

# Dataspeed ADAS Kit FAQ

February 14<sup>th</sup>, 2020

FCA WK2 Platform (Jeep Grand Cherokee)

## Drive-By-Wire

### Brakes

- **What is the report and expected control frequency?**  
50 Hz report, 50 Hz command expected, 10 Hz timeout. Commands >50Hz will be down-sampled.
- **What is the command delay?**  
Maximum delay incurred from the drive-by-wire system forwarding to the vehicle is 20ms (50Hz).
- **What is the interface? Units? Resolution?**  
Deceleration (m/s<sup>2</sup>) with 0.001 resolution. The ACC braking interface is used.
- **What is the criteria for the DRIVER bit?**  
x>50Nm for 20ms
- **What is the criteria for the OVERRIDE bit?**  
x>200Nm for 100ms, and the values can be changed via the DbwConfig GUI
- **Can I press the brake without overriding the system?**  
Yes. Set the IGNORE bit in the command message. There is an option to disallow the IGNORE bit via the DbwConfig GUI.
- **Can the drive-by-wire achieve full brake deceleration?**  
Yes, the drive-by-wire uses the vehicle's AEB system to achieve full brake deceleration for vehicle speeds up to 50 kph. For higher speeds, the vehicle's ACC system is used to achieve about half of full brake deceleration.
- **Can the brake lights be controlled separately?**  
No.
- **ABS (Anti lock brakes)?**  
ABS is always enabled. Status (active/inactive) will be reported in a future update.
- **Hill Start Assist (HSA)?**  
HSA can be enabled/disabled in the production vehicle. Status (enabled/disabled and active/inactive) will be reported in a future update.
- **Stability Control?**  
Stability Control is always enabled. Status (active/inactive) will be reported in a future update.

## Throttle

- **What is the report and expected control frequency?**  
50 Hz report, 50 Hz command expected, 10 Hz timeout. Interface to vehicle is analog, so >50Hz command is supported.
- **What is the command delay?**  
Command messages are forwarded to the vehicle as soon as they are received to minimize delay. The vehicle's response time is the same as a physical pedal press. Commands are ramp limited to 0.2 per 20ms to prevent faults.
- **What is the interface? Units? Resolution?**  
Pedal position (%). 12 bit resolution.
- **What is the criteria for the DRIVER bit?**  
 $x > 0.12$  for 20ms
- **What is the criteria for the OVERRIDE bit?**  
 $x > 0.28$  for 100ms, and the values can be changed via the DbwConfig GUI
- **Can I press the throttle without overriding the system?**  
Yes. Set the IGNORE bit in the command message. There is an option to disallow the IGNORE bit via the DbwConfig GUI.
- **Traction Control?**  
Traction Control can be enabled/disabled in the production vehicle. Status (enabled/disabled and active/inactive) is reported.
- **Is an engine torque measurement available?**  
No, but axle torque and braking torque are reported.

## Steering

- **What is the report and expected control frequency?**  
100 Hz report, 50 Hz command, 10 Hz timeout. Commands >50Hz will be down-sampled.
- **What is the command delay?**  
Maximum delay incurred from the drive-by-wire system forwarding to the vehicle is 20ms (50Hz). The vehicle's response time is unknown, but it has not been an issue. The vehicle has an internal position control loop.
- **What is the interface? Units? Resolution?**  
Steering wheel angle and maximum angular rate: full range ( $\pm 520^\circ$ ), tenth of a degree resolution, maximum  $1000^\circ/\text{s}$ . Steering wheel torque: maximum 5 Nm, 1/128 Nm resolution.
- **What is the relationship between steering wheel angle and road angle?**  
15.15:1
- **What is the steering wheel torque threshold for an override?**  
3.5 Nm filtered torque, and the value can be changed via the DbwConfig GUI

- **Are there any restrictions on engaging the steering wheel?**  
No.
- **Do any of the steering parameters or restrictions change with vehicle speed?**  
No, steering does not have the concept of vehicle speed.
- **Is there a DRIVER bit to indicate activity on the steering wheel? (similar to the brake and throttle)**  
No.
- **Can I control torque instead of position?**  
Yes.
- **Can I control the horn?**  
No. Status is also not available.

## Gear/Transmission

- **What is the report and expected control frequency?**  
20 Hz report, control on-event
- **What is the interface?**  
Gear position (park/reverse/neutral/drive/manual)
- **Are there any gear shift limitations?**
  - Gear shift commands will not be executed when there is an active driver override on brake/throttle/steering
  - The gear 'manual' does not support shifting up and down
- **Is transmission gear ratio available?**  
Discrete gear number (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, ..., 8<sup>th</sup>) is reported.

## Turn Signals

- **What is the report and expected control frequency?**  
20 Hz report, 20 Hz command, 5 Hz timeout
- **What is the interface?**  
Turn Signal state (none/left/right)
- **What are the limitations?**  
By default, turn signal commands are not executed when there is an active driver override on brake/throttle/steering. This behavior can be changed via the DbwConfig GUI.
- **Can I control the hazard lights?**  
No. Status is also not available.

