Peripheral Sensor Interface

for Automotive Applications

Contents

1 Introduction

1.1 Description

The Peripheral Sensor Interface (PSI5) is an interface for automotive sensor applications. PSI5 is an open standard based on existing sensor interfaces for peripheral airbag sensors, already proven in millions of airbag systems. The technical characteristics, the low implementation overhead as well as the attractive cost make the PSI5 also suitable for many other automotive sensor applications.

Development goal of the PSI5 is a flexible, reliable communication standard for automotive sensor applications that can be used and implemented free of charge.

The PSI5 development and the publication of the PSI5 Technical Specification V2.2, comprised by a Base Standard (this document) and three application specific Substandards (“Airbag”, “Chassis and Safety Control” and “Powertrain”), are responsibly managed by the “PSI5 Steering Committee”, formed by the companies Autoliv, Bosch, and Continental.

This Base Standard version is a joint development of the companies AB ELEKTRONIK, AMS, Analog Devices, Autoliv, Bosch, Continental, CS Group, Denso, ELMOS, Hella, IHR, Infineon, Melexis, NXP, OnSemi, Renesas, Seskion, ST and ZF TRW.

1.2 PSI5 Main Features

Main features of the PSI5 are high speed and high reliability data transfer at lowest possible implementation overhead and cost. PSI5 covers the requirements of the low-end segment of digital automotive interfaces and offers a universal and flexible solution for multiple sensor applications. It is characterized by

- Two-wire current interface
- Manchester coded digital data transmission
- High data transmission speed of 125kbps or optional 189kbps
- High EMC robustness and low emission
- Wide range of sensor supply current
- Variable data word length (10 to 28 bit with one bit granularity)
- Asynchronous or synchronous operation and different bus modes
- Bidirectional communication

PSI5 Technical Specification V2.2 contains several new features in terms of Physical and Data Link Layer parameters in order to enlarge the application range of the PSI5 Interface. Due to backward compatibility established parameters according to PSI5 Technical Specification V1.3 are still valid; the alternative implementations are mainly optional and specifically indicated.

Though, general interface parameters are given within this Base Standard, application specific frameworks and conditions are given in the effective Substandards “Airbag”, “Chassis and Safety Control” and “Powertrain”.

1.3 Scope

This document describes the interface according to the ISO/OSI reference model and contains the corresponding parameter specifications. PSI5 standardizes the low level communication between peripheral sensors and electronic control units.

1.4 Legal Information

The specification may be reproduced or copied, subject to acceptance of the contents of this document.
No part of this specification may be modified or translated in any form or by any means without prior written permission of Autoliv, Bosch, and Continental. With their permission Autoliv, Bosch, and Continental assume no liability for the modifications or translations made by third parties.
In case Autoliv, Bosch, and Continental permit any of the aforementioned modifications or translations Autoliv, Bosch, and Continental shall be entitled to use such modifications or translations free of charge for future versions of the PSI5 protocol and make such future versions available to third parties under the same terms and conditions as for the PSI5 protocol.

Disclaimer
The specification and all enclosed documents are provided to you "AS IS". You assume total responsibility and risk for your use of them including the risk of any defects or inaccuracies therein.
Autoliv, Bosch, Continental and the other members of the PSI5 Consortium do not make, and expressly disclaim, any express or implied warranties of any kind whatsoever, including, without limitation, implied warranties of merchantability of fitness for a particular purpose, warranties or title or non-infringement.

The PSI5-consortium shall not be liable for

(a) any incidental, consequential, or indirect damages (including, without limitation, damages for loss of profits, business interruption, loss of programs or information, and the like) arising out of the use of or inability to use the specification or enclosed documents,
(b) any claims attributed to errors, omissions, or other inaccuracies in the specification or enclosed documents.

As far as personal injuries are caused due to the specification or any of the enclosed documents and to the extent the mandatory laws of the law applicable restrict the limitation of liability in such cases or in other circumstances as for example liability due to wilful intent, fraudulently concealed defects or breach of cardinal obligations, the mandatory law applicable shall remain unimpaired.

Indemnification
You shall indemnify and hold harmless Autoliv, Bosch, Continental and all members of the PSI5 consortium, their affiliates and authorized representatives against any claims, suits or proceedings asserted or commenced by any third party and arising out of, or relating to, you using the specification or enclosed documents. This obligation shall include indemnification against all damages, losses, costs and expenses (including attorneys’ fees) incurred by the consortium, their affiliates and authorized representatives as a

result of any such claims, suits or proceedings, including any costs or expenses incurred in defending against any such claims, suits, or proceedings.

By making use of the PSI5 protocol you declare your approval with the above standing terms and conditions. This document is subject to change without notice.

2 System Setup & Operation Modes

2.1 System Setup

Figure 1 shows a possible system setup for peripheral sensors connected to an ECU with PSI5.

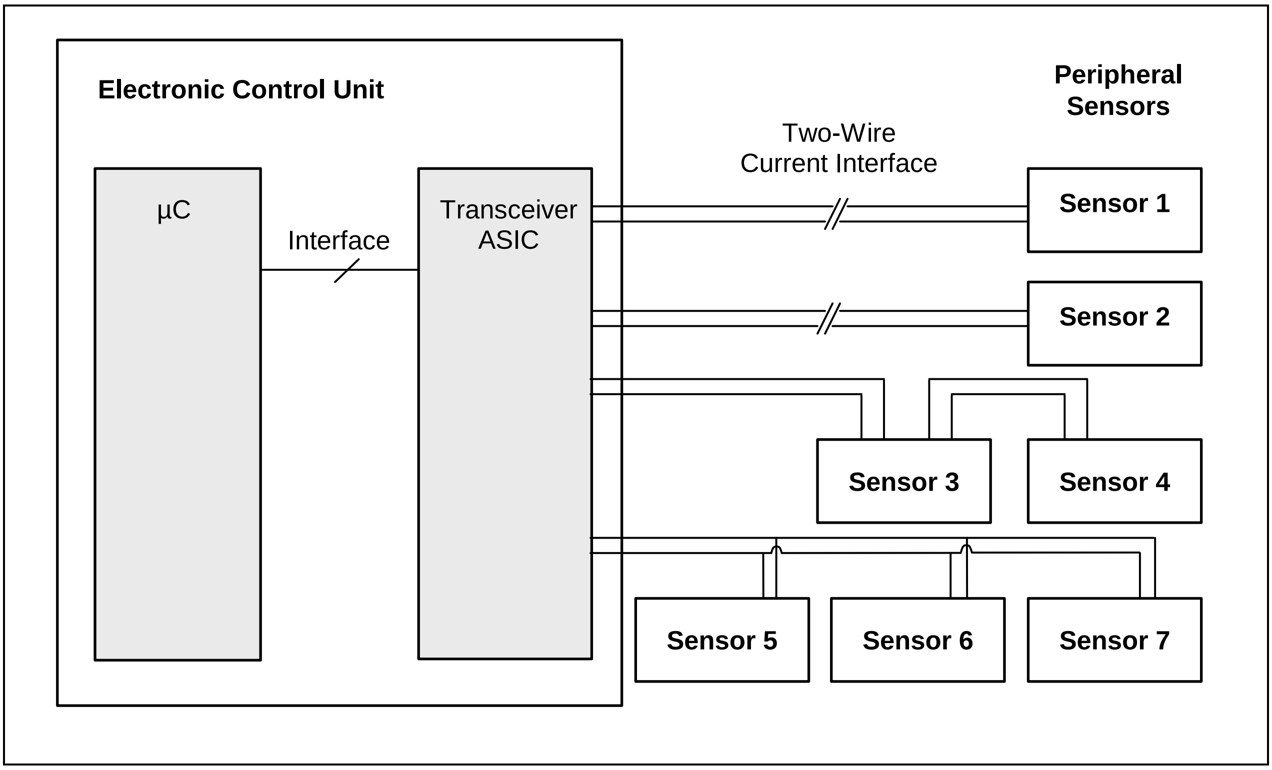


Figure 1 Connection of peripheral sensors to an ECU (Example)

The sensors are connected to the ECU by just two wires, using the same lines for power supply and data transmission. The transceiver ASIC provides a pre-regulated voltage to the sensors and reads in the transmitted sensor data. The example above shows a point-to-point connection for sensor 1 and 2 and two different bus configurations for sensor 3 and 4, and 5 to 7, respectively.

2.2 PSI5 Operation Modes

The different PSI5 operation modes define topology and parameters of the communication between ECU and sensors such as communication mode, number of data bits, error detection, cycle time, number of time slots per cycle and bit rate.

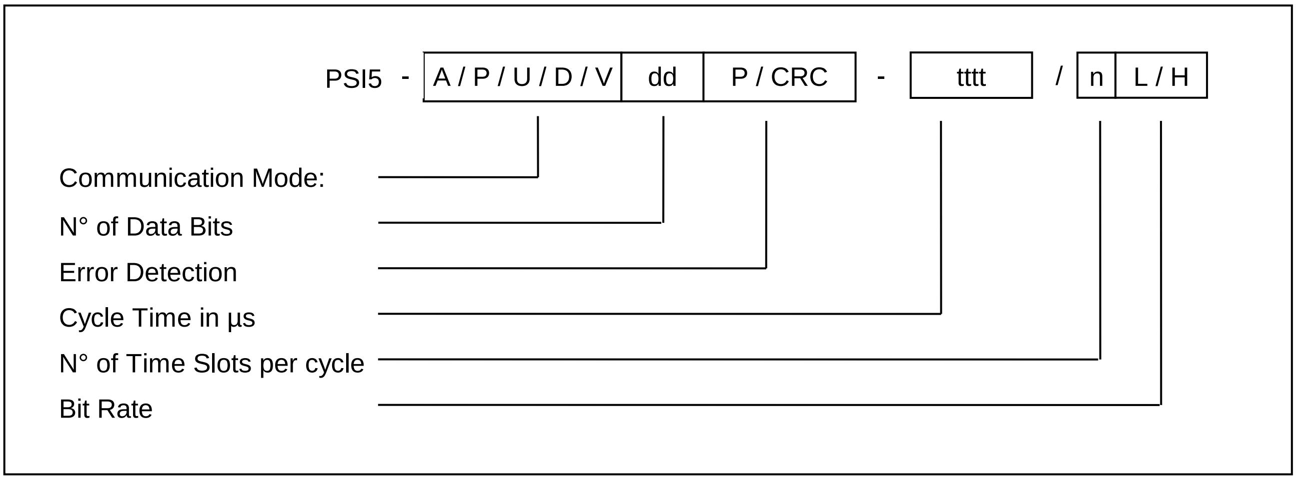


Figure 2 Denomination of PSI5 operation modes

Example “PSI5-P10P-500/3L”:
PSI5 synchronous parallel bus operation, 10 data bits with parity bit, 500µs sync cycle time with three time slots and a standard 125 kbps data rate.

Communication Modes	
A	Asynchronous Mode
P	Synchronous Parallel Bus Mode
U	Synchronous Universal Bus Mode
D	Synchronous Daisy Chain Bus Mode
V	Variable Time Triggered Synchronous Operation Mode
Error Detection	
P	One Parity Bit
CRC	Three Bits Cyclic Redundancy Check
Bit Rate	
L	125 kbps
H	189 kbps
Cycle time	
tttt	cycle time in µs (e.g. 500)
	or minimum allowed cycle time in µs for variable time triggered operation (e.g. 228)

2.3 Asynchronous Operation (PSI5-A)

PSI5-A describes a point-to-point connection for unidirectional, asynchronous data transmission. Each sensor is connected to the ECU by two wires. After switching on the power supply, the sensor starts transmitting data to the ECU periodically. Timing and repetition rate of the data transmission are controlled by the sensor.

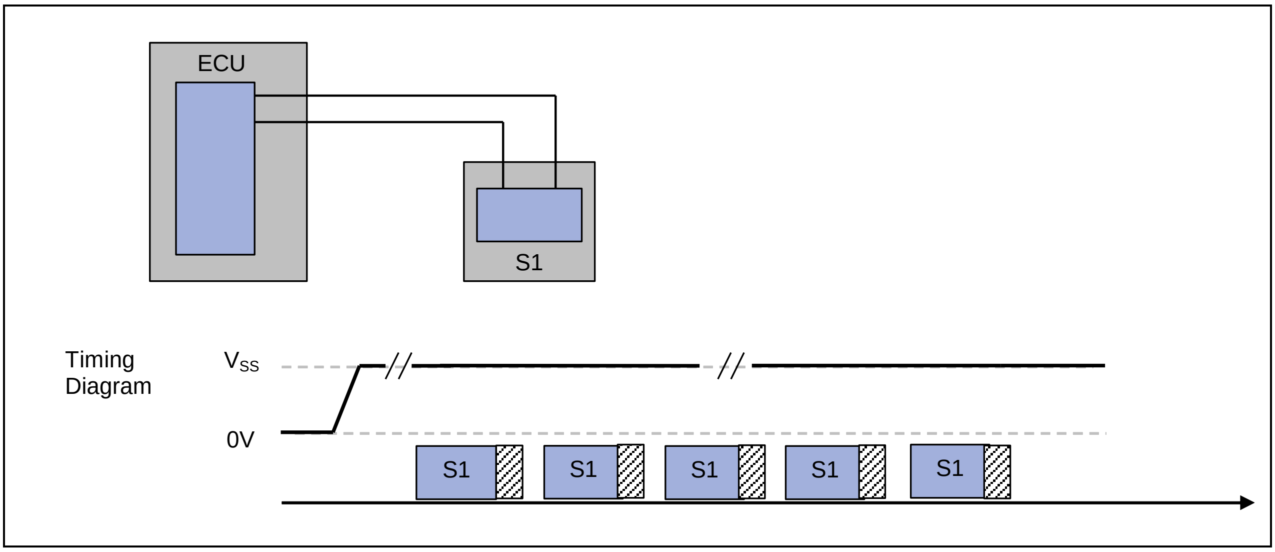


Figure 3 PSI5-A asynchronous point-to-point connection

2.3.1 Asynchronous Single Sensor Configuration

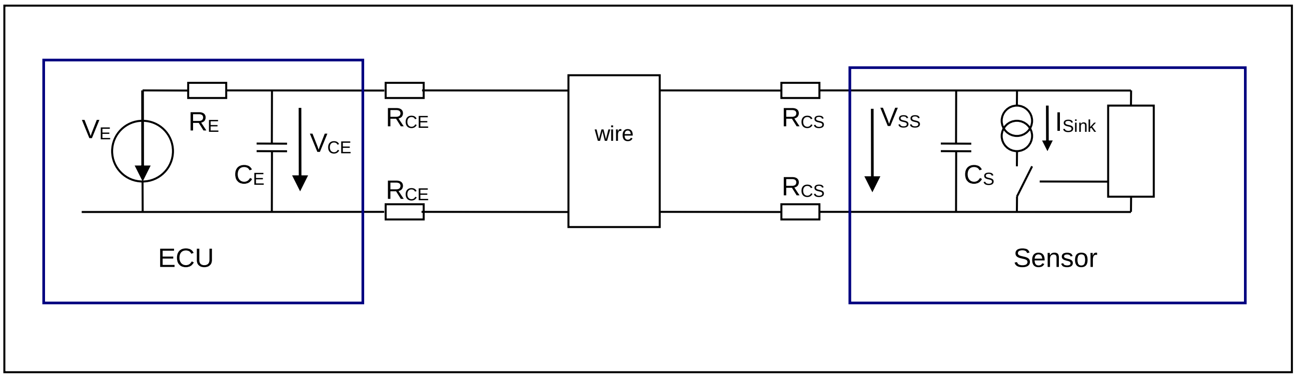


Figure 4 Single sensor configuration (simplified diagram)

2.4 Synchronous Operation

The synchronous operation modes work according to the TDMA method (Time Division Multiple Access). The sensor data transmission is synchronized by the ECU using voltage modulation. Synchronization can optionally be used for point-to-point configurations and is mandatory for bus modes.

2.4.1 Timing of Synchronous Operation Modes

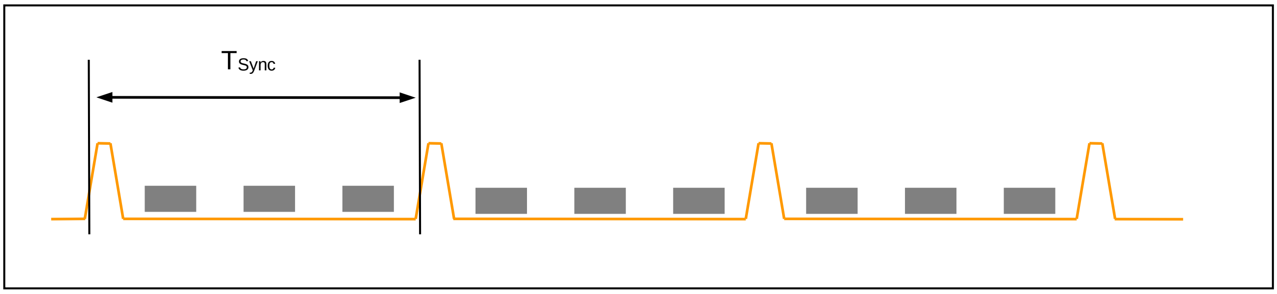


Figure 5 Fixed time triggered synchronous operation

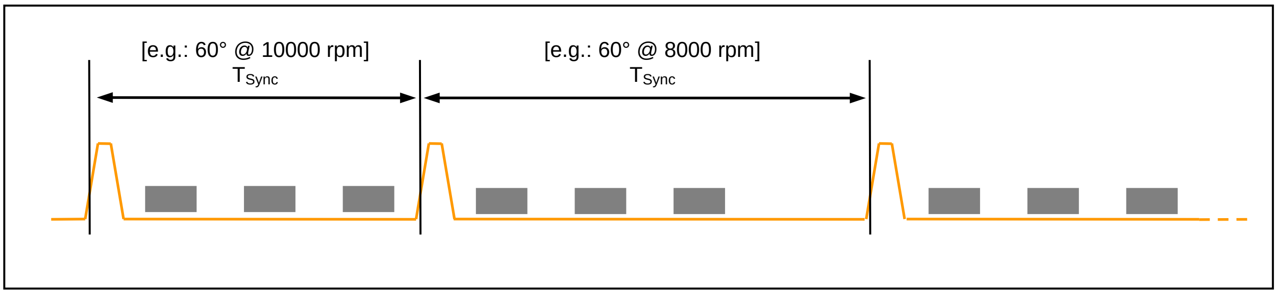


Figure 6 Variable time triggered synchronous operation

2.4.2 Bus Operation Principle

In the PSI5 bus topologies, one or more sensors are connected to the ECU in parallel.

