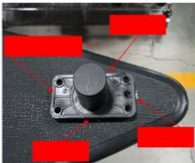
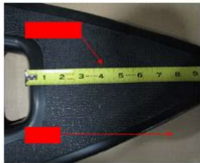




www.youtube.com/oldtowncanoesandkayak

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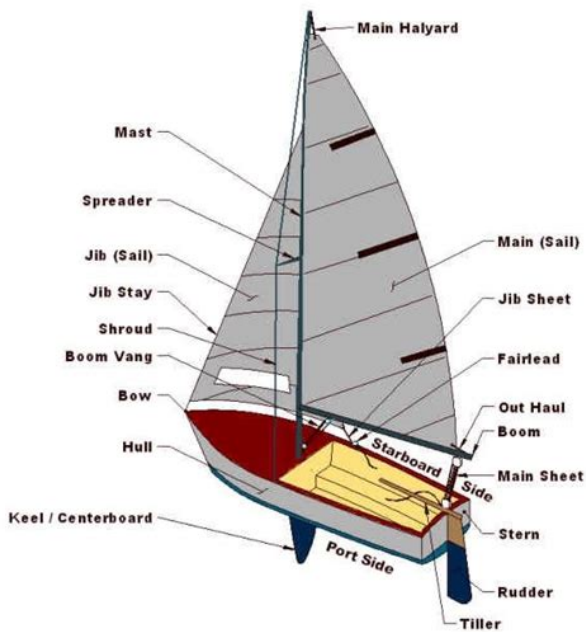
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Canoe user manual



Please allow JavaScript to use this website. Therefore, its versatile functions and configuration options are used successfully by OEMs and suppliers worldwide. Changes in the model additions, error corrections etc. using your own editor are possible. These smart windows support your analysis Trace Window 1 for listing all bus activities such as messages or error frames. For each messages there is the possibility of displaying the individual signal values. Graphics Window 2 for graphical online display for values transmitted in messages and diagnostic requests, such as rpm or temperature values, over a time axis. Data Window 4 for displaying preselected data, e.g. numeric or bar graph data. State Tracker 5 for displaying states and bit signals. CANoe may be used both as a diagnostic tester and to simulate ECU diagnostics; it is parameterized via ODX or CANdelaStudio description files. In addition a complete OBDII Tester is integrated in CANoe. Reproducible test cases are generated based on an ECU diagnostic description in CANdela or ODX format. CANoe automatically executes these test cases and generates a conclusive test report. In addition, the included Test Feature Set allows you to perform automated tests programmed in CAPL, XML, NET, or with the help of vTESTstudio. CANoe can also automatically generate a test report in XML and HTML format on request. Trace Window Interpretation 607 min This video demonstrates 3 different levels of interpretation in the Trace Window and how to adjust the filter settings for analyzing a typical DoIP communication sequence in CANoe. Watch this video and benefit from our tips. Diagnostic Configuration Dialog 610 min Learn about the basic DoIP settings in the diagnostics configuration dialog of CANoe. This remaining bus simulation of communication behavior of complete networks or individual ECUs is the basis for the subsequent analysis and testing phases. <https://www.fromagedujura.com/userfiles/dla-manual.xml>

