

DISTRIBUTED CONTROL MONITORING SYSTEM USING CONTROLLER AREA NETWORK

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Abstract— Network-based systems are widely used in many application areas such as intelligent systems and distributed systems. To design distributed systems, distributed information processing and intelligent terminals are required. This system can be integrated efficiently into the present automation management network system. This paper presents the development of distributed network control system based on Controller Area Network (CAN). The system includes three micro controller based boards with PIC18F458 with Analog-to-Digital (ADC) interface for analog measurement. The first board use a ADC input sensor for revolution per minute (RPM) calculation of motor, while the second board uses to capture temperature and the third board which connects to PC for Graphical User Interface (GUI) display for monitoring system. The three boards communicate via the existing data communications network. These micro controller based hardware devices are driven by programs written in the C programming language, while LabVIEW provides the user-control interface. This paper will present the methodology, design approach and results of the online monitoring system.

Keywords - Controller Area Network (CAN), RPM Microcontroller, LabVIEW

I. INTRODUCTION

This system comprises three boards which contain micro controller based for RPM and temperature measurement respectively and the third board acts as a gateway which connects to the PC that simulate the GUI display as shown in Figure 1. These two parts communicate through a CAN bus. The micro controller chips run programs written in the C programming language. The second board communicates with the PC through a RS232 serial bus. A graphical user interface (GUI) simulates the dashboard of a vehicle using program written in LabVIEW.

The CAN protocol was developed by Bosch in the 1980's, and the CAN network is widely applied in many automation industries, particularly in the automotive industry [1, 9]. It is an advanced serial communication bus system with a transmission speed from several Kb/s to 1Mb/s, depending on the physical bus length. CAN

efficiently supports distributed real time control with a high level of security[2].

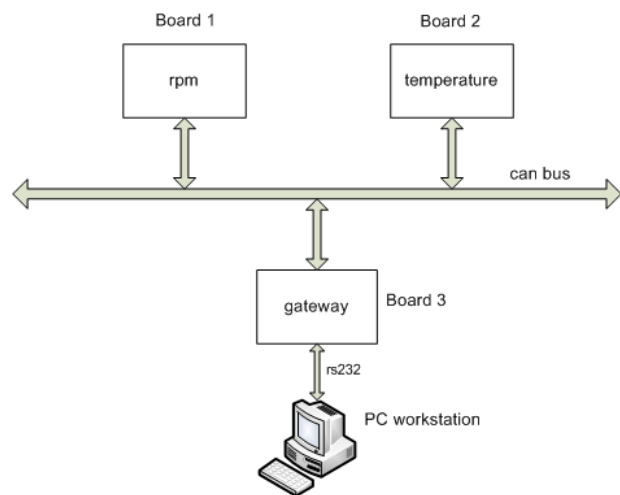


Figure 1: CAN communication system

A CAN port is a two-wire, half-duplex, high-speed network system that can reach up to 1 Mbit/s. The implementation of CAN is based on peer-to-peer and broadcast communication functions. CAN is protocol for short messages with 0 to 8 bytes. The CAN specification [3, 4] defines protocols for the physical and data link layers, which enable communication between the network nodes.

The application process of a node such as temperature measurement; sensor decides when it should request the transmission of a message frame. The frame consists of a data field and overhead, such as identifier and control fields. Since the application processes are asynchronous, so the bus has a mechanism for resolving conflicts which based on a non-destructive arbitration process. Actually, the CAN is a multi master network. It uses CSMA/CA (Carrier Sense Multiple Access/Collision Avoidance) by applying bit arbitration and it solves the collision problem of CSMA/CD which widely used in Ethernet[5].

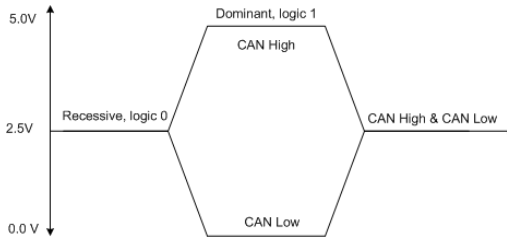


Figure 2: Physical CAN voltage levels

There are two popular CAN specifications[3], CAN 2.0A, standard CAN, using 11 bits for node identification and the other standard is CAN 2.0B or extended CAN, using 29 bits for node identification. For CAN 2.0A allows 2048 unique identifiers (2^{11}), while CAN 2.0B has 29 bits identifier provide 537 million unique identifiers (2^{29})[6] as shown in Table 1. The employment of this existing date communications network in this design enables the system to integrate efficiently with the current management network system.

