disabled, 1 = Enabled

bit 62 **TRACA:** Traction Control Active, 0 = Inactive, 1 = Active

bit 63 **TRACE:** Traction Control Enabled, 0 = Disabled, 1 = Enabled

Table 22: Enumeration values of the **HSASTAT** signal

Value	Enum
0	INACTIVE
1	FINDING_GRADIENT
2	ACTIVE_PRESSED
3	ACTIVE_RELEASED
4	FAST_RELEASE
5	SLOW_RELEASE
6	FAILED
7	UNDEFINED

Table 23: Enumeration values of the **HSAMODE** signal

Value	Enum
0	OFF
1	AUTO
2	MANUAL
3	UNDEFINED

Table 24: Enumeration values of the **PBRAKE** signal

Value	Enum
0	OFF
1	TRANSITION
2	ON
3	FAULT

Table 25: Enumeration values of the **APEDQF** and **BPEDQF** signals

Value	Enum
0	OK
1	EMPTY
2	CORRUPT
3	FAULT

4.13 Throttle Info

Message ID: 0x075
Transmit Rate: 10ms

Table 26: ThrottleInfo CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	RPM<7:0>							
1	15:8	RPM<15:8>							
2	23:16	APEDPC<7:0>							
3	31:24	APEDQF		—	—	—	—	APEDPC<9:8>	
4	39:32	APEDRATE							
5	47:40	—	—	—	GEARNUM				
6	55:48	—	—	—	—	—	—	—	—
7	63:56	—	—	—	—	—	—	—	—

bit 0-15 **RPM:** Engine RPM
0x0000 = 0.00 RPM
0x0001 = 0.25 RPM
0xFFFF = 16383.75 RPM

bit 16-25 **APEDPC:** Accelerator Pedal Percent
0x000 = 0.0 %
0x001 = 0.1 %
0x3E7 = 99.9 %

bit 26-29 **Unimplemented:** Set to '0'

bit 30-31 **APEDQF:** Accelerator Pedal Quality Factor (See Table 25)
Non-zero values are partial/full limp-home modes

bit 32-39 **APEDRATE:** Accelerator Pedal Rate
0x80 = -5.12 %/ms
0xFF = -0.04 %/ms
0x00 = 0 %/ms
0x01 = 0.04 %/ms
0x3F = 5.08 %/ms

bit 40-44 **GEARNUM:** Transmission gear number
0x00 = Unknown
0x01 = Drive (1st)
0x02 = Drive (2nd)
0x03 = Drive (3rd)
0x04 = Drive (4th)
0x05 = Drive (5th)
0x06 = Drive (6th)
0x07 = Drive (7th)
0x08 = Drive (8th)
0x09 = Drive (9th)
0x0A = Drive (10th)
0x10 = Neutral
0x11 = Reverse (1st)
0x12 = Reverse (2nd)
0x1F = Park

bit 45-63 **Unimplemented:** Set to '0'

4.14 Driver Assist

Message ID: 0x079
Transmit Rate: 200ms or On Event

Table 27: Wheel Position CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	DECEL							
1	15:8	AEBA	AEBP	AEBE	FCWA	FCWE	—	DECEL_SRC	
2	23:16	—	—	—	—	—	ACCB	ACCE	—

- bit 0-7 **DECEL:** Driver Assist Deceleration (AEB/ACC)
 0x00 = 0 m/s²
 0x01 = 0.0625 m/s²
 0xFF = 15.9375 m/s²
- bit 8-9 **DECEL_SRC:** Driver Assist Deceleration Source (AEB/ACC)
 0 = None
 1 = AEB (Automatic Emergency Braking)
 2 = ACC (Adaptive Cruise Control)
- bit 10 **Unimplemented:** Set to '0'
- bit 11 **FCWE:** FCW Enabled, 0 = Disabled, 1 = Enabled
- bit 12 **FCWA:** FCW Active, 0 = Inactive, 1 = Active
- bit 13 **AEBE:** AEB Enabled, 0 = Disabled, 1 = Enabled
- bit 14 **AEBP:** AEB Precharge, 0 = Inactive, 1 = Active
- bit 15 **AEBA:** AEB Active, 0 = Inactive, 1 = Active
- bit 16 **Unimplemented:** Set to '0'
- bit 17 **ACCE:** ACC Enabled, 0 = Disabled, 1 = Enabled
- bit 18 **ACCP:** ACC Braking, 0 = Inactive, 1 = Active
- bit 19-23 **Unimplemented:** Set to '0'

4.15 License

See the Dataspeed License Manager (DataspeedLM) for more information.
The bits 16-63 in the License CAN message are multiplexed with the MUX field.