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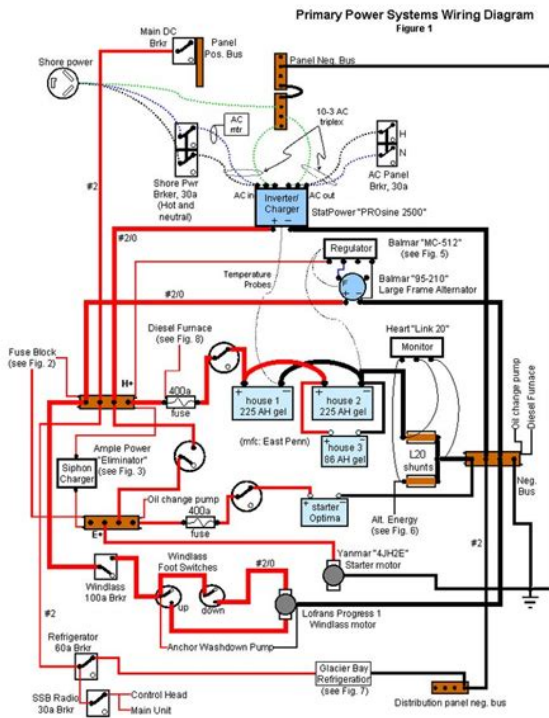
Such an OEM-specific remaining bus simulation is the basis for the function development. The developer may implement different test scenarios along the development process. CANoe RT Rack is an industrial PC with a real-time operating system that is optimized for CANoe RT operation. This simply involves increasing total system performance as necessary, and it is possible to implement shorter latency times and more precise timers. CANoe offers many different ways to stimulate ECUs in the network. The bandwidth ranges from predefined user interfaces to different programming options CAPL or .NET programs for setting signal and variable values. Visual Sequencer to create command sequences easily Signal Generator and Signal Replay for generating signal responses sinusoidal, ramp, pulse, value list, etc. Interactive Generator or Frame Panel for stimulating the buses and conveniently sending modified signals Panels for users to create customized graphic user interfaces. It is the ideal testing tool as well for the entire system as for efficient ECU testing. CANoe supports you with impressive performance on ECU tests Module tests Integration tests Conformance tests Regression tests Testing of ECU prototypes It performs both applicationspecific tests and standardized conformance tests. This offers you an easy way to increase the overall system performance if necessary. Additionally it results in shorter latency times and more precise timers. CANoe Option Ethernet The networkbased hardware access is much closer to the real network topology and thus simplifies the work with different measurement and simulation tasks. Extended Real Time ERT CAPL programs and MATLAB models are available for executing highprecision tasks under ERT. Your SUT can be a real device or pure software, e.g. in a virtual environment. Initially MQTT is supported as protocol, but more protocols are planned. <http://sport-way.ru/img/dla3000rm2u-manual.xml>



Use the familiar CANoe features, such as analysis windows, automated testing or integration of additional models to provide the system environment No special IT policy necessary, since the

connection is established via web sockets or HTTPS Protocols specific aspects are handled implicitly by CANoe. You can concentrate fully on your application data. If you are already working with CANoe, you will remain within your usual workflows for simulation and testing. The AUTOSAR Adaptive platform, for example consistently uses service oriented approach. The transmitted network message, i.e. the Ethernet frame, and the actual application view drift here much more apart than in case of signal based communication via CAN. In addition, the service interfaces and the associated data structures are defined in a way which is detached from a specific network transmission or network topology. To do so, databases are imported into the CANoe communication model. Via a builtin communication object editor you can define your own communication objects and edit the existing ones. The service interfaces support methods and events. Complex data types, used for example in the area of object detection, are supported directly. Endpoints which provide or use a service interface providers and consumers can be directly simulated in CANoe. A Yes, the communication setup was specifically designed for service oriented architectures for which the network oriented representation in the simulation setup is not suitable. Q Do I have to change my existing CANoe configurations. A No, existing CANoe configurations can continue to be used unchanged. However, in the future more and more OEM extensions will be converted to the communication concept. Q Is the communication concept only suitable for AUTOSAR Adaptive. A No, the communication concept covers all types of communication. This ranges from cyclic CAN messages to MQTT for IoT applications.

