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Valid for CANoe.J1939 of version 13.0

This document presents the application and functions of the Option .J1939 for CANoe. CANoe.1939 extends the standard functionality of CANoe.  
**Product information** and **technical data** for the basic functions of CANoe can be found in separate documents.
1 Introduction

SAE J1939 is a communication protocol based on CAN for real-time data exchange between control units in the area of commercial vehicles. It originates from the international Society of Automotive Engineers (SAE) and operates on the physical layer with high-speed CAN per ISO 11898. J1939 is a multimaster system with decentralized network management and primarily connection-less communication.

1.1 Application Areas

Because of its simulation capabilities, CANoe.J1939 is well-suited to the development, design and verification of J1939 networks. Its practical application as a diagnostic and debugging tool is just as feasible as its use in simulating the rest of the bus during startup or assembly. Especially the J1939-82 Compliance Test Unit (2015) supports the user in preparing integration and module tests.

Since the SAE J1939 specification is the basis for other networks such as NMEA 2000®, ISO 11783, ISO 11992 (Truck & Trailer), FMS (Fleet Management System) and GB/T27930, the Option can be used in those applications as well. In combination with further CANalyzer options it offers a uniform approach to systems that extend across bus boundaries with a common time base.

1.2 Features and Advantages

Using CANoe.J1939 from the very beginning allows the developer to use the same tool through the entire development process, from planning to realization. The models created in the design phase and checked by simulation are continually reused in other forms. It is possible to use the models to verify the implementation and later for functional end-of-line testing.

It is not necessary for the user to become familiar with the J1939 protocol, instead concentrate on the actual task of creating a simulation or data analysis. This significantly increases the quality of the development process and the efficiency of data analysis.

Figure 1: CANoe’s analysis and simulation properties are extended by J1939-specific functions, e.g. display of the J1939 protocol in the Trace window and a network overview in the Scanner.
1.3 Further Information

- **Vector Download-Center**
  Various documents related to CANoe are available on the Internet. In the Demo version, for example, you get sample configurations for the various use areas and detailed online Help texts, in which all CANoe functions are described. In addition, you benefit from our valuable know-how in the form of technical articles and application notes.

- **CANoe Feature Matrix**
  More information on variants, channels and bus system support is presented in the feature matrix.

2 Functions

CANoe .J1939 expands the standard functionality of CANoe with:

- Support of the transport protocols BAM, CMDT and Fast Packet
- Graphic display of the network nodes (scanner)
- Protocol-specific display, checks, interpretation, filters and search functions in the Trace window
- J1939 Filter in the measurement setup
- Rapid simulation of ECUs
- Expanded database
- Diagnostic Trouble Code Monitor (DTC Monitor)
- OBD Inspection and Maintenance Monitor
- Diagnostic Memory window
- J1939-82 Compliance Test (Revision 2015)
- GNSS Simulator and GNSS Monitor
- Support of J1939 AUTOSAR 4.2.2 System Descriptions
3 Hardware Interfaces

All hardware interfaces for CAN supported by CANoe and the Vector Test System (VT System) can be used. For compatibility, however, the use of ISO 11898 (ISO High speed) compatible bus drivers (for example CANcab 251mag) is recommended. Special bus transceivers (CANcab 10011opto or CANpiggy 10011opto) need to be used in conjunction with ISO 11992 (Truck & Trailer). All standardized physical layers (SAE J1939-11, -14 and -15) are supported and are easy to configure.

4 Transport Protocols

If a transport protocol described in the standard is used (BAM, CMDT or Fast Packet), CANoe can reassemble the individually transmitted CAN messages.

5 J1939 Scanner

The scanner monitors communication and makes available a clear display of all network nodes. Changes in a dynamic network can be easily traced and analyzed. If necessary, a central and clearly structured reconfiguration of the node addresses or J1939 device names can be executed. Information about function or manufacturer is also output.

6 J1939-82 Compliance Test (2015) with vTESTstudio

To cover the test scenarios defined in the new J1939-82 Compliance document (release 2015), a Test Unit is provided, which is created using vTESTstudio and a specialized window. All data relevant for test execution are conveniently managed directly in the window J1939.CT_Configurator provided for this purpose. Detailed and exact test protocols provide a clear overview of the test procedure and results, which considerably simplifies subsequent error analysis.

Figure 2: Simple configuration of a J1939-82 compliance test, clear representation of test results.
7 Protocol-specific Display

Protocol interpretation is limited to CAN channels the user has configured as J1939. This makes it easy to monitor gateway solutions with different protocols. Simultaneous display of both 29-bit and 11-bit CAN identifiers is supported.

CANoe.J1939 allows the user to monitor communication on the symbolic level in a Trace window, where the parameter groups transmitted are displayed. All relevant information is output in separate columns, such as the parameter group number, priority, source and destination addresses as well as protocol interpretation in text form. Individual subject areas such as transport protocols, network management and diagnostics are color coded. In particular, highlighting of protocol violations help to assure J1939-conformant communication. Additional functions such as the topic-based analysis filter, context search and the column filters of the Trace window make it easier to find specific parameter groups.

The user may select signals for display in the Data window, including display by source address (SA) or destination address (DA). A wide range of display options is available to the user for this purpose, including bar diagrams, hexadecimal, decimal, and binary display. The SAE J1939-specific coding of signal values (Error and Not Available) is realized with the help of a status display. Signal processes can be displayed and evaluated as a function over time with the online Graphic window. After the measurement stop, windows can be synchronized with one another, e.g. the Graphic window, Trace window and GNSS Monitor. This makes it easy to quickly track events of interest that are observed in the Graphic window back to the Trace window.