MUX	Description
0x00	Feature 'Base' (base functionality)
0x80	MAC Address
0x81	Build Date string (characters 0-5)
0x82	Build Date string (characters 6-9)
0x83	VIN string (characters 0-5)
0x84	VIN string (characters 6-11)
0x85	VIN string (characters 12-16)

4.15.1 Feature: Base

Message ID: 0x07E
Transmit Rate: 250ms

Table 28: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	—	—	—	—	—	—	TRIAL	ENABLED
3	31:24	—	—	—	—	—	—	—	—
4	39:32	TRIALS USED<7:0>							
5	47:40	TRIALS USED<15:8>							
6	55:48	TRIALS REMAINING<7:0>							
7	63:56	TRIALS REMAINING<15:8>							

bit 0-7	MUX: Multiplexer field, determines representation bits 16-63 0x00 = Feature: Base
bit 8	READY: License Manager ready 0 = Waiting to resolve VIN 1 = Ready
bit 9	TRIAL: Trial license 0 = No features licensed as a trial 1 = One or more features licensed as a trial
bit 9	EXPIRED: Expired license 0 = No feature licenses expired (past firmware build date) 1 = One or more feature licenses expired (past firmware build date)
bit 10-15	Unimplemented: Set to '0'
bit 16	ENABLED: Feature enabled 0 = This feature not licensed 1 = This feature successfully licensed
bit 17	TRIAL: Feature trial 0 = This feature not licensed as a trial 1 = This feature licensed as a trial (regardless of remaining trial counts)
bit 18-31	Unimplemented: Set to '0'
bit 32-47	TRIALS USED: Number of trial counts used for this feature
bit 48-63	TRIALS REMAINING: Number of trial counts remaining for this feature

4.15.2 MAC Address

Message ID: 0x07E
Transmit Rate: 250ms

Table 29: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	MAC0							
3	31:24	MAC1							
4	39:32	MAC2							
5	47:40	MAC3							
6	55:48	MAC4							
7	63:56	MAC5							

bit 0-7 **MUX:** Multiplexer field, determines representation bits 16-63
0x80 = MAC Address

bit 8 **READY:** License Manager ready
0 = Waiting to resolve VIN
1 = Ready

bit 9 **TRIAL:** Trial license
0 = No features licensed as a trial
1 = One or more features licensed as a trial

bit 9 **EXPIRED:** Expired license
0 = No feature licenses expired (past firmware build date)
1 = One or more feature licenses expired (past firmware build date)

bit 10-15 **Unimplemented:** Set to '0'

bit 16-23 **MAC0:** MAC Address byte 0

bit 24-31 **MAC1:** MAC Address byte 1

bit 32-39 **MAC2:** MAC Address byte 2

bit 40-47 **MAC3:** MAC Address byte 3

bit 48-55 **MAC4:** MAC Address byte 4

bit 56-63 **MAC5:** MAC Address byte 5

4.15.3 Build Date (part 0)

Message ID: 0x07E
Transmit Rate: 250ms

Table 30: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	DATE0							
3	31:24	DATE1							
4	39:32	DATE2							
5	47:40	DATE3							
6	55:48	DATE4							
7	63:56	DATE5							

bit 0-7 **MUX:** Multiplexer field, determines representation bits 16-63
0x81 = Date part 0

bit 8 **READY:** License Manager ready
0 = Waiting to resolve VIN
1 = Ready

bit 9 **TRIAL:** Trial license
0 = No features licensed as a trial
1 = One or more features licensed as a trial

bit 9 **EXPIRED:** Expired license
0 = No feature licenses expired (past firmware build date)
1 = One or more feature licenses expired (past firmware build date)

bit 10-15 **Unimplemented:** Set to '0'

bit 16-23 **DATE0:** Date string (character 0)

bit 24-31 **DATE1:** Date string (character 1)

bit 32-39 **DATE2:** Date string (character 2)

bit 40-47 **DATE3:** Date string (character 3)

bit 48-55 **DATE4:** Date string (character 4)

bit 56-63 **DATE5:** Date string (character 5)

