

IEEE 802.1 DRAFT PAR and 5C for pre-emption enhancement to 802.1Q

Version 8,
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2.1 Project Title

IEEE Standard for Local and Metropolitan Area Networks – Media Access Control (MAC) Bridging and Virtual Bridged Local Area Networks, Amendment: Frame Preemption.

Other PAR Fields (1)

4.1 Type of Ballot: Individual

4.2 Expected Date of submission of draft to the IEEE-SA for Initial Sponsor Ballot: 30 Nov 2015

4.3 Projected Completion Date for Submittal to RevCom: 30 Nov 2016

5.1 Approximate number of people expected to be actively involved in the development of this project: 25

5.3 Is the completion of this standard dependent upon the completion of another standard:

Yes, Corresponding project in 802.3 in support of pre-emptive forwarding in MAC Services needed, and coordinated through 802.3 PAR process.

5.6 Stakeholders for the Standard: Developers, providers, and users of networking services and equipment for Industrial Automation, In-vehicle networking, and other systems requiring low latency virtual LAN bridges, including networking IC developers, bridge and NIC vendors, and users.

5.2 Scope

This amendment specifies procedures, managed objects, and protocol extensions that:

- Define a class of service for time-critical frames that allows the transmitter in a bridged Local Area Network to selectively suspend the transmission of a non-time-critical frame, and allow for one or more time-critical frames to be transmitted. When the time-critical frames have been transmitted, the transmission of the preempted frame is resumed. A non-time-critical frame could be preempted multiple times.
- Provide for discovery, configuration, and control of preemption service for a bridge port and end station.
- Ensure that preemption is only enabled on a given link if both link partners have that capability.

5.4 Purpose

- The purpose of this amendment is to provide reduced latency transmission for scheduled, time-critical frames in a bridged LAN.

5.5 Need for the Standard

- A large, non-time-critical frame may start ahead of time-critical frame transmission. This condition leads to excessive latency for the time-critical frame.
- The lack of transmission preemption severely inhibits the capabilities of an application that uses scheduled frame transmission to implement a real-time control network.

Other PAR Fields (2)

6.1 Intellectual Property

6.1.a. Is the Sponsor aware of any copyright permissions needed for this project?: No

6.1.b. Is the Sponsor aware of possible registration activity related to this project?: No

7.1 Are there other standards or projects with a similar scope?: No

7.2 Is there potential for this standard (in part or in whole) to be adopted by another national, regional, or international organization? : No

7.3 Will this project result in any health, safety, security, or environmental guidance that affects or applies to human health or safety? No

7.4 Additional Explanatory Notes:

8.1 Sponsor Information:

The 5 Critters



Broad
Market
Potential



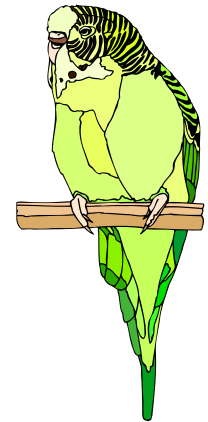
Compatibility



Distinct
Identity



Technical
Feasibility



Economic
Feasibility

Broad Market Potential

- a) Broad sets of applicability**
- b) Multiple vendors and numerous users**
- c) Balanced costs (LAN versus attached stations)***

- a) Specific to automotive in-vehicle environment.
Streaming, Data, Control, over single wire that supports, infotainment, driver assist and diagnostics within various functional LAN segments within a vehicular network. Control system requires lower-latency bridged network for this convergence.

Specific to Industrial network environment.

Low Latency Sampling Data, (Closed Loop) Control, Data Streaming (e.g. image processing) and supervision data traffic.

Sampling Data and Closed Loop Control traffic have very demanding latency requirements,

Data streaming (e.g. image processing) is less demanding than control, but higher than best effort. Supervision Data traffic is not time-critical, but provides a constant source for interference traffic.

- b) 60 million in 2010 (56~70 million per annum from 1960's till now) cars and light-trucks/SUVs sold per year. In-vehicle networking is expected to reach >15% in 2011 and grow. With a assumption of @ 5 Ethernet nodes/vehicle, Assuming 60 million vehicles/year, potential vehicle market served at 15% adoption would yield 45+ million nodes (plus 45+ million Switch ports). The number of Ethernet Switch ports is ~400 million/yr, split 35%:60%:5% FE/GE/10+GE in 2011. Thus potential for 15% Ethernet market expansion as adoption occurs in automotive.

Industrial Automation – The number of industrial Ethernet ports sold worldwide is 24 million per year in 2010. This is expected to grow to 40 million per year in 2014.] Additional market served with this standards are medial control systems (e.g. MRI), and Energy (e.g. Power substation power controllers), and Avionics.

- c) This project does not materially alter the existing cost structure of bridged networks.

Compatibility

- a) **IEEE 802 defines a family of standards. All standards shall be in conformance with the IEEE 802.1 Architecture, Management and Inter-working documents as follows: 802-Overview and Architecture, 802.1D, 802.1Q and parts of 802.1f. If any variances in conformance emerge, they shall be thoroughly disclosed and reviewed with 802.Conformance with 802.1D, 802.1Q, 802.1f**
- b) **Each standard in the IEEE 802 family of standards shall include a definition of managed objects that are compatible with systems management standards.**

- a) The standard will conform to the above architectures, and specifically 802.1Q bridge framework for forwarding and receiving compatibility at the ISS . This guarantees that 802.1Q bridges can be added to a network of bridge and an end stations that implements this standard to increment the network functionality.

This project will be coordinated with 802.3 project that may enhance MAC service interface.

- b) Such a definition will be included.

Distinct Identity

- a) **Substantially different from other IEEE 802 standards**
- b) **One unique solution per problem (not two solutions to a problem)**
- c) **Easy for the document reader to select the relevant specification**

- a) There is no existing 802 standard or approved project that provides lower-latency through the use of preemption.
- b) There is no IEEE 802 based solution that improves latency to be better than transmit of urgent frame after a lower-priority frame.
- c) This standard enhances QoS relevant sections of 802.1Q.

Technical Feasibility

- a) Demonstrated system feasibility**
- b) Proven technology, reasonable testing**
- c) Confidence in reliability**
- d) Coexistence of 802 wireless standards specifying devices for unlicensed operation.**

- a) General fragmentation and on-demand fragmentation has been used in other networking and dedicated links in the past and today in both software and hardware based systems.
- b) This standard is based on mature virtual LAN bridging and transmit selection and scheduling.
- c) The technology re-use, and other augmented methods are deemed proven for their reliability.
- d) Not Applicable

Economic Feasibility

- a) Known cost factors, reliable data**
- b) Reasonable cost for performance**
- c) Consideration of installation costs**

- a) The standard would add small and contained incremental cost to bridge and end station implementations.
- b) Reasonable cost for performance, widely accepted today in IT segment, will be consistent in this standard. In addition, this standard would help convergence of low-latency control application over time sensitive networking supported by AV Bridging and virtual LAN bridging that exist today, thereby helping to replace a) overlay LANs, b) multiple dedicated point-to-point wires.
- c) Installation cost is expected to be not different than installation cost of existing VLAN bridges and end station.