Table 1: CAN Versions [7]

NOMENCLATURE	STANDARD	MAX SIGNALING RATE	IDENTIFIER
Low-Speed CAN	ISO 11519	125 kbps	11-bit
CAN 2.0A	ISO 11898:1993	1 Mbps	11-bit
CAN 2.0B	ISO 11898:1995	1 Mbps	29-bit

In this project, the infra red is used to calculate of a motor RPM unit and a sensor LM35 to measure the temperature which is the inputs for Capture/Compare/PWM (CCP) and ADC ports respectively of micro controller Board 1 and Board 2. The micro controller chip, PIC18F458, has a built-in CAN controller and controls the sensor. The third board, Board 3, consists of a PIC18F458 micro controller chip, and a RS 232 driver chip (MAX 233), which drives the RS 232 communications between the board and the PC. The LabVIEW programming language, which was developed by National Instrument Co.(NI), is applied to create a GUI for controlling the whole system in the PC. The reason for using LabVIEW in the design is that it is a graphical programming language that is easy to design and is widely used in industry. In LabVIEW, a user interface (Front Panel) is built using the Controls Palette, which includes a set of tools and objects, and the Block Diagram, which contains the codes to control the Front Panel objects. This is built using the Functions Palette that includes the graphical representations of the Front Panel objects.

II. SYSTEM DESIGN

The block structure diagram of this design is shown in Figure 2. Board 1, is a revolution per minute (RPM)

module, and Board 2 is temperature module. Both boards communicates to Board 3 which is a gateway from the CAN bus to the PC using RS232 serial communications. The design consists of two parts, the hardware and the software. The design of the system based on the hardware; the micro controller based circuit board designs, and the software; the programs for the micro controller chips, and the GUI in the PC for displaying the test results and for controlling the system.

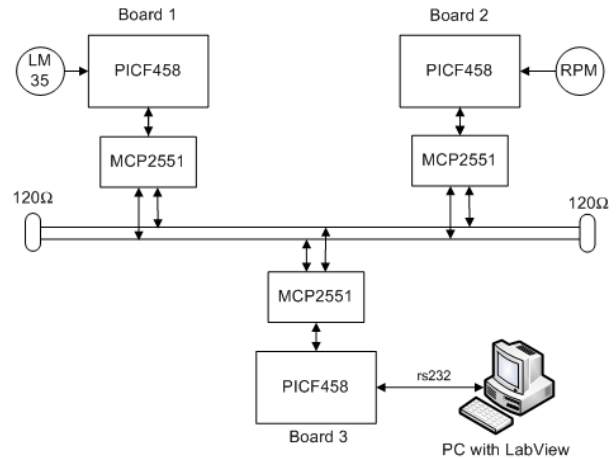


Figure 2: CAN Bus Monitoring System

A. Micro controller board design

In the Board 1 and Board 2 design, are equipped with micro controller chip PIC18F458 and a CAN transceiver chip, MCP 2551 with a infrared sensor for rpm measurement and LM35 for temperature measurement respectively. In the Board 3, a PIC18F458 and a multichannel RS232 driver chip, MAX233, are used. A 20MHz TTL oscillator is employed to clock each board. Several passive components are required for the board to operate correctly. The stability and security of the system are important for this development, so that the Printed Circuit Board (PCB) technology is used. The PIC18F458 is a flash programmable processor allowing for rapid development and prototyping, and has built in CCP, CAN controller, and Universal Asynchronous Receive and Transmit (UART) modules. The CCP module is used to capture the outputs from the infrared. This module contains a 16-bit register that can operate as a 16-bit capture, compare, or PWM Duty Cycle register. The CAN controller module is for communications between both boards, it supports both CAN 2.0 A and B. The data length of CAN transmission data is up to 8 bytes, and the transmission baud rate is programmable up to 1 Mb/s. The UART module is for RS 232 communications between the second board and the PC. Every CAN node in a CAN system must have a device to convert the digital signals generated by a CAN controller to signals suitable for transmission over the bus. A CAN transceiver MCP 2551 chip is used for this purpose; it serves as the interface between a CAN controller and the physical bus. Its operation speed is up to 1 Mb/s. The physical CAN bus is a two wire bus, which are known as CAN High and

CAN Low and in their inactive state they normally sit at 2.5V. The CAN bus has two states namely CAN High and CAN Low as shown in Figure 2 Dominant state occurs when the CAN High voltage is higher than CAN Low voltage, and Recessive state occurs when CAN High and CAN Low voltage are at the same level [8]

