Second edition
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Road vehicles — Diagnostic communication over Controller Area Network (DoCAN) —

Part 1: General information and use case definition

Véhicules routiers — Communication de diagnostic sur gestionnaire de réseau de communication (DoCAN) —

Partie 1: Informations générales et définition de cas d'usage

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Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 15765-1 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

This second edition cancels and replaces the first edition (ISO 15765-1:2004), which has been technically revised.

ISO 15765 consists of the following parts, under the general title *Road vehicles — Diagnostic communication over Controller Area Network (DoCAN)*:

— *Part 1: General information and use case definition*

— *Part 2: Transport protocol and network layer services*

— *Part 3: Implementation of unified diagnostic services (UDS on CAN)*

— *Part 4: Requirements for emissions-related systems*

Introduction

This document set includes the communication between the vehicle's on-board diagnostic (OBD) systems and test equipment implemented across vehicles within the scope of the legislated OBD.

It has been established in order to apply the emissions-related diagnostic services as specified in ISO 15031-5.

To achieve this, it is based on the Open Systems Interconnection (OSI) Basic Reference Model in accordance with ISO/IEC 7498-1 and ISO/IEC 10731, which structure communication systems into seven layers as shown in Table 1.

Table 1 — Enhanced and legislated-OBD diagnostic specifications applicable to the OSI layers

<table>
<tr><th>Applicability</th><th>OSI 7 layers</th><th>Vehicle manufacturer enhanced diagnostics</th><th colspan="2">Legislated OBD (on-board diagnostics)</th><th colspan="2">Legislated WWH-OBD (on-board diagnostics)</th></tr>
<tr><td rowspan="8">Seven layer according to ISO/IEC 7498-1 and ISO/IEC 10731</td><td>Application (layer 7)</td><td>ISO 14229-1,
ISO 14229-3</td><td colspan="2">ISO 15031-5</td><td colspan="2">ISO 27145-3, ISO 14229-1</td></tr>
<tr><td>Presentation (layer 6)</td><td>Vehicle manufacturer specific</td><td colspan="2">ISO 15031-2,
ISO 15031-5,
ISO 15031-6,
SAE J1930-DA,
SAE J1979-DA,
SAE J2012-DA</td><td colspan="2">ISO 27145-2, SAE 1930-DA,
SAE J1979-DA, SAE J2012-DA,
SAE J1939:2011,
Appendix C (SPN),
SAE J1939-73:2010,
Appendix A (FMI)</td></tr>
<tr><td>Session (layer 5)</td><td colspan="5">ISO 14229-2</td></tr>
<tr><td>Transport protocol (layer 4)</td><td rowspan="2">ISO 15765-2</td><td rowspan="2">ISO 15765-2</td><td rowspan="3">ISO 15765-4</td><td rowspan="2">ISO 15765-4,
ISO 15765-2</td><td rowspan="3">ISO 27145-4</td></tr>
<tr><td>Network (layer 3)</td></tr>
<tr><td>Data link (layer 2)</td><td rowspan="2">ISO 11898-1,
ISO 11898-2,
ISO 11898-3,
ISO 11898-5,
or
user defined</td><td rowspan="2">ISO 11898-1,
ISO 11898-2</td><td rowspan="2">ISO 15765-4,
ISO 11898-1,
ISO 11898-2</td></tr>
<tr><td>Physical (layer 1)</td></tr>
</table>

The application layer services covered by ISO 14229-3 have been defined in compliance with diagnostic services established in ISO 14229-1 and ISO 15031-5, but are not limited to use only with them. ISO 14229-3 is also compatible with most diagnostic services defined in national standards or vehicle manufacturer's specifications.

The transport protocol and network layer services covered by this part of ISO 15765 have been defined to be independent of the physical layer implemented, and a physical layer is only specified for legislated OBD.

For other application areas, ISO 15765 can be used with any CAN physical layer.