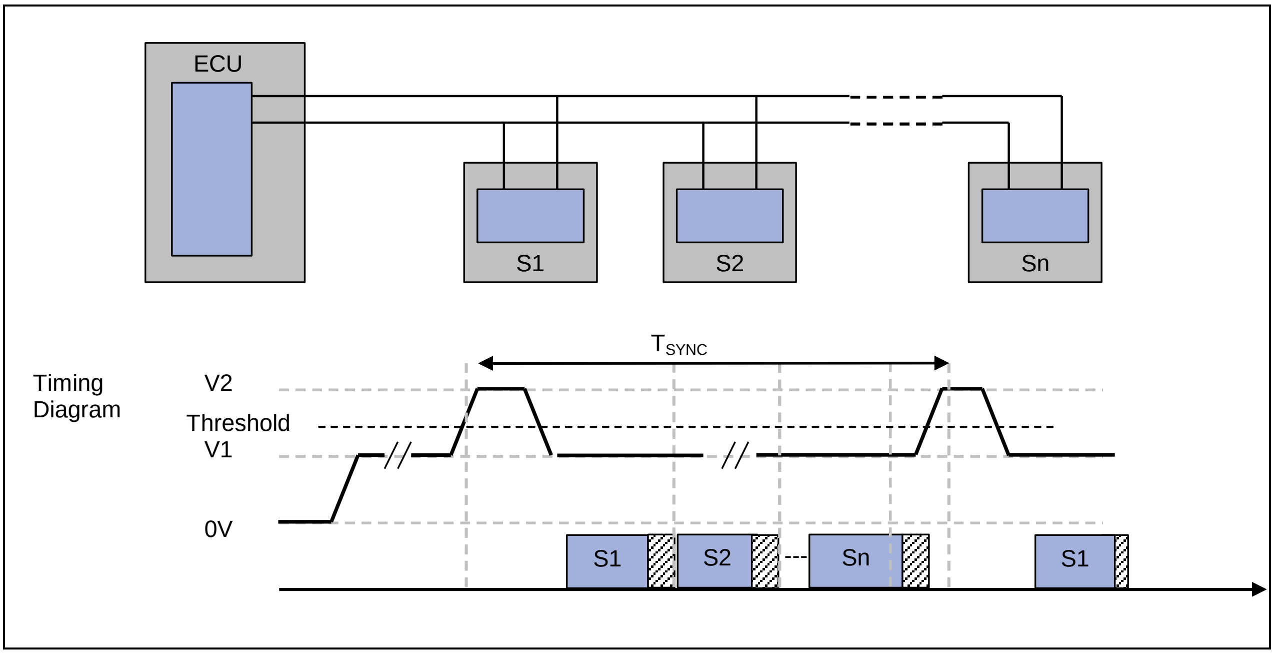


Figure 7 Basic PSI5 bus topology

Each data transmission period is initiated by a voltage synchronization signal from the ECU to the sensors. Having received the synchronization signal, each sensor starts transmitting its data with the corresponding time shift in the assigned time slot.

In a parallel bus configuration, an individual identification of the sensors is required. Alternatively the sensors can be connected in a “Daisy Chain” configuration to the ECU. In this configuration the sensors have no fixed address and can be connected to each position on the bus. During startup, each sensor receives an individual address and then passes the supply voltage to the following sensor subsequently. The addressing is realized by bidirectional communication from the ECU to the sensor using a specific sync signal pattern. After having assigned the individual addresses, the sensors start to transmit data in their corresponding time slots in the same way as specified in the parallel bus topology.

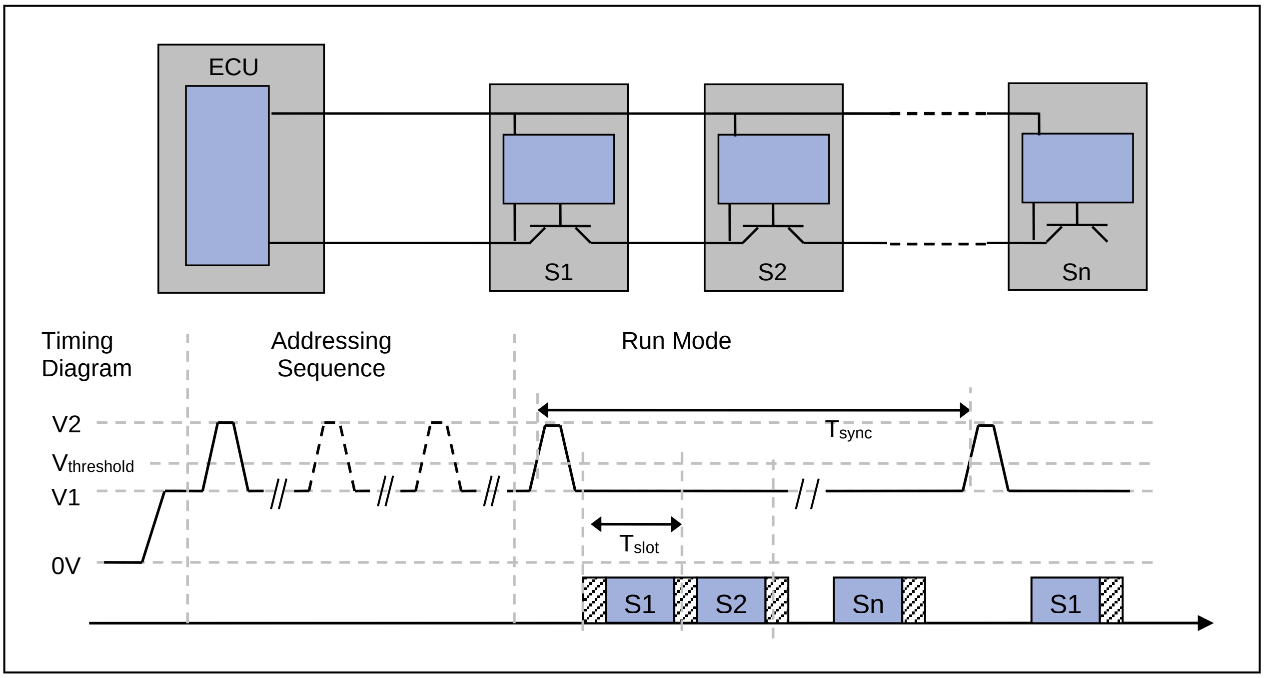


Figure 8 Daisy chain bus topology

2.4.2.1 Preferred Daisy-Chain Mode: Parallel Initialization Phase[1]

The aim of this section is to provide some guidelines applicable for a PSI5 interface when it is operated in Daisy-Chain mode, and especially to enhance the application layer specification for this mode.

In this operation mode, each sensor sends out the initialization sequence over the previously assigned sensor time slot. The timeslot is assigned by an address setting instruction. The ECU shall assign the addresses in reverse order, i.e. that timeslot TS1 is the last one receiving its address. Furthermore, timeslot

[1] Valid from PSI5 Technical Specification V2.1 onwards and for all Substandards except Powertrain Substandard. For backward compatibility with PSI5 V1.3 for airbag application a thorough description is given within the Airbag Substandard.

TS1 is defined as being the default timeslot for sensor error reporting in case of an unsuccessful address assignment.

Principle of operation

1. ECU applies supply voltage to PSI5 Interface (power on)
2. Wait for supply settling time
3. ECU assigns sensor address for time slot “TSi” to the next sensor that has not yet received its configuration
4. Addressed sensor responds by sending its internal status (acknowledge or error) message and address confirmation. Sensor closes daisy-chain switch to supply next sensor.
5. Repeat steps 2, 3 and 4 until all sensor addresses have been successfully assigned (From TSn down to TS1)
6. ECU to send RUN broadcast instruction to start runtime mode
7. All sensors to send out their initialization data within their assigned timeslot
8. All sensors to send out “sensor_OK“ messages
9. All sensors to send out their sensor data

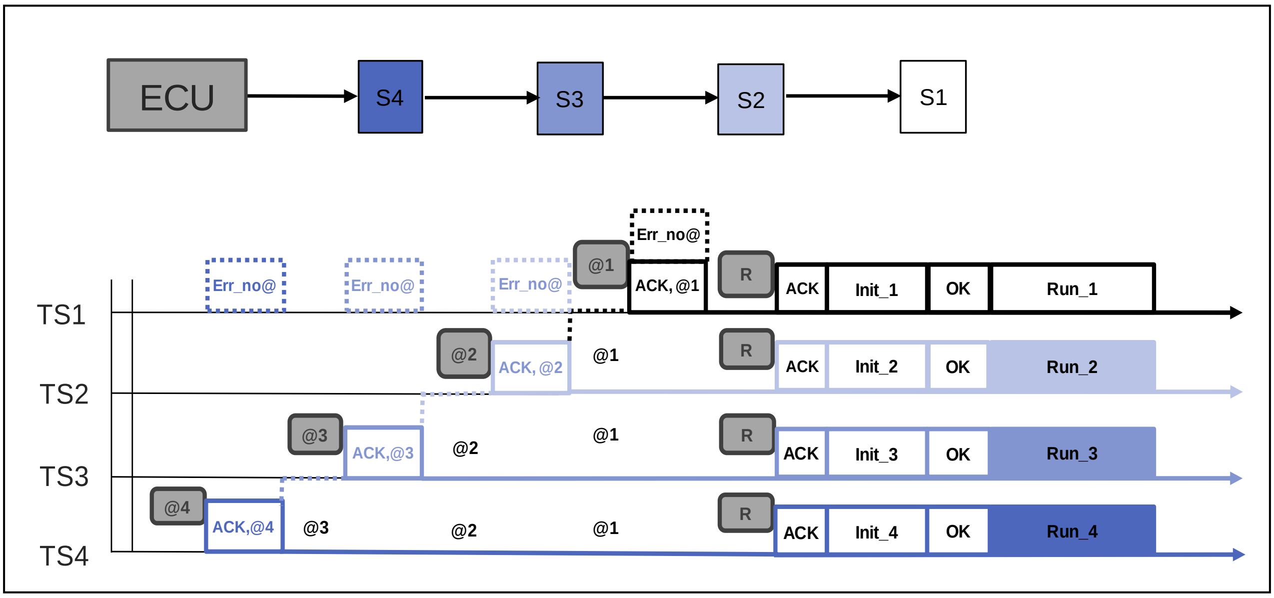


Figure 9 Daisy chain bus implementation (example with 4 time slots)

2.4.3 Synchronous Parallel Bus Mode (PSI5-P)

PSI5-P describes a bus configuration for synchronous data transmission of one or more sensors. Each sensor is connected to the ECU by a separate pair of wires (star topology).

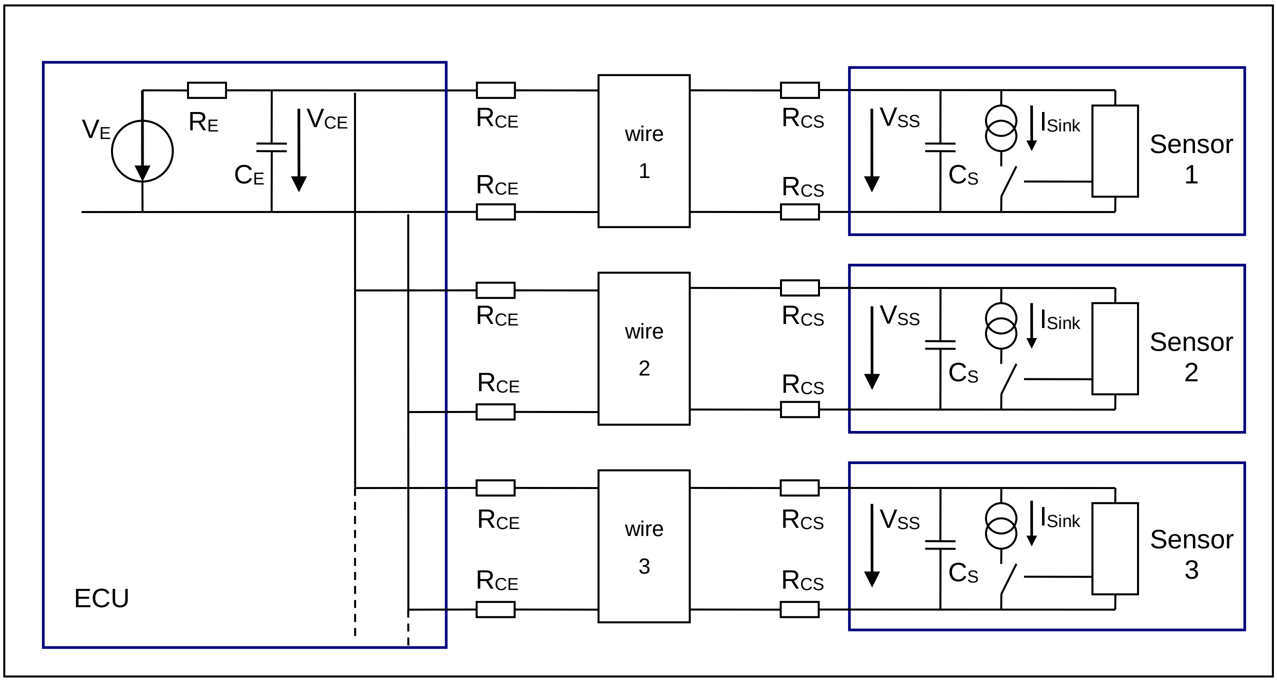


Figure 10 Synchronous parallel bus mode (simplified schematic)

In order to provide an interchangeability of different sensor and transceiver components, additional interface parameters for ECU, sensors, and wiring are specified for this bus mode (see Chapter 7.3).

2.4.4 Synchronous Universal Bus Mode (PSI5-U)

PSI5-U describes a bus configuration for synchronous data transmission of one or more sensors. The sensors are connected to the ECU in different wiring topologies including splices or pass-through configurations.

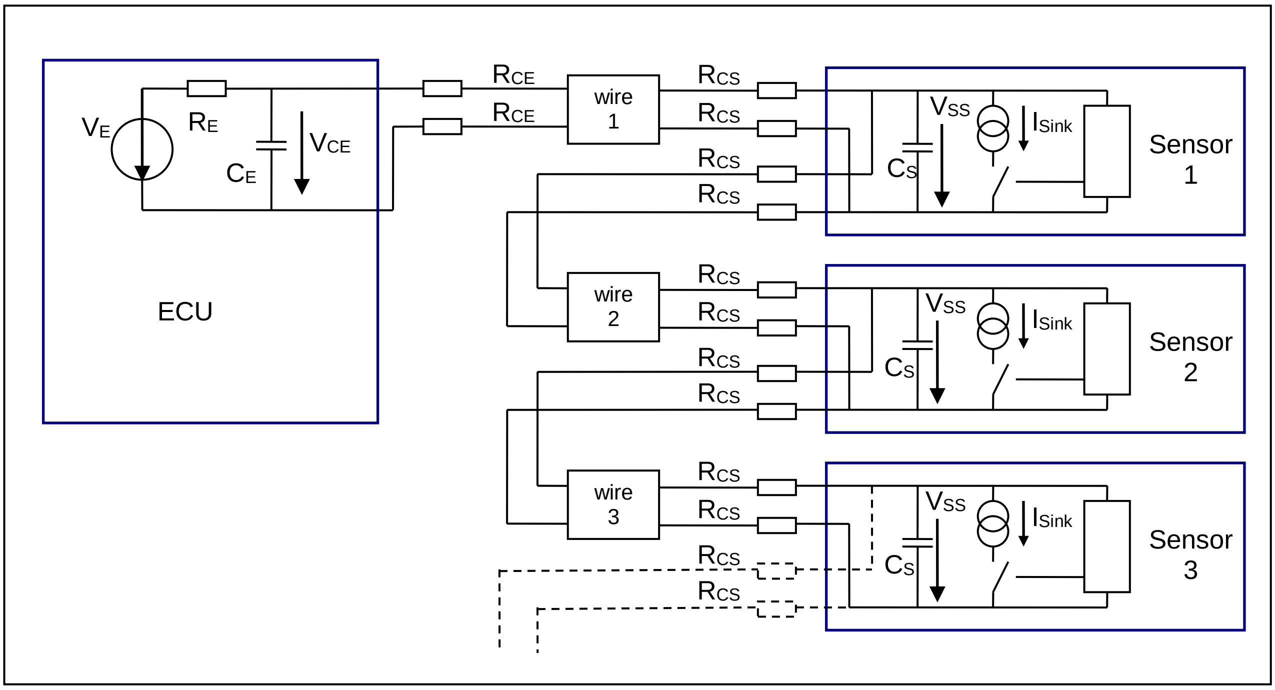


Figure 11 Example for a pass-through configuration (simplified schematic)

The wiring and sensors are considered as a “black box” resulting in a limited interchangeability of sensor and transceiver components. Interface parameters are given for the ECU and the “black box” only (see Chapter 7.4).

2.4.5 Synchronous Daisy Chain Bus Mode (PSI5-D)

PSI5-D describes a bus configuration for synchronous data transmission of one or more sensors connected in a daisy chain configuration. The required addressing of the sensors during start up is specified in Chapter 5.2.2.

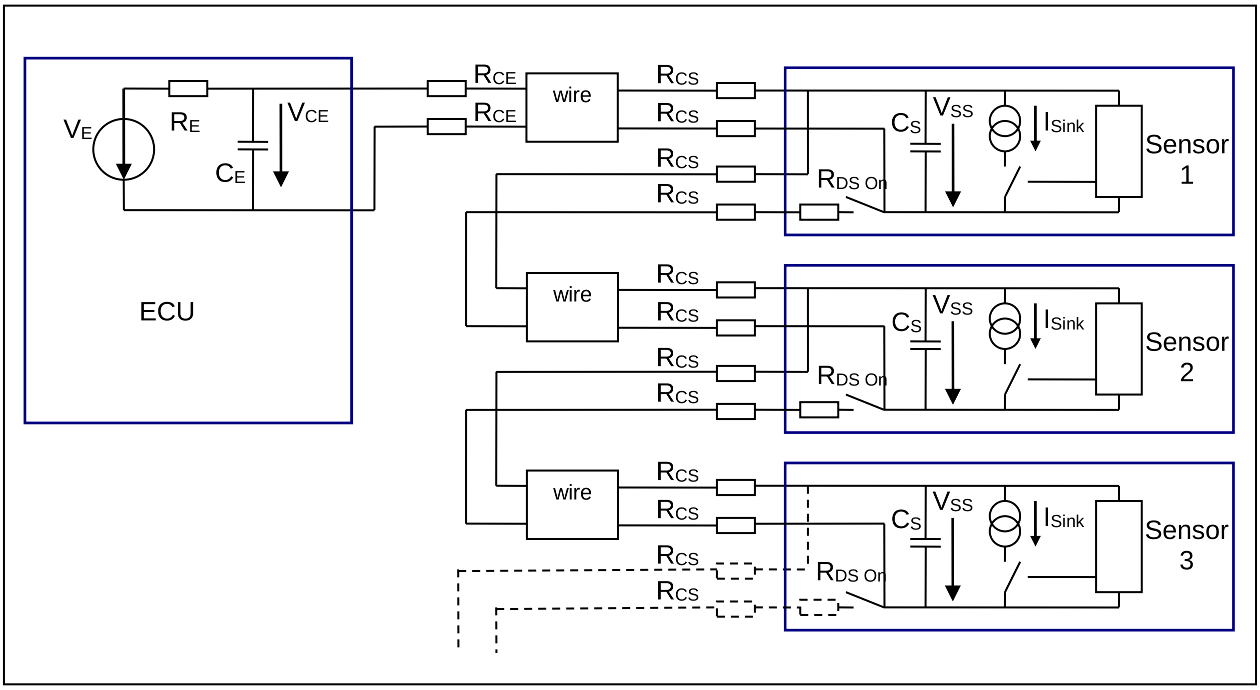


Figure 12 Synchronous daisy chain bus (simplified schematic)

2.4.6 Sensor Cluster / Multichannel

In a sensor cluster configuration, one physical sensor contains two or more logical channels. Examples could be a two channel acceleration sensor or a combined temperature and pressure sensor. The data transmission of the different channels can be realized by splitting up the data word of each data frame into two or more blocks or by transmitting the data for the different channels in separate data frames using time multiplex.