B. Software

The programs for the PIC18F458 chips are written using CCS PIC micro C compilers. This C compiler utilizes a Windows Integrated Development Environment (IDE), which makes the programs easily can be created. A development programmer, PICKit Version 2, is used to program the micro controller chips. The flowchart of the first program, as shown in Figure 5, is for the micro controller chip on Board 1 and Board 2. It initializes the chip, initializes the CAN module, and captures the data from the pins of CCP module for the calculation of the rpm using infrared to dc motor. For Board 1, the IR circuit outputs pulses whenever it is interrupted (this type of IR circuit is also known as a 'photo-interruptor' circuit). The microcontroller will stand by waiting to see the rising edge of one of these pulses as shown in Figure 3. Anytime a rising edge is detected the PIC will interrupt the current software and run a special subroutine to take note that the change on the signal occurred. This subroutine calculates the rpm based on the number of rising edge of the pulses. The RPM can be found using equation 1. The RPM data are sent to the Board 3 via the CAN controller and CAN transceiver. For Board 2, the temperature data is collected by temperature sensor, LM35, and is given by 10mV/°C. Thus, for example, at 20°C the output voltage is 200 mV. The flowchart of the program for Board 3 is shown in Figure 6. This program initializes the chip, captures the data from CAN bus to the buffers, initializes the UART module, and sends/receives the data to the PC via the RS 232 driver.

$$RPM = \frac{60 * \frac{1}{F_{osc} * a}}{period * b} \quad (1)$$

Where:

- F_{osc} is a system frequency clock
- $period$ is a duration of complete one cycle
- a is clock cycles to execute single instruction
- b is number of blades of fan

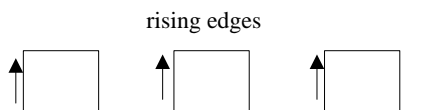


Figure 3: Output pulse from infra red for RPM measurement

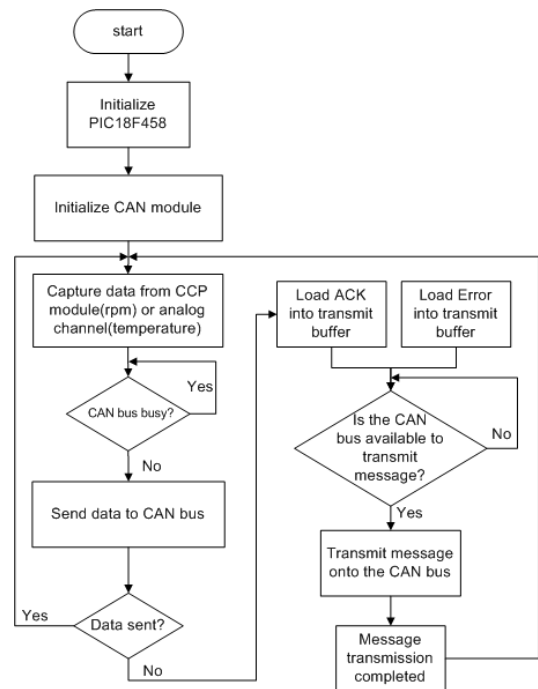


Figure 5: Flow Chart of the program for micro controller chip for Board 1 and Board 2

The GUI was created using the LabVIEW programming language. The PC calculates the RPM results using the data collected from the micro controllers based hardware system using equation 1, and then the calculated RPM testing results are displayed as well as temperature data. Some of the information about the CAN communications from Board 1 and 2 are captured and displayed. All of the parameters for the RS 232 communications and part of the parameters for the CAN communications can be set in this user interface. The part of block diagram of LabView of program is shown in Figure 7. The parameters of RS 232 communication is available for the user to set namely COM1 and COM2 ports selection, data bits, stop bits, buffer size and baud rate. In the Figure 7, it is a Block Diagram of LabView which contains the codes to control the objects of the front panel (GUI). There are many SEQUENCE, CASE, FOR and WHILE programming loops are employed in the program.

