INTERNATIONAL STANDARD

ISO 14229-3

Second edition
2022-03

Road vehicles — Unified diagnostic services (UDS) —

Part 3: Unified diagnostic services on CAN implementation (UDSonCAN)

Véhicules routiers — Services de diagnostic unifiés (SDU) —

Partie 3: SDU sur l'implémentation du gestionnaire de réseau de communication (SDUsurCAN)

Reference number
ISO 14229-3:2022(E)

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Published in Switzerland

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 31, *Data communication*.

This second edition cancels and replaces the first edition (ISO 14229-3:2012), which has been technically revised.

The main changes are as follows:

— restructuration of the document;

— introduction of requirement numbers, names and definitions;

— technical content improvements based on implementation feedback from the automotive industry.

A list of all parts in the ISO 14229 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

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Introduction

The ISO 14229 series has been established in order to define common requirements for diagnostic systems, whatever the serial data link is.

To achieve this, the ISO 14229 series is based on the Open Systems Interconnection (OSI) Basic Reference Model in accordance with ISO/IEC 7498-1[1] and ISO/IEC 10731[2], which structures communication systems into seven layers. When mapped on this model, the services used by a diagnostic tester (client) and an Electronic Control Unit (ECU, server) are structured into the following layers:

— application layer (layer 7) specified in ISO 14229-1 and ISO 14229-3 to ISO 14229-8;

— presentation layer (layer 6) specified in ISO 14229-1 and ISO 14229-3 to ISO 14229-8;

— session layer services (layer 5) specified in ISO 14229-2 and ISO 14229-3 to ISO 14229-8.

Figure 1 illustrates the UDSonCAN document and related documents according to the OSI model.

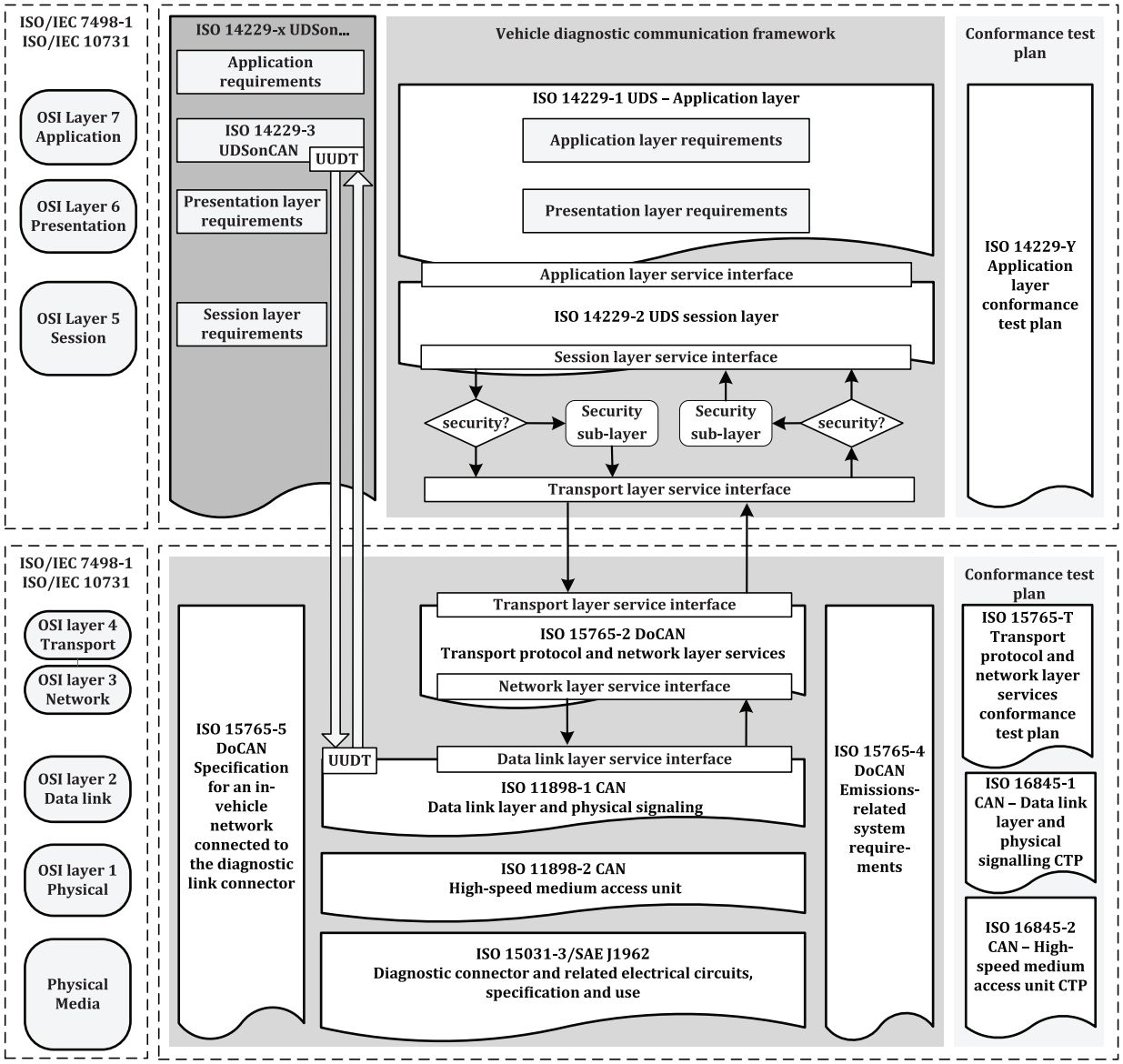


Figure 1 — ISO 14229-3 document reference according to OSI model

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Road vehicles — Unified diagnostic services (UDS) —

Part 3: Unified diagnostic services on CAN implementation (UDSonCAN)

1 Scope

This document specifies an application profile for the implementation of unified diagnostic services (UDS) on controller area network (CAN) in road vehicles.

UDSonCAN references ISO 14229-1 and ISO 14229-2 and specifies implementation requirements of the diagnostic services to be used for diagnostic communication on CAN.

This document specifies

— additional requirements specific to the implementation of UDS on the CAN network, and;

— specific restrictions in the implementation of UDS on the CAN network.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 11898-1, *Road vehicles — Controller area network (CAN) — Part 1: Data link layer and physical signalling*

ISO 14229-1, *Road vehicles — Unified diagnostic services (UDS) — Part 1: Application layer*

ISO 14229-2, *Road vehicles — Unified diagnostic services (UDS) — Part 2: Session layer services*

ISO 15765-2, *Road vehicles — Diagnostic communication over Controller Area Network (DoCAN) — Part 2: Transport protocol and network layer services*

ISO 15765-5, *Road vehicles — Diagnostic communication over Controller Area Network (DoCAN) — Part 5: Specification for an in-vehicle network connected to the diagnostic link connector*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 14229-1, ISO 14229-2, ISO 15765-2, and ISO 15765-5 apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

4 Symbols and abbreviated terms

4.1 Symbols

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