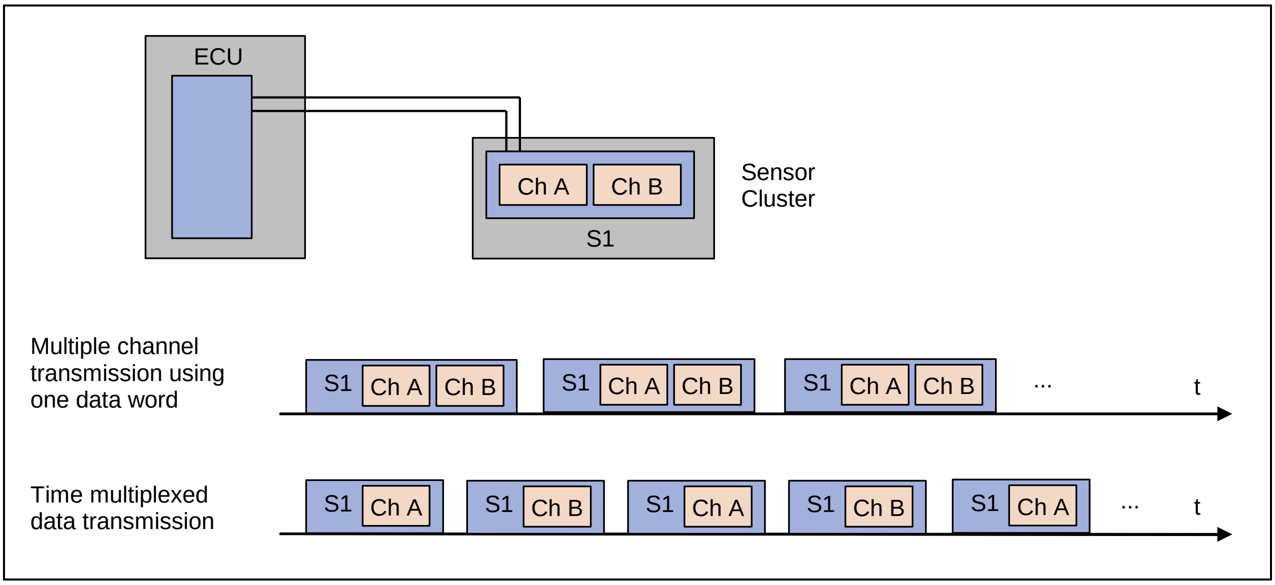


Figure 13 Implementation example sensor cluster

Sensor cluster / multichannel operation modes can be combined with both asynchronous and synchronous data transmission and with the different bus configurations.

3 Sensor to ECU communication

3.1 Physical Layer

PSI5 uses two wires for both power supply to the sensors and data transmission. The ECU provides a pre-regulated voltage to the sensor. Data transmission from the sensor to the ECU is done by current modulation on the power supply lines. Current oscillations are damped by the ECU and the input impedances of the sensors.

3.1.1 Bit Encoding - Sensor to ECU Communication

A "low" level ($I_{S,Low}$) is represented by the normal (quiescent) current consumption of the sensor(s). A "high" level ($I_{S,High}$) is generated by an increased current sink of the sensor ($I_{S,Low} + \Delta I_S$). The current modulation is detected within the transceiver ASIC.

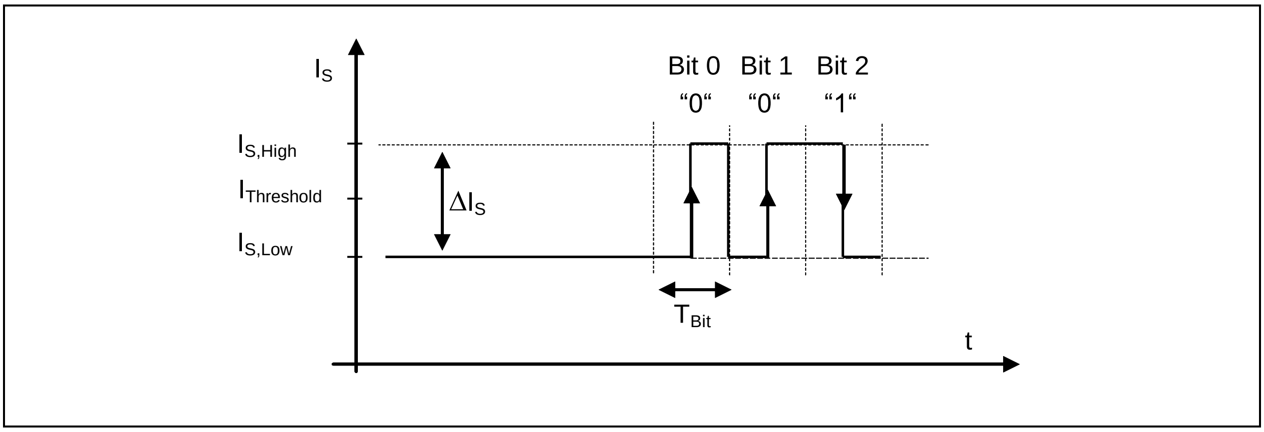


Figure 14 Bit encoding using supply current modulation

Manchester coding is used for data transmission. A logic "0" is represented by a rising slope and a logic "1" by a falling slope of the current in the middle of T_{Bit}.

3.2 Data Link Layer

3.2.1 Data Frames - Sensor to ECU Communication

The data frames are sent periodically from the sensor to the ECU. A minimum gap time T_{Gap} larger than one maximum bit duration T_{Bit} is required between two data frames. Each PSI5 data frame consists of *p* bits containing

- two start bits (S1 and S2), always coded as “0”
- one parity bit (P) with even parity or alternatively 3 CRC bits (C0, C1, C2), and
- a payload data region (D0 … D[k-1]) with k = 10.. 28 bit.

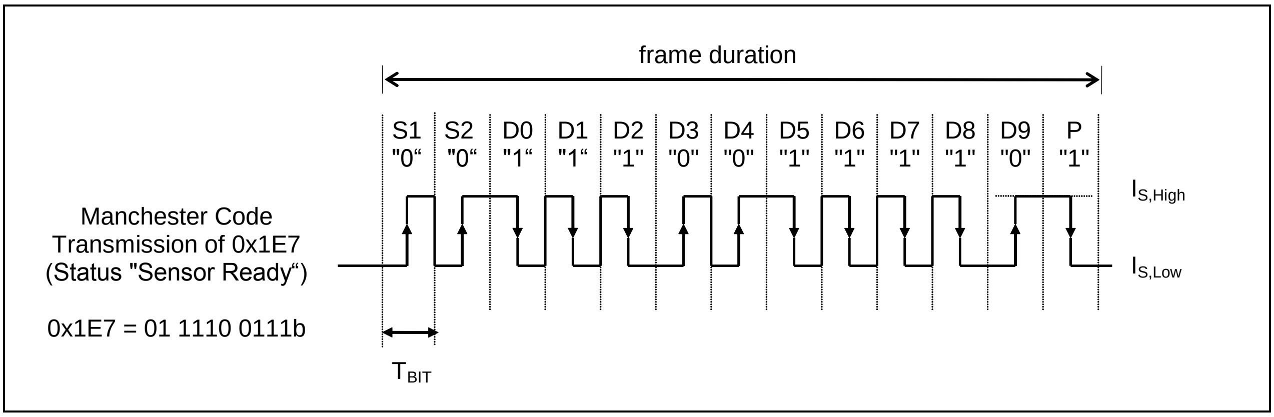


Figure 15 Example of a data frame with 10 data bits (D0-D9), 2 start bits (S1,S2) and one parity bit (P).

The total length of a PSI5 frame is *p* = *k*+3 data bits (in case of frames with parity bit) or *p* = *k*+5 data bits (in case of frames with CRC). Data bits are transmitted LSB first. The parity or CRC check bits cover the bits of the entire payload data region with a variable length of *k* = 10… 28 bits (with 1-bit granularity).

3.2.2 Error Detection

Error detection is realized by a single bit even parity (for 10 bit data words) or a three bit CRC (intended for longer data words). The generator polynomial of the CRC is $g(x)=1+x+x^3$ with a binary CRC initialization value “111”. The transmitter extends the data bits by three zeros (as MSBs). This augmented data word shall be fed (LSB first) into the shift registers of the CRC check. Start bits are ignored in this check. When the last zero of the augmentation is pending on the input adder, the shift registers contain the CRC checksum. These three check bits shall be transmitted in reverse order (MSB first: C2, C1, C0).

Example: 16 Bit Data Word „0xAD2C“ with 3-Bit CRC

S1	S2	D0	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	C2	C1	C0
0	0	0	0	1	1	0	1	0	0	1	0	1	1	0	1	0	1	1	0	0
		C = „1100“				2 = „0010“				D = „1101“				A = „1010“						

CRC Calculation Scheme

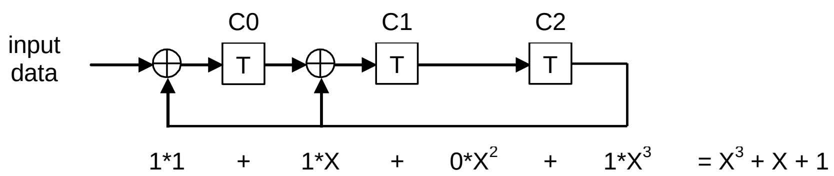


Figure 16 16 Bit Data word example with 3-Bit CRC

3.2.3 Frame Format

The payload data region of the data frame may contain one or more fields.

- One mandatory Data Region A — A0 … A[*n*-1] (scalable *n* = 10…24 with 1-bit granularity)

And additional optional regions:

- Data region B with data bits — B0 … B[m-1] (optional 0, or scalable m = 1 … 12 bit with 1-bit granularity)
- Sensor status (error flag) — E0 ... E[*r*-1] (optional 0, 1 or 2 bit)
- Frame control — F0, …F[*q*-1] (optional 0, 1, 2, 3 or 4 bit) (indicates type of frame or data content, or identifies the sensor)
- Serial messaging channel — M0, M1 (optional 0 or 2 bit, see also Chapter 3.4)

Each optional data region can be omitted in total or varied in bit length, but, if applied, the specific hierarchy of the data regions must be kept as shown in Figure 17.

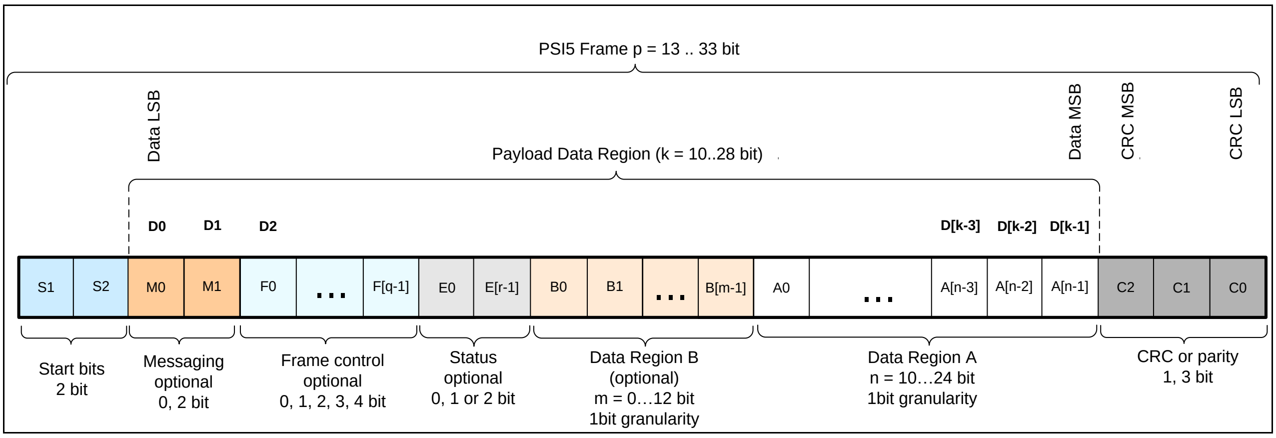


Figure 17 Different parts of the PSI5 data frame

Bits	function	Number of bits	comment
M0, M1	messaging	0, 2	Serial messaging channel (optional)
F0 … F[q-1]	Frame control	0, 1, 2, 3, 4	(optional)
E0 … E[r-1]	status	0, 1, 2	(optional)
B0 … B[m-1]	Payload Data	0, 1, 2, … , 12	Additional data region B (optional)
A0 … A[n-1]	**Payload Data**	**10, … , 24**	**data region A (mandatory)**

3.3 Data Range

PSI5 data messages, transmitted in data region A, are divided into three separate ranges: a data range for the sensor output signal, a range for status and error messages and a range for initialization data.

3.3.1 Data Range (10 Bit)

For 10 bit sensors, the decimal values –480 to +480 are used for the sensor output signal. The range –512 to –481 is reserved for the block and data ID's and can be used for transmitting initialization data during startup of the sensor (see Chapter 5.1). The range from +481 to +511 is used for status and error messages.

value		Signification	Range	
Dec	Hex			
+511	0x1FF	Reserved (ECU internal use) *1	Status & Error Messages	2
:	:	Reserved (ECU internal use) *1		
+504	0x1F8	Reserved (ECU internal use) *1		
+503	0x1F7	Reserved (Sensor use) *2		
+502	0x1F6	Reserved (Sensor use) *2		
+501	0x1F5	Reserved (Sensor use) *2		
+500	0x1F4	"Sensor Defect"		
+499	0x1F3	Reserved (ECU internal use) *1		
:	:	Reserved (ECU internal use) *1		
+496	0x1F0	Reserved (ECU internal use) *1		
+495	0x1EF	Reserved (Sensor use) *2		
:	:	Reserved (Sensor use) *2		
+489	0x1E9	"Sensor in Service Mode"		
+488	0x1E8	"Sensor Busy"		
+487	0x1E7	"Sensor Ready"		
+486	0x1E6	"Sensor Ready but Unlocked"		
+485	0x1E5	Reserved (Sensor use) *2		
+484	0x1E4	Reserved (Sensor use) *2		
+483	0x1E3	Reserved (Sensor use) *2		
+482	0x1E2	Bidirectional Communication: RC "Error"		
+481	0x1E1	Bidirectional Communication: RC "O.K."		
+480	0x1E0	Maximum Sensor Data value	Sensor Output Signal	1
:	:	:		
0	0x000			
:	:	:		
-480	0x220	Minimum Sensor Data value		
-481	0x21F	Status Data 1111	Block ID's and Data for Initialization	3
:	:	:		
-496	0x210	Status Data 0000		
-497	0x20F	Block ID 16		
:	:	:		
-512	0x200	Block ID 1		

(*1) Usage for ECU internal purpose possible (e.g. "No Data", "Manchester Error" etc.)
(*2) Reserved for application specific definitions. Detailed description is given within the application specific Substandard.

3.3.2 Scaling of Data Range (for data words longer than 10 bit)

The sensor output signal range scales with the data word length, whereas status and initialization data words for frames with a payload data region of more than 10 bits still are sent in 10 bit codes of data range 2 and 3. Hence, during Initialization with the Data range method, the 10 bit codes MSB of the payload region are always used for signaling as defined in Chapter 5.1. The remaining bits of the payload region (either A[10]…A[23] or an optional Data region B) are free to use.

The following fractions of the Payload Data Region are not affected by signaling range definition:
- Remaining bits above 10 of Data Region A (A[10]...A[23])
- Data Region B (optional)
- Serial Messaging Channels (optional)
- Frame Control (optional)
- Status (optional)

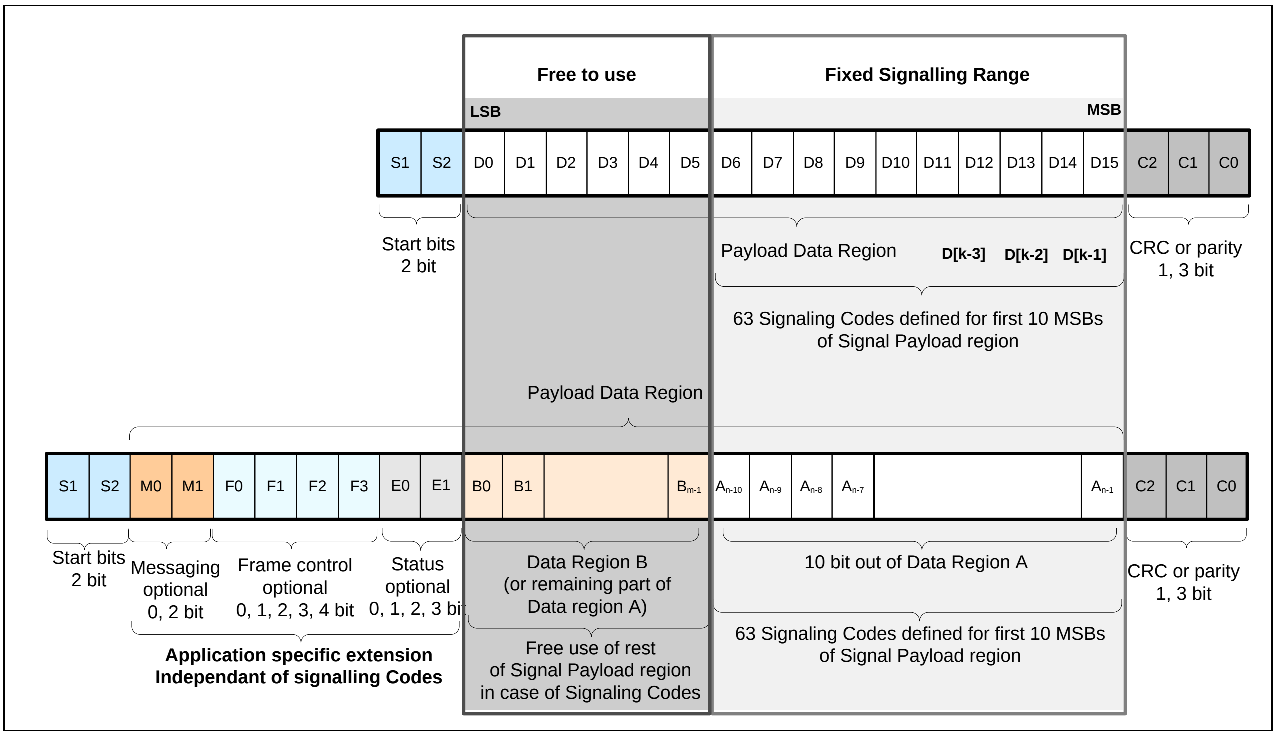


Figure 18 Scaling of data range

3.4 Serial Channel

The serial message frame stretches over 18 consecutive PSI5 data messages from the transmitter as shown below. All 18 frames must be successfully transmitted for the serial value to be received. The messaging bit M1 of sensor frame No. 8 determines the serial format (12bit data field with 8bit ID or 16bit data field with 4bit ID). In synchronous operation the serial frame, or its constituent messaging bits, respectively, is assigned to the related time slot of the corresponding PSI5 frame.

