

Global Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st T

CI 44 SC 44.3 P32 L8 # 43
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 broken link
 SuggestedRemedy
 Change: text 150.1
 To: Link to 150.10
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 78 SC 78 P37 L # 8
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 Page forced to 21
 SuggestedRemedy
 Change to use next available page number.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 45 SC 45.2.1.185 P34 L17 # 6
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 Missing space
 SuggestedRemedy
 Change: 0 1 0 0
 To: 0 1 0 0
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 98B SC 98B P145 L16 # 44
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Registers
 Change bit assignments in ch and cg to remove interleaved reserved bits and plan for future PHYs.
 SuggestedRemedy
 Change 2.5GBASE-T1 ability to A3 from A7
 Change 5GBASE-T1 ability to A4 from A8
 Change 10GBASE-T1 ability to A5 from A9
 Proposed Response Response Status W
 PROPOSED ACCEPT.
 See wienckowski_3ch_02_0918.pdf for rationale.

CI 45 SC 45.2.1.185.2 P34 L28 # 1
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 Modify Editor Instruction based on 802.3cg change
 SuggestedRemedy
 Change Editor Instruction to: Insert the following text after the fifth sentence of 45.2.1.185.2 (as modified by 802.3cg) as follows:
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Editor to update Editor Instruction based on P802.3cg D2p1.

CI 125 SC 1.4 P45 L15 # 45
 Wu, Mau-Lin MediaTek
 Comment Type T Comment Status D EZ
 In Table 125-1, the ""Description"" of 2.5GBASE-T1 is ""TBD modulation"". It's not correct!
 SuggestedRemedy
 The team had adopted PAM4 as the modulation of 2.5GBASE-T1 and 5GBASE-T1. Shall modify ""TBD modulation"" into ""PAM4 modulation"".
 Proposed Response Response Status W
 PROPOSED ACCEPT.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st T

CI 125 SC 1.4 P45 L 22 # 46
 Wu, Mau-Lin MediaTek

Comment Type T Comment Status D EZ

In Table 125-1, the "Description" of 5GBASE-T1 is "TBD modulation". It's not correct!

SuggestedRemedy

The team had adopted PAM4 as the modulation of 2.5GBASE-T1 and 5GBASE-T1. Shall modify "TBD modulation" into "PAM4 modulation".

Proposed Response Response Status W

PROPOSED ACCEPT.

CI 125 SC 125.1.3 P44 L 48 # 7
 Wienckowski, Natalie General Motors

Comment Type E Comment Status D EZ

Missing space

SuggestedRemedy

Change: PAM4for
 To: PAM4 for

Proposed Response Response Status W

PROPOSED ACCEPT.

CI 125 SC 125.1.4 P45 L 53 # 48
 WU, Peter Marvell

Comment Type T Comment Status D EZ

EEE is optimal for 5GBASE-T1

SuggestedRemedy

Marked as "O"

Proposed Response Response Status W

PROPOSED ACCEPT IN PRINCIPLE.

Add "O" with underlining in cell (EEE, 5GBASE-T1)

CI 125 SC 125.1.4 P45 L 48 # 47
 WU, Peter Marvell

Comment Type T Comment Status D EZ

EEE is optimal for 2.5GBASE-T1

SuggestedRemedy

Marked as "O"

Proposed Response Response Status W

PROPOSED ACCEPT IN PRINCIPLE.

Add "O" with underlining in cell (EEE, 2.5GBASE-T1)

CI 149 SC 149.1.2 P50 L 2 # 9
 Wienckowski, Natalie General Motors

Comment Type E Comment Status D EZ

Missing period at end of sentence.

SuggestedRemedy

Add missing period.

Proposed Response Response Status W

PROPOSED ACCEPT.

CI 149 SC 149.1.2 P50 L 20 # 3
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D EZ

The MDI is not part of the PHY and should not be shaded in Figure 149-1.

SuggestedRemedy

Remove shading on MDI "box" in Figure 149-1.