Access to internal information in ECUs opens up new and comprehensive test options for your application or ECU stack. AUTOSAR ECUs, in particular, offer defined interfaces for measuring and stimulating test parameters due to their structured layout consisting of basic software BSW, a runtime environment RTE and software components SWCs. The "Extended Real Time" ERT component is part of the Vector Tool Platform and has been supported since CANoe 9.0. It consists of the following components Platform Manager This program simplifies system configuration of the PC based network interfaces VN8800, VN8900 and VT6000 as well as CANoe RT Real Time racks. It allows to configure system settings, install device updates and control installed applications. Extended Real Time It improves the latency and determinism of CANoe and CANape. In order to achieve this, the PC based network interfaces VN8912A and VT6051A are divided logically into two areas. The interface works just as before in one area. "Extended Real Time" is available in a different area in which the predefined functions are executed under realtime conditions. Smart Device Access This component allows the user to select and control diagnostic scripts with a smartphone or a tablet on the VN8810 diagnostic hardware. However, for testing and diagnostic purposes, it must be possible for an authorized individual to participate in vehicle communication during development and later operation. In addition to CANoe, CANalyzer, CANape, Indigo and CANoe.DiVa also use the Security Manager. These simulation extensions are composed of several components. The components are typically based on a standard and are extended with OEM specific addons. The CANoe multibus concept allows to operate CAN FD, LIN, Ethernet, FlexRay, and MOST simultaneously, provided the corresponding option is applied. Go to the web page of the option CANoe.



<http://www.diamondsinthemaking.com/content/3rw30-manual>

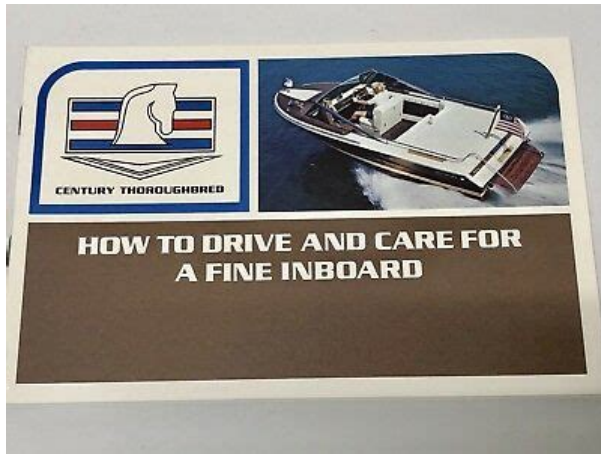
Ethernet A simulation of a LIN master or slave node including LIN network management can be easily configured by just using an LDF file. The integrated LIN slave conformance tester generates tests for LIN 1.3, 2.0, 2.1, 2.2, J2602 and ISO 17987. With the Slave Conformance Test Module you can directly integrate conformance tests into your own test configurations. This special test module the official Slave conformance tests OSI layers 2 and 3 for LIN1.3, LIN2.0, LIN2.1 and J2602. The test execution can be easily automated using Vectors test hardware VH1150. Using the LINStress IG or script functions you can create almost every type of LIN error. With the LIN Disturbance Block, you can interactively configure and execute recessive and dominant disturbances. Besides offering userfriendly interactive analysis of the overall system, its automated analyses and tests are especially useful in boosting efficiency in ECU development and system integration. The network services required for single component tests are provided, including the means for performing a remaining bus simulation. Various stress features Access to the Electrical Control Line ECL Global synchronized clock for gateway use cases Spy for Isochronous Channels Streaming of the data to the PC, enabling a recording to hard disc and visualization with media players like VLC Application Areas Analysis tool with extensive disassembly of MOST messages Device and System Tests Using the integrated system management modules Network Master, Power Master and Connection Master you can start up your ECU, e.g. in individual device tests, in a way that is MOSTconformant. This lets you focus on developing the actual tests in creating test modules. Reporting is performed automatically for the most part. Gateway Development The pure MOST variant of CANoe.MOST may be combined in any desired way with CAN, LIN, FlexRay and Ethernet variants.