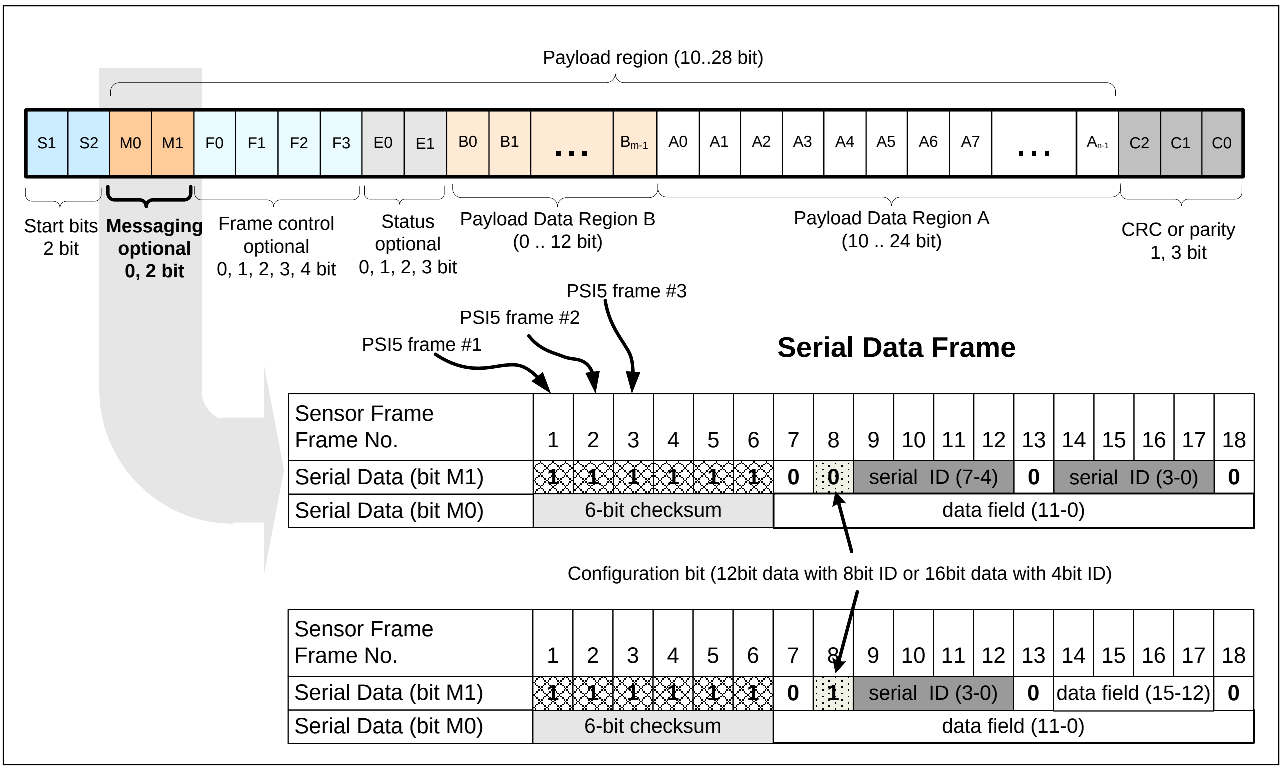


Figure 19 Serial data frame generated by the two messaging bits of the sensor data frame (messaging channel)

The generator polynomial of the 6bit checksum is $g(x)=1+x^3+x^4+x^6$ with a binary initialization value "010101". The CRC value is derived from the serial messaging contents of sensor frame 7 to 18, the bits are read in to a newly generated message data word starting with the serial Data bit M0 of sensor frame 7 and ending with the serial data bit M1 of sensor frame 18. The reading order is illustrated in Figure 20.

For CRC generation the transmitter extends the message data by six zeros. This augmented data word is fed into the shift registers of the CRC check. When the last zero of the augmentation is pending on the input adder, the shift registers contain the CRC checksum. These six check bits shall be transmitted MSB first [C5, C4, ... C0]. An example is given in Figure 21.

Messaging bits for checksum Calculation (frame no. 7–18)

Sensor Frame Frame No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Serial Data (bit M1)							*1*	*3*	*5*	*7*	*9*	*11*	*13*	*15*	*17*	*19*	*21*	*23*
Serial Data (bit M0)							*0*	*2*	*4*	*6*	*8*	*10*	*12*	*14*	*16*	*18*	*20*	*22*

229 *Figure 20 Reading order for checksum generation*

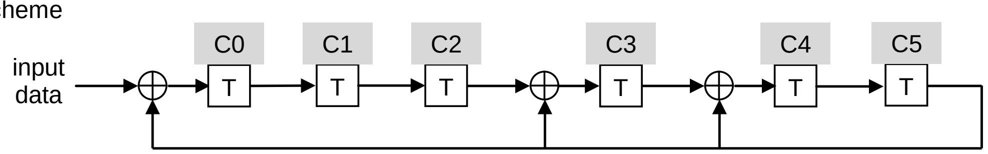
ID = 0x23 Data = 0x2E5

Bit Receive No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Serial Data (bit M1)	1	1	1	1	1	1	0	0	0	0	1	0	0	0	0	1	1	0
Serial Data (bit M0)	C5 1	C4 1	C3 0	C2 1	C1 0	C0 0	0	0	1	0	1	1	1	0	0	1	0	1

Shift Data:

D0	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17	D18	D19	D20	D21	D22	D23
0	0	0	0	1	0	0	0	1	1	1	0	1	0	0	0	0	0	1	1	0	1	1	0

CRC Calculation Scheme



$1*1 + 0*X + 0*X^2 + 1*X^3 + 1*X^4 + 0*X^5 + 1*X^6 = X^6 + X^4 + X^3 + 1$

230 *Figure 21 Example for checksum generation, 12-Bit data field, 8-Bit message ID and 6-Bit CRC*

4 ECU to Sensor Communication

While the sensor to ECU communication is realized by current signals, voltage modulation on the supply lines is used to communicate with the sensors. The PSI5 “sync signal” is used for the sensor synchronization in all synchronous operation modes and also as physical layer for bidirectional communication.

4.1 Physical Layer

ECU to Sensor communication is performed according to either one of the following two procedures.

4.1.1 „Tooth Gap“ Method

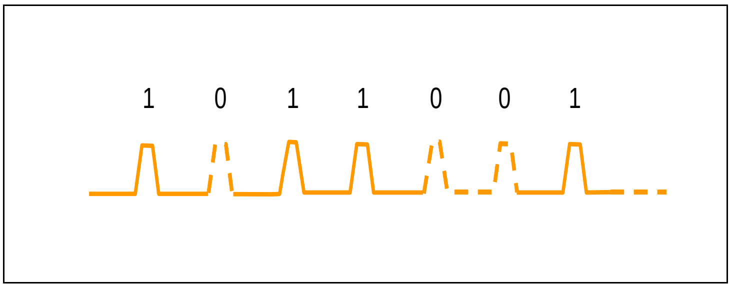


Figure 22 Bit encoding according to the tooth gap method

A logical “1” is represented by the presence of a regular (“short”) sync signal, a logical “0” by the absence of the sync signal at the expected time window of the sync signal period. The voltage for a logical “0” must remain below the 0.5V limit specified as the sync signal t_0 start condition.
This Bit Encoding method is only applicable with a fixed sync signal period.

4.1.2 „Pulse Width“ Method

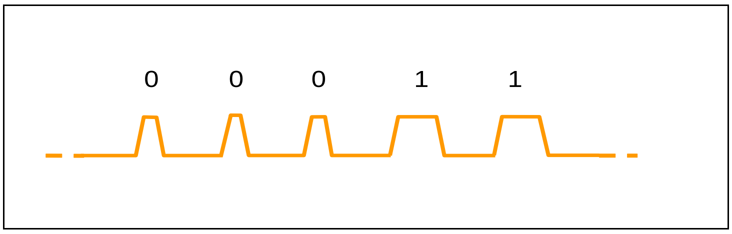


Figure 23 Bit encoding via pulse width method

A logical “0” is represented by the presence of the regular (“short”) PSI5 sync signal, a logical “1” by a longer sync signal (see Chapter 6.5)

4.2 Data Link Layer

The frames for the ECU to sensor communication are composed by

- A specific start condition, enabling secure detection of the frame start even after loss of synchronization
- The sensor address
- A data field
- A checksum to ensure data integrity

Transmission of a correct ECU to Sensor data frame does not have to be acknowledged in general. However, if required by the application, the sensor may send an optional response to the ECU by either transmitting a return code and return data out of the reserved data range area or via the serial channel's messaging bits.

Data Frames and Formats

ECU to Sensor data frames are structured as described below. They are applied in different ways for the bit coding method in use. The Tooth Gap method is limited to usage of data frame formats 1-3, whereas the Pulse Width method uses frame format 4. A combined usage of the frame types 1-3 and frame 4 within one implementation is not allowed in order to ensure safe data recognition. Specific regulations must be given in the corresponding Substandards or specific product specifications.

The frames 1-3 are composed by three start bits, a data field containing the sensor address, function code and data and a three bit CRC. Sensor response may be sent in data range format within the following two or three sync periods. Three data field lengths are available, "short", "long" and "xlong".

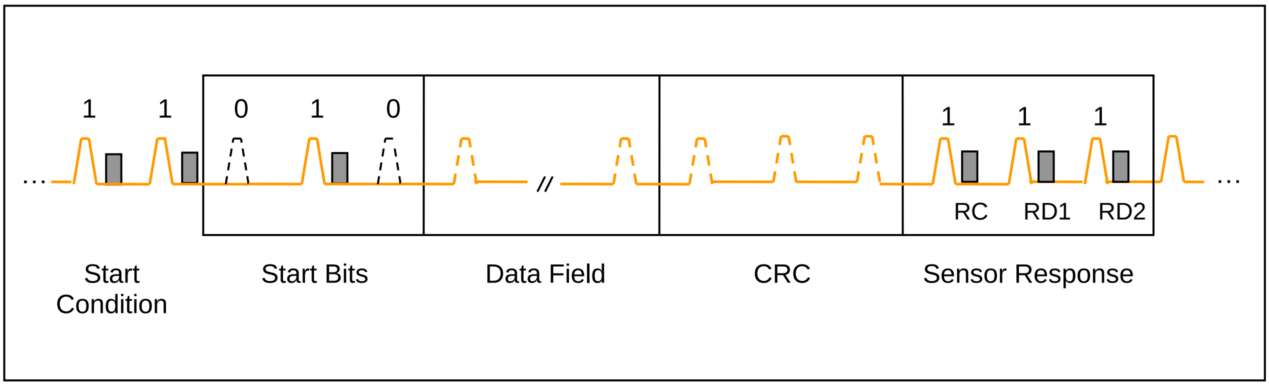


Figure 24 Data frame ECU to sensor communication – e.g. tooth gap method applicable to frame formats 1-3

The start condition for an ECU to sensor communication consists of either at least five consecutive logical zeros or at least 31 consecutive logical ones. The sensor responds with the standard sensor to ECU current communication in its corresponding time slot. "Sync Bits" (logical "1") are introduced at each fourth bit position in order to ensure a differentiation between data content and start condition and to enable sensor synchronization when using the tooth gap method. The data frame length is defined by the content of the Sensor Address (SAdr) and the function Codes (FC) as shown in Figure 25. The calculation of the three bit checksum is given in Chapter 3.2.2

Frame 1 „Short“

Start				SAdr				FC				CRC			Resp	
0	1	0	S	A0	A1	A2	S	F0	F1	F2	S	C2	C1	C0	RC	RD1

S Synchronisation Bit [1]

N° Bits: 15+2 (8.5ms @ 500µs)

Frame 2 „Long“ (4-Bit Data Nibbles)

Start				SAdr				FC				RAdr								Data					CRC				Resp		
0	1	0	S	A0	A1	A2	S	F0	F1	F2	S	X0	X1	X2	S	X3	X4	X5	S	D0	D1	D2	S	D3	C2	C1	S	C0	RC	RD1	RD2

N° Bits: 29+3 (16ms @ 500µs); Address / Data Range: 64 x 4 Bit

Frame 2 „Long“ (8-Bit Data Word)

Start				SAdr				FC				RAdr		Data											CRC				Resp		
0	1	0	S	A0	A1	A2	S	F0	F1	F2	S	X0	X1	D0	S	D1	D2	D3	S	D4	D5	D6	S	D7	C2	C1	S	C0	RC	RD1	RD2

N° Bits: 29+3 (16ms @ 500µs); Address / Data Range: 4 x 8 Bit

Frame 3 „XLong“

Start				SAdr				FC				RAdr	Data	CRC				Resp		
0	1	0	S	A0	A1	A2	S	F0	F1	F2	S	X0-X7 + Sync Bits	D0-D7 + Sync Bits	C2	C1	S	C0	RC	RD1	RD2

N° Bits: 37+3 (20ms @ 500µs); Address / Data Range: 256 x 8 Bit

Figure 25 Data frames 1-3 ECU to sensor communication

Data frame 4 is composed by nine start bits, a three bit sensor address field, a configuration bit, a 20-bit data field containing application specific data and a six bit CRC. “Stuffing Bits” (logical “0”) are introduced at each seventh bit position (eight bit position for start region) in order to ensure a differentiation between data content and frame start. Transmission of a correct ECU to Sensor data frame does not have to be acknowledged in general. However, if required by the application, the sensor may send a response to the ECU by either transmitting a return code and return data out of the reserved data range area or via the serial channel’s messaging bits.

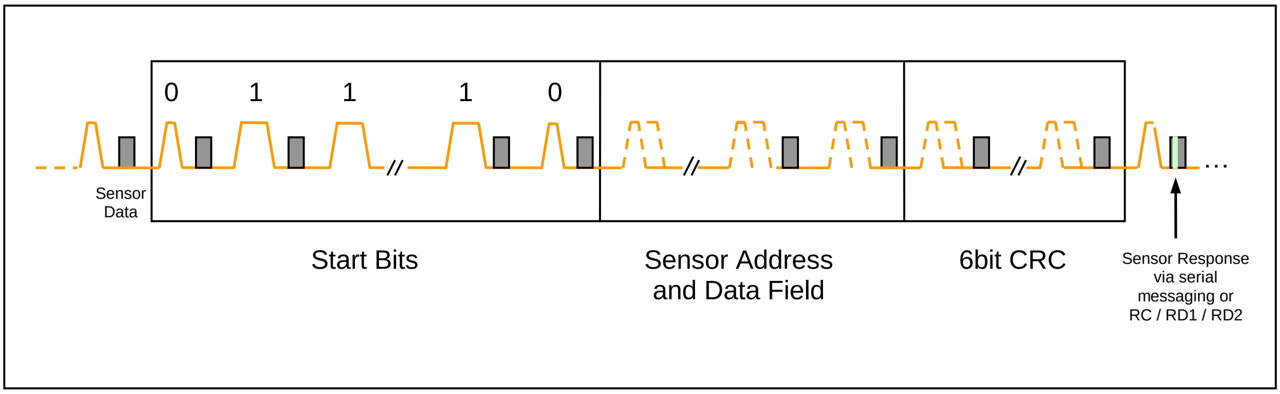


Figure 26 Data frame ECU to sensor communication –e.g. pulse width method with frame format 4 (frame formats 1-3 are also applicable)

S	Stuffing Bit [0]
C	Configuration Bit [1] Mapping of frames 1-3 [0] all other applications

Frame 4 „XXLong“

Start									SAdr				Data									CRC					
S	1	1	1	1	1	1	1	S	A0	A1	A2	C	D0	D1	S	D2	…	D7	S	D8-D19 + Stuffing Bits	S	C0	C1	C2	C3	C4	C5

N° Bits: 43 (21.5ms @ 500µs)

Figure 27 Data frame4 ECU to sensor communication

The generator polynomial of the six bit CRC of frame 4 is $g(x)=x^6 + x^4 + x^3 + 1$ with a binary CRC initialization value “010101”. The transmitter extends the data bits by six zeros (as MSBs). This augmented data word shall be fed (LSB first) into the shift registers of the CRC check. Start bits and stuffing bits are ignored in this check. When the last zero of the augmentation is pending on the input adder, the shift registers contain the CRC checksum. These six check bits shall be transmitted LSB first [C0, C1 .. C5].

291 **Mapping of Data frames**

292 In case the function codes as defined in Chapter 5.2 shall be used in combination with frame 4, they are
293 mapped as shown below.

S — Stuffing Bit [0]

1 — Configuration Bit [1] Mapping of frames 1-3

Frame 1 mapped into frame 4

Start					SAdr				Data																				CRC		
S	1	…	1	S	A0	A1	A2	1	F0	F1	S	F2	0	0	0	0	0	S	0	0	…	0	0	S	0	…	0	S	C0	…	C5

Frame 2 (4-Bit Data Nibbles) mapped into frame 4

Start					SAdr				Data																				CRC		
S	1	…	1	S	A0	A1	A2	1	F0	F1	S	F2	X0	X1	X2	X3	X4	S	X5	D0	…	D3	0	S	0	…	0	S	C0	…	C5

Frame 2 (8-Bit Data Word) mapped into frame 4

Start					SAdr				Data																			CRC		
S	1	…	1	S	A0	A1	A2	1	F0	F1	S	F2	X0	X1	D0	D1	D2	S	D3	…	D7	0	S	0	…	0	S	C0	…	C5

Frame 3 mapped into frame 4

Start					SAdr				Data																					CRC		
S	1	…	1	S	A0	A1	A2	1	F0	F1	S	F2	X0	…	X4	S	X5	X6	X7	D0	D1	D2	S	D3	…	D7	0	S	C0	…	C5

294 *Figure 28 Mapping of frames 1-3 into frame 4*

5 Application Layer Implementations

Specific application layer implementations are defined in the application Substandards or in individual product specifications. In order to enable global interoperability between PSI5 compatible components and to avoid potential system malfunction due to erroneous recognition of components, some global definitions about sensor initialization and bidirectional communication are made in this section.

5.1 Sensor Initialization / Identification

Sensor Initialization data is sent after each power on or reset. Therefore two different transmission procedures can be applied:

1) Data range initialization
   Identification data is sent during an initialization procedure before any effective sensor data is sent.
2) Serial channel messaging
   For immediate access to measurement data, Identification data is transmitted parallel to sensor data via serial channel bits M0 and M1. The sensor immediately starts with parallel transmission of measurement and sensor identification data.

Chapter 5.1.1 defines the Data format of the Data range initialization procedure, further details are given in the corresponding Substandards. The serial channel messaging is fully defined on application level, i.e. within the specific Substandard. Chapter 5.1.2 and 5.1.3 define basic regulations of the Application Layer that need to be followed by both identification procedures.

5.1.1 Frame Format - Data Range Initialization

The initialization data is transmitted within the range of “Payload Data Region A” using ID and data blocks out of the reserved data range 2 and 3 containing each 16 block identifiers and 4-bit data nibbles. Sensor identification data is sent via Data Range 3. Exceptions or failure modes are sent via Data Range 2

Block Identifier and Data Nibbles

Block ID 1-16
(0x200 – 0x20F)

A9	A8	A7	A6	A5	A4	A3	A2	A1	A0
1	0	0	0	0	0	0000 - 1111			

Data Nibbles
”0000” – “1111”
(0x210 – 0x21F)

A9	A8	A7	A6	A5	A4	A3	A2	A1	A0
1	0	0	0	0	1	0000 - 1111			

Figure 29 Block ID and data nibbles

ID blocks and data blocks are sent in an alternating sequence.

