

Configurable parameters for the Lincoln Aviator ADAS Kit

1 Overview

The parameters described in this document allow configuration of several features of the drive-by-wire system. Parameters can be changed using the DbwConfig.exe Windows application and connecting to modules via USB. See DbwConfig.pdf for details on this process.

Parameters are stored in non-volatile memory, so it is not necessary to set the values each power cycle. The section of non-volatile is not erased by the firmware upgrade process, so values persist between firmware upgrades. If the min/max range changes for a parameter, the value will be sanitized to the new min/max range. It is recommended to visually check the parameter values after a firmware upgrade.

Parameter changes are active immediately, however, it is unwise to change parameters when the vehicle is in motion. Exercise caution when using non-default parameter values, as this will change the way the drive-by-wire system operates.

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.

2 Brake Module

2.1 Allow Ignoring Driver Overrides

Name	Default	Min	Max	Unit
AllowIgnore	True	—	—	—

This parameter enables or disables the ability of the user to ignore driver overrides by setting the IGNORE bit in the brake command message (ID 0x060).

2.2 Driver Override Threshold

Name	Default	Min	Max	Unit
OverrideThresh	200	50	2000	Nm

The override threshold parameter controls how far the user must press the brake pedal to trigger a driver override. The value of this parameter represents the torque induced by pressing the brake pedal.

2.3 Driver Override Hysteresis Time

Name	Default	Min	Max	Unit
OverrideHystMs	100	0	250	ms

The driver override hysteresis time parameter controls how many consecutive milliseconds the override threshold must be exceeded before a driver override is triggered.

2.4 External Brake Input Enable

Name	Default	Min	Max	Unit
ExtBrakeEnable	False	—	—	—

If enabled, shorting the digital input pin on the DB9 connector will trigger a constant braking value. The external brake input is the highest priority braking command source, and will trigger regardless of the the brake command CAN message and the state of the Watchdog Counter fault. This input is useful as an emergency stop button. The default is a 'large' amount of braking.

2.5 External Brake Input Value

Name	Default	Min	Max	Unit
ExtBrakeValue	3.00	0.00	5.00	m/s ²

This is the value for the constant braking of the external brake input described above.

2.6 Watchdog Counter Brake Value

Name	Default	Min	Max	Unit
WdcBrakeValue	1.00	0.00	5.00	m/s ²

This is the value for the constant braking when the Watchdog Counter fault is triggered. The default is a 'small' amount of braking, just enough to slowly bring the vehicle to a stop.

2.7 Suppress Watchdog Counter Faults

Name	Default	Min	Max	Unit
WdcSuppressDisabled	False	—	—	—

If set, the three fault sources for the Watchdog Counter in the table below are not considered. This allows commands to transition from EN=1 to EN=0 without triggering a Watchdog Counter fault. All modules independently determine these fault conditions, so this value should be the same for all modules in the same vehicle.

Value	Enum	Description
5	BRAKE_DISABLED	Brake module disabled without override when in gear or moving
9	THROTTLE_DISABLED	Throttle module disabled without override when in gear or moving
13	STEERING_DISABLED	Steering module disabled without override when in gear or moving

3 Throttle Module

3.1 Allow Ignoring Driver Overrides

Name	Default	Min	Max	Unit
AllowIgnore	True	—	—	—

This parameter enables or disables the ability of the user to ignore driver overrides by setting the IGNORE bit in the throttle command message (ID 0x062).

3.2 Driver Override Threshold

Name	Default	Min	Max	Unit
OverrideThresh	0.30	0.15	0.70	%

The override threshold parameter controls how far the user must press the throttle pedal to trigger a driver override. The value of this parameter represents the raw pedal position.

3.3 Driver Override Hysteresis Time

Name	Default	Min	Max	Unit
OverrideHystMs	100	0	250	ms

The driver override hysteresis time parameter controls how many consecutive milliseconds the override threshold must be exceeded before a driver override is triggered.

3.4 Suppress Watchdog Counter Faults

Name	Default	Min	Max	Unit
WdcSuppressDisabled	False	—	—	—

If set, the three fault sources for the Watchdog Counter in the table below are not considered. This allows commands to transition from EN=1 to EN=0 without triggering a Watchdog Counter fault. All modules independently determine these fault conditions, so this value should be the same for all modules in the same vehicle.

Value	Enum	Description
5	BRAKE_DISABLED	Brake module disabled without override when in gear or moving
9	THROTTLE_DISABLED	Throttle module disabled without override when in gear or moving
13	STEERING_DISABLED	Steering module disabled without override when in gear or moving

4 Steering Module

4.1 Allow Ignoring Driver Overrides

Name	Default	Min	Max	Unit
AllowIgnore	True	—	—	—

This parameter enables or disables the ability of the user to ignore driver overrides by setting the IGNORE bit in the steering command message (ID 0x064).

4.2 Driver Override Threshold

Name	Default	Min	Max	Unit
OverrideThresh	3.5	2.00	3.5	Nm

The override threshold parameter controls how much torque the user must induce on the steering column to trigger a driver override.

