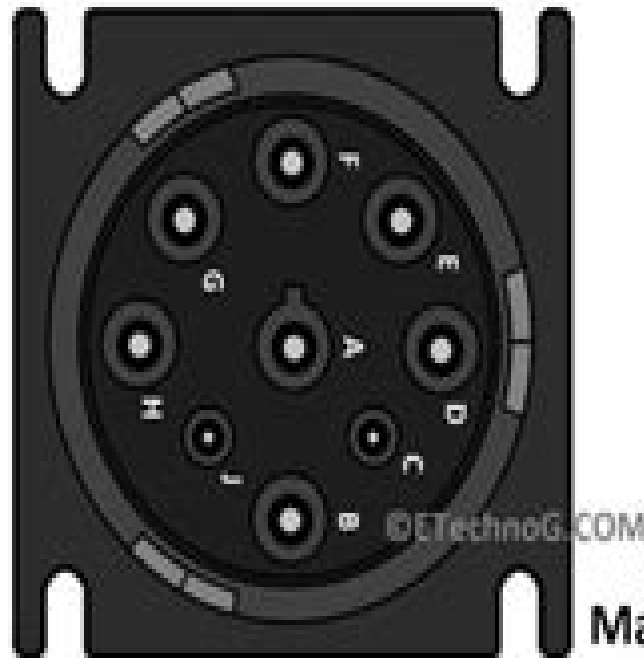


Figure.01:

J1939 Connector Pinout Diagram (Male & Female) Type - Black



Male



Female

PIN	VALUE
A	Ground
B	Battery
C	J1939+250Kb
D	J1939-250Kb
E	J1939 Shield
F	J1708+
G	J1708-
H	OEM Specific
J	OEM Specific

J1939 Controls Trucks Diagram

**Truck Bus Control and
Communications Network Committee**



J1939 Controls Trucks Diagram:

Fundamentals of Medium/Heavy Duty Commercial Vehicle Systems Gus Wright, Owen C. Duffy, 2019-07-15 Fundamentals of Medium Heavy Duty Commercial Vehicle Systems Second Edition offers comprehensive coverage of basic concepts and fundamentals building up to advanced instruction on the latest technology coming to market for medium and heavy duty trucks and buses This industry leading Second Edition includes six new chapters that reflect state of the art technological innovations such as distributed electronic control systems energy saving technologies and automated driver assistance systems

Connectivity and the Mobility Industry Andrew Brown, 2011-10-24 Bound to play an ever increasing role in the driver vehicle relationship connectivity is becoming a basic consumer requirement when it comes to choosing a vehicle Moving from the computer into the car the ability to stay in touch informed and entertained has reached yet a higher level of technology ubiquity Featuring 20 SAE technical papers published in 2010 and 2011 Connectivity and the Mobility Industry addresses important aspects of one of the most cutting edge topics in the industry today Edited by Dr Andrew Brown Jr 2010 SAE International President and Chief Technologist for Delphi Corporation this book also includes three original articles on the subject written by various experts What to Expect Beyond 2015 Fourth Generation Wireless and the Vehicle The Evolution of the Driving Experience and Associated Technologies Wireless Charging of Electric Vehicle Converged with Communication Technology Part of the new paradigm of green safe and connected this title is of special interest to those looking for an integrated view of how the driving experience will develop within these boundaries and what emerging technologies are likely to be successful in the upcoming years This book is the third in the trilogy from SAE on Safe Green and Connected vehicles in the mobility industry edited by Dr Andrew Brown Jr The other two books in this trilogy are Green Technologies and the Mobility Industry Active Safety and the Mobility Industry Buy a Combination of Books and Save This trilogy can be purchased in a combination of two books as follows Green Technologies and Active Safety in the Mobility Industry Green Technologies and Connectivity in the Mobility Industry Active Safety and Connectivity in the Mobility Industry Buy the Entire 3 Book Set and Save the Most Green Safe Connected The Future of Mobility *Fundamentals of Medium/Heavy Duty Diesel Engines* Gus Wright, 2021-09-30 Fundamentals of Medium Heavy Duty Diesel Engines Second Edition offers comprehensive coverage of every ASE task with clarity and precision in a concise format that ensures student comprehension and encourages critical thinking This edition describes safe and effective diagnostic repair and maintenance procedures for today s medium and heavy vehicle diesel engines **Applications of Fuel Cells in Vehicles**, 2005