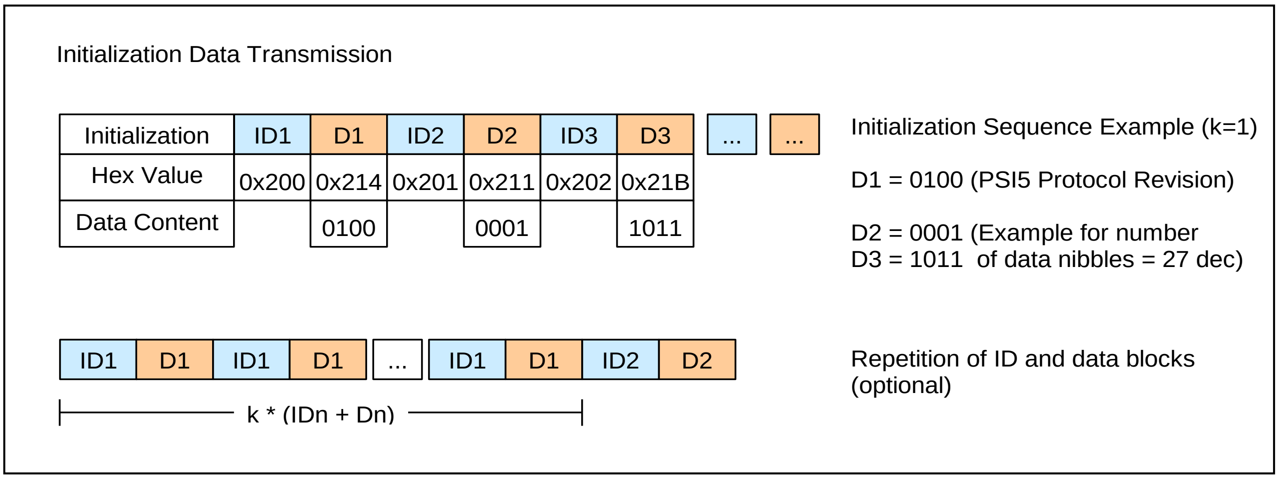


Figure 30 Startup sequence

If the initialization data exceeds 4x16=64 bit, data can be “paged”. The ID codes are reused for every 64 bit page of data to be transmitted. Data pages are not numbered. Mapping of the information contained in different data pages has to be derived from the chronology of the startup sequence. It is not mandatory to transmit complete data pages.

5.1.2 Data Content - Data Range Initialization

Mandatory definitions:

	Header	**Initialization**		**Vendor ID**		**Product ID**			
Data field	F1	F2		F3		F4		F5	
Data nibble	D1	D2	D3	D4	D5	D6	D7	D8	D9
	PSI5 version	# of Datablocks		Vendor ID		Sensor type		Sensor parameters	

Field	Name	Parameter definition	Value
F1 (D1)	Meta Information (See footnote below)	Protocol Description (D1) PSI5 1.3 PSI5 2.x, Data Range Initialization	 0100 0110
F2 (D2, D3)	Initialization data Length Number of Data nibbles transmitted	Example: F1-F9	Example: 0010 0000
F3 (D4, D5)	Vendor ID	s. Base Standard Chapter 5.1.4	
F4 (D6, D7)	Sensor Type Definition of the sensor type (acceleration, pressure, temperature, torque, force, angle, etc.)	Acceleration Sensor (High g) Acceleration Sensor (Low g) Pressure Sensor other sensors	XXXX 0001 XXXX 0010 XXXX 1000 tbd
F5 (D8,D9)	Sensor Parameter Definition of sensor specific parameters e.g . measurement range.	Information depending on the corresponding sensor type	Sensor specific definition

Table 1 Initialization data content

Further Details of Initialization Data Structure and Contents are given in the respective Substandards.

5.1.3 Meta Information

In cases where sensors from different application fields are connected to one bus system (e.g. power train and chassis and safety control sensors) the interoperability of the different protocols must be guaranteed. For that reason an optional "meta information" header is transmitted minimum once at the very beginning of the identification phase indicating the PSI5 version and the method used for identification data transmission. Irrespective of the applied identification procedure the header data field is sent in status data format (10-Bit value out of Data range 3).
For systems that use the data range initialization the Meta Header is mandatory and consists of at least one identifier (ID1) and one data nibble (D1).

Name	Parameter definition	Value
Header	Protocol Description (D1)	
	PSI5 1.x	0100
	PSI5 2.x, Data Range Initialization	0110
	PSI5 2.x, Serial Channel Initialization	0111

5.1.4 Vendor ID

The Vendor ID is sent with both methods and coded as defined below.

Name	Parameter definition	ASCII Code
Vendor ID (8 bit Sensor Manufacturer Code)	AB Elektronik	1100 0000
	AMS	1010 0000
	Analog Devices	0110 0001
	Autoliv (*)	0100 0001
	Bosch (*)	0100 0010
	Continental (*)	0100 0011
	Denso	0100 0100
	ELMOS	0100 0101
	Freescale	0100 0110
	Hella	0100 1000
	IHR	0110 1001
	Infineon	0100 1001
	Hyundai Mobis	0100 1101
	OnSemi	0100 1111
	Seskion	0111 0011
	ST Microelectronics	0101 0011
	TRW	0101 0100
	Other sensor manufacturers	0100 1101

(*) These vendor IDs are effective from PSI5 Technical Specification V2.0 onwards and mandatory for all future applications; in compliance with PSI5 V1.3 former codes are still valid. That is specifically regarding Autoliv (0100 0000), Bosch (0001 0000), Continental (1000 0000), Siemens VDO (0010 0000).

5.2 Bidirectional Communication

In the table below the allowed up- and downstream combinations are shown.

Upstream (Sensor response to ECU)	Downstream (ECU to Sensor)	Remark
Data Range 2	Tooth Gap method note: frame format is restricted to frame 1-3 (see Chapter 5.2.1)	PSI5 1.3 compliant
Data Range 2	Pulse Width method	
Serial Channel	Pulse Width Method	

In the following basic regulations of data contents are given that need to be followed by all PSI5 applications.

5.2.1 Sensor Addresses

Mnemonic	SAdr			Signification
	A2	A1	A0	
S0	0	0	0	Address of an unprogrammed sensor (Daisy Chain)
S1	0	0	1	Sensor 1 (Slot #1)
S2	0	1	0	Sensor 2 (Slot #2)
S3	0	1	1	Sensor 3 (Slot #3)
S4	1	0	0	Sensor 4 (Slot #4)
S5	1	0	1	Sensor 5 (Slot #5)
S6	1	1	0	Sensor 6 (Slot #6)
BCast	1	1	1	Broadcast address for all sensors

5.2.2 Function Codes and Responses for Bidirectional Communication – Frame 1 to 3

Mnemonic	SAdr			FC			Signification	Response	
	A2	A1	A0	F2	F1	F0		o.K.	Error
Set Sensor Address & Run Command (Short Data Frame) Condition: SAdr = "000" or SAdr = "111"									
SetAdr	0	0	0	Address to be pro-grammed A2	A1	A0	Set Sensor Address & Close Bus Switch (The "FC" field contains the sensor address)	RC: "o.K." RD1: "Address"	RC: "Error" RD1: "ErrN°"
Run	1	1	1	0	0	0	Sensors to enter "Run Mode" (Broadcast Message to all sensors)	RC: "o.K." RD1: "0000"	RC: "Error" RD1: "ErrN°"
Execute device specific function (Short Data Frame) Condition: SAdr = "001" to "110" and F2="1"									
Exec 1	Sensor Address 001 .. 110			1	0	0	Execute Specific Function #1	RC: "o.K." RD1: Specific	RC: "Error" RD1: "ErrN°"
Exec 2				1	0	1	Execute Specific Function #2		
Exec 3				1	1	0	Execute Specific Function #3		
Exec 4				1	1	1	Execute Specific Function #4		
Read / Write Command (Long Data Frame) Condition: F2="0" and F1="1"									
RD_L	Sensor Address 001 .. 110			0	1	0	Read nibble or byte from sensor (*)	RC: "o.K." RD1: Data_Lo RD2: Data_Hi (**)	RC: "Error" RD1: "ErrN°" RD2: "0000"
WR_L				0	1	1	Write nibble or byte to sensor (*)		
Read / Write Command (XLong Data Frame) Condition: F2="0" and F1="0"									
RD_X	Sensor Address			0	0	0	Read data byte from sensor	RC: "o.K." RD1,RD2: Data	RC: "Error" RD1: "ErrN°" RD2: "0000"
WR_X				0	0	1	Write data byte to sensor		

(*) Nibble (4 Bit) or Byte (8 Bit) instruction depending on device internal memory organization

(**) In case of Nibble (4 Bit) transmission Data_Hi has to be zero.

5.2.3 Returned Error Codes – Sensor Response for Frame 1-3

ErrN°	Mnemonic	Signification
0000	General	General Error (*)
0001	Framing	Framing Error
0010	CRC	CRC Checksum Error
0011	Address	Sensor Address not supported
0100	FC	Function code not supported
0101	Data Range	Data range (register address) not supported
0110	Write Protect	Destination address write protected
0111		Reserved
1xxx		Application specific

(*) Unspecific, may replace all other error codes

6 Physical Layer - Parameter Specification

All voltage and current values are measured at the sensor's connector pins unless otherwise noted. Values in brackets denote redundant parameters that can be calculated by other specified values and are for illustration purposes only. All parameters are valid under all operating conditions including temperature range and life time.

6.1 General Parameters

6.1.1 Absolute Maximum Ratings

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1	Supply voltage	$V_{SS\ max}$, $V_{CE\ max}$ (see Figure 35)			16.5	V
2	Reverse polarity protection (standard) (*)	t < 80ms	-105			mA
3	Reverse polarity protection (extended) (*)	t < 50ms	-130			mA

(*) ECU to switch off the supply voltage after max. 80ms and 50ms respectively.

6.1.2 System Parameters

From PSI5 Technical Specification V2.0 onwards additional physical layer definitions are implemented in order to satisfy extended application requirements. The affected parameters are:

- Supply voltage V_{CE}, V_{SS}
- Sink Current ΔI_S
- Sync Signal Sustain Voltage V_{t2}, sensor trigger threshold V_{TRIG}
- Internal ECU Resistance R_E

Detailed information is given within the corresponding paragraphs of the following pages. Please be aware, that not all features can be combined. Hence it is in responsibility of the system vendor to evaluate what features are necessary to fulfill the system requirements and assure that the combination of features is compatible. A first basic preselection is done with the two parameter assemblies given below for “Common Mode” and “Low Power Mode” operation. Since particular parameters still contain several options, additional selections must be made for specific applications as described in the respective Substandard.

Common Mode

N°	Parameter	Symbol	Min	Typ	Max	Unit
1	Supply Voltage (standard)	V_{SS}	5.0		11.0	V
2*	Supply Voltage (low voltage)		4.0		11.0	
3*	Supply Voltage (standard)	V_{CE}	5.5		11.0	V
4*	Supply Voltage (low voltage)		4.2		11.0	
5*	Supply Voltage (Increased voltage)		6.5		11.0	
6	Sink current ΔI_S	$\Delta I_S = I_{S,High} - I_{S,Low}$	22.0	26.0	30.0	mA
7*	Sync signal sustain voltage, referenced to $V_{SS,\ BASE}$	V_{t2}	2.5			V
8*			3.5			
9*	Internal ECU resistance	R_E	5		9.5	Ω
10*					12.5	
11	Sensor trigger threshold (referenced to $V_{SS,\ BASE}$; for V_{t2} = 2.5V)	V_{TRIG}	1.2	1.5	1.8	V
12	Sensor trigger threshold (referenced to $V_{SS,\ BASE}$; for V_{t2} = 3.5V)		1.4	2.0	2.6	
13*	Interface Quiescent Current (Standard Current)	I_{LOW}	4.0		19.0	mA
14*	Interface Quiescent Current (Extended Current)		4.0		35.0	mA
15*	Quiescent current drift rate measured after 1st order high-pass filter with corner frequency $f_{C,1}$=1Hz	|dI/dt|			10	mA/sec
16*	ECU current limitation (Standard Current)	I_{LIMIT}	50.0		105	mA
17*		$I_{LIMIT,\ dyn.}$	65.0			mA
18*	ECU current limitation (Extended Current)	I_{LIMIT}	65.0		130	mA
19*		$I_{LIMIT,\ dyn.}$	80.0			mA
20*	Daisy Chain Sensor Quiescent Current	$I_{LOW,\ sensor}$	4.0		12.0	mA
21*	signal noise limit valid for standard and extended current in a frequency range between $f_{C,1}$ and $f_{C,2}$; $f_{C,1}$ = 1Hz; $f_{C,2}$ = 5MHz	ΔI_{LOW}	-2		+2	mA
		ΔI_{LOW} (for complex sensor clusters in single sensor configuration)	-3		+3	mA
22	Sync Signal upper boundary (maximum interface voltage)	$V_{Sync,\ UB}$			16.5	V

Low Power Mode

N°	Parameter	Symbol	Min	Typ	Max	Unit
1*	Supply Voltage (standard)	V_{SS}	5.0		11	V
2*	Supply Voltage (low voltage)		4.0		11	
3*	Supply Voltage (standard)	V_{CE}	5.5		11	V
4*	Supply Voltage (low voltage)		4.2		11	
5*	Supply Voltage (Increased Voltage)		6.5		11	
6*	Sink current ΔI_S	$\Delta I_S = I_{S,High} - I_{S,Low}$	11.0	13.0	15.0	mA
7*	Sync signal sustain voltage, referenced to $V_{SS,\ BASE}$	V_{t2}	2.5			V
9*	Internal ECU resistance	R_E	5		9.5	Ω
11	Sensor trigger threshold (referenced to $V_{SS,\ BASE}$; for V_{t2} = 2.5V)	V_{TRIG}	1.2	1.5	1.8	V
13*	Interface Quiescent Current (Standard Current)	I_{LOW}	4.0		19.0	mA
14*	Interface Quiescent Current (Extended Current)		4.0		35.0	mA
15*	Quiescent current drift rate measured after 1st order high-pass filter with corner frequency $f_{C,1}$=1Hz	|dI/dt|			10	mA/sec
16*	ECU current limitation (Standard Current)	I_{LIMIT}	50.0		105	mA
17*		$I_{LIMIT,\ dyn.}$	65.0			mA
18*	ECU current limitation (Extended Current)	I_{LIMIT}	65.0		130	mA
19*		$I_{LIMIT,\ dyn.}$	80.0			mA
20*	Daisy Chain Sensor Quiescent Current	$I_{LOW,\ sensor}$	4.0		12.0	mA
21*	signal noise limit valid for standard and extended current in a frequency range between $f_{C,1}$ and $f_{C,2}$; $f_{C,1}$ = 1Hz; $f_{C,2}$ = 5MHz	ΔI_{LOW}	-1		+1	mA
22	Sync Signal upper boundary (maximum interface voltage)	$V_{Sync,\ UB}$			16.5	V

1,2*) In any case during normal operation $V_{SS,min}$ shall not be violated. This includes dynamic effects like ripple voltage.

2,4*) For Common Mode: Low supply voltage can conflict with the maximum sink current with respect to full functionality within the scope of all given PSI5 parameters. For low voltage operation, reduced sink current of ≤ 26mA maximum and, if possible, additional reduction of quiescent current is recommended

3-5*) To be guaranteed by the ECU at the output pins of the ECU under all specified conditions including over- and undershoot due to changes in line load when in Universal Bus Mode and Daisy Chain Bus Mode. Tested as defined in the ECU reference test in Chapter 7.7.2.

5*) Optional increased supply voltage to overcome additional voltage drops in Universal Bus and Daisy Chain Bus applications.

6*) The reduced sink current in <u>Low Power Mode</u> affects the functionality and robustness of system implementations within the full range of all given PSI5 parameters. For low power operation simple configurations and shorter cable lengths (e.g. in point to point configuration) are beneficial, yet a specific system validation is required.

7,8*) V_{t2} = 2.5V is valid for new applications compliant with PSI5 Technical Specification V2.0 onwards. However, in compliance with former PSI5 versions V_{t2} = 3.5V is still valid.

9,10*) When no additional voltage source is implemented in the ECU R_E shall not exceed 9.5Ω. For other cases and in compliance with former PSI5 versions R_E = 12.5Ω still is valid.

13-15,21*) Parameters denote the sum over all bus participants.
I_{LOW} is the (initial and average) quiescent current of the bus. Over lifetime and temperature, the quiescent current may vary but must not exceed the limits for I_{LOW}. Means for an adaptive current threshold may be required in the transceiver in order to cope with varying quiescent currents, especially when connected in bus systems. Data loss of the whole system as a consequence of an abrupt quiescent current drift after loss of one sensor connection also needs to be considered.

14*) Extended current range for higher current consumption e.g in bus or sensor cluster configurations.

16-19*) A maximum slope rate of 55mA/µs has to be provided by the ECU.

17,19*) Dynamic load condition: The ECU must have the capability to provide the current $I_{LIMIT,\ dynamic}$ for at least 10µs. For Daisy Chain Bus Mode this current has to be provided for at least 10ms when a sensor is powered on.

20*) In Daisy Chain Bus Mode the quiescent current limitations apply for a single sensor.

21*) In single sensor configuration an enlarged noise limit of ±3mA is allowed and must be specified in the corresponding Substandard. Corner frequencies $f_{C,1}$ and $f_{C,2}$ are 3dB frequencies of 1^{st} order filter characteristics. There is no noise limit for frequencies lower than $f_{C,1}$ or higher than $f_{C,2}$.

6.2 Sensor Power-on Characteristics

6.2.1 Sensor Bus Configuration

To ensure a proper startup of the system, a maximum startup time t_{SET1} is specified. During this time, the ECU must provide a minimum current to load capacitances in sensors and wires. After this, the sensor must sink to quiescent current within the specified tolerance band.

During power on the ECU may reduce the output voltage to limit the current. However, this situation must be avoided in case of the daisy chain bus. Therefore, in a Daisy Chain Bus the sensor architecture must ensure that the overall bus current stays below $I_{LIMIT,\ dynamic}$.

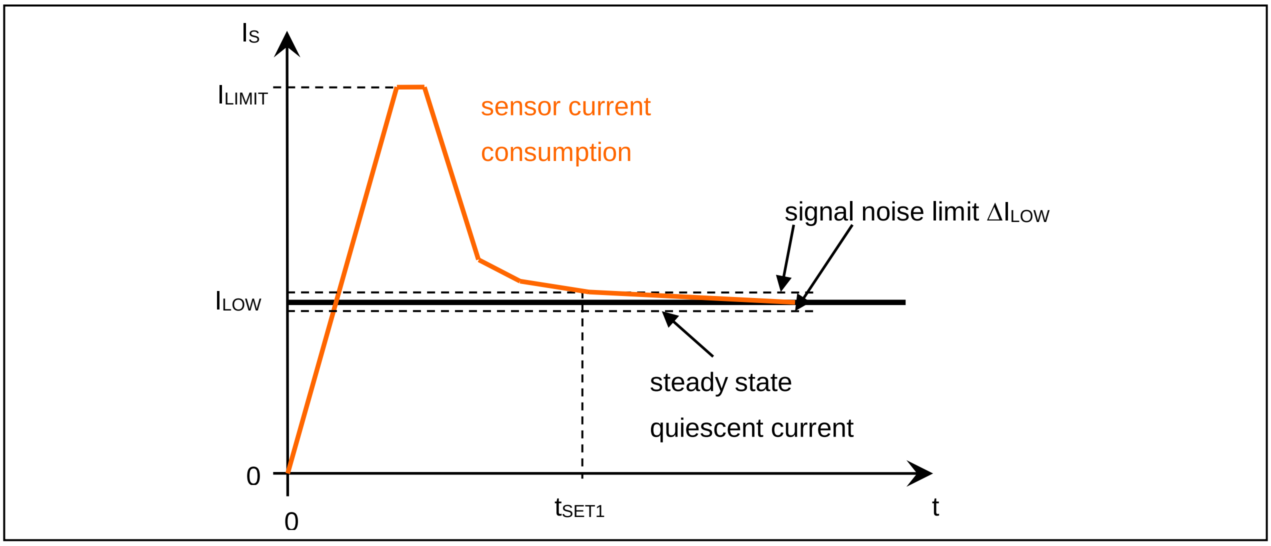


Figure 31 Current consumption during startup

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1	Settling time for quiescent current I_{LOW} (inrush current limitation)	t_{SET1}			5.0	ms
2*	Settling time for quiescent current I_{LOW} (Daisy Chain Bus)	$t_{SET,\ Daisy\ Chain\ Bus}$			10.0	ms

1*) Final value settles to I_{LOW} with the defined signal noise limits ΔI_{Low} (Parameter N°21 in Chapter 6.1.2).

