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**Software in C++ for communication
between CAN bus and ROS in a robot
vehicle**

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SUMMARY

The project has the aim to develop a C++ software for a robot vehicle in a real time system for management the communication between the CAN bus and ROS. During development test measure the efficacy, in terms of time and messages exchanged, several versions of software to test the communication via CAN bus the libraries provided by the PC manufacturer. In addition, it has also been tested software solutions that use, with different combinations, mutex and condition variables during the phases of sending and receiving. From the analysis of the experiments it has been found that, for this architecture, the most efficiently communication via CAN bus has been obtained using mutex and condition variables during the sending of the CAN message.

WORDS OF THANKS

Dedicated to my mom.

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INTRODUCTION

Autonomous vehicle is capable of sensing its environment and navigating without human input and the ATV (all terrain vehicle) project has transformed an electronic four-wheel vehicle in a robot which, autonomously, is able to follow a person who walks in front of it and drive by itself without the human control [1][2]. The motivation behind this idea is to help a person to carry people or carriage transportation, may it be luggage, boxes, groceries, etc. This idea also proves to be very useful for handicap/disabled applications, or also for driving the vehicle with a remote control like smartphone. This work is a part of the ATV project to equip with sensors and actuators which enable the higher level system to control ATV's motions and therefore enable two autonomous main actions: follow a user and avoid obstacles in real time in outdoor environment. In order for the autonomous vehicle to achieve these features, the system is implemented with a combination of computer vision, distance sensors and controls software algorithm.

The aim of this thesis is to develop the C++ code written for the robot car with the purpose of interfacing the communication between the CAN bus with odometry-based motion measurement and localisation, and the software for planning trajectory via ROS.

Data detected from car's sensor are sent through the interface of this software to planning controller trajectory layer which generates a path and sends the information of angle of steering and speed to the vehicle.

The overview of autonomous vehicles has been done in the first chapter where it is defined the robot car, its history of the past, present and the future of them, the technology and benefits. The chapter number two introduce and describe in detail the CAN bus and the protocol J1939, both adopted for this project. Entering into the project, the hardware chapter describes the components of the vehicle that allow the car to be autonomous. The fourth chapter focus on the software used, it explains the communication with ROS framework and analyzes and exposes the libraries used for developing the communication with the CAN bus and the tools used in the ROS frameworks, in addition in this chapter is discussed the geometry of the car involves the use of the geometry of Ackerman. The developed software is described in the fifth chapter. The experiments and the results obtained for developing the software are exposed in the 6th chapter and different versions of the software have been tested for discover which version allows the best management of communication. The experiments investigates whether the presence of condition variables produce positive or negative effects. The conclusion of the experiments are in the seventh and last chapter and concludes that the presence of variable conditions, for this system, allow a good performance of exchanging messages in the presence of them only in the functions of sending message with the CAN bus.

AUTONOMOUS VEHICLES

2.1 INTRODUCTION

An autonomous vehicle is defined as a passenger vehicle that drives by itself. An autonomous vehicle is an unmanned vehicle with some level of autonomy build in front teleoperations to fully intelligent systems. Unmanned aerial vehicles (UAVs), unmanned surface vehicles (USVs), unmanned undersea vehicles (UUVs) and unmanned ground vehicles (UGVs) have some level of autonomy build in and it is common to call them with the acronym "AV" to refer to all such autonomous vehicles. A autonomous vehicles (also called driverless, driver-free, self-driving, autopiloted or robot) is a self-piloted vehicle that does not require an operator to navigate and accomplish its tasks. A fully autonomous car can be defined as a car which is able to perceive its environment, decide what route to take to its destination and drive it. With the recent develop of technology and robotics allow significant changes to travel in ground, air and submarine without the need for human supervision or operation, everyone in the car could be a passenger, or it could even drive with no occupants at all [3].

2.2 LEVELS

National Highway Traffic Safety Administration (NHTSA), in 2013, released a five-tiered system for automated vehicle classification [4]:

- No automation (Level 0) - The driver is in complete and sole control of the primary vehicle controls over steering, braking and throttle, although vehicle may provide warnings, at all times.
- Function-specific Automation (Level 1): Automation at this level involves one or more specific control functions. For example of specific control functions, such as cruise control, lane guidance, electronic stability control, automated parallel parking or pre-charged brakes, where the vehicle automatically assists with braking to enable the driver to regain control of the vehicle or stop faster than possible by acting alone. Drivers are fully engaged and responsible for overall vehicle control (hands on the steering wheel and foot on the pedal at all times).
- Combined Function Automation (Level 2): Automation of multiple and integrated control functions, such as adaptive cruise control with lane centering and traffic jam assistance. Drivers are responsible for monitoring the roadway and are expected to be available for control at all times, but under certain conditions can disengage from vehicle operation (hands off the steering wheel and foot off pedal simultaneously).

- Limited Self-Driving Automation (Level 3): Vehicles, at this level of automation, enable the driver to cede full control of all safety-critical functions under certain traffic or environmental conditions and in those conditions to rely heavily on the vehicle to monitor for changes in those conditions requiring transition back to driver control. Drivers are not expected to constantly monitor the roadway, but with sufficiently comfortable transition time. The Google car is an example of limited self-driving automation.
- Full Self-Driving Automation (Level 4): Vehicles can perform all driving functions and monitor roadway conditions for an entire trip. Driver will provide destination or navigation input, but is not expected to be available for control at any time during the trip, so the vehicle can operate with occupants who cannot drive and without human occupants.

2.3 HISTORY

For 125 years the automotive industry has been a force for innovation and economic growth. Now, in the early decades of the 21st century, the new technologies and the innovation is speeding up the entry of self-driving vehicles in the daily life.

Autonomous vehicles have existed as prototypes and demonstration vehicles since the 1960s.

In 1962 Robert Fenton, Pioneer of autonomous vehicle, with his team at the Ohio State University built the first automated vehicle (Figure 1), which is also believed to be the first land vehicle to have a computer [5]. Fenton had his self-driving cars stay on course by following a current-carrying wire laid down in the center of the roadway. A large protuberance packed with electronics to sense the current stuck out from the bumper of his early models.



Figure 1: First test model of an autonomous car in the 1960s
 Image from <http://theinstitute.ieee.org/people/achievements/the-drivers-behind-autonomous-vehicles>

In 1977 Tsukuba Mechanical engineering lab built the first self-driving vehicle. The car achieved the speeds of up to 30 km per hour by tracking white street markers for up to 50 meters.

In 2004 DARPA's Grand Challenge was launched with the goal of demonstrating AV technical feasibility by navigating a 150-mile route. While the best team completed just over seven miles, one year later five driverless cars successfully navigated the route. In 2007, six teams finished the new Urban Challenge, with AVs required to obey traffic rules, deal with blocked routes, and maneuver around fixed and moving obstacles, together providing realistic every-day-driving scenarios.

Nowdays, the recent high profile demonstrations by automobile manufacturers and university research groups, and by Google, have intensified interest in the technology. A fully autonomous vehicle capable of completing an entire journey on public roads without any human interaction has already been realised (Figure 2). In 2012 in California and Nevada, Google's engineers have already tested self-driving cars on more than 300.000 kilometers in public highways and roads. Google's cars not only record images of the road, but their computerized maps view road signs, find alternative routes and see traffic lights before they're even visible to a person.



Figure 2: Google's driverless car, a modified Toyota Prius
Image from en.wikipedia.org/wiki/Google_driverless_car

Auto manufacturers are running to keep up. Semi autonomous features are now commercially available, including adaptive cruise control (ACC), lane departure warnings, collision avoidance, parking assist systems and on-board navigation.

Companies as KPMG, CAR, Google, Nissan, Volvo, General Motors, Ford, Volkswagen/Audi, Nissan, Toyota, BMW, Volvo, Cadillac, and Mercedes-Benz (which, like car2go, is a subsidiary of Daimler) have all begun testing these sys-

tem driverless and AVs probably will be driving on our streets and highways within the next decade.

2.4 RESEARCH

Other important research gaps have been identified, with broad topic areas outlined at the 2013 Road Vehicle Automation Workshop, [6] as follows:

- Automated commercial vehicle operations
- Cyber security and resiliency
- Data ownership, access, protection, and discovery
- Energy and environment
- Human factors and human-machine interaction
- Infrastructure and operations
- Liability, risk, and insurance
- Shared mobility and transit
- Testing, certification, and licensing
- V2X communication and architecture

2.5 BENEFITS

Technology in AVs will bring advantages for the daily life and many advantages for the security during in according with [7] and [8].

The new technologies could provide solutions to safe drive and to some of our most unmanageable social problems like the high cost of traffic crashes and transportation infrastructure, the large amount of hours wasted in traffic jams and the wasted urban space given over to parking lots.

- **Crash elimination:** Autonomous vehicles technology have the potential to dramatically reduce crashes. System failure may remain a possibility, but convergence also implies a multitude of redundant systems that can substitute for one another and yield safe operation even when failures occur.
- **Travel Time Dependability:** Anticipated travel time is the most useful information to support trip decisions and assess the operational status of a transportation network, and convergence provides the opportunity to eliminate, or at least substantially reduce, uncertainty in travel times. Non recurrent congestion can account for as much as 30 percent of the delay faced by drivers. In addition, with unpredictable traffic patterns, traffic congestion can occur at any time of day.

With the surface transportation network composed of self-driving vehicles linked electronically and via communications, the intelligent transportation system of the future will be able to provide each vehicle with a reliable and predictable path from origin to destination.

- **Improved Energy Efficiency:** In an autonomous vehicle transportation system, vehicles will navigate far more efficiently than current human operators do.
The inefficiency of human-driven vehicles leads to considerable congestion at high traffic volumes and frequent traffic jams.
Moreover historically vehicle safety driver and passenger safety especially has focused on crash worthiness. This shift means that at some point, self-driving vehicles will no longer require significant amounts of structural steel, roll cages, or air bags, among other safety features and with the result of having vehicles significantly lighter and more energy with the result of increase fuel efficiency and reduce pollution emissions.
- **Driver comfort:** Let and trust in a autonomous vehicle reduce the stress of driving and allow motorists to rest or work while travelling.
- **Cost:** Increased safety, may reduce many common accident risks and therefore crash costs and insurance premiums.
Increased road capacity, reduced costs.
May allow platooning (vehicle groups travelling close together) , narrower lanes, and reduced intersection stops, reducing congestion and roadway costs. Also more efficient parking, reduced costs.
- **Society:** May provide independent mobility for those too young to drive, the elderly, the disabled and non drivers.

2.6 TECHNOLOGY

A significant portion of robotics research involves developing autonomous car-like robots. This research is often at the forefront of innovation and technology in many areas.

Today's researchers are using sensors and advanced software together with other custom-made hardware in order to assemble autonomous cars.

Although the prototypes seem to be very successful, a fully autonomous car that is reliable enough to be on the streets has not been constructed yet. While better hardware is being developed there are important limitations on the artificial intelligence side of the research. It would be fair to say that the future of the autonomous cars mostly depends on the development of better artificial intelligence software.

There are at least four important technology trends shaping the next generation of vehicles [9]:

- An increase in machine to machine communications, Figure 3;
- The development of in-vehicle infotainment systems;

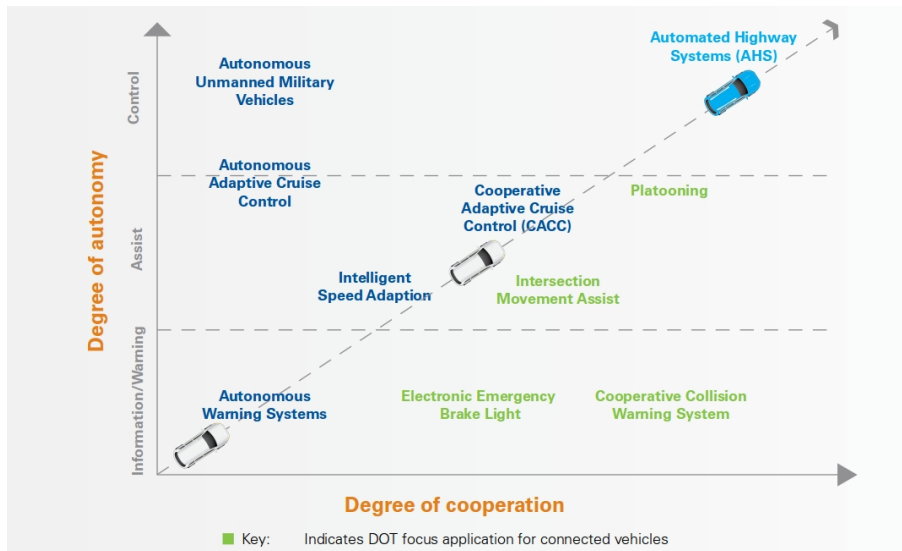


Figure 3: Shows self-driving applications plotted along two dimensions: the degree of autonomy and the degree of cooperation
 Image from www.kpmg.com

- The increased collection and use of vehicle data, especially geolocation data;
- Vehicular automation;

The fourth trend, vehicular automation, GPS uses a large amount of IT to make vehicles autonomous or semi autonomous. The most famous example of this type of technology is Google’s self driving car. These vehicles use technologies such as video cameras, radar sensors, lasers and ultrasonic sensors, as well as detailed maps and GPS to detect other cars and obstacles and navigate on the road [10], Figure 4.