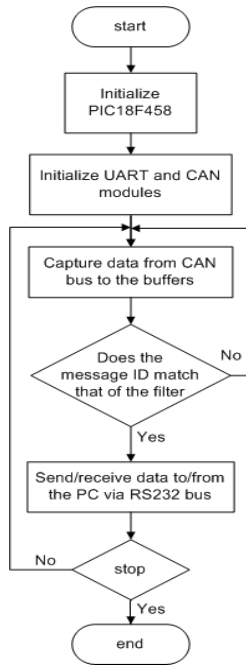


Figure 6: Flowchart of the program for Board 3

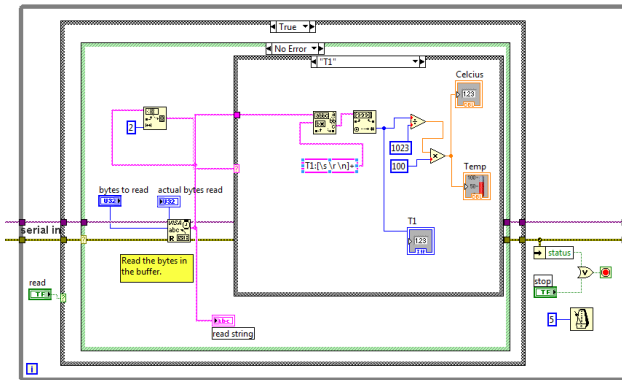


Figure 7: Part of the Block Diagram of the LabView program

III. RESULTS

To verify the data received is correct, a CAN bus monitoring system, a NI-CAN Bus Monitor (NBM) is used and hardware NI-CAN USB 8473s is connected to the CAN bus. The speed used for this test is 1.0 Mbits which also apply to Board 1, Board 2 and Board 3. In this setup, NBM monitors all the data received from the CAN bus and the result is displayed as shown in Figure 8.

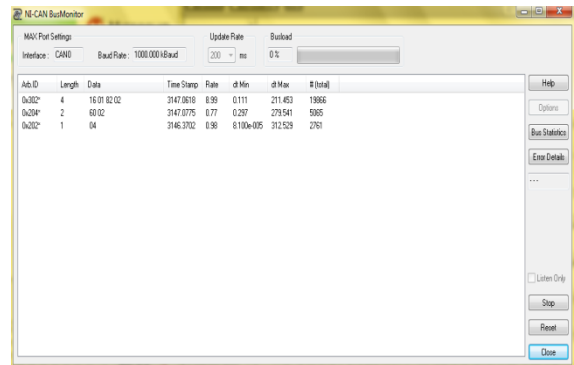


Figure 8: NI-CAN Bus Monitoring System

There are three IDs 0x302, 0x204 and 0x202 which represent Board 1, Board 2 and Board 3 identifiers (IDs) respectively. From the Figure 7, the data received is in hexadecimal number, is extracted Lab View programming and the data displayed in GUI, usi. For example, the data from the Board 2 with ID 0x204 is 60 02, is arranged as 0206, which the first byte is the lowest byte value and followed by next higher byte value. These bytes are converted to decimal number which is the value is 59.5°C as shown in Figure 9.

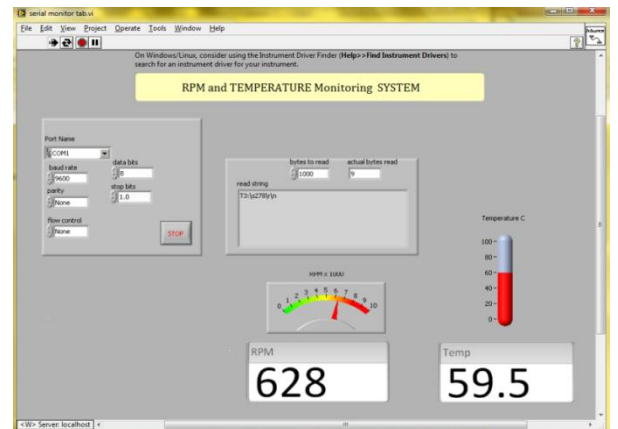


Figure 9: From Panel of the LabView program

The data from the CAN bus is also captured using digital oscilloscope as shown in Figure 9. The signal taken is 1.0 Mbps.

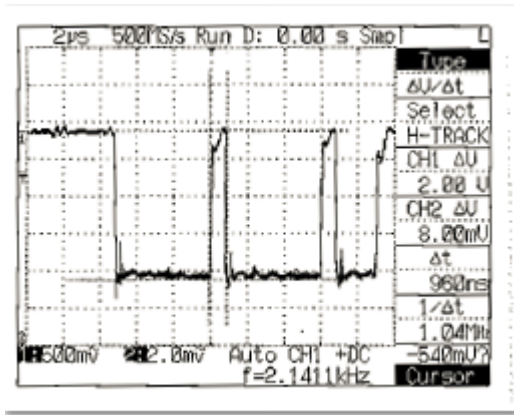


Figure 9: CAN Measurement using digital oscilloscope

IV. CONCLUSION

Controller Area Network, like any field-bus system that is based on serial communication, will reduce wiring, which was originally considered only as an advantageous side effect. CAN supports all the requirements such as real-time behaviour, simple protocol and short messages for automotive and automation applications. The paper presents the CAN data successfully extracted from the CAN bus and display in GUI in PC. This data can be to establish the reliable route for messages to take in order to reach its destination. This project can be extended using more nodes that can be distributed to monitor and control others sensors or actuators which extensively being used in vehicle communication and manufacturing plant.

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V. REFERENCES

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