2*) Mandatory settling time for quiescent current in Daisy Chain Bus. The Bus does not sink a current over $I_{LIMIT,dynamic}$ at any time.

6.2.2 Extended Settling Time for Single Sensor Configuration

For certain sensors an extended stabilization time t_{SET2} is defined, where the current may fluctuate within the specified tolerance band for I_{LOW} before it reaches its steady state value. The application of such sensors is limited to single sensor configuration, since this behavior after an internal restart of one sensor in a bus configuration might disturb communication on the bus.

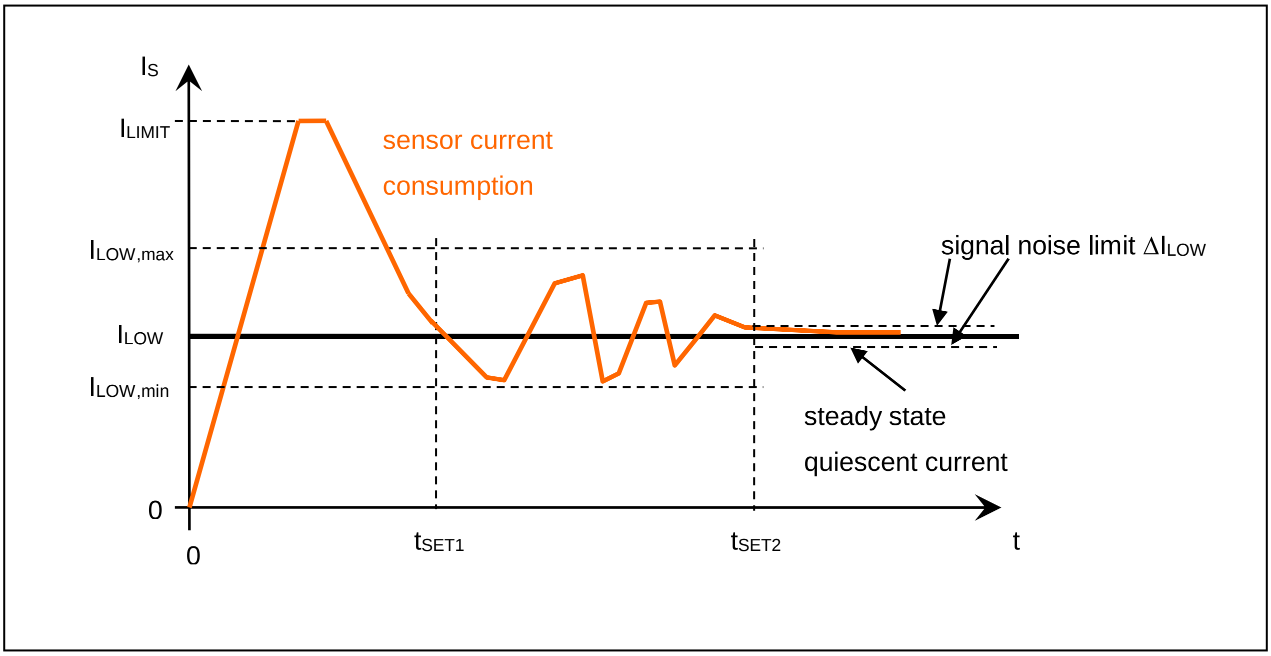


Figure 32 Current consumption during start up for certain single sensor configurations

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1*	Settling time for quiescent current between $I_{LOW,min}$ and $I_{LOW,max}$ (inrush current limitation)	t_{SET1}			5.0	ms
2*	Settling time for quiescent current I_{LOW}	t_{SET2}			*	ms

1,2*) The time elapsed between t=0 and $t=t_{SET2,\ max}$ cannot exceed the minimum duration of Initialization Phase I (<50ms for airbag and chassis and safety; <10ms for power train; preferably limited to ½ of the minimum time limit of Initialization Phase I); the final value is given in the application specific Substandard;

2*) Fluctuations between I_{LOW_min} and I_{LOW_max} are allowed; the receiver might indicate communication error for $t < t_{SET2}$. Final value settles to I_{LOW} with the defined signal noise limits ΔI_{Low} (Parameter N°21 in Chapter 6.1.2).

6.3 Undervoltage Reset and Microcut Rejection

The application-specific Substandards specify, whether an internal reset of the sensor is mandatory or optional. In those cases where mandatory, undervoltage reset thresholds are also specified in detail within the respective Substandard.

If specified, the sensor must perform an internal reset if the supply voltage drops below a certain threshold for a specified time. By applying such a voltage drop, the ECU is able to initiate a safe reset of all attached sensors.

Microcuts might be caused by lose wires or connectors. Microcuts within the specified limits shall not lead to a malfunction or degraded performance of the sensor.

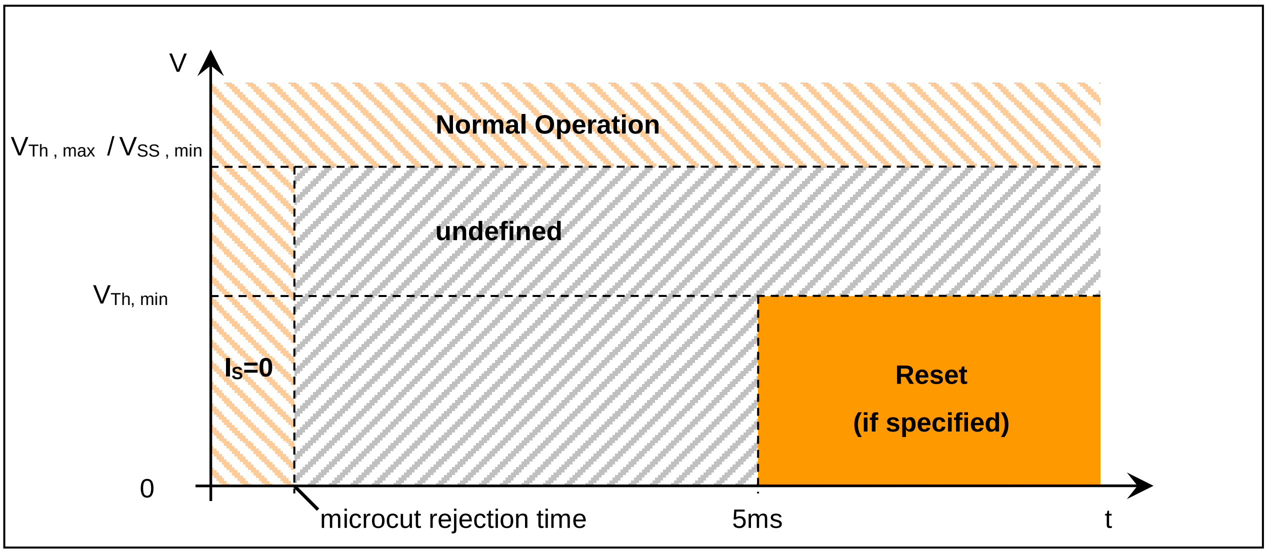


Figure 33 Undervoltage reset behaviour

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1	Undervoltage reset threshold	V_{Th} - standard voltage mode	(*)		5	V
	($V_{Th, min}$ = must reset; $V_{Th, max}$ = $V_{SS, min}$)	V_{Th} - low voltage mode	(*)		4	V
2	Time below threshold for the sensor to initiate a reset	t_{Th}	(*)		5	ms
3	Microcut rejection time (no reset)	I_S=0	0.5			µs

(*) Defined within the application specific Substandard

The voltage V_{Th} is at the pins of the sensors. In case of microcuts (I_S=0) to the maximum duration of the microcut rejection time the sensor shall not perform a reset. If the voltage at the pins of the sensor remains above $V_{Th,max}$ the sensor must not perform a reset. If the voltage at the pins of the sensor falls below $V_{Th, min}$ for more than 5ms the sensor has to perform a reset, if a reset is specified in the application specific Substandard.

Different definitions may apply for Universal Bus and Daisy Chain Bus.

6.4 Data Transmission Parameters

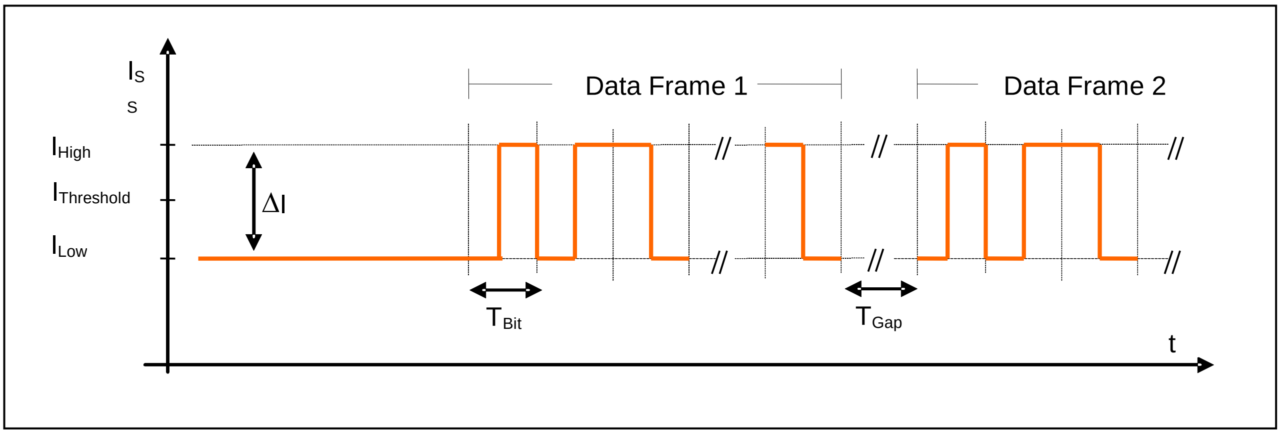


Figure 34 Data frame timing

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1*	Bit time (125kbps mode)	T_{Bit}	7.6	8.0	8.4	µs
2*	Bit time (189kbps mode)	T_{Bit}	5.0	5.3	5.6	µs
3*	Sensor clock deviation during data frame	Option 1			1	%
	(see Substandard)	Option 2			0.1	%
4*	Gap time (125 kbps mode)	$T_{Gap} > T_{Bit}$	8.4			µs
5*	Gap time (189 kbps mode)	$T_{Gap} > T_{Bit}$	5.6			
6*	Sink current ΔI_S	$\Delta I_S = I_{S,High} - I_{S,Low}$	22.0	26.0	30.0	mA
7*			11.0	13.0	15.0	mA
8*	Fall/Rise Time Current Slope	20%..80% (of ΔI_S)	(0.33)		(1.0)	µs
9*	Mark/Space Ratio (at Sensor)	$(t_{fall,80} - t_{rise,20}) / T_{Bit}$ $(t_{fall,20} - t_{rise,80}) / T_{Bit}$	47	50	53	%
10*	Maximum clock drift rate				1	%/sec

1-10*) All parameters are related to the sensor

1,2*) corresponding to a standard transmitter clock tolerance of 5% (see also Chapter 6.6)

3*) @ maximum temperature gradient and maximum frame length; the overall transmitter clock tolerance must not be exceeded.

8*) Small rise and fall times lead to increased radiated emission. Different definitions may apply for Universal Bus and Daisy Chain Bus. Parameters in brackets are given as a hint for the sensor development. (Sensors/Bus must meet the test conditions in Chapter 7.6. Tighter tolerances might apply to the current sink in the transmitter.)

9*) Single sensor configuration, reference network “A” (see Chapter 7.6)

6.5 Synchronization Signal

Purpose of the synchronization signal is to provide a time base for all devices connected to the interface. The synchronization signal is realized by a positive voltage modulation on the power supply lines. For ECU to sensor communication bits are encoded in present or missing sync pulses, respectively. Or optional by generating long and short sync pulses. The sync pulses are defined as shown in Figure 35 and in the table below.

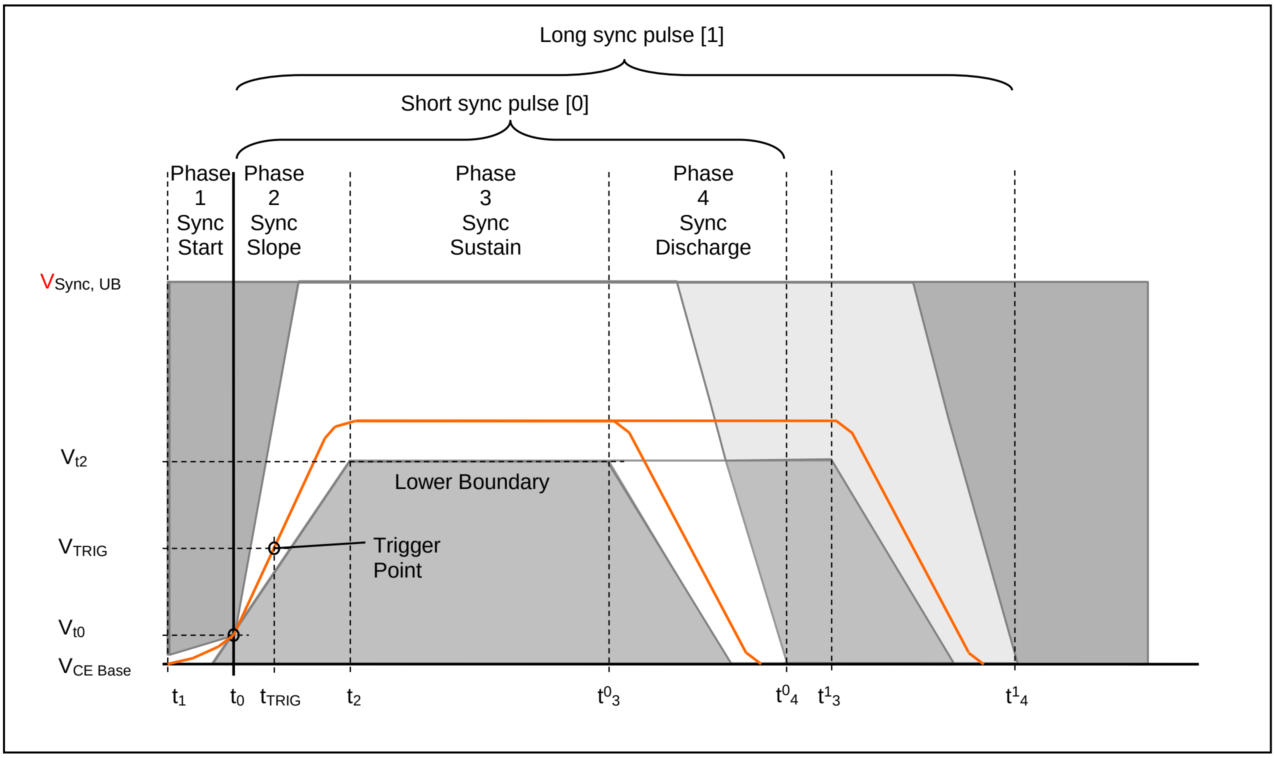


Figure 35 Shape and timing of synchronization signal at receiver

The synchronization signal start time t_0 is defined as a crossing of the V_{t0} value. In the “Sync Start” phase before this point, a “rounding in” of the voltage starting from $V_{CE,\ Base}$ to V_{t0} is allowed for a maximum of t_1. During the “Sync Slope” phase, the voltage rises within given slew rates to a value between the minimum sync signal voltage V_{t2} and the maximum interface voltage $V_{Sync,\ UB}$. After maintaining between these limits until a minimum of t^0_3 (t^1_3), the voltage decreases in the “Sync Discharge” phase until having reached the initial $V_{CE,\ base}$ value until latest t^0_4. (t^1_4)

N	Parameter	S	Remark	Min	Nom	Max	Unit
1*	Base supply voltage (low voltage)	$V_{CE, BASE}$	Mean voltage value at ECU I/F	4.4		11.0	V
2	Base supply voltage (standard)	$V_{CE, BASE}$	Mean voltage value at ECU I/F	5.7		11.0	V
3*	Base supply voltage (increased)	$V_{CE, BASE}$	Mean voltage value at ECU I/F	6.7		11.0	V
4*	Sync Slope Reference Voltage	V_{t0}	Referenced to $V_{CE, BASE}$		(0.5)		V
5*	Sync signal sustain voltage	V_{t2}	Referenced to $V_{CE, BASE}$	2.5			V
				3.5			
6*	Reference time	t_0	Reference time base		(0)		µs
7	Sync signal earliest start	t_1	Delta current less than 2mA	-3			µs
8	Sync signal sustain start	t_2	@ V_{t2}			7	µs
9*	Sync slope rising slew rate		@ Vt2 = 2.5V	0.43		1.5	V/µs
			@ Vt2 = 3.5V				
10	Sync slope falling slew rate			-1.5			V/µs
11	Sync signal sustain time	t^0_3		16			µs
		t^1_3		43			
12*	Discharge time limit	t^0_4				35	µs
		t^1_4				62	
13	Start of first sensor data word	$t_{Slot\ 1\ Start}$	Tooth gap method	44			µs
			Pulse width method	71			µs

1*) Optional low voltage mode
Note: In low voltage operation functionality has to be ensured by system designer. Constraints on full bus mode operability are possible in single cases and depend upon parameter dimensioning of the system in total.

3*) Optional increased base supply voltage to overcome additional voltage drops in Universal Bus and Daisy Chain Bus applications.

4,6*) Theoretical value

5*) V_{t2} = 2.5V applies to new applications compliant with PSI5 V2.0. However, in compliance with former PSI5 versions V_{t2} = 3.5V is still valid. $V_{t2\ max}$ is subject to application specific definitions and limited by absolute maximum ratings to ($V_{CE, max}$ - $V_{CE, BASE}$).

9*) Lower limit is valid for rising slew rate Vt_0 to Vt_2

12*) Common Mode: Remaining discharge current <2 mA, to be guaranteed by the ECU;
Low Power Mode: With reduced Sink current ∆IS a remaining discharge current <0.4 mA has to be guaranteed by the ECU

In the sensors, the trigger is detected within the "trigger window" during the rising slope of the synchronization signal at the trigger point with the trigger voltage V_{TRIG} and the trigger time t_{TRIG}.