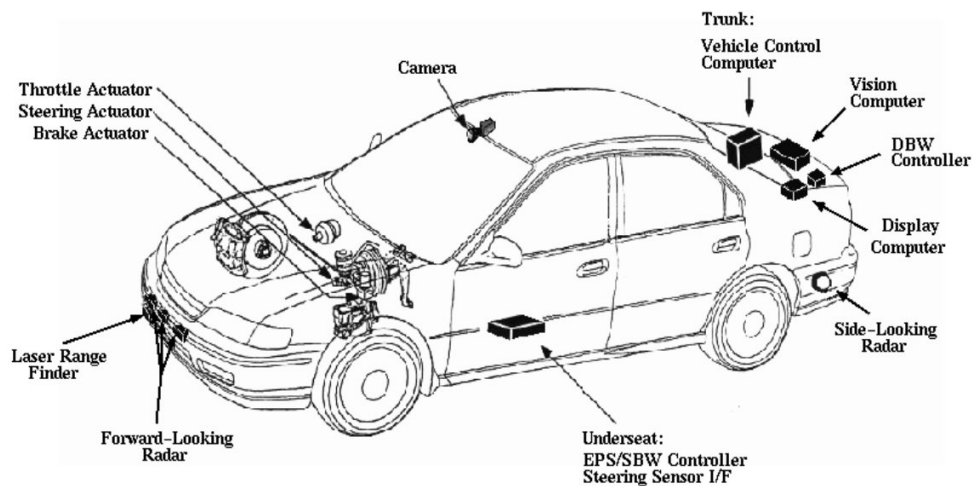


Figure 4: Placement of Hardware
 Image from www2.ece.ohio-state.edu

Autonomous cars need to do basically two things: find their way and drive. For achieves these two targets driverless vehicles require equipment and services[12]:

- Automatic transmissions.
- Diverse and redundant sensors (optical, infrared, radar, ultrasonic, lidar and laser) capable of operating in diverse conditions (rain, snow, unpaved roads, tunnels, etc.) for obtain the complete map of its surrounding area including the objects and the travel path defined in that area:
 - Radar sensors: Radar sensors are mainly used to detect various obstacles.
 - Cameras: Currently used for distinguishing the lanes and backup assistance, but as the image processing software gets more developed, the importance of cameras on board will increase.
 - Image-processing software currently can detect traffic signs and lights, lane stripes, and other objects.
 - Ultrasound Sensor: Currently ultrasound sensors are mainly used for detecting obstacles in front and back of the car while manually or automatically parking the car.
 - Laser range Finder (Lidar): Lasers that spin in order to constantly take horizontal distance measurements.
- Wireless networks. Short range systems for vehicle to vehicle communications, and long range systems to access to maps, software upgrades, road condition reports and emergency messages.
- Navigation including GPS systems and special maps.
 - GPS Units: Global Positioning System is used for determining a car's location by getting input from satellites.
- Accelerometer: Helps with navigation of the car when the signal received from GPS devices are poor.
- Wheel Sensor: Also used in Stability and Anti Lock braking systems, another use of the wheel sensors is to keep track of vehicle's location when the GPS systems are temporarily unavailable due to poor signals.
- Automated controls (steering, braking, signals, etc.).
- Servers, software and power supplies with high reliability standards.
- Additional testing, maintenance and repair costs for critical components, such as automated testing and cleaning of sensors.

2.7 ESTIMATED COST

One barrier to large-scale market adoption is the cost of AV platforms. Google's robotic cars have about \$150,000 in equipment including a \$70,000 LiDaR

(Light Detection and Ranging) system [11]. The costs of autonomous vehicle will take into account the require of a variety special equipment, including sensors, communication, computers, controls technology and software for each car, which, for avoiding the system failures could be fatal to both vehicle occupants and other road users, all these critical components will need high manufacturing, installation, repair, testing and maintenance standards, similar to aircraft components and so will probably be relatively expensive. Currently all the equipment cost tens of thousands of euro, but, as with electric vehicles, they will become cheaper with mass production.

2.8 TRANSFORM CAR IN AUTONOMOUS VEHICLE

Most autonomous vehicle projects made use of stock cars and modified them adding hardware to create a robot cars. Transform a normal car in a autonomous car is possible buying a conversion kit, for example from companies like Kairos Autonomi, Torc Robotics, Gnius, Ruag Defence's Vero, Israel Aerospace Industrie, Asi Robots etc., that can transform any steered vehicle into an autonomous unmanned ground vehicle. The kits include all computing modules, localisation module, and relevant software in charge of processing sensor data and autonomous decision making that make autonomous operations possible. Kairos Autonomi developed its kit to provide by-wire capabilities to manned vehicles. The core of the system is made of an electronic unit, a steering ring, and actuators for brake, throttle and transmission. Numerous other utility modules are available such as video server, power over Ethernet, analog and digital input/output, while the roof mount can include GPS, camera, inertial unit, Ethernet radio, etc. Sahar, projected from Israel Aerospace Industrie's Lahat Division, is a system that transforms remote devices into autonomous combat engineering systems to reduce unexploded ordnance disposal and mine-clearance personnel exposure. The high level of accuracy required, and the heavy data and information flow exchanged with the operator slow down the use of remotely controlled robots. Able to perform autonomous driving and autonomous manipulator operations, the Sahar can handle the whole route clearance process including environmental terrain mapping, surveillance, road blocks removal and bomb disposal. The accuracy of manipulator operations are based on real-time sensors and mapping, that provide superior performances compared to operations based on camera pictures.

2.9 ATV

Many companies and organizations are spending a lot of time and money developing autonomous vehicles for numerous applications. ATV (All Terrain Vehicle) project has the purpose to built a low cost autonomous vehicle control system with the task to automatize an all terrain vehicle to follow a person who walks in front itself, avoid obstacles interpreting the environment by gathering informations from its sensors and keep the correct distance. ATV has been

equipped with sensors and actuators that enable higher level system to control ATV's motions and therefore enable autonomous actions. These should include steering and speed control, odometry-based motion measurement and localisation.

3.1 CONTROLLER AREA NETWORK (CAN)

CAN bus communication for in-vehicle networks is very widespread because it is simple, efficient and robust. CAN, which stands for Controller Area Network, is a low-level serial data communication protocol for embedded real-time applications internationally standardized by International Standardization Organization (ISO). The Controller Area Network was developed in the mid 1980s by Bosch GmbH, to provide a cost-effective communications bus for automotive applications, but is used also in factory and plant controls, in robotics, medical devices and also in some avionics systems. The communication between controllers, sensors and actuators uses CAN bus that allows all devices to be connected with any other device on a common serial bus.

CAN is a fine solution for embedded control systems because of its simple implementation, light protocol management, wide data consistency, the possibility of assigning priority to messages and guaranteed maximum latency times. Also, there are built-in features for error detection (CRC, parity and framing error checks), signalling with automatic retransmission of corrupted messages, detection a possible permanent failures of nodes and automatic switching off the defective nodes. Another main advantages of using CAN technology as a field-bus is reduced wiring (CAN requires only two wires between nodes) and it allows to reduce production cost. The standard of CAN has been developed with the objective to have an asynchronous multi-master serial data bus that uses Carrier Sense Multiple Access / Collision Resolution (CSMA/CR) to determine access to the bus with bit-oriented synchronization.

3.2 FEATURES OF CAN

The CAN protocol has the following features.

3.2.0.1 *Multimaster*

When the bus is free, all of the units connected to it can start sending a message (multimasters). The unit that first started sending a message to the bus is granted the right to send (CSMA/CR method *1). If multiple units start sending a message at the same time, the unit that is sending a message whose ID has the highest priority is granted the right to send.

3.2.0.2 *Message transmission*

In CAN protocol all messages are transmitted in predetermined format. When the bus is unoccupied, all units connected to the bus can start sending a new

message. If two or more units start sending a message at the same time, their priority is resolved by an identifier (hereafter the ID). The ID does not indicate the destination to which a message is sent, but rather indicates the priority of messages in which order the bus is accessed. If two or more units start a message at the same time, contention for the bus is arbitrated according to the ID of each message by comparing the IDs bitwise. The unit that won the arbitration (i.e., the one that has the highest priority) can continue to send, while the units that lost in arbitration immediately stop sending and go to a receive operation.

3.2.0.3 *System flexibility*

The units connected to the bus have no identifying information like an address. Therefore, when a unit is added to or removed from the bus, there is no need to change the software, hardware, or application layer of any other unit connected to the bus.

3.2.0.4 *Communication speed*

Any communication speed can be set that suits the size of a network. Within one network, all units must have the same communication speed. If any unit with a different communication speed is connected to the network, it will generate an error, hindering communication in the network. This does not apply to units in other networks, however.

3.2.0.5 *Remote data request*

Data transmission from other units can be requested by sending a "remote frame" to those units.

3.2.0.6 *Error detection, error notification, and error recovery functions*

All units can detect an error (error detection function). The unit that has detected an error immediately notifies all other units of the error simultaneously (error notification function). If a unit detects an error while sending a message, it forcibly terminates message transmission and notifies all other units of the error. It then repeats retransmission until the message is transmitted normally (error recovery function).

3.2.0.7 *Error confinement*

There are two types of errors occurring in the CAN: a temporary error where data on the bus temporarily becomes erratic due to noise from outside or for other reasons, and a continual error where data on the bus becomes continually erratic due to a unit's internal failure, driver failure, or disconnections. The CAN has a function to discriminate between these types of errors. This function helps to lower the communication priority of an error-prone unit in order to prevent it from hindering communication of other normal units, and

if a continual data error on the bus is occurring, separate the unit that is the cause of the error from the bus.

3.2.0.8 Connections

The CAN bus permits multiple units to be connected at the same time. There are no logical limits to the number of connectable units. However, the number of units that can actually be connected to a bus is limited by the delay time and electrical load in the bus. A greater number of units can be connected by reducing the communication speed. Conversely, if the communication speed is increased, the number of connectable units decreases.

3.3 ISO LAYERS

As described in the official Bosch specification document [13], the main protocol features covers only the Physical and Data link layers. The CAN protocol has been standardized by ISO, so that there are several ISO standards for CAN such as ISO11898 and ISO11519-2. ISO11898 is a standard for high-speed CAN communication and ISO11519, instead, is a standard for low-speed CAN communication with maximum speed 125 kbps.

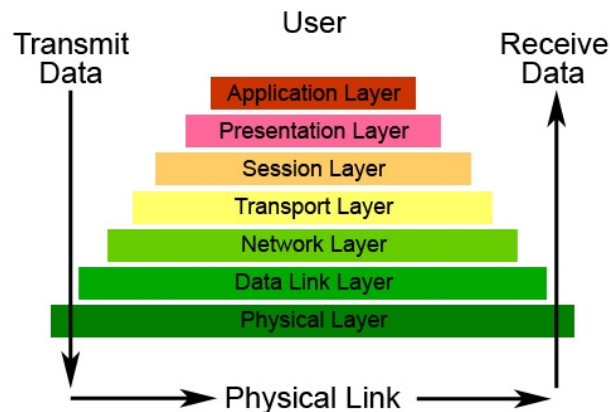


Image from

en.wikipedia.org/wiki/OSI_model

Figure 5: ISO OSI model

Later, ISO provided its own specification of the CAN protocol, with additional details on the implementation of the physical layer, it defines how bits are encoded into (electrical or electromagnetic) signals with defined physical characteristics, to be transmitted over wired or wireless links from one node to another.

3.3.1 Physical layer

The Physical Layer is the basic hardware required for a CAN network, i.e. the ISO-11898-2 electrical specifications. It converts 1 and 0 into electrical pulses

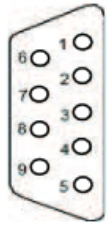
leaving a node, then back again for a CAN message entering a node. The protocol defines for this layer the manner also the bit timing, bit encoding, and synchronization procedures. Although the other layers may be implemented in software or in hardware as a chip function, the Physical Layer is always implemented in hardware [14]. ISO-11898-2 specifies a line topology, with individual nodes connected using short stubs, Table 1.

Bus Length (m)	Signaling Rate (Mbps)
40	1
100	0.5
200	0.25
500	0.10
1000	0.05

Table 1: Bus length and signaling rate

However, at lower data rates, potentially much longer lines are possible. In addition, are specified also termination, isolation and stress protection of the cable.

The higher layer protocols such as CANopen [15] and DeviceNet defines the specific hardware required for implementation, including bus wire and connectors, Figure 6.



Pin		Description
1	Reserved	
2	CANL	CANL bus pin
3	V+	Optional 3.3-V or 5-V power supply for transceivers and digital isolators if required
4	Reserved	
5	CAN_SHLD	Optional shield
6	V-	Ground return path/ 0V
7	CANH	CANH bus pin
8	Reserved	
9	V+	Optional 3.3-V or 5-V power supply for transceivers and digital isolators if required

Figure 6: CAN bus: 9-Pin D, CAN Bus Pin Out

3.3.2 Data-link layer

The Data-link layer is responsible for transferring messages from a node to the network without errors. It handles bit stuffing and checksums, and, after sending a message, waits for acknowledgment from the receivers [14].

There are two sublayers that are particularly relevant in this layer: Logical Link Control (LLC) and Medium Access Control (MAC) sublayers, Figure 7. The LLC sublayer provides all the services for the transmission of a stream of bits from a source to a destination. In particular, it defines services for data transfer and for remote data request, conditions upon which received mes-

sages should be accepted, including message filtering and mechanisms for recovery management and flow management (overload notification). The MAC sublayer is considered the kernel of the CAN protocol specification. The MAC sublayer is responsible for message framing, arbitration of the communication medium, acknowledgment management, error detection and signalling.