4.3 Steering Acceleration Limit

Name	Default	Min	Max	Unit
SteeringAccelLimit	2000	0	10000	deg/s ²

Limit the amount of angular acceleration on the steering wheel angle command. Zero evaluates to no-limit.

4.4 Unlimited Steering Velocity

Name	Default	Min	Max	Unit
UnlimitedSteering	False	—	—	—

If false, SVEL=0 corresponds to a 500 deg/s steering velocity limit. If true, SVEL=0 corresponds to unlimited steering velocity and the steering acceleration limit above is ignored. Use caution with unlimited steering velocity. Sporadic and jerky steering commands may cause unintended driver overrides that will transition control back to the human driver.

4.5 Turn Signals With Overrides

Name	Default	Min	Max	Unit
TurnSigWithOverride	False	—	—	—

Allow turn signal commands when brake/throttle/steering overrides are active.

4.6 Suppress Watchdog Counter Faults

Name	Default	Min	Max	Unit
WdcSuppressDisabled	False	—	—	—

If set, the three fault sources for the Watchdog Counter in the table below are not considered. This allows commands to transition from EN=1 to EN=0 without triggering a Watchdog Counter fault. All modules independently determine these fault conditions, so this value should be the same for all modules in the same vehicle.

Value	Enum	Description
5	BRAKE_DISABLED	Brake module disabled without override when in gear or moving
9	THROTTLE_DISABLED	Throttle module disabled without override when in gear or moving
13	STEERING_DISABLED	Steering module disabled without override when in gear or moving

4.7 Inhibit Idle Shutdown

Name	Default	Min	Max	Unit
InhibitIdleShutdown	False	—	—	—

If set, the drive-by-wire system will prevent the vehicle from shutting itself down after 30 minutes of inactivity. Similar behavior can be accomplished by setting Auto Engine Off to 'Disabled' in the dash with the steering wheel buttons. However, the value in the dash is reset to 'Enabled' each vehicle ignition cycle. This drive-by-wire option is persistent across ignition cycles.

4.8 Inhibit Start Stop

Name	Default	Min	Max	Unit
InhibitStartStop	False	—	—	—

If set, the drive-by-wire system will disable the engine automatic start/stop feature. Similar behavior can be accomplished by Auto Start/Stop button near the dash. However, the value in the dash is reset to 'Enabled' each vehicle ignition cycle. This drive-by-wire option is persistent across ignition cycles.

4.9 Lateral Acceleration Limit

Name	Default	Min	Max	Unit
LatAccelLimit	18.0	2.0	18.0	m/s ²

This parameter is used to limit the amount of lateral acceleration that can be achieved when commanding steering wheel angle. It does this by limiting the maximum allowed steering wheel angle according to the following relationship:

$$\alpha_{s_{\max}} = \gamma \tan^{-1} \left(\frac{L a_{y_{\max}}}{v^2} \right)$$

where $\alpha_{s_{\max}}$ is the maximum steering wheel angle in radians, $\gamma = 18.0$ is the ratio between the steering wheel angle and the tire steering angle, $L = 3.03$ is the length of the wheelbase in meters, v is the current speed of the vehicle in m/s, and $a_{y_{\max}}$ is the lateral acceleration limit specified in this parameter.

For backward compatibility and to avoid limiting the steering angle range without the user's knowledge, this parameter defaults to a very large value of 18.0 m/s², which effectively disables this safety feature. For typical driving situations, appropriate values for this parameter range between 4 m/s² and 8 m/s². The Lincoln Aviator has a built-in system that dynamically changes the steering ratio based on current steering wheel angle, steering wheel rotation rate, and vehicle speed. The instantaneous value of the steering ratio is unobservable by the Dataspeed ADAS Kit.

The constant steering ratio $\gamma = 18.0$ was selected based on analysis of data collected from the CAN bus and a high-accuracy IMU and finding the average of the observed steering ratio. Instantaneous values of the observed steering ratio were found to range between 14 and 21 at different operating conditions. Because of this, the kinematics computations by the lateral acceleration limiter, angular acceleration limiter, and Universal Lat/Lon Controller (ULC) will be inaccurate, with the error being more prominent at large steering angles.

4.10 Angular Acceleration Limit

Name	Default	Min	Max	Unit
AngAccelLimit	10.0	0.5	10.0	rad/s ²

This parameter is used to limit the amount of vehicle angular acceleration that can be achieved when commanding steering wheel angular rate. It does this by limiting the maximum allowed angular rate of the steering wheel according to the following relationship:

$$\dot{\alpha}_{s_{\max}} = \frac{\gamma L}{v} \cos^2 \left(\frac{\alpha_s}{\gamma} \right) \ddot{\psi}_{\max}$$

where $\dot{\alpha}_{s_{\max}}$ is the maximum steering wheel rate in rad/s, $\gamma = 18.0$ is the ratio between the steering wheel angle and the tire steering angle, $L = 3.03$ is the length of the wheelbase in meters, v is the current speed of the vehicle in m/s, α_s is the current steering wheel angle, and $\ddot{\psi}_{\max}$ is the angular acceleration limit specified in this parameter.