<http://gestibrok.com/images/brookstone-towel-warmer-manual.pdf>



Analyses and tests can cover all bus systems relevant for your gateway ECU and are based on a single, synchronized global clock. CANoe can also act as a gateway prototype. CANoe is a powerful tool that supports the entire development process for networked systems, from planning to development and testing and finally startup. Go to the web page of the option CANoe.CANopen It gives the user an optimal tool that can be used from development to endofline testing. Go to the web page of the option CANoe.ISO11783 Moreover, by combining this option with other options, such as J1939 or LIN, entire systems can be analyzed or simulated with a single tool. This allows chronologically interrelated processes to be acquired and evaluated beyond bus boundaries. Its practical application as a diagnostic and debugging tool is just as feasible as its use in simulating the rest of the bus during startup or assembly. Especially the J193982 Compliance Test Unit 2015 supports the user in preparing integration and module tests. Go to the web page of the option CANoe.J1939 With CANoe.SmartCharging you analyze, simulate and test the communication behavior of an electric vehicle EV or a charging station EVSE during the charging process. Go to web page CANoe.SmartCharging Configuration is conveniently done with files in A2L format. Access to internal information in ECUs opens up new and comprehensive test options for your application or ECU stack. AUTOSAR ECUs, in particular, offer defined interfaces for measuring and stimulating test parameters due to their structured layout consisting of basic software BSW, a runtime environment RTE and software components SWCs. Although this method lets the test engineer perform extensive analysis, certain tests require looking directly into the ECU. This is the only way to obtain meaningful test results or reduce testing effort. read more. CANoe automatically executes these test cases and generates a conclusive test report. CANoe.

<https://www.efg-badoeynhausen.de/images/brookstone-tranquil-moments-for-travel-manual.pdf>



DiVa then supports the evaluation and further processing of the test results. With bus specific trigger conditions and the CANoe time synchronization, you can find the cause of protocol errors much faster than with any traditional oscilloscope. Diagram and trace are bidirectionally synchronized with each other and provide a bitaccurate signal decode. The Oscilloscope window can also be synchronized with other analysis windows in CANoe such as Trace, Graphics and State Tracker. Oscilloscope measurements can be exported and imported again for offline analysis. Safety acceleration sensor, rotation sensor, tilt sensor. Comfort rain sensor, temperature sensor, air quality sensor. It is possible to observe sensor signals on the sensor bus as well as the distribution of the sensor signal in the vehicle network. Even complex communication scenarios can be generated and analyzed quickly, as proven CANoe analysis concepts and an intuitive configuration are used. With the ability to simulate both the control unit and the sensor, CANoe.Sensor helps developers also build easier to demanding test environments. Full control over all relevant log data consists in the simulation. In addition, sophisticated error detection mechanisms facilitate the debugging of the system. It is fully adapted to the functionality of CANoe.Sensor and part of Vectors modular test environment VT System. The flexible structure of the VT2710 is beneficial as required, up to four PSI5 or SENT channels are configurable with piggybacks. With this module, users have a precise analysis tool, which allows accurate bitrate settings and precise message time stamps and fits in seamlessly into the existing VT environment with the tool concept as well as the programming interface. The module is prepared for additional sensor logs. Users reach their goals quickly and also get a clear overview in complex network constellations.

This involves assigning readable names to the ARINC 429 labels, and the data contents of the ARINC 429 words are also defined in detail. This not only includes the bit position within the ARINC 429 word, but also the data type and display name. For an interpreted display of physical parameters, you can also enter the units and define a conversion formula. A Database Editor is included with the product. The layout of columns is user configurable, and three preconfigurable column layouts are available for quick toggling of the display. Refined search functions ensure that the user can quickly find all relevant information, even in cases of intensive bus traffic. Users quickly reach their goals and always have a clear picture of even complex network topologies. The aircraft manufacturer generally provides its suppliers with relevant description files. To ensure that this information is also usable in CANoe.AFDX, a converter is supplied that converts the ICD files into DBC files. The user adds these DBC files to a CANoe.AFDX configuration, which then enables access to symbolic information. If databases are available, the display is symbolic and is based on information from the converted ICD files. A Virtual Link is then no longer visualized numerically by its ID, but instead by its name. The display of columns is user configurable, and three preconfigurable column layouts are available for quick switchover. Refined search functions ensure that the user does not lose sight of key information among the large numbers of messages. The system is parameterized in this block diagram. In addition, function blocks may be placed and configured here, such as filter, generator or replay blocks. This variant is intended for advanced users who want to use CANoe's full

functionality. Running in a virtual machine is possible but not tested. Operation with Vector hardware may be affected by virtualization, e.g., higher latencies may occur.