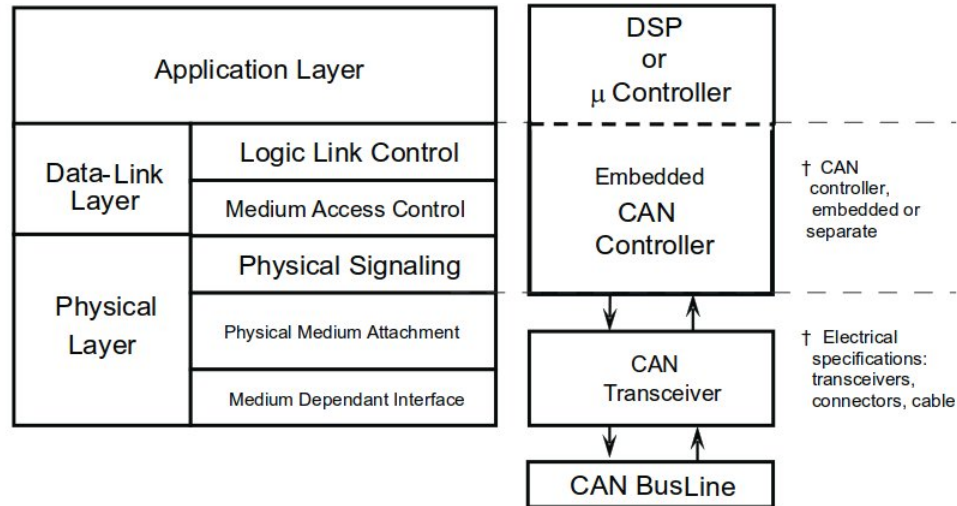


Figure 7: The layered ISO 11898:1993 standard Architecture

3.4 TECHNOLOGY

The CAN controller determines the level of a bus by potential difference in two wires that comprise the bus with a logic high as the recessive state and a logic low as the dominant state. On a single CAN bus any node can transmit data and it is allowed to every node to listen and transmit at the same time, when two or more nodes attempting transmission, messages are transmitted one after another according to their priority. The CAN controller of each node monitors the bus as it transmits and, consequently, can detect if another node wins arbitration. If the bus is active (a node is transmitting or has just finished transmission), the other nodes will not attempt transmission. If, when the bus is idle (for at least the length of the interframe spacing), and more than one node begins transmission, arbitration occurs transparently and nondestructively. Nondestructive arbitration means that the node winning arbitration can simply continue transmission of its message without any other node having interfered with the message transmission. The highest priority message has an arbitration field of the highest number of dominant bits: it will transmit a dominant bit first, while the other nodes are transmitting recessive bits. Also known as the identifier (ID), the arbitration field prioritizes the messages on the bus. All nodes transmit a single dominant bit when starting a message. This is the start of message (SOM) bit. Any node just listening will see bus activity and will not attempt to start a transmission until the current packet is complete. So the only possibility for collision is between nodes that simultaneously send a SOM bit. These nodes will remain synchronized for the

duration of the packet or until one of them backs off. After the SOM bit, the arbitration field is transmitted. If multiple nodes start transmitting at the same time, then the node with the message with the higher numeric CAN Identifier will win arbitration and continue to send its message. The other nodes will cease transmitting and must wait until the bus becomes idle again before attempting to re-transmit their messages after the current message is completed. In this second attempt, the next highest value arbitration field will take control of the bus. All nodes transmit a single dominant bit when starting a message. The highest priority message always gets through, but at the expense of the lower-priority messages. Thus, CAN's real-time properties are analogous to the properties of a preemptive real-time kernel on a single processor. In both cases, the goal is to ensure that the highest-priority work gets completed as soon as possible. The CAN standard does not indicate the meaning of those bits, but the many higher-level protocols that sit on top of CAN do define them. For example, the J1939 standard allows one portion of the bits to be a destination address, since the CAN protocol itself specifies a source address for all packets, but doesn't mandate a destination address. This is quite reasonable since much of the traffic on an automotive bus consists of broadcasts of measured information, which is not destined for one specific node.

3.4.1 *Types of Frames*

The data and the remote frames come in two frame formats: standard and extended. The standard format has a 11-bit ID (CAN 1.0, 2.0A (standard CAN)) and the extended format has a 29-bit ID (2.0B (extended CAN)).

Frame types, roles and user settings of each frame are in these list.

- Data frame: the frame is used by the transmit unit to send a message to the receive unit. User setting necessary.
- Remote frame: the frame is used by the receive unit to request transmission of a message that has the same ID from the transmit unit. User setting necessary
- Error frame: when an error is detected, this frame is used to notify other units of the detected error. User setting unnecessary.
- Overload frame: it is used by the receive unit to notify that it has not been prepared to receive frames yet. User setting unnecessary.
- Interframe space: used to separate a data or remote frame from a preceding frame. User setting unnecessary.

3.4.1.1 *Data Frame*

CAN bus protocol uses asynchronous data transmission design. The transmitted data is sent in a data frame, which is controlled by start and stop bits at the beginning and end of each transmission.

3.4.1.2 Remote Frame

This frame is used by the receive unit to request transmission of a message from the transmit unit. The remote frame consists of six fields. The remote frame is the same as a data frame except that it does not have a data field. The differences between a Data Frame and a Remote Frame is that the RTR bit is transmitted as a dominant bit in the Data Frame and recessive in Remote Frame and Remote Frame there is not Data Field.

3.5 J1939

The J1939 protocol is an application layer built on top of the CAN standard developed by the Truck & Bus Control and Communications Network Subcommittee of the Society of Automotive Engineers (SAE). J1939 is one of three major CAN high level protocols, with the other two being ISO 15765 and CANopen.

The J1939 standard is used in many applications, including automotive, agricultural and construction equipment. Planned for use in light, medium and heavy-duty trucks, it is also now being used in conventional passenger vehicles.

SAE J1939 defines five layers of the seven-layer OSI network model and includes the Controller Area Network (CAN) 2.0b specification (using only the 29-bit / extended identifier) for the physical and data-link layers (the session and presentation layers are not part of the specification).

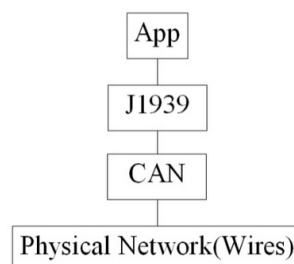


Figure 8: Scheme of levels of communication

J1939 is a high level messaging protocol that defines how communication between different ECUs (Electronic Control Units) occurs on a vehicle's physical CAN bus. In J1939 each CAN node is referred to as an Electronic Control Unit (ECU). Every ECU has at least one node address. In certain applications ECUs have multiple node addresses in the same electronic assembly.

Extended frame format, with 29 identifier (ID) bits, is shown in Table 2.

In Figure 9 and in Table 3, the detailed structure of Frame format.

3.5.1 ID

The SAE J1939 ID field consist of 3-bit Priority Field (Priority), reserved (R), data page (DP), PDU Format, PDU Specific and Source Address.

Field name	Length (bits)	Purpose
SOF, Start Of Frame	1	Denotes the start of frame transmission
ID, Identifier	29	Identifier for the data which also represents the message priority
RTR, Remote Transmission Request	1	Select the type of frame. (0) Data Frame, (1) Remote Frame
Control field	6	Specifies the number of bytes of data to follow (0-8)
Data Field	0...8 bytes	Data to send
CRC Field	16	Error-detecting code
ACK	2	Acknowledgement
EOF, End Of Frame	7	Must be recessive (1)

Table 2: Frame format of J1939

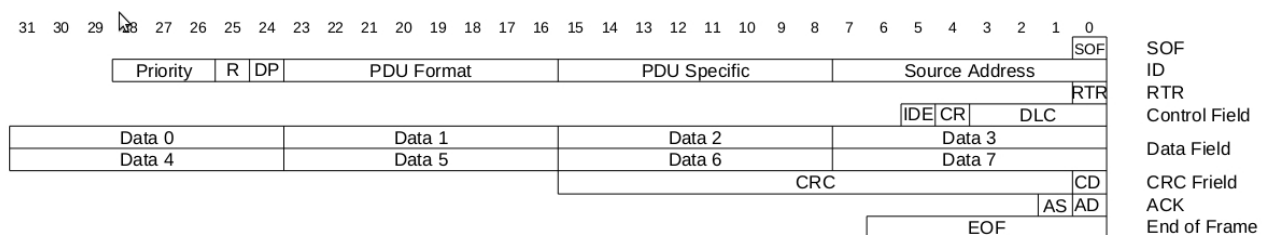


Figure 9: Detailed structure of Frame format

- **Priority:** First three bits represent priority during arbitration process and aids to ensure the messages with higher importance to be sent/received before lower priority messages. Provides eight priority levels:
 - A value of 0 (000) = highest priority;
 - A value of 8 (111) = lowest priority;
- **PDU Format:** If the message contains the destination address of a specific device (PDU₁), then PDU Format has a number between 0 and 238. Instead, if PDU Format is intended to all devices, broadcast message (PDU₂), the assigned number is in the ranges of 240-254. For destination specific, only 239 can be used for manufacturer-specific assignments. For broadcast, 255 is available for manufacturer-specific assignments.
- **PDU Specific:** The definition of this field is based on value of the PDU Format field. If PDU Format is intended for a specific device (less than 239), PDU Specific is interpreted as the address of that specific device. In this case, the PDU Specific field is referred to as the Destination Address

FIELD NAME	MAIN FIELD NAME	LENGTH (bits)	PURPOSE
SOF, Start of frame	SOF	1	Denotes the start of frame transmission
Priority	ID	3	Sets the message's priority on the network
R, Reserved	ID	1	Reserved for future use. This field should be set to zero
DP, Data page	ID	1	Used to expand the maximum number of possible messages 10
PDU Format, Protocol Data Unit Format	ID	8	Used to determine if the message is intended for a specific device on the network or if the message is intended for the entire network.
PDU Specific, Protocol Data Unit Specific	ID	8	The definition of this field is based on value of the PDU Format field.
Source Address	ID	8	Address of the device placing the message on the bus.
RTR, Remote transmission request	RTR	1	Select the type of frame. (0) Data Frame, (1) Remote Frame
IDE, Identifier extension bit	Control Field	1	Declaring if 11 bit message ID or 29 bit message ID is used. Dominant (0) indicate 11 bit message ID while Recessive (1) indicate 29 bit message
CR	Control field	1	Reserved bit (it must be set to dominant (0), but accepted as either dominant or recessive)
DLC, Data length code	Control field	4	Number of bytes of data (0-8 bytes)
Data field	Data field	0-64 (0-8 bytes)	Data to be transmitted (length in bytes dictated by DLC field)
CRC	CRC field	15	Cyclic redundancy check
CRC delimiter	CRC field	1	Must be recessive (1)
AS, ACK slot	ACK field	1	Transmitter sends recessive (1) and any receiver can assert a dominant (0)
AD, ACK delimiter	ACK field	1	Must be recessive
EOF, End Of Frame	EOF	7	Must be recessive (1)

Table 3: Frame format of J1939

field. If PDU Format is intended for all devices (greater than or equal to 240), PDU Specific is interpreted as a Group Extension field. This group extension is used to increase the number of possible broadcast messages.

- Source Address: Identify the address of the device that transmitted the current message.

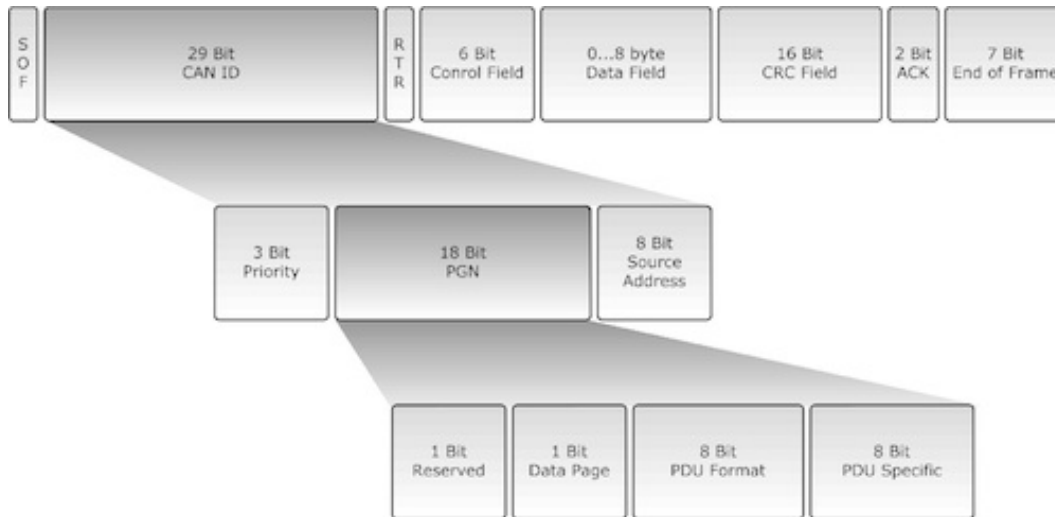


Figure 10: A complete structure of the frame format, ID and PNG
Image from www.esd-electronics-usa.com

3.5.2 Group Number

A parameter group number is a set of parameters belonging to the same topic and sharing the same transmission rate. PGN (Parameter Group Number) is a 18-bit number and it is composed with Extended Data, Data Page, PDU Format and PDU Specific, other 6 bits set to 0 for form a 3 bytes, [16], Figure 10. There are two types of Parameter Group Numbers:

- Global PGNs identify parameter groups that are sent to all (broadcast). Here the PDU Format, PDU Specific, Data Page and Extended Data Page are used for identification of the corresponding Parameter Group. On global PGNs the PDU Format is 240 or greater and the PDU Specific field is a Group Extension.
- Specific PGNs are for parameter groups that are sent to particular devices (peer-to-peer). Here the PDU Format, Data Page and Extended Data Pare are used for identification of the corresponding Parameter Group. The PDU Format is 239 or less and the PDU Specific field is set to 0.

In the figure below, Figure 11, is summarized the two types of PDU.

	PDU Format	PDU Specific	Communication Mode
PDU1 Format	0 – 239 0 _{hex} - EF _{hex}	Destination Address	Peer-to-Peer
PDU2 Format	240 – 255 F0 _{hex} - FF _{hex}	Group Extension	Broadcasting

Figure 11: PDU Format and PDU Specific

3.6 ATV'S CAN ARCHITECTURE

Figure 12 shows the ATV's CAN architecture. Two EPEC controller (Steering and Odometry, and Acceleration Pedal and Dashboard) are connected with Acrosser via CAN bus using the J1939 protocol.