For backward compatibility and to avoid limiting the steering angular rate without the user's knowledge, this parameter defaults to a very large value of 10.0 rad/s², which effectively disables this safety feature. For typical driving situations, appropriate values for this parameter range between 2 rad/s² and 4 rad/s². The Lincoln Aviator has a built-in system that dynamically changes the steering ratio based on current steering wheel angle, steering wheel rotation rate, and vehicle speed. The instantaneous value of the steering ratio is unobservable by the Dataspeed ADAS Kit.

The constant steering ratio $\gamma = 18.0$ was selected based on analysis of data collected from the CAN bus and a high-accuracy IMU and finding the average of the observed steering ratio. Instantaneous values of the observed steering ratio were found to range between 14 and 21 at different operating conditions. Because of this, the kinematics computations by the lateral acceleration limiter, angular acceleration limiter, and Universal Lat/Lon Controller (ULC) will be inaccurate, with the error being more prominent at large steering angles.

4.11 UlcStopDecel

Name	Default	Min	Max	Unit
UlcStopDecel	1.0	0.5	3.0	m/s ²

This parameter specifies how much brake deceleration to request from the vehicle's ACC controller to maintain zero speed.

4.12 UlcDefaultLatAccel

Name	Default	Min	Max	Unit
UlcDefaultLatAccel	4.0	2.0	6.0	m/s ²

When the ULC configuration message is in timeout, or its LAT_ACCEL field is set to zero, this parameter is used to limit the amount of lateral acceleration that can be achieved with the steering component of the ULC. It does this by limiting the maximum allowed steering wheel angle according to the following relationship:

$$\alpha_{s_{\max}} = \gamma \tan^{-1} \left(\frac{L a_{y_{\max}}}{v^2} \right)$$

where $\alpha_{s_{\max}}$ is the maximum steering wheel angle in radians, $\gamma = 18.0$ is the ratio between the steering wheel angle and the tire steering angle, $L = 3.03$ is the length of the wheelbase in meters, v is the current speed of the vehicle in m/s, and $a_{y_{\max}}$ is the lateral acceleration limit specified in this parameter. The Lincoln Aviator has a built-in system that dynamically changes the steering ratio based on current steering

wheel angle, steering wheel rotation rate, and vehicle speed. The instantaneous value of the steering ratio is unobservable by the Dataspeed ADAS Kit.

The constant steering ratio $\gamma = 18.0$ was selected based on analysis of data collected from the CAN bus and a high-accuracy IMU and finding the average of the observed steering ratio. Instantaneous values of the observed steering ratio were found to range between 14 and 21 at different operating conditions. Because of this, the kinematics computations by the lateral acceleration limiter, angular acceleration limiter, and Universal Lat/Lon Controller (ULC) will be inaccurate, with the error being more prominent at large steering angles.

4.13 UlcDefaultAngAccel

Name	Default	Min	Max	Unit
UlcDefaultAngAccel	1.0	0.5	2.0	rad/s ²

When the ULC configuration message is in timeout, or its ANG_ACCEL field is set to zero, this parameter is used to limit the amount of angular acceleration that can be achieved with the steering component of the ULC. It does this by limiting the maximum allowed angular rate of the steering wheel according to the following relationship:

$$\dot{\alpha}_{s_{\max}} = \frac{\gamma L}{v} \cos^2\left(\frac{\alpha_s}{\gamma}\right) \ddot{\psi}_{\max}$$

where $\dot{\alpha}_{s_{\max}}$ is the maximum steering wheel rate in rad/s, $\gamma = 18.0$ is the ratio between the steering wheel angle and the tire steering angle, $L = 3.68$ is the length of the wheelbase in meters, v is the current speed of the vehicle in m/s, α_s is the current steering wheel angle, and $\ddot{\psi}_{\max}$ is the angular acceleration limit specified in this parameter.

4.14 UlcDefaultLinDecel

Name	Default	Min	Max	Unit
UlcDefaultLinDecel	1.5	0.5	3.0	m/s ²

When the ULC configuration message is in timeout, or its LIN_DECEL field is set to zero, this parameter is used to limit the amount of deceleration used to regulate vehicle speed.

4.15 UlcJerkLimitThrottle

Name	Default	Min	Max	Unit
UlcJerkLimitThrottle	1.0	1.0	25.0	m/s ³

This parameter limits the rate of change in the acceleration reference signal when applying the throttle to reach a higher speed. This limit is only applied when the ULC speed control module is in loose tracking mode.

4.16 UlcJerkLimitBrake

Name	Default	Min	Max	Unit
UlcJerkLimitBrake	10.0	1.0	25.0	m/s ³

This parameter limits the rate of change in the acceleration reference signal when applying the brakes to reach a lower speed. This limit is only applied when the ULC speed control module is in loose tracking mode.

5 Shifting Module

5.1 Suppress Watchdog Counter Faults

Name	Default	Min	Max	Unit
WdcSuppressDisabled	False	—	—	—

If set, the three fault sources for the Watchdog Counter in the table below are not considered. This allows commands to transition from EN=1 to EN=0 without triggering a Watchdog Counter fault. All modules independently determine these fault conditions, so this value should be the same for all modules in the same vehicle.

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