4.15.4 Build Date (part 1)

Message ID: 0x07E
Transmit Rate: 250ms

Table 31: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	DATE6							
3	31:24	DATE7							
4	39:32	DATE8							
5	47:40	DATE9							
6	55:48	—	—	—	—	—	—	—	—
7	63:56	—	—	—	—	—	—	—	—

bit 0-7 **MUX:** Multiplexer field, determines representation bits 16-63
0x82 = Date part 1

bit 8 **READY:** License Manager ready
0 = Waiting to resolve VIN
1 = Ready

bit 9 **TRIAL:** Trial license
0 = No features licensed as a trial
1 = One or more features licensed as a trial

bit 9 **EXPIRED:** Expired license
0 = No feature licenses expired (past firmware build date)
1 = One or more feature licenses expired (past firmware build date)

bit 10-15 **Unimplemented:** Set to '0'

bit 16-23 **DATE6:** Date string (character 6)

bit 24-31 **DATE7:** Date string (character 7)

bit 32-39 **DATE8:** Date string (character 8)

bit 40-47 **DATE9:** Date string (character 9)

bit 48-63 **Unimplemented:** Set to '0'

4.15.5 VIN (part 0)

Message ID: 0x07E
Transmit Rate: 250ms

Table 32: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	VIN00							
3	31:24	VIN01							
4	39:32	VIN02							
5	47:40	VIN03							
6	55:48	VIN04							
7	63:56	VIN05							

bit 0-7 **MUX:** Multiplexer field, determines representation bits 16-63
0x83 = VIN part 0

bit 8 **READY:** License Manager ready
0 = Waiting to resolve VIN
1 = Ready

bit 9 **TRIAL:** Trial license
0 = No features licensed as a trial
1 = One or more features licensed as a trial

bit 9 **EXPIRED:** Expired license
0 = No feature licenses expired (past firmware build date)
1 = One or more feature licenses expired (past firmware build date)

bit 10-15 **Unimplemented:** Set to '0'

bit 16-23 **VIN00:** VIN string (character 0)

bit 24-31 **VIN01:** VIN string (character 1)

bit 32-39 **VIN02:** VIN string (character 2)

bit 40-47 **VIN03:** VIN string (character 3)

bit 48-55 **VIN04:** VIN string (character 4)

bit 56-63 **VIN05:** VIN string (character 5)

4.15.6 VIN (part 1)

Message ID: 0x07E
Transmit Rate: 250ms

Table 33: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	VIN06							
3	31:24	VIN07							
4	39:32	VIN08							
5	47:40	VIN09							
6	55:48	VIN10							
7	63:56	VIN11							

bit 0-7 **MUX:** Multiplexer field, determines representation bits 16-63
0x84 = VIN part 1

bit 8 **READY:** License Manager ready
0 = Waiting to resolve VIN
1 = Ready

bit 9 **TRIAL:** Trial license
0 = No features licensed as a trial
1 = One or more features licensed as a trial

bit 9 **EXPIRED:** Expired license
0 = No feature licenses expired (past firmware build date)
1 = One or more feature licenses expired (past firmware build date)

bit 10-15 **Unimplemented:** Set to '0'

bit 16-23 **VIN06:** VIN string (character 6)

bit 24-31 **VIN07:** VIN string (character 7)

bit 32-39 **VIN08:** VIN string (character 8)

bit 40-47 **VIN09:** VIN string (character 9)

bit 48-55 **VIN10:** VIN string (character 10)

bit 56-63 **VIN11:** VIN string (character 11)