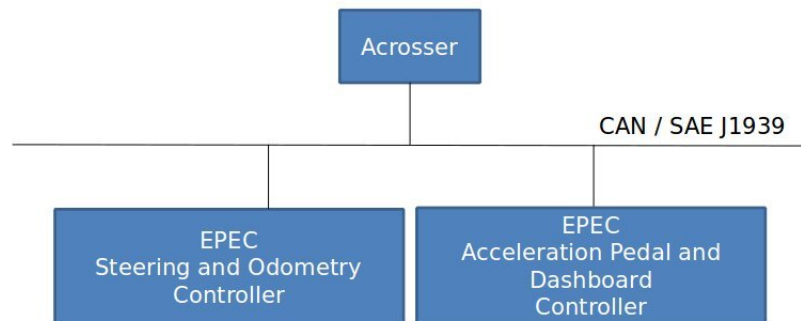


Figure 12: ATV's CAN network topology

HARDWARE

4.1 VEHICLE

The all-terrain-vehicle is the Polaris Ranger EV type number R12RC08FA, Figure 13. The choice of an electric vehicle has been made because it allows the control of the speed with the only use of electronics devices and without adding any mechanical component.



Figure 13: Polaris Ranger EV
Image from www.polaris.com

The vehicle has a electric motor, AC-Induction Motor.

4.2 SENSOR

An electronic sensor is an electronic device used to measure a physical quantity and convert it into an electronic signal.

4.2.1 *Angle of steering*

IFM RM9000 [17] is the multiturn encoder to providing the steering shaft position, Figure 14.

4.2.2 *Speed*

The 102HA [18] is the shaft encoders used for measuring the speed of the vehicle.



Figure 14: Encoder RM9000
Image from www.ifm.com

4.3 CONTROL UNIT

Epec 5050, Figure 15, is the control unit designed for machine control applications and uses a 32-bit microcontroller running at 128 MHz clock frequency [19]. Four CAN interfaces have been used for the communication between all the I/O devices.



Figure 15: EPEC 5050
Image from www.epec.fi

4.4 EMBEDDED SYSTEM

An embedded system is a computer system with a dedicated function within a larger mechanical or electrical system with real-time computing constraints. The embedded system used in this project is the Acrosser model AIV-HM76VoFL [20], Figure 16. This system has a Intel i7 eight core processor and uses CAN Bus to allow the communication with the control unit.



Figure 16: Acrosser AIV-HM76VoFL
Image from www.acrosser.com

4.5 LIDAR

Velodyne Lidar, Inc. (Morgan Hill, CA, USA), a manufacturer of high definition LiDAR (Light Detection and Ranging) sensors, has introduced the HDL-32E [21] a remote sensing method that uses light in the form of a pulsed laser to measure ranges (variable distances) to the objects. The LiDAR (Figure 17) provides additional positional data, but also is able to identify other cars, bicycles, pedestrians and road hazards. LiDAR sensor is equipped with 32 rotating lasers and 32 rotating sensors which scans the environment around sending out laser pulses with real-time updates of 20 Hz and deliver 360 degree views. Each 905-MHz, "eye-safe" laser is fanned out, offset enough that the coverage area reaches the ground, but also close enough to provide centimeter resolution at distances from 1 meter to 80 or 100 meter (typical accuracy of +/- 2cm at 10 Hz). A view from Lidar's scan during the development of the project can be seen in the Figure 18.

4.6 BUMBLEBEES XB3

The Bumblebee XB3 (Figure 19) is a 3-sensor multi-baseline IEEE-1394b (800Mb/s) stereo camera. Stereoscopic vision is a technique for reconstruction the three-dimensional position of objects observed from two or more simultaneous views of a scene in the vicinity of autonomous systems. Mobile robots can take advantage of a stereo vision system as a reliable and effective way to extract a huge range informations from the environment. 3D stereo displays finds many applications in entertainment, information transfer and automated systems. Stereo vision is highly important in fields such as robotics, to extract information about the relative position of 3D objects.

Other advantages of using a stereo vision system are [22]:

- cheap solution for 3D reconstruction of an environment.



Figure 17: Lidar
Image from www.velodyne.com

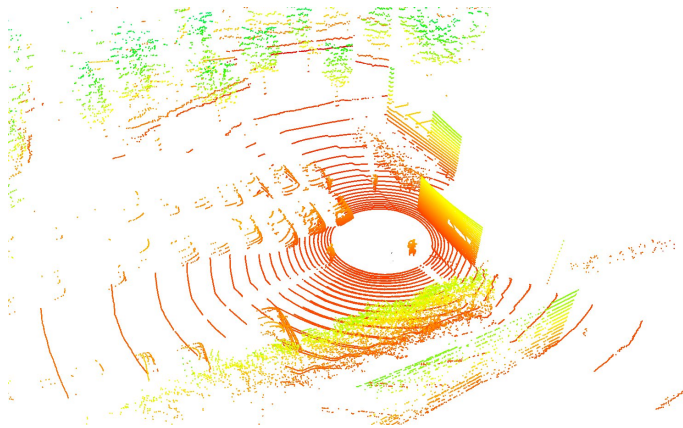


Figure 18: View from Lidar's scan
Image from ATV project

- passive sensor and thus it does not introduce interferences with other sensor devices (when multiple sensors are present in the environment).
- easily integration with other vision routines, such as object recognition and tracking.



Figure 19: Bumblebee XB3
Image from ww2.ptgrey.com

4.7 KVASER LEAF LIGHT HS

The Kvaser Leaf Light [23] supports full speed USB interface for CAN with high performance. Kvaser Leaf Light is a reliable low cost product. Loss free transmission and reception of standard and extended CAN messages on the CAN bus is transmitted with a time stamp precision of 100 microseconds.



Figure 20: Kvaser Leaf Light HS
Image from www.kvaser.com

4.8 NETWORK ARCHITECTURE

The network architecture is showed in Figure 21. In the lower level the two EPAC controller communicate each other and with Acrosser through CAN / SAE J1939. The upper level the communication has done by Ethernet/ROS connecting Acrosser with laptop for high level control, sensor pc and WLAN access point.

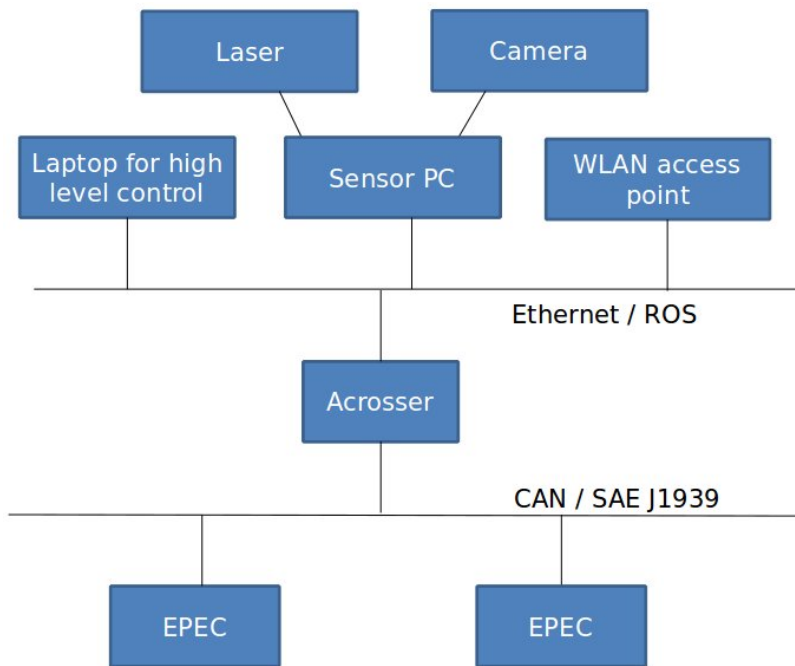


Figure 21: ATV's network architecture

5.1 ROS

ROS (Robot Operating System) is a open source operating system for controlling robotic components. With a large a set of libraries, ROS is used for creating programs that communicate efficiently, and with a flexible and simply data structures. ROS provides standard operating system services such as hardware abstraction, low-level device control, implementation of commonly used functionality, message-passing between processes and package management. In Figure 22 has shown the level of ROS is in the same level of the application and it is the interface between hardware and IPC (Inter-Process Communication).

The fundamental concepts of the ROS implementation are nodes, messages, topics and services [24].

- Nodes: A node is an instance of an executable and can be a sensor, actuator, processing or monitoring algorithm.
- Messages: A message is a typed data structure made up with primitive types like (integer, floating point, boolean, etc.), arrays of primitives and constants. Nodes communicate with each other by passing messages.
- Topic: A topic is a asynchronous data transport system based on a subscribe/publish system and is identified by a name. One or more nodes are able to publish data (messages) to a topic and one or more nodes can read data on that topic. Data is exchanged asynchronously by means of a topic and via a service.
- Services: A services allows to communicate nodes each other with a synchronously communication. With service nodes are able to send a request and receive a response.

ROS starts with the ROS master. Master allows to all other ROS instances (nodes) to find and talk each other, a node which wants to send a message to another node needs simply asking to master to send the message without specifying any address.

Examples of Topic and Services are in Appendix B.

5.1.1 Topic

A node sends a message publishing it to a given topic. A node that is interested in a certain kind of data will subscribe to the appropriate topic. There may be multiple concurrent publishers and subscribers for a single topic and a

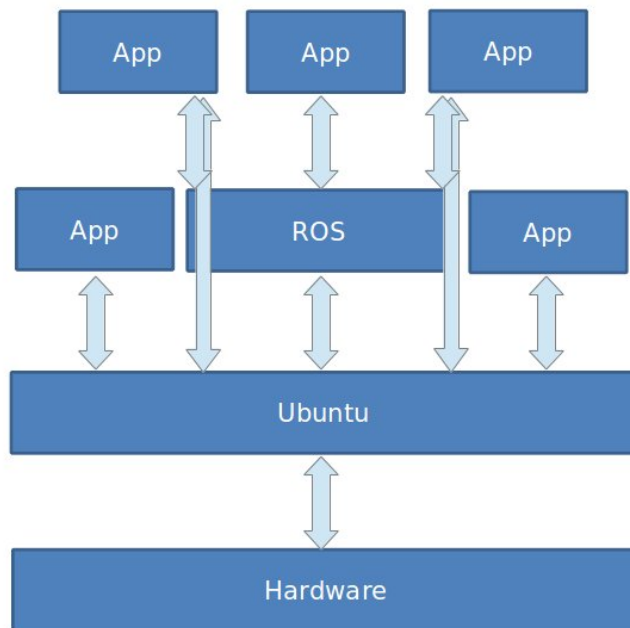


Figure 22: ROS's level

single node may publish and/or subscribe to multiple topics. In general, publishers and subscribers are not aware of each others existence. The messages published in a topic are called msg. Msg are simple text file which describe the fields of a ROS message with a field type and field name per line, and they are stored in the 'msg' directory of a package. The field types available are:

- int8, int16, int32, int64 (plus uint*)
- float32, float64
- string
- time, duration
- other msg files
- variable-length array[] and fixed-length array[]

5.1.1.1 *Publisher node*

In Appendix B Listing 7 a publisher, called "talker", sends a message.

5.1.1.2 *Subscriber node*

In this example in Listing 8 a subscriber receipts messages over the ROS system.

5.2 SERVICE

Service is used for synchronous transactions and it is defined by a string name that identifies the name of the service. In the service there is the subscriber which sends the request and the client which returns an answer. A `srv` file, stored in the `'srv'` directory of a package, describes the service. `Srv` files are just like `msg` files, except they contain two parts: a request and a response. The two parts are separated by a `' - - '` line. Listing 9 is an example of a `srv` file called `AddTwoInts`.

In Listing 10 and Listing 11 there are two examples of service subscriber node and service writing node.

5.3 CAN LIBRARY

Sending and receiving messages via CAN bus has been done using the C++ library of `HM76VoFL ARV6005Lib.h`, provided from Acrosser, for using the CAN bus port which allows to interface with CAN bus subsystem.

The functions of the library permit:

- Send the CAN packages over the CAN bus.
- Receive the CAN packages via the CAN bus hardware interface.
- Set and get the BAUD rate.
- Set and get the CAN package filter to selectively receive CAN packages with specific ID.
- Set and get the mask bits to selectively make some filter bits take effect.
- Get the version information of the CAN Bus firmware.

5.3.1 CAN message format

The CAN packet will be sent or receive in the CAN bus from the software is a variable of type `CanMsg` with the fields `id`, `id_type`, `length` and `data`. In Appendix A Listing 1 the structure of CAN messages used during the exchange of information between the Acrosser and CAN bus.

id:

This field holds the ID information of the CAN packet. In a 'Standard Data Frame' CAN packet, the ID field consists of 11 bits of binary digitals. In an 'Extended Data Frame' CAN packet, the ID field consists of 29 bits of binary digitals. CAN packet can be a 'Standard Data Frame' packet or an 'Extended Data Frame' packet is determined by the `'id_type'` field in the `CanMsg` variable.

id_type:

This field identifies if CAN packet is a 'Standard Data Frame' CAN packet, Listing 2, or a 'Extended Data Frame' CAN packet, Listing 3.

data[8]:

'data' field is an 8-byte long array, the range of this field 'length' is 0 - 8 and it is filled with effective data.

length:

This field identifies the number of data bytes in the field 'data[8]'.

5.3.2 *sendCanMessage*

The prototype of the function `sendCanMessage` receive as parameter the address of the variable of type `CanMsg`. The function returns the result of the operation, zero if the operation has not completed with successful otherwise a number different from zero. In Listing 4 the definition of the function `sendCanMessage`.