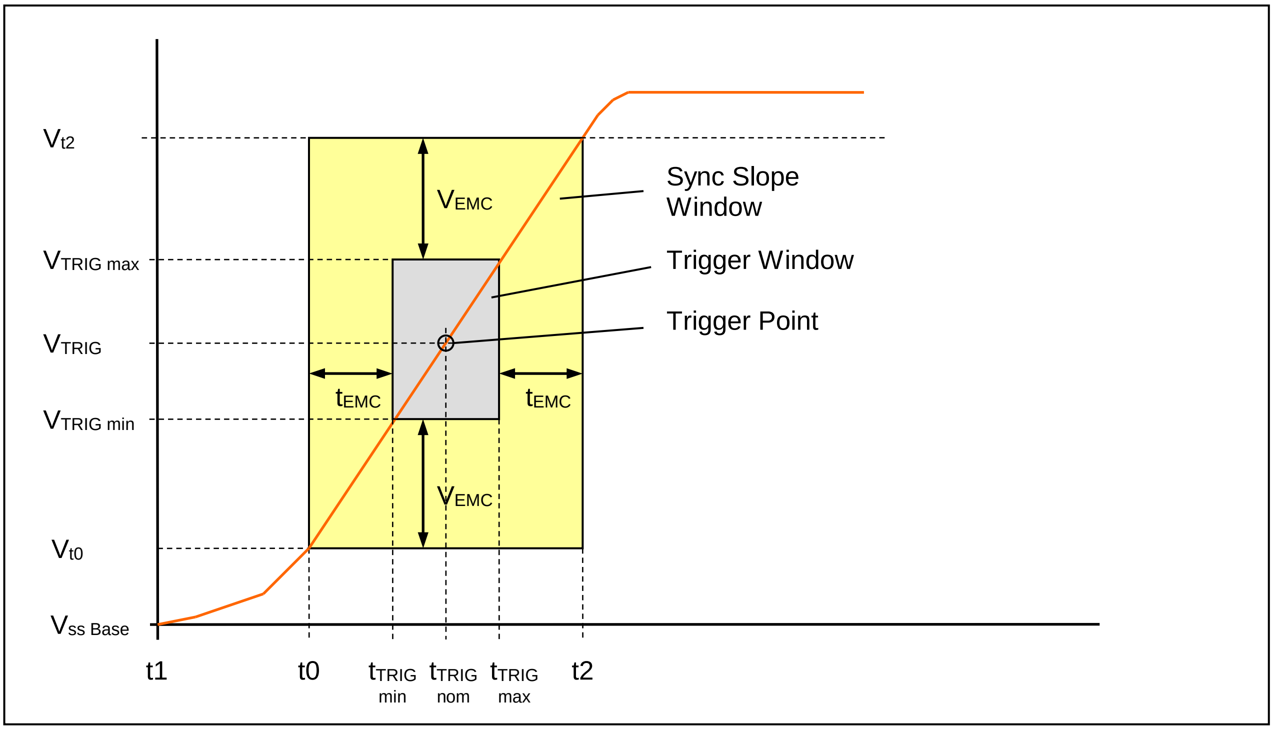


Figure 36 Synchronization signal detection in the sensor

In order to take into account voltage differences at different points of the interface lines, an additional safety margin for the trigger detection is defined by V_{EMC} and t_{EMC}.

N°	Parameter	Symbol	Remark	Min	Nom	Max	Unit
14	Margin for voltage variations of the signal on the interface line	V_{EMC}	for V_{t2} = 2.5V	-0.7		+0.7	V
			for V_{t2} = 3.5V	-0.9		+0.9	
15*	Sensor trigger threshold	V_{TRIG}	for V_{t2} = 2.5V	1.2	1.5	1.8	V
	(Sensor to detect trigger)		for V_{t2} = 3.5V	1.4	2.0	2.6	V
16*	Nominal trigger detection time	t_{TRIG}	@ V_{TRIG} , @ Sensor Pins	(2.1)	(3.5)	(4.9)	µs
17	Margin for timing variations of the signal on the interface line	t_{EMC}	Relative to nominal trigger window time	-2.1		+2.1	µs
18	Tolerance of internal trigger detection delay at sensor	$t_{tol\ detect}$				3	µs
19*	Trigger detection time	T_{TRIG}	$T_{TRIG} = t_{TRIG} + t_{tol\ detect} + t_{EMC}$ Reference for sensor timebase	0		10	µs

15*) Referenced to $V_{SS,\ BASE}$, the mean voltage value at the sensor pins without communication and synchronization pulse (static)

16*) Referenced to a straight sync signal slope with nominal slew rate

19*) Additional fixed internal delays are possible but have to be considered for the data slot time calculation

6.6 Timing Definitions for Synchronous Operation Modes

This section describes how the timing of a sensor configuration has to be calculated considering all tolerances. Each single implementation has to assure that sensor frames do not overlap or conflict with a sync pulse. For different applications different timing considerations are of importance and hence, a transceiver should not rely on concrete time slots but rather be individually configurable for different time slots. In general, timing calculation is done for independent sensors at each slot. If more than one slot is used by the same sensor, or two sensors rely on the same timing base, respectively, slot tolerances can be considered as dependent and the timing can be tightened*).

State of the art operation modes and timings are specified within the effective application specific Substandards.

6.6.1 Generic Time Slot Calculation

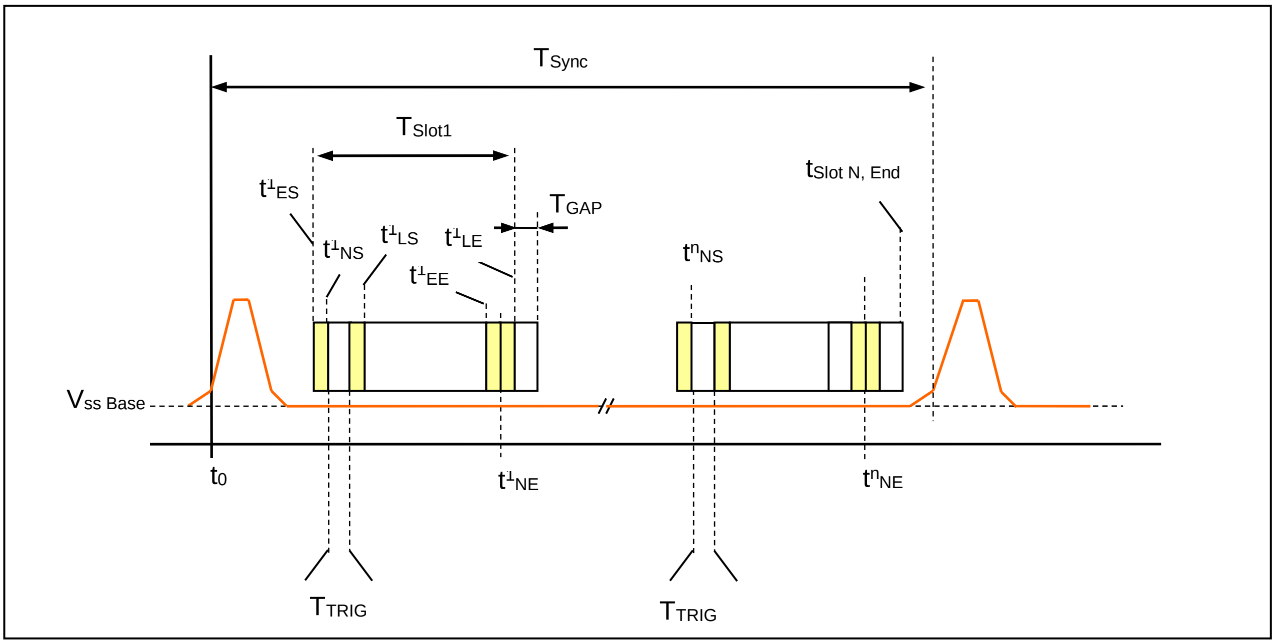


Figure 37 Timing of synchronous operation

*) E.g. Substandard Chassis and Safety Control, Operation Mode PSI5-P20CRC-500/2L

t^n_{ES} :	Earliest start of frame n; this is the earliest time when the transceiver or any other sensor on the bus can expect that the frame no. n begins.
t^n_{NS} :	Nominal start of frame n; this is the nominal time when the sender (sensor) transmits data according to it's own internal clock. It is the nominal time when the transceiver or any other sensor on the bus can expect that the frame no. n begins.
$t^n_{NS, prog}$:	nominal start value of frame n that is programmed to the the sensor. It is derived from t^n_{NS} by rounding up to to the next discretisation value.
t^n_{LS} :	Latest start of frame n, this is the latest time when the transceiver or any other sensor on the bus can expect that the frame no. n begins.
t^n_{EE} :	Earliest end of frame n, this is the earliest time when the transceiver or any other sensor on the bus can expect that the frame no. n is over.
t^n_{NE} :	Nominal end of frame n
t^n_{LE} :	Latest end of frame n, this is the latest time when the transceiver or any other sensor on the bus can expect that the frame no. n is over.
T_{GAP}:	Minimum gap time which must be guaranteed between two frames [5.6us / 8.4us]
T_{TRIG}:	T_{TRIG} = tolerance to detect the sync pulse = $t_{TRIG} + t_{tol\_detect} + t_{EMC}$ [min = 0µs; nom = 3,5µs; max = 10µs].
T_{Sync}:	Duration of sync period e.g. for 1% transceiver clock tolerance: $T_{Sync, min} = T_{Sync}$*0,99; $T_{Sync, max} = T_{Sync}$*1,01
tSlot 1 Start:	Earliest Start of first sensor data word [44 or 71us]
T_{BIT}:	Nominal time for a single bit [5.3us / 8.0us]
t_1 :	Sync signal earliest start [nom: -3us]
M^n:	No. of bits including start, data and parity or crc bits for frame no. n.
N:	No. of time slots within one sync cycle
CT^N:	Clock tolerance of the transmitter (sensor) sending the frame no. n. [standard: 5% advanced: 1%]

For n=1

t^1_{ES}	$= t_{Slot\ 1\ Start} + T_{TRIG,\ min}$
t^1_{NS} *)	$\geq t_{Slot\ 1\ Start} / (1-CT^1)$
t^1_{LS}	$\geq t^1_{NS,\ prog} * (1+CT^1) + T_{TRIG,\ max}$
t^1_{EE}	$\geq t^1_{ES} + M^1 * T_{BIT} * (1-CT^1)$
t^1_{LE} :	$\geq t^1_{LS} + M^1 * T_{BIT} * (1+CT^1)$

for n=2..N

t^n_{ES}	$\geq (t^{n-1}_{LE} + T_{GAP}) + T_{TRIG,\ min}$
t^n_{NS} *)	$\geq (t^{n-1}_{LE} + T_{GAP}) / (1-CT^n)$
t^n_{LS}	$\geq t^n_{NS,\ prog} * (1+CT^1) + T_{TRIG,\ max}$
t^n_{EE}	$\geq t^n_{ES} + M^n * T_{BIT} * (1-CT^n)$
t^n_{LE} :	$\geq t^n_{LS} + M^n * T_{BIT} * (1+CT^n)$

*) The nominal trigger detection tolerance is neglected for calculation of t^n_{NS} since the nominal start time typically is used for sensor programming where detection tolerances do not apply. For the same reason it is recommended to round up t^n_{NS} to 0.5µs and use the rounded value ($t^n_{NS,\ prog}$) for the calculation of the latest start time t^n_{LS}.

The Last frame must end before the next sync pulse starts. For secure data reception a final T_{GAP} should be considered[2]:

$$t_{Slot\ N,\ End} = t^N_{LE}\ (+\ T_{GAP}) < T_{Sync,\ min} + t_1$$

Note:

- "≥" is used since the final frame timing should be equalized in order to cover the whole sync period with maximum margins.
- Transceiver clock tolerance determines effective sync pulse duration. A clock tolerance of 1% is assumed. (see also T_{SYNC})
- A discretisation of the calculated timings of nominal 0.5us is proposed

Please refer to each Substandard for details on timing specification and typical operation modes.

[2] Exceptional definitions omitting final T_{GAP} are possible.

7 System Configuration & Test Conditions

7.1 System Modelling

7.1.1 Supply Line Model

PSI5 usually uses twisted pair lines which are modeled as shown in Figure 38. Parameter specification is done for the different system configurations. All indications are based on standard CAN cable with a maximum inductance of 0.72µH/m.

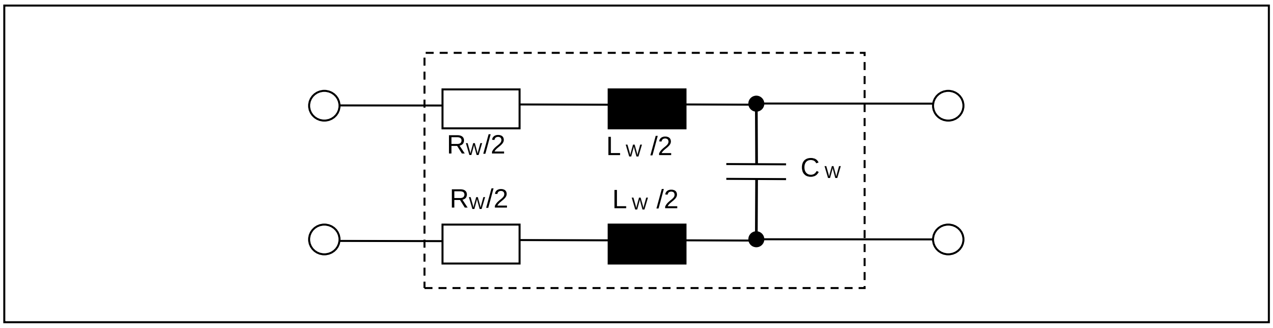


Figure 38 Supply line model for PSI5

7.2 Asynchronous Mode

Parameter Specification

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1*	Capacitive ECU bus load	C_E	6.0		47	nF
2*	Capacitive sensor bus load	C_S	6.0		47	nF
3*	Internal ECU resistance	R_E	5		9.5 (12.5)	Ω
4	ECU Connector resistance	R_{CE}		(0.2)		Ω
5	Sensor Connector resistance	R_{CS}		(0.2)		Ω
6	Single wire resistance	$R_W/2$		(0.5)		Ω
7	Overall line resistance incl. wire	$2 * (R_{CE} + R_W/2 + R_{CS})$			2.5	Ω
8*	Wire inductance	$2 * (L_W / 2)$			8.7	µH
9	Wire capacitance	C_W			600.0	pF

1,2,8*) Large cable lengths / inductances may require appropriate selection of sensor and ECU capacitance values and / or additional damping measures.

3*) When no additional voltage source is implemented in the ECU R_E shall not exceed 9.5Ω. For other cases and in compliance with former PSI5 versions R_E = 12.5Ω still is valid.

7.3 Parallel Bus Mode

Parameter Specification

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1*	Capacitive ECU bus load	C_E	15		35	nF
2*	Capacitive sensor bus load	C_S	9		24	nF
3*	Overall capacitive bus load	$C_{Bus}=C_E+\Sigma C_S$	(24)		(107)	nF
4*	Internal ECU resistance	R_E	5		9.5 (12.5)	Ω
5*	ECU Connector resistance	R_{CE}		(0.2)		Ω
6*	Sensor Connector resistance	R_{CS}		(0.2)		Ω
7*	Single wire resistance	$R_W/2$		(0.5)		Ω
8*	Overall line resistance incl. wire (each wire)	$2 * (R_{CE} + R_W/2 + R_{CS})$			2.5	Ω
9*	Wire inductance	$2 * (L_{Wn} / 2)$			8.7	µH
10*	Wire capacitance	C_W			600.0	pF

1-10*) All values are specified for 125kbps data rate.

1,2*) Damping is required in ECU and sensors to limit oscillations on the bus lines. Please refer to Chapter 7.6 and 7.7 for the corresponding equivalent circuits

3*) Wire capacitance not included

4*) When no additional voltage source is implemented in the ECU R_E shall not exceed 9.5Ω. For other cases and in compliance with former PSI5 versions R_E = 12.5Ω still is valid.

7.4 Universal Bus Mode

Parameter Specification

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1*	Capacitive ECU bus load	C_E	15		35	nF
2*	Overall capacitive bus load	$C_{Bus}=C_E+\Sigma C_S$	24		107	nF
3*	Internal ECU resistance	R_E	5		9.5 (12.5)	Ω
4*	Bus inductance	2 * (L_{Wn} / 2)			8.7	µH
5*	Bus capacitance	C_B	9		72	nF

1-5*) All values are specified for 125kbps data rate.

1*) Damping is required in ECU to limit oscillations on the bus lines. Please refer to Chapter 7.6 for the corresponding equivalent circuit.

2*) Wire capacitance not included

3*) When no additional voltage source is implemented in the ECU R_E shall not exceed 9.5Ω. For other cases and in compliance with former PSI5 versions R_E = 12.5Ω still is valid.

7.5 Daisy Chain Bus Mode

Parameter Specification

N°	Parameter	Symbol/Remark	Min	Typ	Max	Unit
1*	Capacitive ECU bus load	C_E	15		35	nF
2*	Overall capacitive bus load	$C_{Bus}=C_E+\Sigma C_S$	24		107	nF
3*	Internal ECU resistance	R_E	5		9.5 (12.5)	Ω
4*	Bus inductance	2 * (L_{Wn} / 2)			8.7	µH
5*	Bus capacitance	C_B	9		72	nF

1-5*) All values are specified for 125kbps data rate.

1*) Damping is required in ECU to limit oscillations on the bus lines. Please refer to Chapter 7.6 for the corresponding equivalent circuit.

2*) Wire capacitance not included

3*) When no additional voltage source is implemented in the ECU R_E shall not exceed 9.5Ω. For other cases and in compliance with former PSI5 versions R_E = 12.5Ω still is valid.

7.6 Test Conditions & Reference Networks – Sensor Testing

7.6.1 Reference Networks for Asynchronous Mode and Parallel Bus Mode

All indications in this section are valid for asynchronous mode and parallel bus mode with up to three sensors and for a data transmission rate of 125kbps.

ECU and Wiring Reference Network for asynchronous mode and parallel bus mode

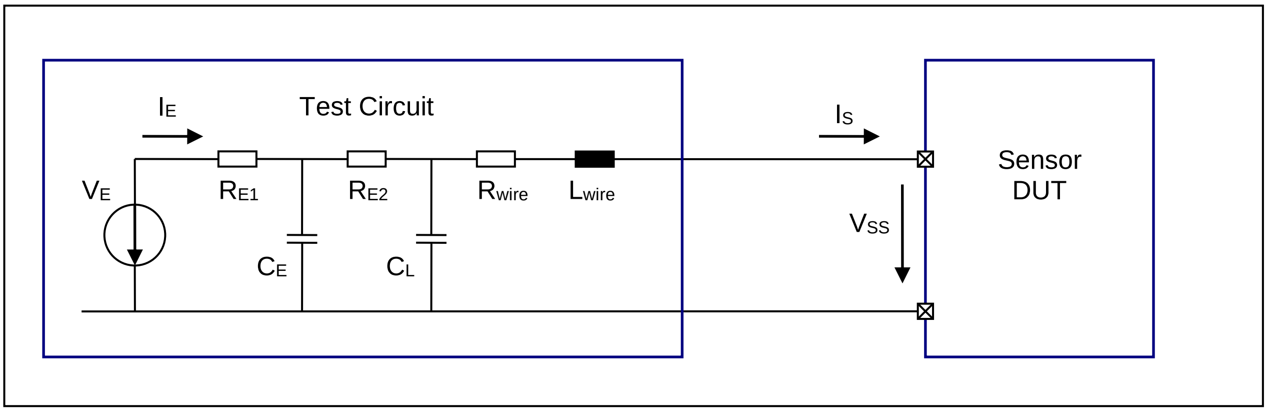


Figure 39 Reference test bench for sensor testing

N°	Parameter	Symbol/Remark	Min	Nom	Max	Unit
1*	Supply voltage	V_E			11	V
2*	ECU internal resistance	R_{E1}	2.5		10	Ω
		R_{E2}		2.5		Ω
3*	ECU internal capacitance	C_E	13		33	nF
4*	Bus load capacitance (ECU & other sensors)	C_L	2.2		50	nF
5*	Wire & connector resistance	R_{wire}	0.1		2.5	Ω
6*	Wire inductance	L_{wire}	0		8.7	µH

1*) Minimum supply voltage has to be adjusted to meet $V_{SS, min}$.

