[Revised]
QoS requirements for
Automotive Ethernet backbone systems

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QoS requirements for automotive control data class

Performance requirements for automotive control data class

- Maximum latency: 100 us / 5 AVB hops
  - Guaranteed latency
  - Topology independent
  - Automotive control data class to have higher priority than SR classes
    - Maximum 2 priority classes (e.g. Control data class and SR class A)

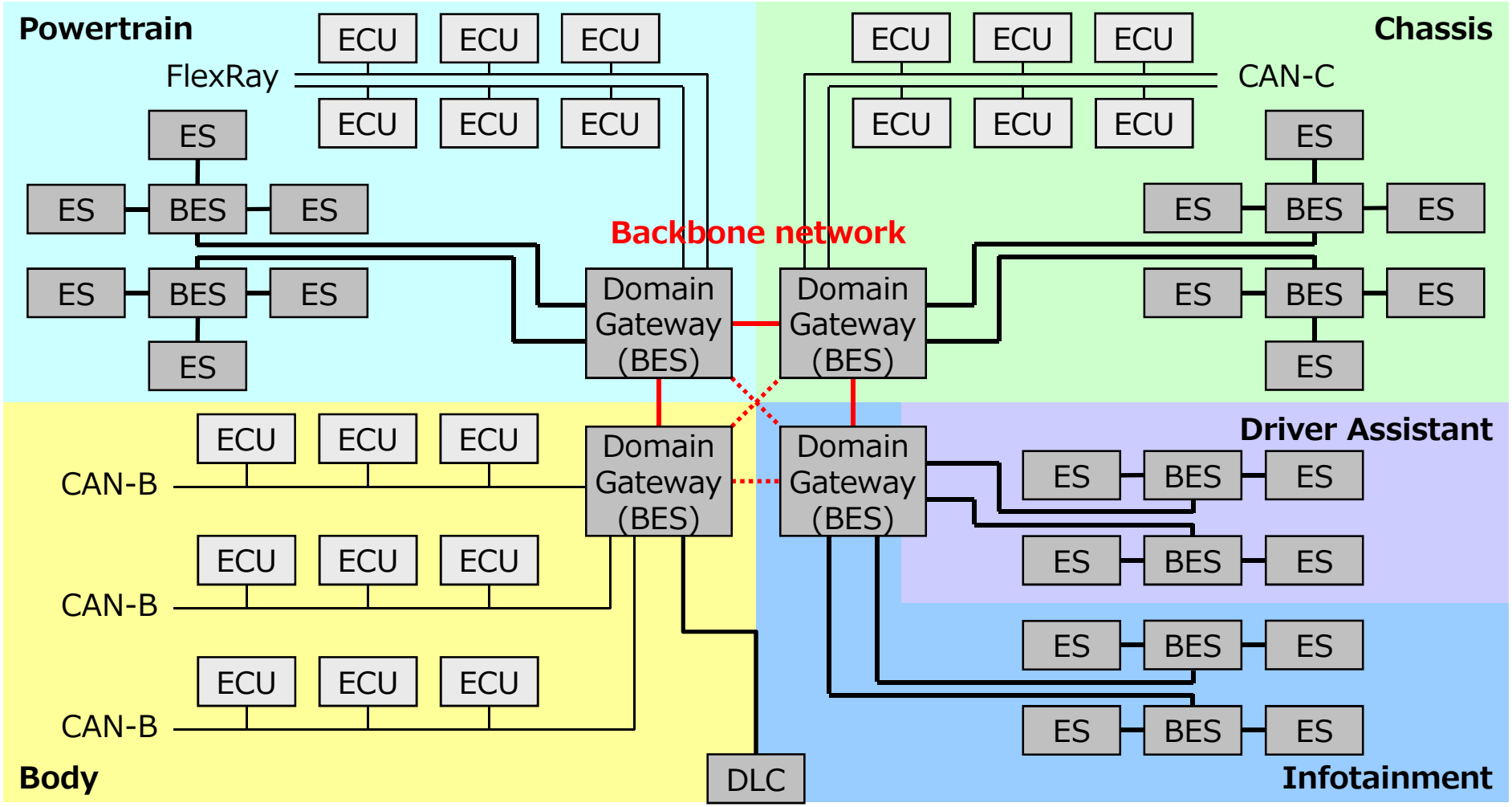
Preconditions for performance requirements