Proposed Response Response Status W

PROPOSED ACCEPT.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st Test

CI 149 SC 149.2.2.1 P58 L25 # 13
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 missing periods
 SuggestedRemedy
 Add periods at end of OK and NOT_OK statements
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.4.2.1 P70 L1 # 16
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 typo
 SuggestedRemedy
 Change: stat). To state.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.4.2.2 P70 L15 # 18
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 broken link
 SuggestedRemedy
 Change: text 149.1
 To: Link to 149.5
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.4.2.6 P75 L27 # 55
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 SEND_S signaling modification - 703.125MHz
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.

In section 149.4.2.6, insert a paragraph between the 2nd and 3rd paragraphs with the text:
 The frequency of the SEND_S signal shall be 703.125MHz.

CI 149 SC 149.4.2.6 P76 L2 # 49
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 SEND_S signaling modification
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Make change as defined in Wu_3ch_01a_0918.pdf, Slide 4, bullet 2.

CI 149 SC 149.4.2.6.2 P77 L40 # 51
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 send_s_timer expiration changed to "1.25us±0.05us"
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Make change as defined in Wu_3ch_01a_0918.pdf, Slide 4, bullet 4, subbullet 1.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st T

CI 149 SC 149.4.2.6.2 P77 L44 # 52
 WU, Peter Marvell

Comment Type T Comment Status D Link Sync
 sigdet_wait_timerexpiration changed to " 5.0us±0.15us"

SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"

Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.

Make change as defined in Wu_3ch_01a_0918.pdf, Slide 4, bullet 4, subbullet 2.

CI 149 SC 149.4.4.1 P81 L25 # 20
 Wienckowski, Natalie General Motors

Comment Type E Comment Status D EZ
 missing periods

SuggestedRemedy
 Add periods at end of SEND_N, SEND_I, SEND_T, SEND_Z statements

Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.5.1 P84 L37 # 22
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA
 The PMA electrical specification tests for Multi-Gig are the same as they are for slower speeds as specific frequencies are not specified.

SuggestedRemedy
 Accept the text in clause 149.5.1 and its subclauses, e.g. remove yellow highlighting.

Proposed Response Response Status W
 PROPOSED ACCEPT.

IEC specs only go to 1 GHZ. We are checking to see if there is any standard we can refer to that goes to a higher frequency. NOTE: The CISPR 25 test referred to in 149.9.2.2 does include RE for GPS and GLONASS bands.

CI 149 SC 149.5.2.2 P87 L15 # 24
 Wienckowski, Natalie General Motors

Comment Type E Comment Status D Editorial
 Figure 149-13 was not drawn in Frame

SuggestedRemedy
 Redraw Figure 149-13 in Frame.

Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.

TX_TCLK is In yellow highlight. In Clause 97 this was TX_TCLK125. Should the clock speed be included or should it be more generic?

CI 149 SC 149.5.3.5 P88 L21 # 26
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA
 Set peak differential output tolerance to 30%.

SuggestedRemedy
 Change: transmit differential signal at MDI shall be less than 1 +TBD V peak-to-peak
 To: transmit differential signal at MDI shall be less than 1.3 V peak-to-peak

Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.

Change: transmit differential signal at MDI shall be less than 1 +TBD V peak-to-peak.
 To: transmit differential signal at MDI shall be less than 1.1 V peak-to-peak.

CI 149 SC 149.5.3.6 P88 L27 # 29
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA
 Set the symbol transmission rate tolerance to 50 ppm.

SuggestedRemedy
 Remove yellow highlighting on 50 ppm.

Proposed Response Response Status W
 PROPOSED ACCEPT.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st T