5.3.3 *getCanMessage*

The prototype of the function `getCanMessage` receives as parameter the address of the variable of type `CanMsg` and a integer number that represents the amount of CAN messages that the function will get from the CAN bus. The function returns the result of the operation, zero if the operation hasn't completed with successful otherwise a number different from zero. In Listing 4 the definition of the function `getCanMessage`.

5.4 ACKERMANN

5.4.1 *Ackermann geometry*

The vehicle is supported on four wheels on two axles, the robot keeps the rear wheels straight and turns the front. As can be seen in Figure 23, the angle they have to forward such wheel is not the same, so has been used the geometry of Ackermann.

The linear velocity of the robot, v , is corresponding to point center of the rear axle and the angle of steering associated to the center of the front axle is called θ . The coordinate zero is the middle of rear shaft. From these two data and the geometry are enough to calculate the forward speeds and angles of the two wheels. For the front wheels used triangles rectangles formed by the center of the wheel, the center of the rear wheel same side and the center of rotation CR. The lengths of both legs are known, one being a wheelbase S and the other is

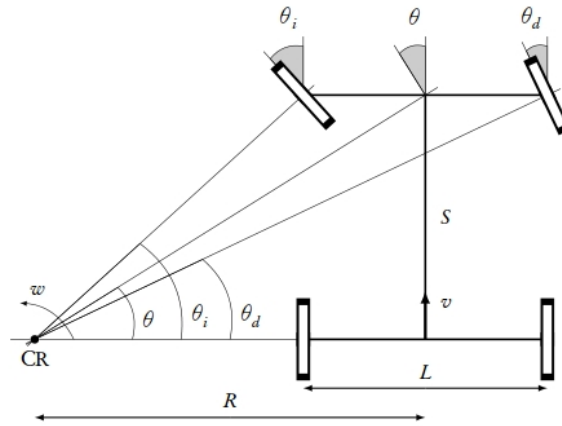


Figure 23: Ackermann geometry

Image from http://en.wikipedia.org/wiki/Ackermann_steering_geometry

the turning radius of the point rear axle center by adding or subtracting half the length of shaft L . The turning radius of the robot, θ is extracted from

$$\tan(\theta) = \frac{S}{R}$$

The following equations indicate the turning angle of the front wheel left inner wheel θ_i and right outer wheel θ_o :

$$\tan(\theta_i) = \frac{S}{R - \frac{L}{2}}$$

$$\tan(\theta_o) = \frac{S}{R + \frac{L}{2}}$$

Should be take into account the particular case that the turning radius is infinite, means that the robot does not rotate. It is the simplest case, since it implies that the all wheel angle is zero and that the linear velocity of all the dots is the same, so that the solution to the problem is found. The angular velocity would be zero.

For all other cases, we can calculate the angular velocity of the robot,

$$\omega = \dot{\theta}$$

From the linear velocity of the rear center point and the radius of gyration at the same point, using:

$$\omega = v/R$$

5.4.2 AckermannDrive Message

In ROS system the information of steering and speed for a vehicle using Ackermann steering are exchanged with messages AckermannDrive.msg defined by ROS Ackermann steering group [25]. In Appendix B Listing 6 the structure of the AckermannDrive.msg used for exchange messages between Acrosser and planner trajectory controller.

IMPLEMENTATION

6.1 INTRODUCTION

The main program, called *communication*, allows the communication between CAN bus and ROS. For this project has been realized the C++ class, called Can-Bus, which allows to manage the information from and to the CAN bus. *communication* uses ROS framework and the library ARV6005Lib.h which grants the communication with CAN bus. The other application developed is *startCommunication* and it has two purposes, the first one is to launch *communication* and the second one is synchronize the restart of *communication* when CAN bus is blocked. Before the test and the integration of the software with the vehicle, has been developed a software that emulates the CAN communication. This program, called testCanCommunication.exe allows to exchange CAN messages, has been developed in C# and uses the library of Kvaser Leaf Light HS.

6.2 STARTCOMMUNICATION

startCommunication launches *communication* when it starts and also when it receives the signal via ROS service from *communication* that the process will terminate, so another *communication* process will be launched. It is necessary uses two different threads because the process *communication* and the process *startCommunication* must work in parallel. With this solution ROS service advertiseService in *startCommunication* is able to catch the signal from the ROS service serviceClient in *communication* which sends the notice that itself will be terminated. Without the use of the thread for opening new terminal, there is the freezing of the calling process which restarts after the closing of the created window, with this wrong configuration the signal from ServiceClient can not be caught and handled because ServiceServer is frozen and the mechanism of synchronism does not work. The eventual use of Publisher and Subscriber involve the loose of the notice, especially the first communication, at the expense of reliability and velocity. From this consideration it is necessary the use of the Service instead of the Publisher and Subscriber, because it is required a synchronization between the two processes.

The source of *startCommunication* is in Appendix C Listing 26.

6.3 COMMUNICATION

The main software must exchange the arriving messages via vehicle's CAN bus, send them to the platform ROS and vice versa. There are two thread dedicated each one for reading and sending the message from and to CAN

bus. The manage of the messages in writing or in reading must be done in parallel because the communication with ROS can be a variable time. The source of *startCommunication* is in Appendix C in Listing 27.

6.4 CAN.CPP

In CAN.cpp file there are the function used for the communication with the CAN bus and ROS. The function *readDataFromCan* reads data from CAN bus and with the received values sets parameters of angle of steering and speed of the variable *ackermannMsg*, a second function *readCANmessageThread* aims to send cyclically the variable *ackermannMsg* to ROS with a topic. The function *readDataFromRos* reads data from ROS and sends the parameters of speed and angle of steering via CAN bus. *restartCommunication* is the function that synchronizes the restart of the application when CAN bus is not able to work anymore.

The source of *startCommunication* is in Appendix C Listing 28.

6.5 CAN.H

The header file defines the class *CanBus* used in *communication* and the definition of the enum *EnumTypeMsg* used during the reading of the CAN message. The source of *startCommunication* is in Appendix C Listing 29.

6.6 PARAMETERCAR.H

In the header file there are the constant variables used inside the programs like CAN communication parameters, vehicle's proprieties, ROS frequencies and maximum waiting time for a CAN communication. The source of *parameterCar.h* is in Appendix Listing 30.

6.7 CANSIMULATOR.EXE

CANsimulator.exe has been developed on Windows platform because the Kvaser's libraries for using the device Kvaser Leaf Light HS are available for Windows. The program opens and closes the connection with CAN bus and allows to send and receive one or multiple CAN messages showed in the console of the C# .NET Framework.

In Figure 24 the screenshot of the CANsimulator.exe.

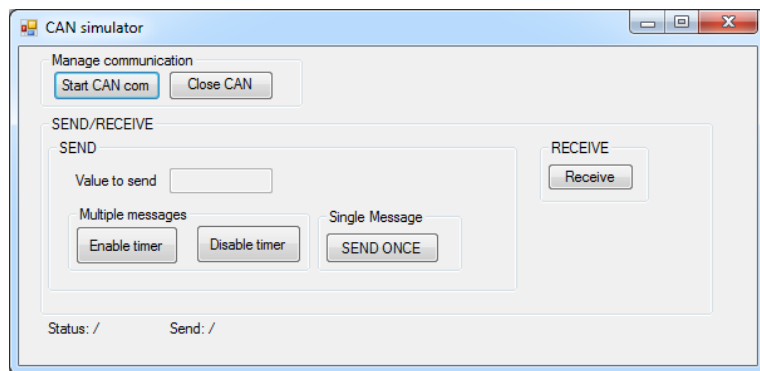


Figure 24: Window of the program CANsimulator.exe

EXPERIMENTS AND RESULTS

7.1 EXPERIMENTS

The experiments test multiple version of software. In each one of them have been analyzed the performance, in terms of time and amount of messages exchanged, using one or two function for send the message of steer and speed through the CAN bus . The experiment in the laboratory uses a program which sends 10000 Ackermann messages from ROS to CAN bus through the software in testing and measure the efficiently of software comparing the RMS, minimum and maximum time of receiving and sending (speed and angle of steering) messages through the CAN bus and counts the number of missed messages. The code C++ uses two thread that read and write from the CAN bus with the function `getCanMessage()` and `sendCanMessage()` from the library `ARV6005Lib.h` provides from Acrosser company. The documentation about these two functions do not explain how they works when the CAN bus is busy. The results obtained are in Table 16 and are synthesized using a root mean square in Table 17.

7.2 GROUPS

The different versions of software are divided in four groups. The first, the second and the third groups use two `sendCanMessage()` functions for sending the command of velocity and angle of steering, the fourth group, instead, use just once the `sendCanMessage()` functions for sending both messages. In first group the mutex and the condition variable are shared between the two `sendCanMessage()` functions for sending the messages to CAN bus, the second group do not share the mutex for sending functions and then there are two variable conditions and two whiles, third one do not use any mutex and the last one use just one mutex and one condition variable for the only `sendCanMessage()` function. In each group there are experiments with the use of mutex for `sendCanMessage()` and `readCanMessage()`, mutex only for `sendCanMessage()`, mutex only for `readCanMessage()` and without mutex.

The abbreviations in Table 4 allow to identify the typology experiment. ¹

In the following tables are summarized the different combinations of software used.

¹ In the Table 5, `1REC_S-2SEND_CMy_W`, using the the abbreviations it's possible to identify that the receiving function (REC) uses one single function for receive CAN message (1), `getCanMessage` , and sets the condition variable true or false if the CAN bus is busy or not (S). The sending function (SEND) uses two (2) functions `sendCanMessage()` for sending two CAN messages and a share condition variable is used (CMy) for wait for the while (W) until the CAN bus get free.

Table 4: Abbreviation of typology of code

Abbreviations	Meaning
REC	Receive function
SEND	Send function
#	Number of call function for receive or send CAN messages
S	Set variable condition
W	Wait variable condition
CMy	Variable condition is present and it's associate to one while, CommonMutexYes
CMn	Variable condition is present and it's associate to two whiles, CommonMutexNo

Table 5: 1REC_S-2SEND_CMy_W

Function	RECEIVE	SEND	
	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	yes	
Wait condition (W)	no	yes	
Set condition (S)	yes	no	

Group 1: two sendCanMessage() functions are in the same mutex, Table 5, Table 6 and Table 7. The codes associated to the respective tables are in Appendix C Listing 13 and 16, Listing 14 and 17, Listing 15 and 18.

Group 2: two sendCanMessage() functions are in separated mutex, Table 8, Table 9 and Table 10. The codes associated to the respective tables are in Appendix C Listing 13 and 19, Listing 14 and 20, Listing 15 and 21.

Group 3: two sendCanMessage() functions and mutex are not used, Table 11 and Table 12. The codes associated to the respective tables are in Appendix C Listing 13 and 22, Listing 13 and 23.

Group 4: the software use once the function sendCanMessage() for sending both steer and speed commands, Table 13, Table 14 and Table 15. The codes associated to the respective tables are in Appendix C Listing 13 and 24, Listing 14 and 23, Listing 15 and 25.

7.3 CODES AND VERSIONS

The codes in Appendix C are the relevant parts of the various versions of the code. In Listing 12 there are the variables that belong to class CanBus used

Table 6: 1REC_W-2SEND_CMy_S

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	yes	
Wait condition (W)	yes	no	
Set condition (S)	no	yes	

Table 7: 1REC_WS-2SEND_CMy_WS

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	yes	
Wait condition (W)	yes	yes	
Set condition (S)	yes	yes	

Table 8: 1REC_S-2SEND_CMn_W

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	no	
Wait condition (W)	no	yes	yes
Set condition (S)	yes	no	no

Table 9: 1REC_W-2SEND_CMn_S

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	no	
Wait condition (W)	yes	no	no
Set condition (S)	no	yes	yes

Table 10: 1REC_WS-2SEND_CMn_WS

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	no	
Wait condition (W)	yes	yes	yes
Set condition (S)	yes	yes	yes

Table 11: 1REC_-2SEND

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	1
Common mutex (CM)	/	/	
Wait condition (W)	no	no	no
Set condition (S)	no	no	no

Table 12: 1REC_-1SEND

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	
Common mutex (CM)	/	/	
Wait condition (W)	no	no	
Set condition (S)	no	no	

Table 13: 1REC_S-1SEND_W

	RECEIVE	SEND	
Function	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	
Common mutex (CM)	/	/	
Wait condition (W)	no	yes	
Set condition (S)	yes	no	

Table 14: 1REC_W-1SEND_S

Function	RECEIVE	SEND	
	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	
Common mutex (CM)	/	/	
Wait condition (W)	yes	no	
Set condition (S)	no	yes	

Table 15: 1REC_WS-1SEND_WS

Function	RECEIVE	SEND	
	Can	Steer	Speed
Number getCanMessage()	1	/	
Number sendCanMessage()	/	1	
Common mutex (CM)	/	/	
Wait condition (W)	yes	yes	
Set condition (S)	yes	yes	

for all the software version tested and the following codes in Appendix C are the different codes version of receiving and for sending used for the the experiment.

7.4 RESULTS

The results of the experiments and their RMS values are, respectively, in Table 16 and Table 17. In Table 17 there are the code of the experiment, values collected for the phase of sending and receiving CAN messages and the total time of the experiment. For the receiving phase there are the minimum and maximum time used for receive the message, the number of messages arrived via CAN bus and RMS time of receiving messages. In the sending phase there are the minimum and maximum time used for sending the messages, the number of CAN packets unsuccessfully send out from function sendCanMessage and RMS time of sending messages. ²

² In tables 16 and 17 are not present the columns about CAN packet unsuccessfully received because the result of the operation of receiving get zero number of failures.

Analyzing the stats of 10000 CAN messages sent from the sending side are observed the following results.

Comparing the minimum time used for sending messages, the fourth group with a unique call for sending both messages is the fastest, 0.003 seconds, instead of the first, second and third group which send both messages in two different function obtaining the minimum time of 8 milliseconds.