Automotive Engineering, 1996-07

Technical Literature Abstracts Society of Automotive Engineers, 1996

Data Acquisition from HD Vehicles Using J1939 CAN Bus Richard Walter, Eric Walter, 2016-07-14 Modern vehicles have electronic control units ECUs to control various subsystems such as the engine brakes steering air conditioning and infotainment These ECUs or simply controllers are networked together to share information and output directly measured

and calculated data to each other This in vehicle network is a data goldmine for improved maintenance measuring vehicle performance and its subsystems fleet management warranty and legal issues reliability durability and accident reconstruction The focus of Data Acquisition from HD Vehicles Using J1939 CAN Bus is to guide the reader on how to acquire and correctly interpret data from the in vehicle network of heavy duty HD vehicles The reader will learn how to convert messages to scaled engineering parameters and how to determine the available parameters on HD vehicles along with their accuracy and update rate Written by two specialists in this field Richard Rick P Walter and Eric P Walter principals at HEM Data located in the United States the book provides a unique road map for the data acquisition user The authors give a clear and concise description of the CAN protocol plus a review of all 19 parts of the SAE International J1939 standard family Pertinent standards are illuminated with tables graphs and examples Practical applications covered are calculating fuel economy duty cycle analysis and capturing intermittent faults A comparison is made of various diagnostic approaches including OBD II HD OBD and World Wide Harmonized WWH OBD Data Acquisition from HD Vehicles Using J1939 CAN Bus is a must have reference for those interested to acquire data effectively from the SAE J1939 equipped vehicles

On-Highway Equipment Control and Communication Network Truck Bus Control and Communications Network Committee, 2018 SAE J1939 1 On Highway Equipment Control and Communication Network specifies the minimum set of SAE J1939 documents that define the Truck and Bus Control and Communications Vehicle Network as it applies to on highway equipment Vehicles covered include all on highway straight trucks and combination vehicles A combination vehicle consists of one towing vehicle tractor and one or more towed vehicles trailers and dollies Dolly axles within the road train are considered to be towed vehicles This document has been updated as required by the Five Year Review The document was revised to include several specifications and notes that have been added since the previous Five Year Review Changes include typographical corrections addition of SAE J1939 16 SAE J1939DA and SAE J1939 84 specifications added reference to ISO 11992 and ISO 11898 2 added the definition of a gateway and added reference to SAE J1939 84 in the OBD section

California Builder & Engineer, 1999 **Vehicle Application Layer** Truck Bus Control and Communications Network Committee, 2022 The SAE J1939 communications network is developed for use in heavy duty environments and suitable for horizontally integrated vehicle industries The SAE J1939 communications network is applicable for light duty medium duty and heavy duty vehicles used on road or off road and for appropriate stationary applications which use vehicle derived components e g generator sets Vehicles of interest include but are not limited to on highway and off highway trucks and their trailers construction equipment and agricultural equipment and implements SAE J1939 71 is the SAE J1939 reference document for the conventions and notations used to specify the parameter SP placement in PG data the conventions for ASCII parameters and conventions for PG transmission rates This document previously contained the majority of the SAE J1939 OSI application layer data parameters and messages for information exchange between the ECU applications

connected to the SAE J1939 communications network. It also contained reference figures and reference information. The data parameters, SPs, messages, PGs, reference figures, and information previously published within this document are now published in SAE J1939DA. There are several SAE J1939 7X documents that collectively define all of the SAE J1939 application layer data parameters and messages. Diagnostic services and some industry specific data parameters and messages are documented within other SAE J1939 7X application layer documents. An ECU may simultaneously use and support data parameters and messages from multiple SAE J1939 7X application layer documents.

Section 4 Abbreviations and 5.2.1.1 Torque Parameter Definitions have been moved to SAE J1939DA. These changes are identified in this revision. Improvements have been made to properly describe Suspect Parameters (SP) and Parameter Groups (PG). PG data descriptions were updated to match SAE J1939 22 terminology. Other label descriptions and diagrams were updated to match their use in SAE J1939DA. A Table of Contents was added and various references updated to support the Table of Contents.