8 J1939 Filter

The J1939 Filter in the measurement setup offers protocol-specific configuration options such as PGN and ECU address filters. In addition, it supports networks with changing ECU addresses. The filter is configured using the J1939 device name, so you can create CANoe configurations that are largely independent of the real addresses used. The configurable column display enables a clearly structured view.

9 Simulation

CANoe.J1939 makes simulation and analysis of network data of control unit networks possible by using the J1939 communication protocol. The system environment is modeled by means of system variables and graphic interactive control panels. The different network nodes are simulated by the J1939 Interaction Layer based on the communication relationships in the data-base. In addition, various J1939 libraries are available for the CAPL programming language, which extend CAPL with additional functions.

![Simulation Setup](image)

*Figure 3: Simulation of a J1939 network*
10 Database

J1939 parameter groups and signals are described in a database. This database is already filled with sample standard objects. The user can expand the database using the CANdb++ Editor (included with delivery). This makes it possible to define application-specific parameter groups, for example. The CANdb++ Editor was specially extended for use in the J1939 environment with new dialogs and additional views to significantly simplify the process of creating and verifying files for the user. Parameter groups and signals defined thus can be selected symbolically in the entire program.

![CANdb++ Editor with J1939-specific representation of communication relationships (K-Matrix).](image)

![J1939-specific representation of the PG „Electronic Engine Controller 3“](image)

**Figure 4:** CANdb++ Editor with J1939-specific representation of communication relationships (K-Matrix).

**Figure 5:** J1939-specific representation of the PG „Electronic Engine Controller 3“
11 Diagnostic Trouble Code Monitor (DTC Monitor)

The DTC Monitor offers a simple interface to the J1939 diagnostic protocol. Without programming error codes can be displayed or queried on demand. A button can be used to jump from a selected error code to the respective position in the Trace window. In addition, working with Freeze Frames (extended information from fault memory) is supported. This makes the DTC Monitor very useful for emission related or powertrain diagnostics. The results can readily be exported to other applications using the Clipboard.

![DTC Monitor](image)

Figure 6: The DTC Monitor shows momentary error codes in a well-organized form. Functions such as clearing error memory are provided.

12 Diagnostic Memory Access

The Diagnostic Memory window gives the user direct access to the memory areas of an ECU. This memory may be an error memory or program code, for example. Addressing is performed with the help of parameter numbers (Suspect Parameter Numbers) or an address. The window is based on the diagnostic services DM14, DM15, DM16 and DM18. Authentication is realized with a manufacturer-specific Seed & Key DLL or a Seed & Key procedure can be implemented in CAPL. The support of diagnostic service DM13 (Start/Stop broadcast) also enables temporary reduction of the network load.

13 OBD Inspection and Maintenance Monitor

The "OBD Inspection and Maintenance Monitor" supports the ECU developer and integrator in emissions-related tests. It is used to initiate internal ECU tests and display their results. The Monitor is based on the diagnostic services DM5, DM7, DM8, DM10, DM21, DM26 and DM30.
14 Extensions for marine applications

- The GNSS Simulator and the GNSS Monitor make it easy to simulate or graphically display and log position data. A third parameter such as elevation or speed may be shown in color. After the measurement stop, the GNSS Monitor can be synchronized with the Trace and Graphic windows.

- With the GNSS Nodelayer-DLL you can also handle complex simulations that take feedback to the system into account, e.g. changes in speed or driving direction.

- The "Fast Packet" transport protocol is supported along with the J1939 transport protocols CMDT and BAM. For simulation, this is also supported by the J1939 Interaction Layer.

![Figure 7](image-url): The position data displayed by the GNSS Monitor can be synchronized after stop of measurement e.g. with Graphic window and Trace window.

15 Comparison Options .J1939 and .ISO11783 for CANalyzer and CANoe

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</table>

- Presentation of PGN, SA, DA, Prio, DP; PGN name, node name, protocol interpretation and protocol violations with corresponding column filters, presentation of networks as a kind of sequence diagram
- Interpretation e.g. for Virtual Terminal / Process Data / File Server / Peer Control / TIM
- Previous/next PG from same SA / request-response / transport protocol
- J1939-specific extensions for PGN, SA, DA and Prio; dynamic SA/DA filter based on J1939 Network Management
- Network Management / Diagnostics / Proprietary PGs
- Virtual Terminal / Process Data / File Server / Sequence Control / TIM
- Filter related to PG – dependent or independent from SA, DA and Prio;
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<tr>
<td>ISO11783 Interaction Layer</td>
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<td>Library with specific functions for complex simulations of a GNSS receiver</td>
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<tr>
<td>ISO11783 Virtual Terminal Interaction Layer</td>
<td></td>
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<td>Easy simulation of implementations or Auxiliary Inputs including communication with Virtual Terminal, Task Controller, TIM Server and TIM Client. Comprehensive and comfortable CAPL interface. Seamless integration in a test environment.</td>
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16 Training

As part of our training program, we offer a range of classes and workshops on J1939 in our classrooms and on-site at our customers.

You will find more information on individual training courses and a schedule online at: [www.vector-academy.com](http://www.vector-academy.com)
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