CI 149 SC 149.5.3.6 P88 L30 # 31
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D PMA
 Set the short-term rate of frequency variation to 0.1 ppm/second.
 SuggestedRemedy
 Remove yellow highlighting on 0.1 ppm/second.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.7.1.1 P90 L34 # 33
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D EZ
 IL frequency axis should start at 0
 SuggestedRemedy
 Change Frequency axis to be 0 to 3000.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.7.1.5 P92 L31 # 35
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Link Segment
 Set maximum link segment propagation delay to 94 ns as the maximum segment length is the same as bp. This is a propagation delay of 6.27 ns/m. Most cable used for this purpose is about 5.5 ns/m.
 SuggestedRemedy
 Remove yellow highlighting on 94 ns.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.7.1.5 P92 L32 # 37
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Link Segment
 Set maximum frequency for link segment propagation delay to 3000 MHz.
 SuggestedRemedy
 Remove yellow highlighting on 3000 MHz.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.8.1 P92 L39 # 39
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D MDI
 This spec should not define a specific MDI connector.
 SuggestedRemedy
 Remove yellow highlighting on: Further specification of the mechanical interface is beyond the scope of this standard.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 149 SC 149.8.3 P92 L53 # 41
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Fault Tolerance
 The automotive fault tolerance is the same for all communication speeds..
 SuggestedRemedy
 Remove yellow highlighting on: See 96.8.3.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.1.2 P98 L25 # 4
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D EZ
 The MDI is not part of the PHY and should not be shaded in Figure 150-1.
 SuggestedRemedy
 Remove shading on MDI "box" in Figure 150-1.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st Task

CI 150 SC 150.1.3 P98 L1 # 10
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 noun/verb agreement
 SuggestedRemedy
 Change: The 5GBASE-T1 and 10GBASE-T1 PHYs utilizes four level
 To: The 5GBASE-T1 and 10GBASE-T1 PHYs utilize four level
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.2.2.1 P106 L25 # 14
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 missing periods
 SuggestedRemedy
 Add periods at end of OK and NOT_OK statements
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.1.3 P99 L14 # 11
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 broken link
 SuggestedRemedy
 Change: text 150.1
 To: Link to 150.4
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.4.1 P116 L27 # 15
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 broken link
 SuggestedRemedy
 Change: text 150.1
 To: Link to 150.2.2
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.2 P100 L2 # 12
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 broken link
 SuggestedRemedy
 Change: text 150.1
 To: Link to 150.2.2
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.4.2.1 P118 L1 # 17
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 typo
 SuggestedRemedy
 Change: stat). To state.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st Task

CI 150 SC 150.4.2.2 P118 L15 # 19
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 broken link
 SuggestedRemedy
 Change: text 150.1
 To: Link to 150.5
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.4.2.6 P123 L27 # 56
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 SEND_S signaling modification- - 703.125MHz
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 In section 150.4.2.6, insert a paragraph between the 2nd and 3rd paragraphs with the text:
 The frequency of the SEND_S signal shall be 703.125MHz.

CI 150 SC 150.4.2.6 P124 L2 # 50
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 SEND_S signaling modification
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Make change as defined in Wu_3ch_01a_0918.pdf, Slide 4, bullet 3.

CI 150 SC 150.4.2.6.2 P125 L40 # 53
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 send_s_timer expiration changed to "1.25us±0.05us"
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Make change as defined in Wu_3ch_01a_0918.pdf, Slide 4, bullet 4, subbullet 1.

CI 150 SC 150.4.2.6.2 P125 L44 # 54
 WU, Peter Marvell
 Comment Type T Comment Status D Link Sync
 sigdet_wait_timerexpiration changed to" 5.0us±0.15us"
 SuggestedRemedy
 see attached contribution "Wu_3ch_01a_0918.pdf"
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Make change as defined in Wu_3ch_01a_0918.pdf, Slide 4, bullet 4, subbullet 2.

CI 150 SC 150.4.4.1 P129 L25 # 21
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 missing periods
 SuggestedRemedy
 Add periods at end of SEND_N, SEND_I, SEND_T, SEND_Z statements
 Proposed Response Response Status W
 PROPOSED ACCEPT.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st Test

CI 150 SC 150.5.1 P132 L37 # 23
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA

The PMA electrical specification tests for Multi-Gig are the same as they are for slower speeds as specific frequencies are not specified.

SuggestedRemedy

Accept the text in clause 150.5.1 and its subclauses, e.g. remove yellow highlighting.

Proposed Response Response Status W

PROPOSED ACCEPT.

IEC specs only go to 1 GHZ. We are checking to see if there is any standard we can refer to that goes to a higher frequency. NOTE: The CISPR 25 test referred to in 149.9.2.2 does include RE for GPS and GLONASS bands.

CI 150 SC 150.5.2.2 P135 L15 # 25
 Wienckowski, Natalie General Motors

Comment Type E Comment Status D Editorial

Figure 150-13 was not drawn in Frame

SuggestedRemedy

Redraw Figure 150-13 in Frame.

