P802.1DG

PAR Extension Request Date:
PAR Extension Approval Date:
Number of Previous Extensions Requested: 0

1. Number of years that the extension is being requested: 2
2. Why an Extension is Required (include actions to complete): The progress of IEEE P802.1DG has been delayed by change of Editor. The project had multiple Task Group ballots and the draft is undergoing a significant revision to reflect a reduced scope. Actions to complete include subsequent Task Group balloting to reach technical completeness, followed by Working Group balloting and Standards Association balloting.
3.1. What date did you begin writing the first draft: 27 Mar 2019
3.2. How many people are actively working on the project: 20
3.3. How many times a year does the working group meet?
   In person: 6
   Via teleconference: 20
3.4. How many times a year is a draft circulated to the working group: 1
3.5. What percentage of the Draft is stable: 40%
3.6. How many significant work revisions has the Draft been through: 3
4. When will/did initial Standards Association Balloting begin: Mar 2025

When do you expect to submit the proposed standard to RevCom: Dec 2025
Has this document already been adopted by another source? (if so please identify) No

For an extension request, the information on the original PAR below is not open to modification.

Type of Project: New IEEE Standard
Project Request Type: Initiation / New
PAR Request Date: 14 Nov 2018
PAR Approval Date: 08 Feb 2019
PAR Expiration Date: 31 Dec 2023
PAR Status: Active

1.1 Project Number: P802.1DG
1.2 Type of Document: Standard
1.3 Life Cycle: Full Use

2.1 Project Title: Time-Sensitive Networking Profile for Automotive In-Vehicle Ethernet Communications

3.1 Working Group: Higher Layer LAN Protocols Working Group(C/LAN/MAN/802.1 WG)
   3.1.1 Contact Information for Working Group Chair:
   Name: Glenn Parsons
   Email Address: glenn.parsons@ericsson.com
   3.1.2 Contact Information for Working Group Vice Chair:
   Name: Jessy Rouyer
   Email Address: jessy.rouyer@nokia.com
3.2 Society and Committee: IEEE Computer Society/LAN/MAN Standards Committee(C/LAN/MAN)
   3.2.1 Contact Information for Standards Committee Chair:
   Name: Paul Nikolich
   Email Address: p.nikolich@ieee.org
   3.2.2 Contact Information for Standards Committee Vice Chair:
   Name: James Gilb
   Email Address: gilb@ieee.org
   3.2.3 Contact Information for Standards Representative:
   Name: James Gilb
   Email Address: gilb@ieee.org

4.1 Type of Ballot: Individual
4.2 Expected Date of submission of draft to the IEEE SA for Initial Standards Committee Ballot:

4.3 Projected Completion Date for Submittal to RevCom: Oct 2022

5.1 Approximate number of people expected to be actively involved in the development of this project: 40

5.2 Scope of proposed standard: This standard specifies profiles for secure, highly reliable, deterministic latency, automotive in-vehicle bridged IEEE 802.3 Ethernet networks based on IEEE 802.1 Time-Sensitive Networking (TSN) standards and IEEE 802.1 Security standards.

5.3 Is the completion of this standard contingent upon the completion of another standard? Yes
Explanation: This project will utilize the following specifications:
* P802.1AS-Rev Draft Standard for Local and Metropolitan Area Networks - Timing and Synchronization for Time-Sensitive Applications
* P802.1Qcr Draft Standard for Local and Metropolitan Area Networks - Bridges and Bridged Networks Amendment: Asynchronous Traffic Shaping

5.4 Purpose: This standard provides profiles for designers and implementers of deterministic IEEE 802.3 Ethernet networks that support the entire range of in-vehicle applications including those requiring security, high availability and reliability, maintainability, and bounded latency.

5.5 Need for the Project: The automotive segment does not have a standards-based profile for IEEE 802.1 Time-Sensitive Networking (TSN) standards as usage can vary widely based on the networking scenarios. The lack of a profile makes the definition of the automotive manufacturer's requirements and the implementation of those requirements by suppliers more difficult and costly. Thus there is a need for standardization of the selection and use of IEEE 802 standards and features in order to be able to deploy secure highly reliable converged networks.

5.6 Stakeholders for the Standard: Developers, providers, automotive manufacturers and suppliers, and users of networking services and components for automotive Ethernet networked equipment. These components may include bridges, end stations, network interface cards, and integrated circuits.

6.1 Intellectual Property
    6.1.1 Is the Standards Committee aware of any copyright permissions needed for this project?
    No
    6.1.2 Is the Standards Committee 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 it the intent to develop this document jointly with another organization? No

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8.1 Additional Explanatory Notes: * 5.2: The profiles will not make any change to the standards used.
* 5.2 and 5.4: Support for the 802.3 MAC Service is dependent on it being deterministic.