SAE Truck and Bus Control and Communications Network Standards Manual Society of Automotive Engineers, 2001. The J1939 Handbook Supplement is a set of Recommended Practices defining a data network for use in a wide variety of applications with primary emphasis to date on heavy duty vehicles. It was designed to support general purpose information transfer as well as the more demanding tasks of distributed control systems on board a vehicle. The top level document provides an overview and serves as a master control for common definitions used by multiple applications and industries. The J1939 document defines the use of these standards in a particular application or industry, allowing J1939 to be tailored as needed without having to include definitions that do not apply. The intent of J1939 is to allow plug and play capability for any device that is added to the network. This means that components made by different manufacturers can be installed on a common network either during vehicle manufacture or as aftermarket devices and that they will work together. This includes devices used in complex systems such as vehicle drivetrains wherein these devices must interact to perform sophisticated control functions. As such, J1939 represents far more than just a data network. By the manner in which data elements and messages are defined and agreed to within the subcommittee, it has become a means of performing system engineering and integration across each industry that is using it.

Data Link Layer Truck Bus Control and Communications Network Committee, 2018. The SAE J1939 documents are intended for light, medium, and heavy duty vehicles used on or off road, as well as appropriate stationary applications which use vehicle derived components, e.g., generator sets. Vehicles of interest include but are not limited to on and off highway trucks and their trailers, construction equipment, and agricultural equipment and implements. The purpose of these documents is to provide an open interconnect system for electronic systems. It is the intention of these documents to allow Electronic Control Units to communicate with each other by providing a standard architecture. This particular document, SAE J1939 21, describes the data link layer using the Classical Extended Frame Format (CEFF) with 29 bit IDs as defined in ISO 11898-1:2015. For SAE J1939, no alternative data link layers are permitted.

This revision of the SAE J1939 21 Recommended Practice includes the following changes A final set of edits have been made to align this document with data frame format definitions that were updated in ISO 11898 1 2015 References to ISO documents used in this Recommended Practice have been corrected to identify the document and date of publication Updated interframe timing for TP BAM messages Implementation rules for TP CM_CTS and TP CM_RTS messages have been updated including guidance for error handling Additional rules about responding to a Request message are included in the notes to Table 5 Binary numbering formats have been changed to include a subscripted letter b after the binary number e g 010b Hexadecimal numbering formats have been changed to include a subscripted letter h after the hexadecimal number e g FEh There have also been formatting changes designed to improve consistency particularly with the use of abbreviations and to correct errors in the text and in illustrations Finally some of the diagrams from the previous version of the document have been replaced with new diagrams as the Drawing functionality that was available in Microsoft Word 2010 has been removed from Microsoft Word 2013 preventing changes from being made to the diagrams

J1939 Digital Annex Truck Bus Control and Communications Network Committee, 2015 This document is intended to supplement the J1939 documents by offering the J1939 information in a form that can be sorted and search for easier use The J1939 Digital Annex introduced in August 2013 offers key J1939 technical data in an Electronic Spreadsheet that can be easily searched sorted and adapted to other formats J1939DA contains all of the SPNs parameters PGNs messages and other J1939 data previously published in the SAE J1939 top level document J1939DA also contains all of the SLOTS Manufacturer ID Codes NAME Functions and Preferred Addresses previously published in the SAE J1939 top level and the J1939 71 document J1939DA contains the complete technical details for all of the SPNs and PGNs previously published in the SAE J1939 71 document It also includes the supporting descriptions and figures previously published in the SAE J1939 71 document For other SPNs and PGNs which are published in a document other than SAE J1939 71 J1939DA lists only basic details along with a reference to the document that contains the complete technical details J1939DA replaces and expands upon the J1939 Companion Spreadsheet CS1939 which was last published through November 2012 The data fields included in J1939DA for PGNs are PGN Parameter Group Label Acronym EDP DP PF PGN Length PS PGN Description Multipacket Transmission Rate PGN Data Length Default Priority PGN Reference PGN Document The data fields included in J1939DA for SPNs are SPN SPN Name SPN Description SPN Length Resolution Offset Data Range Operational Range Units SLOT Identifier SPN Type SPN Reference SPN Document The J1939 Digital Annex is current through Third Quarter 2015 and can be purchased separately or as part of the SAE J1939 Standards Collection on the Web <http://www.sae.org/standardsdev/groundvehicle/j1939.htm> This revision of the J1939 Digital Annex covers parameters approved thru the November 2015 4Q2015 meeting

