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## Press Release

### **New High-performance System with EDE Technology from ETAS**

- Integrated ETAS Data Engine (EDE) supports CAN, CAN-FD, FlexRay, Gigabit Ethernet, and the new FETK interface for ECUs
- EDE handles high data volumes with very short latencies and low jitter
- Jointly developed by ETAS and Robert Bosch GmbH

Driven by the need to handle the rising demands in terms of the capability of electrical and electronic components (E/E communications) on board modern vehicles, an increasing number of automakers are turning to Ethernet Technology. It is well known, flexible, scalable, and it permits high data transfer rates. It is true, however, that there are still some hurdles to be taken, especially with respect to real-time capability. This is where the open market solution termed ETAS Data Engine (EDE) offers attractive concepts open to future requirements such as the Gigabit Ethernet (GE).

The development of EDE was the result of a partnership between ETAS and the Automotive Electronics Division of Robert Bosch GmbH, with the parties contributing almost two decades of experience with Ethernet communications, plus in-depth knowledge in the development of IP cores for production chips, respectively. This massive know-how enables us to support the entire process, from original concept and design right through to the development of large-series production for future communication components. Moreover, ETAS is also working on the development of the next generation of its measurement hardware. Besides accommodating CAN, LIN, and FlexRay, its connectivity options

will also include the future Automotive Ethernet interfaces. Both developments clearly complement each other.

Jointly with Bosch, ETAS will make the EDE technology available for the series production of future ECUs. Examples are high-performance gateways, domain control units, or onboard master computer. EDE is being offered as an IP core for integration in microcontrollers or as a standalone communication chip for the open market.

EDE can also be deployed for all embedded applications calling for rapid and low-latency communications between CAN, FlexRay, LIN, and Ethernet.

These might also be applications outside the automotive industry, e.g., as a low-latency gateway between real-time Ethernet and CAN in the automation industry.

## **ETAS GmbH**

ETAS provides innovative solutions for the development of embedded systems for the automotive industry and other sectors of the embedded industry. As a systems provider, ETAS supplies a multifaceted portfolio that covers the range from integrated tools and tool solutions to engineering services, consulting, training, and support. Security solutions in the area of embedded systems are offered by the ETAS subsidiary ESCRYPT. Established in 1994, ETAS GmbH is a 100-percent subsidiary of the Bosch Group, with international subsidiaries and sales offices in 13 countries in Europe, North and South America, and Asia.

For more information, please visit [www.etas.com](http://www.etas.com)

Graphics:

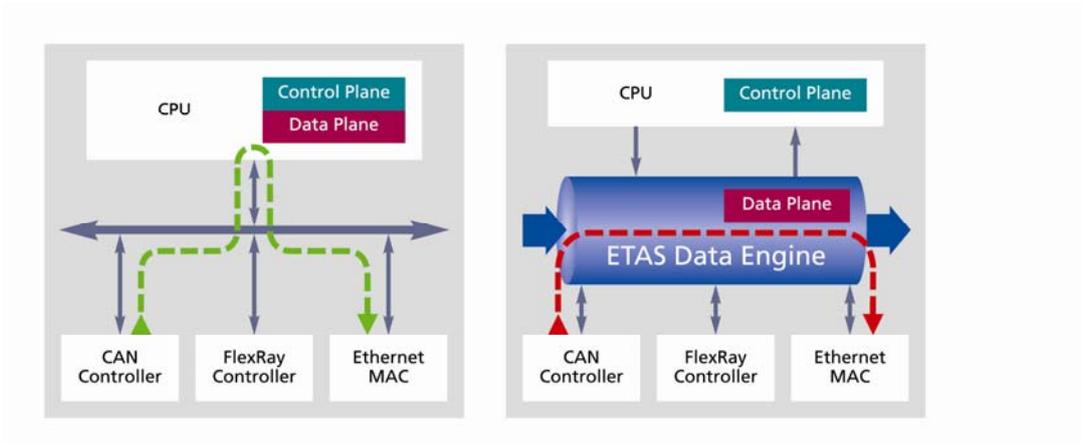


Figure 1:

Using the ETAS Data Engine (EDE) to separate data layers.