<http://www.playerclub.ro/wp-content/plugins/formcraft/file-upload/server/content/files/1627022b13d12b--boss-dr-110-user-manual.pdf>

Further information on future support of operating systems and further technical knowhow you will find in our KnowledgeBase. Our KnowledgeBase provides the most important! ECU Testing with XCP SupportAn advanced course requires knowledge from a basic course. However, you can register for workshops independently of each other. This documentation nor any of its parts may be reproduced in any form or by any means without the prior written consent of Vector. To the maximum extent permitted under law, all technical data, texts, graphics, images and their design are protected by copyright law, various international treaties and other applicable law. Any unauthorized use may violate copyright and other applicable laws or regulations. Copyright 2017, Vector Informatik GmbH. Conventions In the two following tables you will find the conventions used in the user manual regarding utilized spellings and icons. Style Utilization bold Blocks, surface elements, window and dialog names of the software. Source code File name and source code. Symbol Utilization This icon indicates notes and tips that facilitate your work. This icon warns of dangers that could lead to damage. This icon indicates more detailed information. This icon indicates examples. This icon indicates stepbystep instructions. This icon indicates text areas where changes of the currently described file are allowed or necessary. This icon indicates files you must not change. This icon indicates multimedia files like e.g. video clips. This icon indicates an introduction into a specific topic. This icon indicates text areas containing basic knowledge. This icon indicates that something has changed. 1.1.2 Certification Certified Quality Management System Vector Informatik GmbH has ISO 90012008 certification. The ISO standard is a globally recognized quality standard. 1.1.3 Warranty Restriction of warranty We reserve the right to modify the contents of the documentation or the software without notice.

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Vector disclaims all liabilities for the completeness or correctness of the contents and for damages which may result from the use of this documentation. 1.1.4 Support You need support. Note Only Vector PicoScope hardware with the code 034 are supported, see below. PicoScope 5444B034 PicoScope 5242B034 Supported hardware The hardware PicoScope 5444B034 has 4 input channels and is triggered using the sync line of Vectors interface hardware. Please enable JavaScript in your browser settings. All ECU interfaces, i.e. communication buses, power supply, electronic inputs and outputs are under control of CANoe for testing purposes. These tests allow full coverage tests in hard and software. Emphasis is put on automatic CAPL or vTESTstudio tests to use the VT System efficiently. You will specify, configure and setup a complete VT System. The VT System will check various properties of a VC121 ECU with realistic tests. All ECU interfaces, i.e. communication buses, power supply, electronic inputs and outputs are under control of CANoe for testing purposes. These tests allow full coverage tests in hard and software. Emphasis is put on automatic CAPL or vTESTstudio tests to use the VT System efficiently. You will specify, configure and setup a complete VT System. The VT System will check various properties of a VC121 ECU with realistic tests. All ECU interfaces, i.e. communication buses, power supply, electronic inputs and outputs are under control of CANoe for testing purposes. These tests allow full coverage tests in hardand software. Please contact us for further details Please contact us for further details. All ECU interfaces, i.e. communication buses, power supply, electronic inputs and outputs are under control of CANoe for testing purposes. These tests allow full coverage tests in hardand software. Please contact us for further details Please contact us for further details.