Application Layer - Diagnostics Truck Bus Control and Communications Network Committee, 1996 The SAE J1939 series of recommended practices are intended for light and heavy duty vehicle uses on or off road as well as appropriate stationary applications which use vehicle

derived components e.g. generator sets. Vehicles of interest include but are not limited to on and off highway trucks and their trailers, construction equipment and agriculture equipment and implements. The purpose of these documents is to provide an open interconnect system for on board electronic systems. It is the intention of these documents to allow electronic devices to communicate with each other by providing a standard architecture. J1939-73 identifies the diagnostic connector to be used for the vehicle service tool interface and defines messages to accomplish diagnostic services. California regulated OBD II requirements are satisfied with a subset of the specified connector and the defined messages. Diagnostic messages (DMs) provide the utility needed when the vehicle is being repaired. Diagnostic messages are also used during vehicle operation by the networked electronic control modules to allow them to report diagnostic information and self compensate as appropriate based on information received. Diagnostic messages include services such as periodically broadcasting active diagnostic trouble codes, identifying operator diagnostic lamp status, reading or clearing diagnostic trouble codes, reading or writing control module memory, providing a security function, stopping starting message broadcasts, reporting diagnostic readiness, monitoring engine parametric data, etc.

Compliance Truck Bus Control and Communications Network Committee, 2015. SAE J1939-82 Compliance describes the compliance tests and procedures to verify an SAE J1939 ECU will operate correctly on a SAE J1939 network. The purpose of these compliance procedures is to generate one or more test documents that outline the tests needed to assure that an ECU that is designed to operate as a node on a SAE J1939 network would do so correctly. SAE does not certify devices and these tests and their results do not constitute endorsement by SAE of any particular device. These tests are presented to allow testing of a device to determine self compliance by the manufacturer of a device. The manufacturer can use its record of what procedures were run successfully to show the level of compliance with SAE J1939. This document has been revised to include new tests for recent changes to associated SAE J1939 documents, update cross references to the document section in the associated SAE J1939 documents and add clarification to the test descriptions. The new tests have been added to cover changes made recently to the SAE J1939-21, SAE J1939-31 and SAE J1939-81 documents. Test descriptions and test names have been updated for many of the tests associated with the SAE J1939-21 and SAE J1939-31 documents primarily for clarification. The tests listed in Tables A5, A6, A7 and A8 were reordered to keep together existing and new tests for similar aspects.

Powertrain Control Interface for Electronic Controls Used in Medium- and Heavy-Duty Diesel On-Highway Vehicle Applications Truck and Bus Low Speed Communication Network Committee, 2008. This SAE Recommended Practice provides a development or possibly interim production communication protocol between engine, transmission, ABS, traction control and retarder systems until higher speed communication links are established. J1922 is no longer actively supported by a current ECU and has been superseded by J1939 on all current North American trucks but it is installed and working in thousands of trucks today. J1922 is being moved to a Non-current status since it is not being implemented in new products but still needs to be available to maintain the trucks that are using it.

On Board Diagnostics

Implementation Guide Truck Bus Control and Communications Network Committee, 2015 SAE J1939 03 provides requirements and guidelines for the implementation of On Board Diagnostics OBD on heavy duty vehicles HDV using the SAE J1939 family of standards. The guidelines identify where the necessary information to meet OBD regulations may be found among the SAE J1939 document set. Key requirements are identified here to insure the interoperability of OBD scan tools across individual OBD compliant vehicles. Market defined regulations permit the use of SAE J1939 to meet OBD requirements. Implementers are cautioned to obtain and review the specific regulations for the markets where their products are sold. This document is focused on guidelines and requirements to satisfy the State of California Air Resources Board ARB, the authors of 13 CCR 1971.1 United States Environmental Protection Agency Euro IV and V requirements from European Commission directives and UN ECE WP 29 GRPE WWH OBD Global Technical Regulation GTR. SAE J1939 03 was revised based upon ongoing industry discussions with ARB on HD OBD implementations including US EPA's IM best practices memorandum, the use of 500K communications in 2016MY engines and SAE J1939 84 experiences for 2013 MY engines.