Proposed Response Response Status W

PROPOSED ACCEPT IN PRINCIPLE.

TX_TCLK is In yellow highlight. In Clause 97 this was TX_TCLK125. Should the clock speed be included or should it be more generic?

CI 150 SC 150.5.3 P135 L51 # 28
 Wienckowski, Natalie General Motors

Comment Type E Comment Status D EZ

Duplicate clause heading: Test Modes

SuggestedRemedy

Remove duplicate clause heading 150.5.3 Test Modes

Proposed Response Response Status W

PROPOSED ACCEPT.

CI 150 SC 150.5.4.5 P136 L21 # 27
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA

Set peak differential output tolerance to 30%.

SuggestedRemedy

Change: transmit differential signal at MDI shall be less than 1 +TBD V peak-to-peak

To: transmit differential signal at MDI shall be less than 1.3 V peak-to-peak

Proposed Response Response Status W

PROPOSED ACCEPT IN PRINCIPLE.

Change: transmit differential signal at MDI shall be less than 1 +TBD V peak-to-peak

To: transmit differential signal at MDI shall be less than 1.1 V peak-to-peak.

CI 150 SC 150.5.4.6 P136 L27 # 30
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA

Set the short-term rate of frequency variation to 0.1 ppm/second.

SuggestedRemedy

Remove yellow highlighting on 50 ppm.

Proposed Response Response Status W

PROPOSED ACCEPT IN PRINCIPLE.

This is actually the symbol transmission rate tolerance.

Remove yellow highlighting on 50 ppm in lines 28 and 31.

CI 150 SC 150.5.4.6 P136 L30 # 32
 Wienckowski, Natalie General Motors

Comment Type T Comment Status D PMA

Set the short-term rate of frequency variation to 0.1 ppm/second.

SuggestedRemedy

Remove yellow highlighting on 0.1 ppm/second.

Proposed Response Response Status W

PROPOSED ACCEPT IN PRINCIPLE.

This actually Line 34.

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st T

CI 150 SC 150.7.1.1 P138 L33 # 34
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D EZ
 IL frequency axis should start at 0
 SuggestedRemedy
 Change Fequency axis to be 0 to 3000.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.7.1.5 P140 L27 # 36
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Link Segment
 Set maximum link segment propagation delay to 94 ns as the maximum segment length is the same as bp. This is a propagation delay of 6.27 ns/m. Most cable used for this purpose is about 5.5 ns/m.
 SuggestedRemedy
 Remove yellow highlighting on 94 ns.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.7.1.5 P140 L28 # 38
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Link Segment
 Set maximum frequency for link segment propagation delay to 3000 MHz.
 SuggestedRemedy
 Remove yellow highlighting on 3000 MHz.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.8.1 P140 L35 # 40
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D MDI
 This spec should not define a specific MDI connector.
 SuggestedRemedy
 Remove yellow highlighting on: Further specification of the mechanical interface is beyond the scope of this standard.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI 150 SC 150.8.3 P140 L49 # 42
 Wienckowski, Natalie General Motors
 Comment Type T Comment Status D Fault Tolerance
 The automotive fault tolerance is the same for all communication speeds..
 SuggestedRemedy
 Remove yellow highlighting on: See 96.8.3.
 Proposed Response Response Status W
 PROPOSED ACCEPT.

CI Intro SC Intro P9 L4 # 5
 Wienckowski, Natalie General Motors
 Comment Type E Comment Status D EZ
 Duplicate of Amendment:
 SuggestedRemedy
 Remove second Amendment:
 Proposed Response Response Status W
 PROPOSED ACCEPT IN PRINCIPLE.
 Change: Amendment: Amendment: Physical Layer Specifications
 To: Amendment: Physical Layer Specifications

Physical Layer Specifications and Management Parameters for Greater Than 1 Gb/s Automotive Ethernet 1st Tr

Cl Intro *SC Intro* *P12* *L* # 2
Wienckowski, Natalie General Motors
Comment Type **E** *Comment Status* **D** *EZ*

SuggestedRemedy
Remove all empty pages throughout document
Proposed Response *Response Status* **W**
PROPOSED ACCEPT.