4.15.7 VIN (part 2)

Message ID: 0x07E
Transmit Rate: 250ms

Table 34: License CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MUX							
1	15:8	—	—	—	—	—	EXPIRED	TRIAL	READY
2	23:16	VIN12							
3	31:24	VIN13							
4	39:32	VIN14							
5	47:40	VIN15							
6	55:48	VIN16							
7	63:56	—	—	—	—	—	—	—	—

bit 0-7 **MUX:** Multiplexer field, determines representation bits 16-63
0x85 = VIN part 2

bit 8 **READY:** License Manager ready
0 = Waiting to resolve VIN
1 = Ready

bit 9 **TRIAL:** Trial license
0 = No features licensed as a trial
1 = One or more features licensed as a trial

bit 9 **EXPIRED:** Expired license
0 = No feature licenses expired (past firmware build date)
1 = One or more feature licenses expired (past firmware build date)

bit 10-15 **Unimplemented:** Set to '0'

bit 16-23 **VIN12:** VIN string (character 12)

bit 24-31 **VIN13:** VIN string (character 13)

bit 32-39 **VIN14:** VIN string (character 14)

bit 40-47 **VIN15:** VIN string (character 15)

bit 48-55 **VIN16:** VIN string (character 16)

bit 56-63 **Unimplemented:** Set to '0'

4.16 Version

Message ID: 0x07F
Transmit Rate: 1000ms

Table 35: Version CAN Message Description.

Byte	Bits	Bit 7	Bit 6	Bit 5	Bit 4	Bit 3	Bit 2	Bit 1	Bit 0
0	7:0	MODULE							
1	15:8	PLATFORM							
2	23:16	MAJOR<7:0>							
3	31:24	MAJOR<15:8>							
4	39:32	MINOR<7:0>							
5	47:40	MINOR<15:8>							
6	55:48	BUILD<7:0>							
7	63:56	BUILD<15:8>							

bit 0-7 **MODULE:** Module enumeration
 0x03 = CAN Steering Module
 Other = Ignore, not this module

bit 8-15 **PLATFORM:** Vehicle platform enumeration
 0x01 = FORD_P5
 Other = Ignore, not this vehicle platform

bit 16-31 **MAJOR:** Firmware version major increment

bit 32-47 **MINOR:** Firmware version minor increment

bit 48-63 **BUILD:** Firmware version build increment

5 Function

- **Modifying the Steering Signals:** The by-wire interface modifies the steering signals when power is applied and the required CAN messages are received. The vehicle steering system will function regardless of the CAN messaging and applied power to the by-wire interface.
- **Power-off State:** Without power applied, the hardware passes signals through unaltered.
- **Disabled State:** In the disabled state, steering signals are not modified. This corresponds to EN = 0. The by-wire interface does not respond to any SCMD until the enable bit (EN) is set to 1.
- **Power-up State:** The by-wire interface powers up in the disabled state. EN = 0.
- **Watchdog Timer:** If the by-wire interface does not receive a steering command message within 100ms, the by-wire interface enters the disabled state.
- **Driver Override (Steering):** If the system senses torque on the steering wheel from the driver, control is given to the driver by entering the driver override state. This corresponds to OVERRIDE = 1 and EN = 0 in the CAN steering report message. This can be cleared by toggling EN from 0 to 1, or by setting CLEAR to 1 in the CAN steering command message.
- **Audible Warning:** The steering module simultaneously activates the front and rear parking proximity warning chimes for one second to indicate an unintentional transition from computer control back to manual control. This is defined as a transition of the EN bit from 1 to 0 in any of the report messages for brake/throttle/steering/shifting, without a corresponding transition in the command message. An unintentional transition could be caused by an override, timeout, fault, or any other unexpected behavior. The brake and throttle report messages are received on the CAN bus from the external throttle/brake module.

6 Supported Vehicles

The Steering By-Wire interface has been tested on the Ford F-150 for model year 2018 and 2019.

7 Watchdog Counter

The watchdog counter is an optional feature enabled by incrementing the COUNT bits to assist in compliance with California autonomous vehicle requirements. This is separate from the 100ms watchdog timeout always present for each command message. Each module monitors its own state and the state of all other modules for error conditions. To clear a watchdog counter event, press the OK button on the left side of the steering wheel or cycle power to all modules.