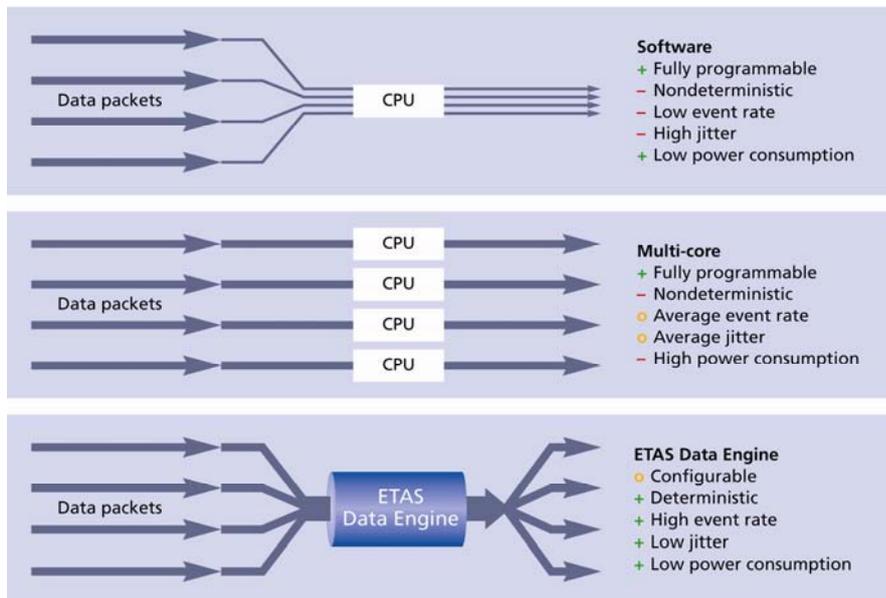
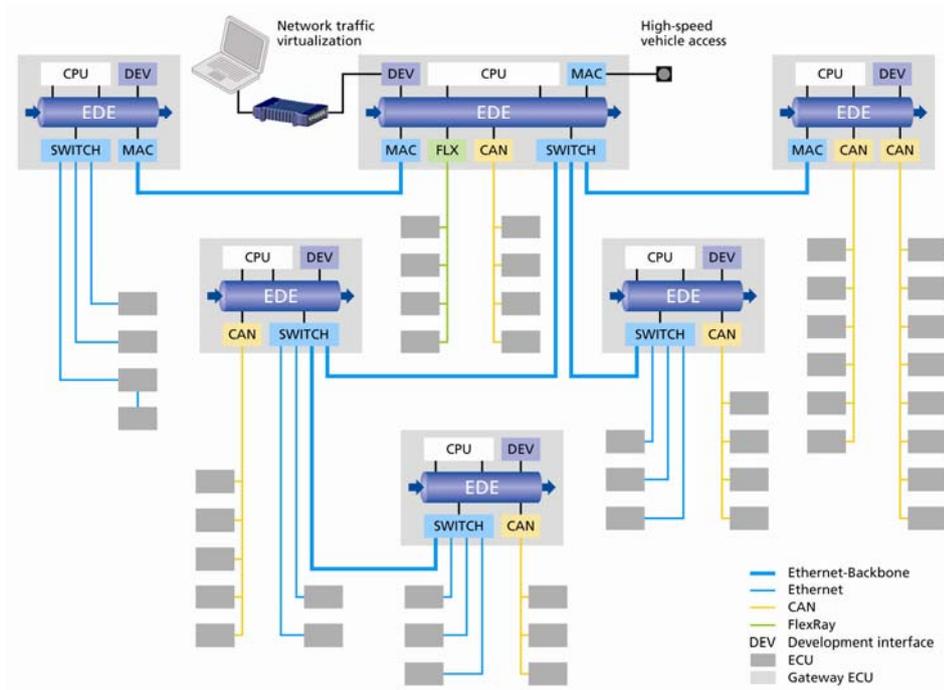


Figure 2:

In the presence of high data loads, separating the data layer by means of the ETAS Data Engine produces significant benefits.



**Figure 3:**  
EDE facilitates the quick and easy combination of various buses.