## Misc

- **What other vehicle sensors can I access?**
  - Vehicle speed is included in the steering report. (100 Hz)
  - Individual wheel speeds (100 Hz)
  - Steering wheel buttons (20 Hz)
  - Other sensors such as GPS/IMU may become available in a future firmware update
- **Can I access the front and side radars?**

Front ACC radar is not available.
- **Can I have the documentation for the internal vehicle CAN busses?**

No. That information is proprietary to the vehicle OEM and cannot be distributed. If you need more than what is available on the drive-by-wire CAN bus, contact Dataspeed.
- **Is there an E-Stop button?**

There is a jumper in the wiring near the center console that can be replaced with an E-Stop button that would remove power from all of the drive-by-wire hardware, see the wiring diagram. This will NOT stop the vehicle. An E-Stop button is not necessary. Taking control with the steering wheel or brake pedal is a much smoother transition.
- **How can I tell if the system is enabled/disabled?**

The front and rear park assist warnings are activated when the driver takes control of the vehicle. This is both an audible chime and visual indication. At this time, there is no indication that the system is functioning/enabled/disabled.
- **Can I control any of the vehicle indicators/chimes/HMIs?**

Not at this time. Controlling the cruise control and lane keep HMI might be possible in a future release.
- **How do I access the drive-by-wire CAN network to send commands?**

If using ROS, a USB-CAN tool is provided and works with the ROS driver. Otherwise, there are CAN/power taps both near the battery on the passenger side in the trunk, and near the center console. See the wiring diagram.

## Safety

- The drive-by-wire modules have been through the DFMEA process with a tier 1 automotive supplier.
- All modules prioritize driver input over drive-by-wire CAN bus input.
- All modules pass through vehicle signals unmodified when unpowered or disabled.
- There is an optional E-Stop button placeholder. See above.
- There is an optional watchdog counter capable of detecting fault conditions and applying a small amount of brakes to slowly bringing the vehicle to a stop.
- There is an optional external brake input that can be used to apply a constant braking value with a physical button. See the parameters document for more information.

## Vehicle Parameters

- Maximum braking deceleration: 10 m/s<sup>2</sup>
- Maximum horse power: 295 to 707 hp
- Vehicle mass: 2050 to 2450 kg
- Steering ratio: 15.15:1
- Ackerman wheelbase: 114.8 inches
- Ackerman track width: 64.4 inches

## Power Distribution

- **How can I turn power distribution channels on and off?**  
Touchscreen display in a cup holder mount, buttons inside the center console, startup/shutdown scripts, CAN message, Ethernet/LCM message
- **How can I configure the power distribution?**  
Use PowerDistributionGUI.exe and its documentation.
- **What is the power rating?**  
9-18 volts, 15 Amps per channel continuous, 180 Amps total continuous
- **Can I view the current of the 120V power inverter?**  
No. The current consumption of the inverter is not available.
- **Can I connect a higher wattage power inverter instead of the 600W model?**  
Yes. See the Power Distribution Panel datasheet for a list of supported part numbers.
- **What is the default mode change pin number?**  
1234

## Documentation

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

# Updating

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

# Troubleshooting

- **The only CAN messages from the drive-by-wire system are Version (0x07F) and License (0x07E)**

The embedded firmware requires a valid license. See LicenseManager\DataspeedLM.exe to view and modify the license in the steer-by-wire module. Contact [Dataspeed](#) to receive your license.
- **Steering is not working and reporting a calibration fault.**

Disconnecting the vehicle battery will cause the production vehicle to lose steering calibration. To calibrate, turn the steering wheel all the way left and then all the way right.
- **My wheel speed report and wheel position report always report positive speeds and increasing positions, even while in reverse.**

Some vehicles do not report the sign of wheel speeds and the direction of wheel position ticks. This is dependent on the OEM vehicle.
- **My vehicle is not responding to commands and FLTWDC=1.**

These are the symptoms of a Watchdog Counter fault. To clear a watchdog counter event, press the OK button on the left side of the steering wheel or cycle power to the drive-by-wire system. If the Watchdog counter fault keeps triggering, set the COUNT field to zero in all command messages to disable this functionality.
- **My vehicle is making the override beeping noise continuously and engaging/disengaging control rapidly.**

Most commands are expected every 20ms and timeout after 100ms. This sets TMOUT=1 and EN=0. If the timeout causes control to disengage, the audible warning is triggered. Verify that your software sends commands every 20ms using an external CAN tool. One common problem is for some other process on the computer sending the drive-by-wire commands to take all the processing power and delay other processes for longer than the 100ms timeout. Make sure that the vehicle control software is separate from perception and

other processing that could take a large amount of resources, and try assigning a higher priority to the process running the control software.

- **My vehicle is not responding to commands or generating reports and the drive-by-wire power usage is 100mA or less.**  
Check that the E-Stop button is not pressed. Some vehicles may have a red emergency stop button near the cup holders.
- **My vehicle is not responding to commands or generating reports and the drive-by-wire power usage is 900mA or greater.**  
There may be a hardware or wiring problem. Contact [Dataspeed](#) to help debug the problem.
- **The thermocouple on the Power Distribution Panel is reporting wild values.**  
There is a known hardware issue with the Power Distribution Panel thermocouple sensor where the value is prone to noise from nearby equipment such as the inverter remote cable. It is not recommended to trust the temperature reading from the thermocouple sensor.
- **Steering, braking, throttle, shifting, turn signals, or something else is not working.**
  - Check that all subsystems have the latest firmware with DataspeedBootloader.exe and a USB cable using the laptop included with your vehicle.
  - Check the configurable parameters with DbwConfig.exe, and reset all values to default.
  - Run the ROS joystick demo on the laptop included with your vehicle and test the problem.
  - If the issue still persists, contact [Dataspeed](#). Dataspeed may ask you to create a recording using the Drive-By-Wire Logger program located at DbwLogger\DbwLogger.exe. See DbwLogger.pdf for documentation on this procedure.