2*) Maximum internal ECU resistance R_{E1} has to be adjusted to meet the implemented $R_{E,max}$ (9.5Ω/12.5Ω)

1-6*) see corresponding test conditions in section 7.6.4.

Sensor damping behaviour for asynchronous mode and parallel bus mode

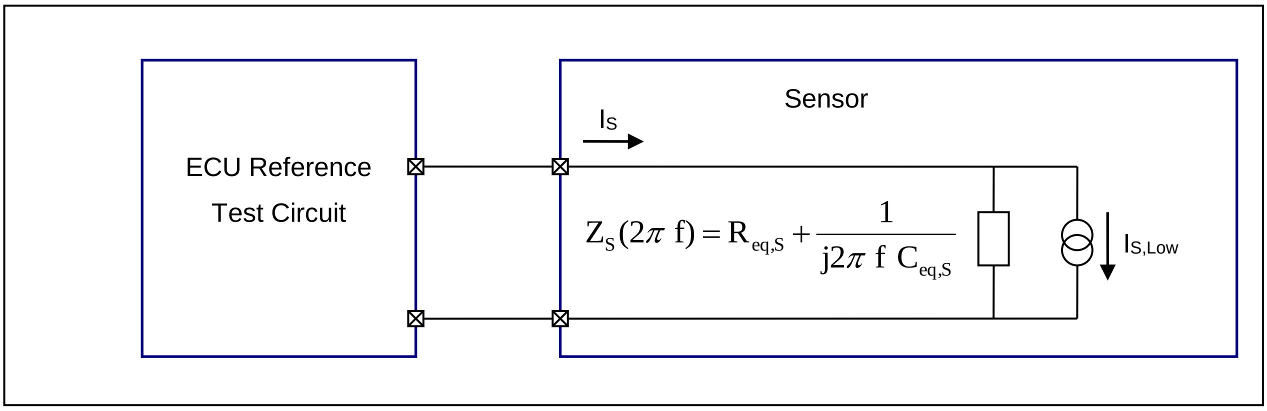


Figure 40 Reference circuit for sensor damping behaviour

N°	Parameter	Symbol/Remark	Min	Nom	Max	Unit
7	Sensor internal capacitance	$C_{eq,S}$ @ 10…200kHz	9		24	nF
		$C_{eq,S}$ @ 200kHz…2MHz	1.32		24	
8	Sensor internal resistance	$R_{eq,S}$	2.5			Ω
9	Frequency	f	10		2000	kHz

The sensor damping behaviour is described by a complex impedance Z_S containing of an equivalent resistance $R_{eq,S}$ and an equivalent capacitance $C_{eq,S}$ connected in serial. For the given frequency range Z_S has to stay in the limits defined in the table above.

7.6.2 Reference Networks for Universal Bus Mode and Daisy Chain Bus Mode

All indications in this section are valid for universal bus mode and daisy chain bus mode with up to three sensors and for a data transmission rate of 125kbps.

ECU reference network for universal bus mode and daisy chain bus mode

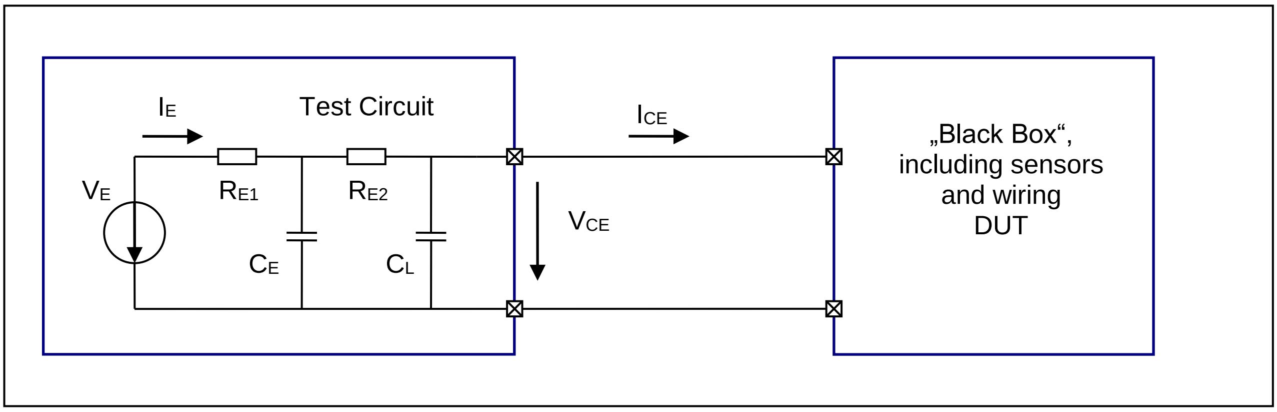


Figure 41 Reference test bench for bus testing

N°	Parameter	Symbol/Remark	Min	Nom	Max	Unit
1*	Supply voltage	V_E			11	V
2*	ECU internal resistance	R_{E1}	2.5		10	Ω
		R_{E2}		2.5		Ω
3*	ECU internal capacitance	C_E	13		33	nF
4	Bus load capacitance (ECU & other sensors)	C_L		2.2		nF

1*) Minimum supply voltage has to be adjusted to meet $V_{CE, min}$.

2*) Maximum internal ECU resistance R_{E1} has to be adjusted to meet the implemented $R_{E,max}$ (9.5Ω/12.5Ω)

1-3*) see corresponding test conditions in section 7.6.4.

7.6.3 Test Parameter Specification

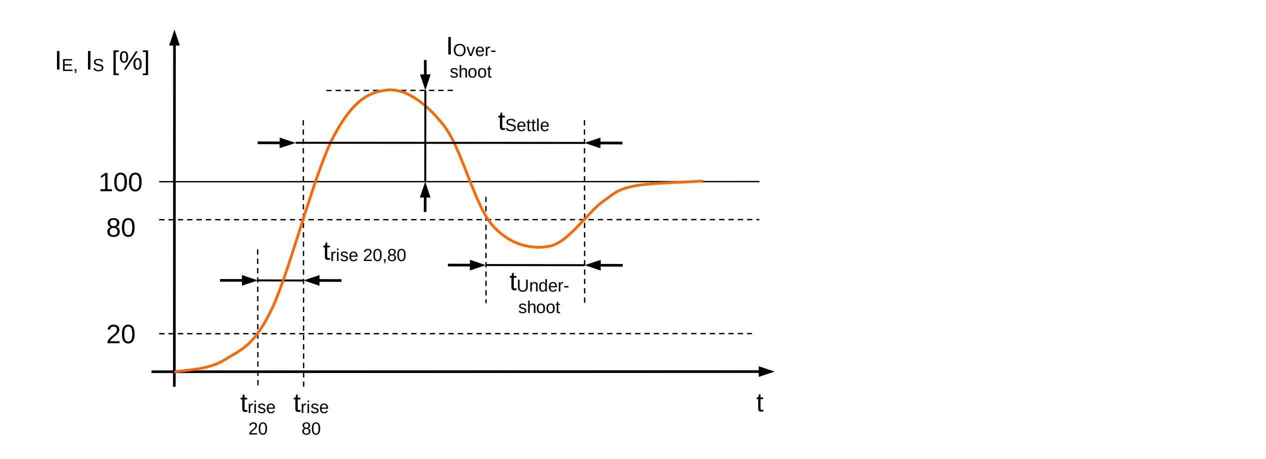


Figure 42 Test parameter sending current

7.6.4 Sensor Reference Tests

The following test case description is only valid for common mode operation with standard or increased supply voltages $V_{CE,min}$ or $V_{SS,min}$, respectively. For Asynchronous Mode and Parallel Bus Mode, the sensor has to fulfill the reference tests for every voltage V_E between a minimum voltage and 11V to meet $V_{SS,min}$ at the sensor pins.

For Universal Bus Mode and Daisy Chain Bus Mode, the sensor has to fulfill the reference tests for every voltage V_E between a minimum voltage to meet $V_{CE,min}$ at the output pins of the ECU and 11V.

The following test parameters are given for a single sensor in point-to-point configuration.

N°	Parameter	Symbol/Remark	Min	Nom	Max	Unit
A*	Worst case overshoot @ ECU					
	Test condition: RE1 = 2.5Ω; CE variable between 13nF and 33nF; CL = 2.2nF; Rwire = 0.1Ω; Lwire = 8.7µH					
A1	Sending current over- / undershoot @ECU	$I_{Overshoot, rise}$ & $I_{Undershoot, fall}$ (I_S)			50	%
A2	Time for under- / overshoot @ECU	$t_{Undershoot, rise}$ & $t_{Overshoot, fall}$ (I_E)			0.52	µs
A3	Settling time @ECU	t_{Settle} (I_E)			1.72	µs
A4*	Voltage ripple @sensor	referenced to $V_{SS, base}$	-0.8		+0.8	V
B*	Worst case timing @ ECU					
	Test condition: RE1 = 10Ω (7Ω); CE = 33nF; CL = 50nF; Rwire = 2.5Ω; Lwire = 0µH					
B1	Sending current rise/fall time @ECU	$t_{rise\ 20,\ 80}$ & $t_{fall\ 80,\ 20}$ (I_E)			1.8	µs

A*) The sensor has to fulfill reference Test A for every value of the capacitance C_E between 13nF and 33nF.

A4*) Parameter is only valid for systems in common mode operation with a minimum V_{CE} of 5.5V (V_{SS}=5.0V). For low voltage operation the maximum allowed voltage ripple can differ – in consequence the dimensions of certain system topologies have to be customized.

B*) Maximum internal ECU resistance R_{E1} has to be adjusted to meet the implemented $R_{E,max}$ (9.5Ω/12.5Ω)

See section 7.6.1 for ECU and wiring reference network.

7.7 Test Conditions & Reference Networks - Transceiver / ECU Testing

7.7.1 Reference Networks for Asynchronous Mode and Parallel Bus Mode

All indications in this section are valid for asynchronous mode and parallel bus mode with up to three sensors and for a data transmission rate of 125kbps.

Sensor and Wiring Reference Network for asynchronous mode and parallel bus mode

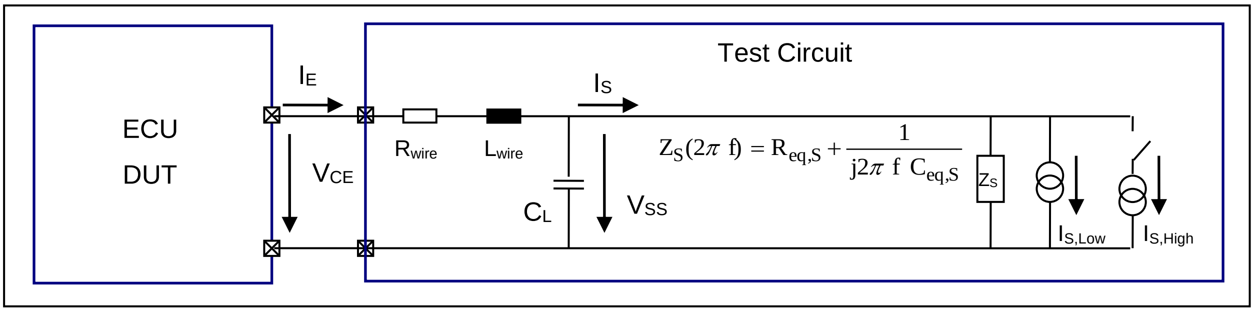


Figure 43 Reference test bench for ECU testing

N°	Parameter	Symbol/Remark	Min	Nom	Max	Unit
1*	Supply voltage	V_E			11	V
2*	Sensor internal capacitance	$C_{eq,S}$ @ 10…200kHz	9		24	nF
		$C_{eq,S}$ @ 200kHz…2MHz	1.32		24	nF
3*	Sensor internal resistance	$R_{eq,S}$	2.5			Ω
4*	Frequency	f	10		2000	kHz
5*	Bus load capacitance	C_L	2.2		50	nF
6*	Wire & connector resistance	R_{wire}	0.1		2.5	Ω
7*	Wire inductance	L_{wire}	0		8.7	µH

1*) Minimum supply voltage has to be adjusted to meet $V_{CE,\ min}$

1-7*) see corresponding test conditions in section 7.7.2.

7.7.2 ECU Reference Tests

The following test case description is only valid for common mode operation with standard or increased supply voltages $V_{CE,min}$ or $V_{SS,min}$, respectively. For Asynchronous Mode and Parallel Bus Mode, the ECU has to fulfill the reference tests for every voltage V_E between a minimum voltage and 11V to meet $V_{CE,min}$ at the output pins of the ECU. The two test cases are:

Worst case overshoot @ ECU

Test condition: $R_{eq,s} = 2.5\Omega$;
$C_{eq,s}$ variable between 9 nF and 24nF @10…200kHz
between 1.32 nF and 24 nF @ 200kHz…2MHz;
CL = 2.2nF;
$R_{wire} = 0.1\Omega$;
$L_{wire} = 8.7\mu H$

The ECU has to fulfill the test for every value of the capacitance $C_{eq,.s}$ between 9 nF and 24nF @10…200kHz (between 1.32 nF and 24 nF @ 200kHz…2MHz).

Worst case timing @ ECU

Test condition: $R_{eq,s} = 10\Omega$;
$C_{eq,s}$ =24 nF;
C_L = 50nF;
$R_{wire} = 2.5\Omega$;
$L_{wire} = 0\mu H$

8 Interoperability Requirements

PSI5 defines all basic characteristics of an electrical sensor interface including the physical layer, data link layer and - to a certain extend - the application layer. Interoperability between ECU and sensors (asynchronous / synchronous mode) or bus (parallel / universal bus mode and daisy chain mode) requires the definition of the following additional, system specific parameters:

- Sensor configurations, operation modes and timings (single sensor, bus configuration or sensor cluster)
- System supply voltage (low, standard or increased)
- Current driving capabilities vs. current load of the sensors (standard or extended)
- Initialization data content i.e. also including determination of the repetition count (k)

Other sensor parameters such as mechanical and dimensional characteristics, signal evaluation path and functional characteristics or reliability and environmental test conditions are beyond the scope of the PSI5 specification and have to be specified in separate documents to assure cross compatibility.

9 Document History & Modifications

Rev.N°	Chapter	Description / Changes	Date
1.0	all	First Edition	15.07.2005
1.1	div.	see Version 1.1	30.06.2006
1.2	1.2	Optional 189kbps data transmission speed added	12.06.2007
	2.3	Synchronous operation: new denomination for operation modes	
	2.3.2	Serial topology: changed form voltage shift method to low-side “daisy chain” switching with bidirectional addressing sequence	
	3.3.1	Data Range: Updated Status & Error Messages	
	3.3.2	Scaling of data range: definition for initialization data added	
	3.4.1	Description of Initialization phase extended	
	3.4.2	Initialization data content summarized in Chapter 3.4.3; Mandatory header information includes F5 - sensor parameter.	
	4	Structure of parameter specification reorganized; General parameters (4.1) : - Quiescent current 4 .. 19mA, extended current max. 35mA - Current limitation added Data transmission parameters (4.4) : - correction of start bit values in the data frame timing figure - bit time for 189kbps mode added - communication current tolerance narrowed - fall / rise time communication current changed (see Chapter 5) - clock drift rate specified Synchronization signal (4.5): - detailed specification of only one, unified sync signal Timing of synchronous operation modes (4.6): - specification of time slots	
	5	System configurations (new Chapter): - denomination of PSI5 operating modes specified (5.1) - recommended operating modes (5.2) - detailed system configuration: asynchronous operation (5.4) - detailed system configuration: parallel bus modes (5.5.1, 5.5.2) - detailed system configuration: serial bus mode (5.6) - reference networks & test conditions (5.7) - operation modes PSI5-P10P (5.8)	
1.3	div.	Siemens VDO replaced by Continental	06.06.2008
	2.2	Shifted from Chapter 5. Denomination of operation modes changed: - Asynchron - Parallel Bus (Parallel Configuration) - Universal Bus (Pass-Through Configuration)	

		- Daisy Chain Bus (Serial Configuration)	
	2.3;2.4	Simplified diagrams of sensor configurations shifted from Chapter 5	
	3	Chapter renamed: Sensor to ECU Communication	
	3.4.4	Diagnostic Mode added.	
	4	Chapter added: ECU to Sensor Communication	
	5.1.1	Reverse polarity protection: - 100ms replaced by 80ms and 50ms respectively - min value of 105mA for standard mode	
	5.1.2	- Supply voltage for Universal Bus and Daisy Chain Bus added - Daisy Chain Sensor Quiescent Current added	
	5.2	Optional settling time for Daisy Chain Bus added	
	5.3	Figure replaced for clarity	
	6.3	Min value for capacitive sensor bus load changed to 6nF	
	6.4	Parameter Specification for Universal Bus added	
	6.5	Parameter Specification for Daisy Chain Bus added	
	6.6.1	- Definition of max value for supply voltage instead of nominal value - Definition of min and max value for ECU internal capacitance instead of nominal value - Sensor damping behaviour redefined	
	6.6.2	Reference network for Universal Bus Mode and Daisy Chain Bus Mode added	
	7.2	Recommended Configurations shifted from Chapter 5.2	
2.0		Full revision; plus technical changes, amendments and formal changes of the document structure. Application specific Substandards “airbag”, “vehicle dynamics control” and “powertrain” are added to the PSI5 “Base Standard” document. Main features are: • Changes to Physical Layer: optional Vss voltage level 4,0V; bidirectional communication downstream with short & long sync signal; optional reduced sync voltage; reduced sending current • Changes to Data Link Layer: enhanced data word length up to 28bit; initialization option based on "Serial Channel"	06/2011
2.1		Full revision plus technical changes (see below)	10/2012
	2.4.2	Daisy Chain implementation added	
	3.2	Explicit definition added that both start bits always are coded as two "zeros"	
	3.3.1	- Signification for reserved Data in Data Range 1 and 2 changed - Status & Error Messages; signification +489 "Sensor in Diagnostic Mode" renamed	
	4.1	Tooth Gap Method connected to the usage of the "short" sync pulse only	
	5.2.2	Xlong Data Frame: Definition of Sensor Response RD2 added	
	6.2	settling time quiescent current changed to 10ms	

	6.3	Undervoltage Reset and Microcut Rejection; split definition in base document (general) and Substandard (application specific min/max values for the affected parameters)	
	6.4	Sensor clock deviation during data frame widened for Chassis and power train applications, two alternative options defined in base specification (0.1%; 1%)	
	6.6.1	Additional explanations given for time slot calculation	
	7.6.4 7.7	Change of Test Parameter Specification, ECU reference test added, additional explanations.	
	div.	Editorial changes, consecutive line numbers for traceability	
2.2	1.1	Updated members	05/2016
	3.4	Example of CRC Calculation	
	5.1.2	Added section “Data Content – Data Range Initialization”	
	6.1	New parameter definition “signal noise limit” and “quiescent current drift rate”; detailed explanation of absolute maximum ratings	
	6.1.2	Quiescent current drift rate changed from 1 mA/s to 10 mA/s	
	6.1.2	Sync signal upper boundary (16.5V)	
	6.1.2	Signal noise limit defined (+/- 2mA for common mode)	
	6.2.1	New Chapter “Sensor Bus Configuration”, settling time quiescent current changed to 5ms (larger settling times to be addressed in new Chapter “extended settling time”)	
	6.2.2	New Chapter “6.2.2 Extended Settling Time for single sensor configuration”	
	6.4	Maximum sensor clock deviation during data frame changed from 0.1% to 1%.	
	div.	Editorial changes, Term “recommended” mainly removed from standard. Standardization of document naming.	

.