The results obtained from the experiments show also that the minimum time of the CAN communication is very low and does not vary so much. The RMS value of maximum time of sending CAN communication it's around 0.6 seconds. The highest values for this parameter has been obtained with `1REC_S_2SEND_CMn_W` (0.89 seconds), the lowest with 56ms there are `1REC_1SEND` and `1REC_W_1SEND_S`. With 0.51 seconds the RMS average is lowest value of maximum time of sending communication and it's has been collected with `1REC_W_1SEND_S`.

The number of received messages from CAN bus vary a lot between the different type of tests. A large number of messages receive enable to have an updated status of the system. The `1REC_S_2SEND_CMn_W` allows to have a good updates status of the system receiving average 49953 messages, instead with `1REC_W_1SEND_S` receive 9999 messages that is the lowest value.

The RMS time of receiving data from CAN bus has been calculate for each of all messages received from the CAN bus. The lowest and the better value has been obtained with `1REC_W_1SEND_S`, 0.29 ms. The highest value instead with `1REC_S_1SEND_W`, 43.67 seconds.

Considering the maximum time employ for sending both messages through CAN bus, the `1REC_S_1SEND_W` uses 192.35ms (4.7 seconds).

`1REC_W_1SEND_S` instead is the fastest with 0.5 seconds. The RMS sending time follows the results of the maximum time, in fact also in this case `1REC_W_1SEND_S` is the best with 23 ms and a overall time of work of 2 minutes and 51 seconds, and `1REC_S_1SEND_W` is the worst with 254 ms with a total amount of time work of 21 minutes and 37 seconds.

Considering the type of communication in CAN bus, sending or receiving, and considering the use of the variable condition, it can done the following observations:

- **REC_W:**
The receiving function that waits the CAN bus is free from the utilization of sending function and it causes a delay of reception of the CAN messages. The frequency of sending messages is three - four times lower than the frequency of receiving messages, this results is a lower amount of incoming messages, but a more elevated number of outgoing messages.
- **SEND_W:**
The condition variable in the sending function cause the wait that the receive operation ends. The large number of messages to receive results in a considerable increase of the average time for sending messages via CAN bus.

Table 16: Results of the experiment

Code	RECEIVE				SEND				Time min:sec
	Min ms	Max ms	Number Msg	RMS ms	Min ms	Max ms	Err	RMS ms	
1REC_S_2SEND_CMy_W	4	509	29554	31	8	509	2	58	5:29
1REC_S_2SEND_CMy_W	1	319	30149	32	8	403	0	61	6:49
1REC_S_2SEND_CMy_W	1	1104	30032	35	8	692	8	64	6:44
1REC_W_2SEND_CMy_S	3	609	29905	34	8	692	3	63	6:40
1REC_W_2SEND_CMy_S	1	607	30222	33	8	592	3	62	6:51
1REC_W_2SEND_CMy_S	1	805	30008	34	8	806	7	64	6:44
1REC_WS_2SEND_CMy_WS	1	610	50417	41	8	2190	7	196	17:10
1REC_WS_2SEND_CMy_WS	1	601	49050	40	8	1723	10	191	16:30
1REC_WS_2SEND_CMy_WS	1	605	49990	40	8	1855	9	190	18:42
1REC_S_2SEND_CMn_W	1	889	50338	40	8	1758	8	191	17:11
1REC_S_2SEND_CMn_W	1	907	50762	41	8	2840	9	198	17:26
1REC_S_2SEND_CMn_W	1	903	48738	41	8	1989	2	187	16:18
1REC_W_2SEND_CMn_S	8	604	30478	34	8	677	7	64	6:58
1REC_W_21SEND_CMn_S	5	605	30091	34	8	646	6	65	6:49
1REC_W_2SEND_CMn_S	8	607	30585	35	8	686	9	66	6:02
1REC_WS_2SEND_CMn_WS	9	628	44653	40	8	3216	5	179	18:35
1REC_WS_2SEND_CMn_WS	1	610	47174	40	8	2675	7	180	15:24
1REC_WS_2SEND_CMn_WS	2	600	46723	40	8	4190	7	190	15:13
1REC__2SEND	1	595	30984	33	8	686	3	67	6:20
1REC__2SEND	1	604	31424	34	8	652	1	68	7:32
1REC__2SEND	4	605	31121	33	8	702	6	66	6:21
1REC_1SEND	4	603	20410	38	3	685	4	56	6:52
1REC_1SEND	4	596	20297	38	3	650	3	56	6:52
1REC_1SEND	2	603	20259	38	3	686	6	57	6:55
1REC_S_1SEND_W	4	601	46553	44	3	3244	5	230	21:37
1REC_S_1SEND_W	1	583	50255	45	3	3599	9	261	23:46
1REC_S_1SEND_W	1	603	49698	44	3	6682	5	270	22:27
1REC_W_1SEND_S	4	603	20410	38	3	685	4	56	2:28
1REC_W_1SEND_S	4	596	20297	38	3	650	3	56	3:00
1REC_W_1SEND_S	2	603	20259	38	3	686	6	57	2:59
1REC_WS_1SEND_WS	4	505	48795	44	3	1800	4	227	22:55
1REC_WS_1SEND_WS	1	590	43183	44	3	2189	7	194	19:45
1REC_WS_1SEND_WS	1	570	38480	43	3	1400	4	171	16:07

Table 17: RMS values of the experiments

Code	RECEIVE				SEND				Time min:sec
	Min ms	Max ms	Number Msg	RMS ms	Min ms	Max ms	Err	RMS ms	
1REC_S_2SEND_CMy_W	2.4	725.6	29912	32.7	8	547.8	4.7	61.0	5:41
1REC_W_2SEND_CMy_S	1.9	680.0	30045	33.6	8	702.1	4.7	63.0	5:45
1REC_WS_2SEND_CMy_WS	1.0	605.3	49822	40.3	8	1932.6	8.7	192.35	17:30
1REC_S_2SEND_CMn_W	1.0	899.7	49953	40.6	8	2244.4	7.05	192.0	16:18
1REC_W_SEND_CMn_S	7.1	605.3	30385	34.3	8	669.8	7.44	65.0	5:43
1REC_WS_2SEND_CMn_WS	5.3	612.7	46196	40.0	8	3418.3	6.4	183.0	16:25
1REC_2SEND	2.4	601.3	31176	33.3	8	680.3	3.92	67.0	6:24
1REC_1SEND	3.4	600.6	20322	38.0	3	673.8	4.51	56.3	5:53
1REC_S_1SEND_W	2.4	595.7	48862	44.3	3	4765.3	6.6	254.2	21:37
1REC_W_1SEND_S	3.0	512.0	9999	38.0	3	505.6	4.36	57.5	2:51
1REC_WS_1SEND_WS	2.4	556.1	43689	43.6	3	1824.9	5.20	198.6	19:41

- REC_W & SEND_W:
The phase of reading and writing can never be overlapped. Their alternation causes an increase in the RMS time for sending and receiving messages.
- REC & SEND:
The non-use of condition variables allows the access and the use of the CAN bus mode completely randomly. The RMS time for sending and receiving messages is low.

CONCLUSION

The software developed for communication between the CAN bus and ROS enables the exchange of information between the two interfaces and allows to restart the program if the functions for communication with the CAN bus stop working. To understand and improve the functions from libraries for communication with the CAN bus, it has been made some experiments using different version of software with condition variables. Analyzing data from the experiments, it results the use of the variable condition for sending a message via CAN bus causes its waiting if the phase of reading is running, but being the receiving messages three or four time more frequently than sending message, this induce the decreasing of the RMS time of the sending messages. Considering informations coming from the vehicle same importance as those directed toward the vehicle and considering the frequency of read messages from the CAN bus much higher than the frequency of the messages sent to the CAN bus, from the experimental data and assessments done, it has been decided to use the version of code `1REC_W_1SEND_S` (Table 14, Listing 14 and Listing 23) that uses a condition variable in the receiving function which waits that the CAN bus is free from the utilization of sending function.

The software, using a communication ROS, is able to receive the commands to drive the vehicle (angle of steering and speed) from any node that belongs to the network ROS. In this project, the vehicle is driven by the planner controller (Lidar, stereo camera and the algorithm in a dedicated pc). One of future projects is to develop an algorithm for controlling the vehicle through a smartphone which, connected to the wireless network of the vehicle, allows to drive the car.

COMMUNICATION

A.1 CAN LIBRARY

Definition of the structure of CanMsg message used from the functions declared ARV6005Lib.h for the communication via CAN bus.

Listing 1: CAN message format

```

1 // TYPE DEFINITION
typedef unsigned char u8;
typedef unsigned long u32;

struct CanMsg {
6     u32 id;
        u8 id\_type;
        u8 length;
        u8 data[8];
}

```

Declaration of variable canMsg of type CanMsg and parameter setting the parameter id_type in 'Standard Data Frame'.

Listing 2: CAN message type standard data frame

```

struct CanMsg canMsg;
canMsg.id_type = STD_ID; // A 'Standard Data Frame' packet

```

Declaration of variable canMsg of type CanMsg and parameter setting the parameter id_type in 'Extended Data Frame'.

Listing 3: CAN message type extended data frame

```

struct CanMsg canMsg;
canMsg.id_type = EXT_ID; // A 'Extended Data Frame' packet

```

Definition of the function sendCanMessage.

Listing 4: prototype of function sendCanMessage

```

i32 sendCanMessage(struct CanMsg *msg);

```

Definition of the function getCanMessage.

Listing 5: prototype of function getCanMessage

```

i32 getCanMessage(struct CanMsg *buf, int size);

```

A.2 ACKERMANNDRIVE MESSAGE

Structure of AckermannDrive.msg.

Listing 6: AckermannDrive.msg

```
float32 steering_angle # desired steering angle (radians)
float32 steering_angle_velocity # desired rate of change (radians/s)
float32 speed # desired forward speed (m/s)
4 float32 acceleration # desired acceleration (m/s^2)
float32 jerk # desired jerk (m/s^3)
```

ROS

B.1 TOPIC

ROS programs to publish messages.

Listing 7: ROS: publisher

```
//includes all the headers necessary to use the most common public pieces
// of the ROS system.
#include "ros/ros.h"
5
//includes the std_msgs/String message.
#include "std_msgs/String.h"

int main(int argc, char **argv)
10 {
    /**
     * The ros::init() function needs to see argc and argv so that it can perform
     * any ROS arguments and name remapping that were provided at the
     * command line.
15     * The third argument to init() is the name of the node.
     *
     * You must call one of the versions of ros::init() before using any other
     * part of the ROS system.
     */
20     ros::init(argc, argv, "talker");

    /**
     * NodeHandle is the main access point to communications with the ROS
     * system.
25     * The first NodeHandle constructed will fully initialize this node, and the last
     * NodeHandle destructed will close down the node.
     */
    ros::NodeHandle n;

30     /**
     * The advertise() function is how you tell ROS that you want to
     * publish on a given topic name. This invokes a call to the ROS
     * master node, which keeps a registry of who is publishing and who
     * is subscribing. After this advertise() call is made, the master
35     * node will notify anyone who is trying to subscribe to this topic name,
     * and they will in turn negotiate a peer-to-peer connection with this
     * node. advertise() returns a Publisher object which allows you to
     * publish messages on that topic through a call to publish(). Once
40     * all copies of the returned Publisher object are destroyed, the topic
     * will be automatically unadvertised.
```

```

*
* The second parameter to advertise() is the size of the message queue
* used for publishing messages. If messages are published more quickly
* than we can send them, the number here specifies how many messages to
45 * buffer up before throwing some away.
*/
ros::Publisher chatter_pub = n.advertise<std_msgs::String>("chatter", 1);

/**
50 * This is a message object. You stuff it with data, and then publish it.
*/
std_msgs::String msg;

msg.data = "Text to send";
55
/**
* The publish() function is how you send messages. The parameter
* is the message object. The type of this object must agree with the type
* given as a template parameter to the advertise<>() call, as was done
60 * in the constructor above.
*/
chatter_pub.publish(msg);

return 0;
65 }

```

The subscriber example show how to receive messages on a given topic.

Listing 8: ROS: subscriber

```

#include "ros/ros.h"
#include "std_msgs/String.h"
4
/*
* This is the callback function that will get called when a new
* message has arrived on the chatter topic
*/

void chatterCallback(const std_msgs::String::ConstPtr& msg)
9 {
    ROS_INFO("I read: [%s]", msg->data.c_str());
}

int main(int argc, char **argv)
14 {
    /**
    * The ros::init() function needs to see argc and argv so that it can perform
    * any ROS arguments and name remapping that were provided at the
    * command line. For programmatic remappings you can use a different
19 * version of init() which takes remappings directly, but for most
    * command-line programs, passing argc and argv is the easiest
    * way to do it. The third argument to init() is the name of the node.
    *
    * You must call one of the versions of ros::init() before using any other
24 * part of the ROS system.

```

```

    */
    ros::init(argc, argv, "listener");

    /**
29  * NodeHandle is the main access point to communications with the ROS
    * system.
    * The first NodeHandle constructed will fully initialize this node, and the last
    * NodeHandle destructed will close down the node.
    */
34  ros::NodeHandle n;

    /**
    * The subscribe() call is how you tell ROS that you want to receive messages
    * on a given topic. This invokes a call to the ROS
39  * master node, which keeps a registry of who is publishing and who
    * is subscribing. Messages are passed to a callback function, here
    * called chatterCallback. subscribe() returns a Subscriber object that you
    * must hold on to until you want to unsubscribe. When all copies of the
    * Subscriber object go out of scope, this callback will automatically
44  * be unsubscribed from this topic.
    *
    * The second parameter to the subscribe() function is the size of the message
    * queue. If messages are arriving faster than they are being processed, this
    * is the number of messages that will be buffered up before beginning to
49  * throw away the oldest ones.
    */
    ros::Subscriber sub = n.subscribe("chatter", 1000, chatterCallback);

    /**
54  * ros::spin() will enter a loop, pumping callbacks. With this version, all
    * callbacks will be called from within this thread (the main one). ros::spin()
    * will exit when Ctrl-C is pressed, or the node is shutdown by the master.
    */
    ros::spin();
59  return 0;
}

```

B.2 SERVICE

.srv file defines the request and response data structures for services in ROS. In Listing 9 an example of service structure.