- Network type: Dedicated network in a vehicle
- Network attributes
  - Maximum AVB hop count: 7
  - Maximum number of nodes (bridged end station & end stations): 32
  - Maximum cable length: 24 m
  - Maximum end-to-end cable length: 30 m
- Automotive control data class attributes
  - Maximum data size (payload size): 128 bytes @FE ~ 256 bytes @GE
  - Maximum number of simultaneous transmission: 8 @FE ~ 32 @GE
  - Transmission period: 500 us
- Payload size for other/lower traffic classes: 256 bytes @FE ~ 1500 bytes @GE

These are our best estimates derived from multiple assumptions of the current and future automotive applications.

Example next-generation automotive network architecture

Ethernet AVB applied to automotive control data transmission between domain gateways and in powertrain/chassis domains



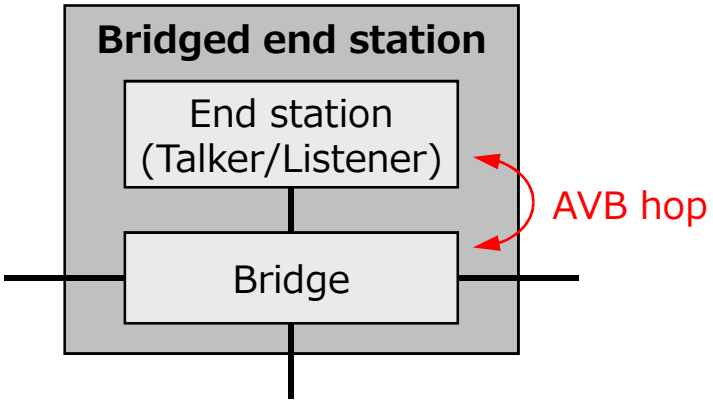
: Possible AVB network (bold line)

ECU: Electronic control unit, DLC: Diagnostic link connector
BES: Bridged end station (ECU), ES: End station (ECU)

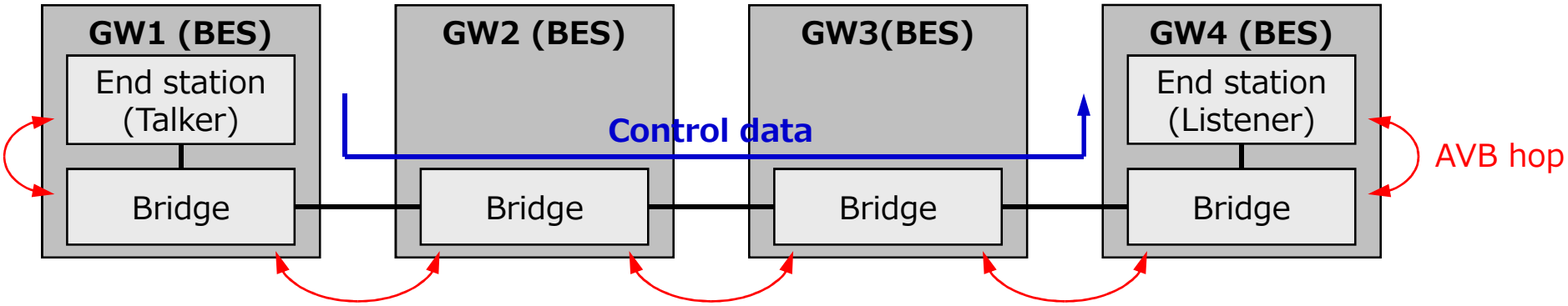
Consideration of AVB hop counts

Assumption for bridged end stations

- A bridged end station consists of a bridge and a end station (talker/listener).
- One AVB hop needs to be counted inside of bridged end stations.



Example control data transmission in a backbone network



AVB hop = 5