On motion planning and control for truck and trailer systems Oskar Ljungqvist, 2019-01-17. During the last decades improved sensor and hardware technologies as well as new methods and algorithms have made self driving vehicles a realistic possibility in the near future. Thanks to this technology enhancement many leading automotive and technology companies have turned their attention towards developing advanced driver assistance systems ADAS and self driving vehicles. Autonomous vehicles are expected to have their first big impact in closed areas such as mines, harbors and loading/offloading sites. In such areas the legal requirements are less restrictive and the surrounding environment is more controlled and predictable compared to urban areas. Expected positive outcomes include increased productivity and safety, reduced emissions and the possibility to relieve the human from performing complex or dangerous tasks. Within these sites different truck and trailer systems are used to transport materials. These systems are composed of several interconnected modules and are thus large and highly unstable while reversing. This thesis addresses the problem of designing efficient motion planning and feedback control frameworks for such systems. First, a cascade controller for a reversing truck with a dolly steered trailer is presented. The unstable modes of the system are stabilized around circular equilibrium configurations using a gain scheduled linear quadratic LQ controller together with a higher level pure pursuit controller to enable path following of piecewise linear reference paths. The cascade controller is then used within a rapidly exploring random tree RRT framework and the complete motion planning and control framework is demonstrated on a small scale test vehicle. Second, a path following controller for a reversing truck with a dolly steered trailer is proposed for the case when the obtained motion plan is kinematically feasible. The control errors of the system are modeled in terms of their deviation from the nominal path and a stabilizing LQ controller with feedforward action is designed based on the linearization of the control error model. Stability of the closed loop system is proven by combining global optimization theory from linear differential inclusions and linear matrix

inequality techniques Third a systematic framework is presented for analyzing stability of the closed loop system consisting of a controlled vehicle and a feedback controller executing a motion plan computed by a lattice planner When this motion planner is considered it is shown that the closed loop system can be modeled as a nonlinear hybrid system Based on this a novel method is presented for analyzing the behavior of the tracking error how to design the feedback controller and how to potentially impose constraints on the motion planner in order to guarantee that the tracking error is bounded and decays towards zero Fourth a complete motion planning and control solution for a truck with a dolly steered trailer is presented A lattice based motion planner is proposed where a novel parametrization of the vehicle s state space is proposed to improve online planning time A time symmetry result is established that enhance the numerical stability of the numerical optimal control solver used for generating the motion primitives Moreover a nonlinear observer for state estimation is developed which only utilizes information from sensors that are mounted on the truck making the system independent of additional trailer sensors The proposed framework is implemented on a full scale truck with a dolly steered trailer and results from a series of field experiments are presented

Agricultural and Forestry Off-Road Machinery Control and Communication Network Truck Bus Control and Communications Network Committee,2006 These RPs are intended for light and heavy duty vehicles used primarily off road as well as appropriate stationary applications which use vehicle derived components e g generator sets Vehicles of interest include but are not limited to construction equipment and agricultural equipment and implements The purpose of these RPs is to provide an open interconnect system for electronic systems It is the intention of these recommended practices to allow Electronic Control Units to communicate with each other by providing a standard architecture This document is intended to specify the requirements for application of J1939 in construction and agricultural equipment This document specifies the series of documents within the set of J1939 documents that are applicable to construction and agricultural equipment and provides further requirements for this industry

Compliance Truck and Bus Truck Bus Control and Communications Network Committee,2008 The purpose of these compliance procedures is to generate one or more test documents that outline the tests needed to assure that an ECU that is designed to operate as a node on a SAE J1939 network would do so correctly SAE does not certify devices and these tests and their results do not constitute endorsement by SAE of any particular device These tests are presented to allow testing of a Device to determine self compliance by the manufacturer of a device The manufacturer can use its record of what procedures were run successfully to show the level of compliance with SAE J1939 Not applicable

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