Listing 9: ROS: AddTwoInts.srv

```

int64 A
int64 B
-----
4 int64 Sum

```

In Listing 10 the subscribers of the service.

Listing 10: ROS: Service Subscriber node

```

1 #include "ros/ros.h"
  /*
  * beginner_tutorials/AddTwoInts.h is the header file generated from the srv file that
  * we created earlier.
  */
  #include "beginner_tutorials/AddTwoInts.h"
6  /*
  * This function provides the service for adding two ints, it takes in the request and
  * response type defined in the srv file and returns a boolean.
  * Here the two ints are added and stored in the response. Then some information
  * about the request and response are logged. Finally the service returns true when
  * it is complete.
  */
  bool add(beginner_tutorials::AddTwoInts::Request &req,
11         beginner_tutorials::AddTwoInts::Response &res)
  {

    res.sum = req.a + req.b;
    ROS_INFO("request:x=%ld,y=%ld", (long int)req.a, (long int)req.b);
16    ROS_INFO("sending back response:[%ld]", (long int)res.sum);
    return true;
  }

  int main(int argc, char **argv)
21 {
    ros::init(argc, argv, "add_two_ints_server");
    ros::NodeHandle n;
    /*
    * Here the service is created and advertised over ROS.
26 */
    ros::ServiceServer service = n.advertiseService("add_two_ints", add);
    ROS_INFO("Ready to add two ints.");
    ros::spin();

31    return 0;
  }

```

In Listing 11 the service writing node.

Listing 11: ROS: service Writing the Client Node

```

#include "ros/ros.h"

3 #include "beginner_tutorials/AddTwoInts.h"
  #include <cstdlib>

  int main(int argc, char **argv)
  {
8    ros::init(argc, argv, "add_two_ints_client");
    if (argc != 3)
    {
      ROS_INFO("usage: add_two_ints_client X Y");

```

```

13     return 1;
    }

    ros::NodeHandle n;
    /*
18     * This creates a client for the add_two_ints service. The ros::ServiceClient
    object is used to call the service later on.
    */
    ros::ServiceClient client = n.serviceClient<beginner_tutorials::AddTwoInts>
("add_two_ints");

23     /*
    * Here we instantiate an autogenerated service class, and assign values
    into its request member. A service class contains two members, request
    and response. It also contains two class definitions, Request and
    Response.
28     */
    beginner_tutorials::AddTwoInts srv;
    srv.request.a = atoll(argv[1]);
    srv.request.b = atoll(argv[2]);

33     /*
    * This actually calls the service. Since service calls are blocking, it will return
    once the call is done. If the service call succeeded, call() will return
    true and the value in srv.response will be valid. If the call did not
    succeed, call() will return false and the value in srv.response will be invalid.
38     */
    if (client.call(srv))
    {
        ROS_INFO("Sum: %ld", (long int)srv.response.sum);
    }
43     else
    {
        ROS_ERROR("Failed to call service add_two_ints");
        return 1;
    }
48     return 0;
}

```


CODES AND VERSIONS

Common variable inside the class CanBus used in the object variable canBusCommunication.

Listing 12: Variables

```
boost::mutex mtxCANbusBusy;
boost::condition_variable condCANbusBusy;
bool CANbusBusy = false;
```

Codes with the different version of receiving function:

Listing 13: 1REC_S, one function for receiving the CAN message and a set of the variable condition CANbusBusy

```
canBusCommunication.CANbusBusy = true;
2 result = getCanMessage(&canPkgReceive, 1);
canBusCommunication.CANbusBusy = false;
canBusCommunication.condCANbusBusy.notify_one();
```

Listing 14: 1REC_W, one function for receiving the CAN message and a while which checks the variable condition CANbusBusy

```
1 while(canBusCommunication.CANbusBusy == true)
  canBusCommunication.condCANbusBusy.wait(lock);
result = getCanMessage(&canPkgReceive, 1);
```

Listing 15: 1REC_WS, one function for receiving the CAN message, a while which checks the variable condition CANbusBusy and a set of the variable condition CANbusBusy

```
while(canBusCommunication.CANbusBusy == true)
2  canBusCommunication.condCANbusBusy.wait(lock);
canBusCommunication.CANbusBusy = true;
result = getCanMessage(&canPkgReceive, 1);
canBusCommunication.CANbusBusy = false;
canBusCommunication.condCANbusBusy.notify_one();
```

Codes with different version of sending function:

Listing 16: 2SEND_CMy_W, two function for sending the CAN messages and a unique while which checks the variable condition CANbusBusy

```
while(canBusCommunication.CANbusBusy == true)
  canBusCommunication.condCANbusBusy.wait(lock);
3 result = sendCanMessage(&canBusCommunication.msg2send[STEER]);
...
result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);
...
```

Listing 17: 2SEND_CMy_S, two function for sending the CAN messages and a set of the variable condition CANbusBusy

```
canBusCommunication.CANbusBusy = true;  
result = sendCanMessage(&canBusCommunication.msg2send[STEER]);  
...  
4 result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);  
...  
canBusCommunication.CANbusBusy = false;  
canBusCommunication.condCANbusBusy.notify_one();
```

Listing 18: 2SEND_CMy_WS, two function for sending the CAN messages, a unique while which checks of the variable condition CANbusBusy and a set of the variable condition CANbusBusy

```
while(canBusCommunication.CANbusBusy == true)  
    canBusCommunication.condCANbusBusy.wait(lock);  
3 canBusCommunication.CANbusBusy = true;  
result = sendCanMessage(&canBusCommunication.msg2send[STEER]);  
...  
result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);  
...  
8 canBusCommunication.CANbusBusy = false;  
canBusCommunication.condCANbusBusy.notify_one();
```

Listing 19: 2SEND_CMn_W, two function for sending the CAN messages, two different while which checks the variable condition CANbusBusy

```
1 while(canBusCommunication.CANbusBusy == true)  
    canBusCommunication.condCANbusBusy.wait(lock);  
result = sendCanMessage(&canBusCommunication.msg2send[STEER]);  
...  
6 while(canBusCommunication.CANbusBusy == true)  
    canBusCommunication.condCANbusBusy.wait(lock);  
result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);  
...
```

Listing 20: 2SEND_CMn_S, two function for sending the CAN messages, two different set of the variable condition CANbusBusy

```
canBusCommunication.CANbusBusy = true;  
2 result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);  
...  
canBusCommunication.CANbusBusy = false;  
canBusCommunication.condCANbusBusy.notify_one();  
...  
7 canBusCommunication.CANbusBusy = true;  
result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);  
...  
canBusCommunication.CANbusBusy = false;  
canBusCommunication.condCANbusBusy.notify_one();
```

Listing 21: 2SEND_CMn_WS, two function for sending the CAN messages, two different while which check the variable condition CANbusBusy and two different set of the variable condition CANbusBusy

```

while(canBusCommunication.CANbusBusy == true)
    canBusCommunication.condCANbusBusy.wait(lock);
canBusCommunication.CANbusBusy = true;
4 ...
result = sendCanMessage(&canBusCommunication.msg2send[STEER]);
...
canBusCommunication.CANbusBusy = false;
canBusCommunication.condCANbusBusy.notify_one();
9 while(canBusCommunication.CANbusBusy == true)
    canBusCommunication.condCANbusBusy.wait(lock);
canBusCommunication.CANbusBusy = true;
...
result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);
14 ...
canBusCommunication.CANbusBusy = false;
canBusCommunication.condCANbusBusy.notify_one();

```

Listing 22: 2SEND, two function for sending the CAN message

```

result = sendCanMessage(&canBusCommunication.msg2send[STEER]);
...
result = sendCanMessage(&canBusCommunication.msg2send[SPEED]);
4 ...

```

Listing 23: 1SEND, one function for sending the CAN message

```

1 result = sendCanMessage(canBusCommunication.msg2send,2);

```

Listing 24: 1SEND_W, one function for sending the CAN messages and a while which checks the variable condition CANbusBusy

```

while(canBusCommunication.CANbusBusy == true)
    canBusCommunication.condCANbusBusy.wait(lock);
result = sendCanMessage(canBusCommunication.msg2send,2);

```

Listing 25: 1SEND_WS, one function for sending the CAN messages, a while which checks the variable condition CANbusBusy and a set of the variable condition CANbusBusy

```

while(canBusCommunication.CANbusBusy == true)
2  canBusCommunication.condCANbusBusy.wait(lock);
    canBusCommunication.CANbusBusy = true;
result = sendCanMessage(canBusCommunication.msg2send,2);
canBusCommunication.CANbusBusy = false;
canBusCommunication.condCANbusBusy.notify_one();

```


IMPLEMENTATION

D.1 STARTCOMMUNICATION.CPP

The program *startCommunication* allows to launch and restarts the file *communication*.

Listing 26: startCommunication.cpp

```

#include "ros/ros.h"
#include <atv_acrosser/killApp.h>
#include <boost/thread/thread.hpp>
4
void openNewTerminal();
bool notificationKilledProcess(atv_acrosser::killApp::Request &req,
    atv_acrosser::killApp::Response &res);
void receiveKillCommunication(int argc, char **argv);
9

boost::mutex mtxTerminal;
boost::mutex::scoped_lock lock (mtxTerminal);
boost::condition_variable condTerminal;
14
/* It proves the presence of terminal window that execute the process
communication */
bool existTerminal = false;
19

/*****
* @function: openNewTerminal
* Thread opens a new terminal and executes the communication
* program. It also remains waiting status on the condition variable
* to launch again the process communication.
24 *****/
void openNewTerminal()
{
    int statusSystem = 0;
29

    /*Open the first terminal with communication program*/
    existTerminal = true;
    statusSystem = system("gnome-terminal -x ./communication");
    printf("\nTERMINAL OPENED STATUS: %d", statusSystem);
34

    /* Infinite while, there will be always a condition variable
    which wait a signal from a killed process.
    When the the condition variable will be awake from a killed process,
    it will open a new terminal and execute the communication
    program and wait again another signal from a killed process */
39

```

```

while(1)
{
    /*Condition variable, wait to be awake after the killed process */
    while(existTerminal == true)condTerminal.wait(lock);
44
    /*Open a new terminal and execute the communication process */
    statusSystem = system("gnome-terminal -x ./communication");
    printf("\nTERMINAL OPENED STATUS: %d", statusSystem);
    if(statusSystem < 0)
49     printf("\n PROBLEM TO OPEN THE NEW WINDOW DURING THE
RESTARTING OF THE SOFTWARE communication");
    }
}

54 /*****
* @function: receiveKillCommunication
* Thread waits the communication with communication process via
* ROS service in case the process communication needs to
* terminate. When receive the notice from the service the
* function notificationKilledProcess is called.
59 *****/
void receiveKillCommunication(int argc, char **argv)
{
    ros::init(argc, argv, "");
64     ros::NodeHandle n;
    //Here the service called "restartCommunication" is created and
    //advertised over ROS.
    ros::ServiceServer service = n.advertiseService
("restartCommunication", notificationKilledProcess);
69     ros::spin();
}

/*****
* @function: notificationKilledProcess
74 * This function has called each time that ROS service answers from
* the communication creating * a synchronization with it.
* The function will change in false the value of the variable
* existTerminal and wake up the * condition variable condTerminal
* with the scope of open a new terminal and execute the process
79 * communication.
*****/
bool notificationKilledProcess(atv_acrosser::killApp::Request &req,
atv_acrosser::killApp::Response &res)
{
84     ROS_INFO("PID KILLED %ld", (long int)req.pid2Kill);
    /* set to false the variable existTerminal, it means there aren't
    open terminal with running communication */
    existTerminal = false;
    /* wake up the condition variable condTerminal */
89     condTerminal.notify_one();
    return true;
}

```

```

94 int main(int argc, char **argv)
    {
      boost::thread openNewTerminal_Thread(&openNewTerminal);
      boost::thread receiveKillCommunication_Thread(
        &receiveKillCommunication, argc, argv);
99
      openNewTerminal_Thread.join();
      receiveKillCommunication_Thread.join();

      return 0;
104 }

```

D.2 COMMUNICATION

The program communication is the principle file and calls the thread readCANmessageThread and sendCANmessageThread for the interaction with the CAN bus and ROS.

Listing 27: communication.cpp

```

1 #include "atvAcrosser/CAN.h"

int main(int argc, char **argv)
{
6  /***** THREAD *****/
  CanBus canBusCommunication;
  //from CAN 2 ROS
  boost::thread tReadCANmessageThread(&CanBus::readCANmessageThread,
    &canBusCommunication, argc, argv, boost::ref(canBusCommunication));
11
  //from ROS 2 CAN
  boost::thread tSendCANmessageThread(&CanBus::sendCANmessageThread,
    &canBusCommunication, argc, argv, boost::ref(canBusCommunication));
16 tReadCANmessageThread.join(); //from CAN 2 ROS
   tSendCANmessageThread.join(); //from ROS 2 CAN
   return 0;
}

```

D.3 ./CAN.CPP

Can.cpp defines the function of the CanBus. These function allows the communication with CAN and ROS.

