

PAR and CSD Comments from 802 WG

IEEE 802.3

Automotive Ethernet PHY Study Group

Steven B. Carlson

NGAUTO Study Group Chair

15 March 2017

802 Comments

- We received comments from
- 802.11 (Jon Rosdahl)
- James Gilb (802 Vice Chair)

802.11

2.1 Title – Change “Automotive” to Vehicular” or to be consistent, change all the “vehicular” to “automotive” in the PAR.

Proposed response: Change all instances of “vehicular” to “automotive” in the PAR and CSD

5.5 Typo “G/bps” should be “Gb/s”

Proposed response: Accept

5.5 suggest changing “legacy networks” to “legacy vehicular networks”

Proposed response: Change to “legacy automotive networks”

1.2.3 Broad Market Potential – first dashed item was initially confusing to naïve readers, may consider adding “” or “,”

Proposed response: Change “Higher than current Ethernet rates in the automotive market” to “Higher than current **automotive** Ethernet rates ~~in the automotive market~~”

802.11

- Change “Higher than current Ethernet rates in the automotive market” to “Higher than current **automotive** Ethernet rates ~~in the automotive market~~”
- Higher than current automotive Ethernet rates will enable replacement of multiple proprietary protocols operating at rates greater than 1 Gb/s with Ethernet, furthering consolidation of legacy in-car networks in a homogeneous architecture.

James Gilb

- **Jame Gilb's comments were in an email and were directed to the PAR.**

2) The typical reach is not specified. While for an automobile, 15 m

- > may be appropriate, for a tandem or triple trailer truck, 50 m may > be appropriate. I think the scope should list the target connection > length for the proposed work. The CSD requirements that this a > project is technically feasible and cost effective cannot be > evaluated without knowing the target distance.

Motion

- Move that the NGAUTO Study Group adopt the responses to the PAR and CSD comments from 802.11 as captured on slide 3 of [carlson_3NGAUTO_03_0317.pdf](#).

M:

S:

Y: N: A:

Technical ($\geq 75\%$)

Motion

- Move that the NGAUTO Study Group make no changes to the PAR, based on comments from James Gilb as captured on slide 5 of [carlson_3NGAUTO_03_0317.pdf](#).

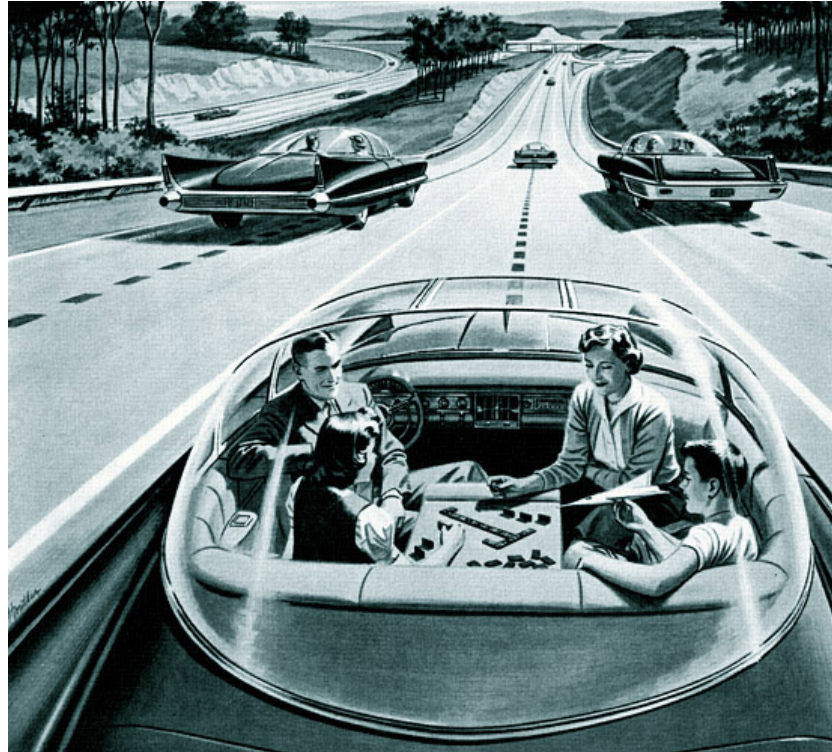
M:

S:

Y: N: A:

Technical ($\geq 75\%$)

Questions?



Thank you!