7.1 Fault Conditions

- Count is not incremented, or count is incremented more than 3 (this allows up to 2 dropped messages)
- Command timeout after 100ms (catches main computer crash, power loss, or disconnect)
- Report timeout after 100ms (catches failure of embedded firmware)
- Transition from enabled to disabled (catches unexpected transfer of control to the driver)
 - This fault condition can be disabled with the DbwConfig GUI.
- Vehicle must be out of park or moving for any of these conditions to set off an alert

7.2 Fault Actions

- Normal driver override audible and visual alert for one second (sets off the front park aid warning)
- Apply small amount of braking until the driver takes control with the brake pedal, throttle pedal, but not the steering wheel. The applied braking value is 1 m/s². The braking value can be changed with the DbwConfig GUI.
- Flash the passenger airbag ON and OFF lights until the alert is cleared to show that the watchdog is faulted
- All commands to all subsystems are ignored until the alert is cleared

APPENDIX A: REVISION HISTORY

Revision A-01 (August 2015)

Modifications:

1. Initial release of this document.

Revision A-02 (October 2015)

Modifications:

1. Added GPS, suspension height, tire pressure, and fuel level CAN messages.
2. Added product image.

Revision A-03 (December 2015)

Modifications:

1. Added steering velocity.

Revision A-04 (March 2016)

Modifications:

1. Clarified FLTCON bit and CD pins.
2. Added FLTCAL bit for steering calibration fault.
3. Removed suspension message.
4. Added doors and seat belts to Miscellaneous report.
5. Added Surround message (sonars, BLIS, and CTA).
6. Added Brake Info message.

Revision A-05 (April 2016)

Modifications:

1. Added IGNORE bit to optionally ignore driver override and periodically try and regain steering control.
2. Changed DRIVER bit to DRIVER and OVERRIDE bits (activity and enough activity for an override).
3. Added additional steering wheel buttons.
4. Added optional watchdog counter.

Revision A-06 (August 2016)

Modifications:

1. Corrected FLTSNR and ENSNR bits in surround CAN message.
2. Added Throttle Info CAN message.

Revision A-07 (November 2016)

Modifications:

1. Added QUIET bit in steering command CAN message.
2. Added version CAN message.

Revision A-08 (December 2016)

Modifications:

1. Changed wheel speeds to signed values.

Revision A-09 (August 2017)

Modifications:

1. Added license CAN message (with VIN).
2. Added steering wheel left D-Pad buttons.
3. Added Watchdog Counter applied braking value.
4. Added threshold for driver override bit in steering report.
5. Added rejected enumeration in gear report.
6. Removed driver activity bit in steering report.
7. Replaced FLTCON bit with TMOUT bit (timeout).
8. Replaced Suspension Report with Wheel Position Report.
9. Updated supported vehicle model year range to 2017.

Revision A-10 (October 2017)

Modifications:

1. Added notes about gear shift and turn-signal command rejection when an override is active.

Revision A-11 (October 2017)

Modifications:

1. Added note about requirements to engage steering.

Revision A-12 (January 2018)

Modifications:

1. Added FLTPWR bit to steering report.
2. Added wheel position conversion factor.
3. Updated audible warning to include all unintentional transitions to disabled.
4. Updated supported vehicle model year range to 2018.

Revision A-13 (June 2018)

Modifications:

1. Added RES+ and RES- cruise control buttons to miscellaneous report (RINC and RDEC).

Revision A-14 (August 2018)

Modifications:

1. Added PLATFORM field to version message.

Revision A-15 (October 2018)

Modifications:

1. Added OTEMP to miscellaneous report.
2. Updated supported vehicle model year range to 2019.
3. Removed vehicle requirement of Active Park Assist (APA). Modern firmware automatically enables APA if not already enabled.

Revision A-16 (November 2018)

Modifications:

1. Added ULC messages.
2. Added notes about parameters (overrides and watchdog counter).
3. Added mechanical drawing.
4. Updated product photo.

Revision A-17 (March 2019)

Modifications:

1. Fixed CAN termination resistance that was mistakenly changed to false.
2. Changed steering torque override threshold to 4.5 Nm.
3. Removed GPS messages (not supported on this platform).
4. Updated Watchdog Counter braking value.

Revision A-18 (August 2019)

Modifications:

1. Changed scaling on steering velocity command (SVEL).
2. Added steering command types (angle/torque). Only angle is supported on this platform.
3. Added odometer and battery voltage to Fuel Level message.
4. Added throttle and brake limp-home statuses to Throttle Info and Brake Info messages.
5. Added transmission gear number enumeration to Throttle Info message.
6. Added ULC messages.