Listing 28: CAN.cpp

```

#include "../include/atvAcrosser/CAN.h"

```

```

#include <atv_acrosser/killApp.h>

using namespace std;

5  /* Class initialization */
CanBus::CanBus()
{
CANbusBusy = false;

10 /*
initialization of the parameters used and interpreted by EPEC after
sending them by CAN bus*/
/* STEER*/
15 msg2send[STEER].id =0x18AD0500;
msg2send[STEER].id_type = EXT_ID;
msg2send[STEER].length = 3;
msg2send[STEER].data[0] = 0x00;
msg2send[STEER].data[1] = 0x00;
20 msg2send[STEER].data[2] = 0x01;

/* SPEED_SET */
msg2send[SPEED_SET].id =0x18FD4300;
msg2send[SPEED_SET].id_type = EXT_ID;
25 msg2send[SPEED_SET].length = 8;
msg2send[SPEED_SET].data[0] = 0x00;
msg2send[SPEED_SET].data[1] = 0x00;
msg2send[SPEED_SET].data[2] = 0xD0;
msg2send[SPEED_SET].data[3] = 0x00;
30 msg2send[SPEED_SET].data[4] = 0x00;
msg2send[SPEED_SET].data[5] = 0x00;
msg2send[SPEED_SET].data[6] = 0x00;
msg2send[SPEED_SET].data[7] = 0x00;

35 /* SPEED_STOP */
msg2send[SPEED_STOP].id =0x18FD4300;
msg2send[SPEED_STOP].id_type = EXT_ID;
msg2send[SPEED_STOP].length = 8;
msg2send[SPEED_STOP].data[0] = 0x00;
40 msg2send[SPEED_STOP].data[1] = 0x00;
msg2send[SPEED_STOP].data[2] = 0xD0;
msg2send[SPEED_STOP].data[3] = 0x00;
msg2send[SPEED_STOP].data[4] = 0x00;
msg2send[SPEED_STOP].data[5] = 0x00;
45 msg2send[SPEED_STOP].data[6] = 0x00;
msg2send[SPEED_STOP].data[7] = 0x00;

/* GEAR */
msg2send[GEAR].id =0x18FA5700;
50 msg2send[GEAR].id_type = EXT_ID;
msg2send[GEAR].length = 1;
msg2send[GEAR].data[0] = 0x06;
}

```



```

55 /* Class destroyer */
CanBus::~CanBus(){}

/*****
60 * @function: readDataFromCan
* Read data from CAN bus.
* Interprets the type of the message and updates the variable
* ackermannMsg with the value updated.
*****/
65 void CanBus::readDataFromCan(ackermann_msgs::AckermannDrive
&ackermannMsg, CanBus &canBusCommunication)
{
//temporary variable for put the value read from CAN bus
struct CanMsg canPkgReceive;
70 memset((void *)&canPkgReceive, 0, sizeof(canPkgReceive));

while(1)
{
boost::mutex::scoped_lock lock (canBusCommunication.mtxCANbusBusy);
75 //the condition variable doesn't allow to access to CAN bus till
//the sending function has finished to send the message through the
CAN bus
while(canBusCommunication.CANbusBusy == true)
canBusCommunication.condCANbusBusy.wait(lock);
80

//call the funcion for get CAN message
boost::thread function_caller(::getCanMessage, &canPkgReceive,1);
//if the function getCanMessage doesn't terminate before
//DELAY_MAX_READ_CAN_MESSAGE ms, this program must be
85 //restarted.
//it's necessary this control because happen that CAN bus stops
// running and it's necessary restart the program to resume CAN bus

if (!function_caller.timed_join(boost::posix_time::milliseconds
90 (DELAY_MAX_READ_CAN_MESSAGE)))
{
restartCommunication();
}

95 //the message from CAN bus is interpreted and stored in the
//variable ackermannMsg

switch (canPkgReceive.id)
{
100 case SPEED_MEASUREMENT:
{
float speed = 0; // mm/s -> millimeters, not meters
//low byte: resolution: 0.001 m/s/bit
speed = canPkgReceive.data[0] * 0.001;
105 //upper byte: resolution: 0.256 m/s/bit

```

```

    speed += canPkgReceive.data[1] * 0.256;
    if(canPkgReceive.data[7] == 0x40) speed *= -1;
    ackermannMsg.speed = speed;
    break;
}
110

    case STEERING_POSITION:
    {
    int position;
    position = canPkgReceive.data[0];
    position += canPkgReceive.data[1] * 256;
    //rad
    ackermannMsg.steering_angle = atan(LENGHT_VEHICLE*
    (position - STEERING_DEFAULT_POSITION) /
    (RESOLUTION_CURVATURE_CONVERSION ));
    break;
    }
115

}

120

} //while(1)
125
}

/*****
130 * @function: readCANmessageThread
* Thread – send to ROS topic the ackermannMsg readed
* Periodically the function readDataFromCan is called to update
* the values of ackermannMsg from * CAN bus and published them
* via ROS.
135 *****/
void CanBus::readCANmessageThread(int argc, char **argv, CanBus
&canBusCommunication)
{
//show the firmware version, it's also used for checking if the CAN
140 //bus works
canShowFwVersion();

//ros initialization
ros::init(argc, argv, "");
145 ros::NodeHandle nodePlannerController;
//create a ros::Publisher which is used to publish on a topic called "fromCan2Ros"
ros::Publisher msgPublic = nodePlannerController.advertise
<ackermann_msgs::AckermannDrive>("fromCan2Ros", 1);
ros::Rate loop_rate(ROS_SEND_MESSAGE_FREQUENCY_HZ); //Hz
150
//call the thread readDataFromCan
boost::thread threadReadDataFromCan(&CanBus::readDataFromCan,
boost::ref(ackermannMsg),
boost::ref(canBusCommunication));
155
while (ros::ok())
{

```

```

//The publish() function is how you send messages.
//The parameter is the message object.
160 msgPublic.publish(ackermannMsg);
    ros::spinOnce();
    loop_rate.sleep();
    }

165 threadReadDataFromCan.join();
}

/*****
* @function: readDataFromRos
170 * The function is called periodically from the subscribe of the
* topic "fromRos2Can" and read the * ackermann_msgs received via
* ROS.
* The messaged received include steering and speed values are
* adapted for sending via CAN bus.
175 *****/
void CanBus::readDataFromRos(const ackermann_msgs::AckermannDrive::
ConstPtr& msg, CanBus &canBusCommunication)
{
    // the values of speed and steer are read and adapted to be
180 //correctly interpreted by the EPAC
    int steer = ( tan (msg->steering_angle) *
    RESOLUTION_CURVATURE_CONVERSION / LENGHT_VEHICLE ) +
    STEERING_DEFAULT_POSITION;
    struct CanMsg msgSteeringdirection;
185 canBusCommunication.msg2send[STEER].data[0] = (unsigned char)
    ((steer) & 0xFF); //select lower byte
    canBusCommunication.msg2send[STEER].data[1] = (unsigned char)
    (((steer) & 0xFF00) >> 8); //select higher byte

190 int absSpeed = (int) fabs(msg->speed * 1000);
    canBusCommunication.msg2send[SPEED_SET].data[0] =
    (unsigned char)(absSpeed & 0xFF); //select lower byte
    canBusCommunication.msg2send[SPEED_SET].data[1] =
    (unsigned char)((absSpeed & 0xFF00) >> 8); //select higher byte
195 canBusCommunication.msg2send[SPEED_SET].data[7] =
    (msg->speed >= 0 )?0x40:0x00;
    boost::mutex::scoped_lock lock (canBusCommunication.
    mtxCANbusBusy);
    canBusCommunication.CANbusBusy = true;

200
    boost::thread function_caller(::sendCanMessage,
    canBusCommunication.msg2send,2);
    //if the function sendCanMessage doesn't terminate before
    //DELAY_MAX_SEND_CAN_MESSAGE ms, this program must be
    //restarted
205 if (!function_caller.timed_join(boost::posix_time::
    milliseconds(DELAY_MAX_SEND_CAN_MESSAGE)))
    {
        restartCommunication();
    }
}

```

```

210     }
        //set to false the boolean variable that rappresent the status
        //of the CAN bus and alert the condition variable that
        //the CAN bus is available for a possible read
        canBusCommunication.CANbusBusy = false;
215     canBusCommunication.condCANbusBusy.notify_one();
    }

    /*****
220 * @function: sendCANmessageThread
* Thread – read from ROS topic "fromRos2Can"
* Periodically the function readDataFromRos is called read data
* from ROS and send them to CAN.
*****/

225 void CanBus::sendCANmessageThread(int argc, char **argv, CanBus
&canBusCommunication)
    {
        //ros initialization
        ros::init(argc, argv, "sendCANmessageThread");
230     ros::NodeHandle n;
        ros::Rate loop_rate(ROS_READ_MESSAGE_FREQUENCY_HZ); //Hz
        //The subscribe() call the ROS master node for communicate that
        //the function wants to receive ROS messages from the topic
        //"fromRos2Can"
235     ros::Subscriber sub = n.subscribe<ackermann_msgs::AckermannDrive>
("fromRos2Can", 1, boost::bind(readDataFromRos, _1,
boost::ref(canBusCommunication)));
        while (ros::ok())
        {
240         ros::spinOnce();
            loop_rate.sleep();
        }

        exit(1);
245     }

    /*****
250 * @function: restartCommunication
* Kill the program
* There is a synchronous communication with the program
* startCommunication via ROS with a service.
* ./restartCommunication signal to startCommunication that the
* process must die, when get the feedback from
255 * ./restartCommunication it proceed to kill itself.
*****/

void CanBus::restartCommunication()
    {

260     int argc = 0;
        char** argv;

```

```

//ros initialization
ros::init(argc, argv, "talker");
ros::NodeHandle n;
265
//creates a client for the killApp service
ros::ServiceClient client = n.serviceClient<atv_acrosser::
killApp>("killCAN");
atv_acrosser::killApp srv;
270 //get the name of the pid
srv.request.pid2Kill = getpid();
if (client.call(srv))
{
    //when receive the feedback from the
275 ROS_INFO("Sum: %ld", (long int)srv.response.pidKilled);
    exit(0);
}
else
    ROS_ERROR("Failed to call service killCAN");
280 }

/*****
* @function: canShowFwVersion
* Show the version of the firmware version
285 * If there are some problem for getting the firmware version
* there are some problems in * the CAN communication and then
* then communication must be restarte calling the function
* restartCommunication().
*****/
290 void CanBus::canShowFwVersion()
{
    PicInfo picInfo = {0};

    int result = getCanFwVer(&picInfo);
295
    if(!result) {
        cout << picInfo.info;
    } else {
        restartCommunication();
300
    }

    return;
}

```

D.4 ./CAN.H

The header include the definition of the class CanBus.

Listing 29: CAN.h

```

//=====
2 // include guard
#ifndef __CAN_H_INCLUDED__

```

```

#define __CAN_H_INCLUDED__

//=====
7 // define
enum EnumTypeMsg { STEER, SPEED_SET, SPEED_STOP, GEAR };
//=====
// included dependencies
#include "../include/atvAcrosser/parameterCar.h"
12 #include "ackermann_msgs/AckermannDrive.h"
#include <boost/thread/thread.hpp>
#include "ros/ros.h"
#include <stdio.h>
#include "ARV6005Lib.h"
17

//=====
// class
class CanBus{
22   private:
       boost::mutex mtxCANbusBusy;
       boost::condition_variable condCANbusBusy;
       bool CANbusBusy;

27       CanMsg msg2send[2];

       ackermann_msgs::AckermannDrive ackermannMsg;

       static void restartCommunication();
32       static void canShowFwVersion();

       static void readDataFromCan(
       ackermann_msgs::AckermannDrive &ackermannMsg,
       CanBus &canBusCommunication);
37       static void readDataFromRos(
       const ackermann_msgs::AckermannDrive::ConstPtr& msg,
       CanBus &canBusCommunication);

42       //this function is used when I send just one message in
       //the CAN bus
       //static void readDataFromRos(
       //const ackermann_msgs::AckermannDrive::ConstPtr& msg);

       public:
47       CanBus();
       ~CanBus();
       void readCANmessageThread(int argc, char **argv,
       CanBus &canBusCommunication);
       void sendCANmessageThread(int argc, char **argv,
52       CanBus &canBusCommunication);
       //
};

```

```
#endif // __CAN_H_INCLUDED__
```

D.5 ./PARAMETERCAR.H

Definition of the constants parameters .

Listing 30: parameterCar.h

```
//=====
// include guard
#ifndef __PARAMETERCARH_INCLUDED__
4 #define __PARAMETERCARH_INCLUDED__

//CAN communication parameters
#define AUTOMATION_STATUS 0x18FF2004ULL
#define SPEED_MESUREMENT 0xCF02205ULL
9 #define STEERING_POSITION 0xCAC0005ULL

//VEHICLE communication steering parameter
#define STEERING_DEFAULT_POSITION 32128
#define STEERING_MAX_RANGE 4000 //bits
14 #define STEERING_MAX_GRADE 70 //grads

//VEHICLE parameters
#define LENGHT_VEHICLE 1.85 //m
//resolution curvature: 0.25km-1/bit
19 #define RESOLUTION_CURVATURE 4
#define CONVERSION_m2Km 1000

#define RESOLUTION_CURVATURE_CONVERSION
RESOLUTION_CURVATURE*CONVERSION_m2Km
24

//ROS frequencies parameters
#define ROS_SEND_MESSAGE_FREQUENCE_HZ 100 //Hz
#define ROS_READ_MESSAGE_FREQUENCE_HZ 100 //Hz

29 //maximum waiting time for a CAN communication
#define DELAY_MAX_SEND_CAN_MESSAGE 5000 //ms
#define DELAY_MAX_READ_CAN_MESSAGE 5000 //ms

#endif // __PARAMETERCARH_INCLUDED__
```


USER GUIDE

- Start ROS Master from console editing *roscore*.
- *startCommunication*:
 - Open a new console.
 - *cd catkin_ws/devel/lib/atv_acrosser*
 - *sudo su*
 - *./startCommunication*

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