Then you will learn how to operate CANoe as a measurement and analysis tool and for remaining

bus simulation based on practical examples. You will use CAPL and special DLLs to create your own program node and the Panel Designer to create a graphic user interface window for emulating ECUs. All ECU interfaces, i.e. communication buses, power supply, electronic inputs and outputs are under control of CANoe for testing purposes. These tests allow full coverage tests in hard and software. You will specify, configure and setup a complete VT System. The VT System will check various properties of a VC121 ECU with realistic tests. Please contact us for further details Then you will learn how to operate CANoe as a measurement and analysis tool and for remaining bus simulation based on practical examples. The VT System will check various properties of a VC121 ECU with realistic tests. Please contact us for further details The details and agenda mentioned there also apply to the training classes offered by VecScan. However we can arrange a training for your specific needs at VecScan or at your location. The details and agenda mentioned there also apply to the training classes offered by VecScan. However we can arrange a training for your specific needs at VecScan or at your location. Printed in Germany. All rights reserved. This icon indicates stepbystep instructions. This icon indicates text areas where changes of the currently described file are allowed or necessary. This icon indicates text areas containing expert knowledge. This icon indicates that something has changed. 1.3.1 Certification Quality Vector Informatik GmbH has ISO 90012008 certification. Management System The ISO standard is a globally recognized standard. 1.3.2 Warranty Restriction of. Caution The Mean Well power supply connects internally ground to the protective conductor PE. Therefore, the ground line or any other line of the. Note The VHDevDLL.dll must not be attached to a network node.

Returns 0 on success, handle is valid. Otherwise see Error Codes. Returns 0 on success, handle is valid. Otherwise see Error Codes. Parameters hwRev The hardware revision number. Returns 0 on success. Otherwise see Error Codes. Otherwise see Error Codes. Returns 0 on success. Otherwise see Error Codes. A settleTime of zero is valid. Otherwise see Error Codes. Returns 0 on success. Otherwise see Error Codes. Otherwise see Error Codes. If there is none, the LINcab is not supplied. Otherwise see Error Codes. Otherwise see Error Codes. Otherwise see Error Codes. Allowed range 2 Hz 50 kHz. Otherwise see Error Codes. Please enable JavaScript in your browser settings. You will see which underlying bus system respectively which protocol is handled during the class. You will see which underlying bus system respectively which protocol is handled during the class. Please contact us for further details. Please contact us for further details. Then you will learn how to operate CANoe as a measurement and analysis tool and for remaining bus simulation based on practical examples. You will use CAPL and special DLLs to create your own program node and the Panel Designer to create a graphic user interface window for emulating ECUs. Then you will learn how to operate CANoe as a measurement and analysis tool and for remaining bus simulation based on practical examples. You will use CAPL and special DLLs to create your own program node and the Panel Designer to create a graphic user interface window for emulating ECUs. You will learn how to exploit the different components of the Test Feature Set TFS and how to set up remaining bus simulations. During numerous exercises you will create sequential CAPL test procedures. Another part of the workshop is the integration of diagnostic services. You will use diagnostic communication in the test procedure according to KWP2000 and UDS.

Then you will learn how to operate CANoe as a measurement and analysis tool and for remaining bus simulation based on practical examples. You will use diagnostic communication in the test procedure according to KWP2000 and UDS. You will see whether the training is a basic or an advanced course. The advanced course requires the knowledge of the basic course. You will find the exact prerequisites and detailed agendas of every training after clicking on the according class in the table. You will see whether the training is a basic or an advanced course. The advanced course requires the knowledge of the basic course. You will find the exact prerequisites and detailed agendas of every training after clicking on the according class in the table. The software is primarily used by automotive manufacturers and electronic control unit ECU suppliers for development,

analysis, simulation, testing, diagnostics and startup of ECU networks and individual ECUs. Its widespread use and large number of supported vehicle bus systems makes it especially well suited for ECU development in conventional vehicles, as well as hybrid vehicles and electric vehicles. The simulation and testing facilities in CANoe are performed with CAPL, a programming language. Since then, the software has become established worldwide as a tool for ECU development. In addition to its primary use in automotive in-vehicle electronic networking, CANoe is also used in industries such as heavy trucks, rail transportation, special purpose vehicles, avionics, medical technology and many more. Throughout the further course of ECU development, these models serve as a base for analysis, testing and integration of the bus systems and ECUs. Data is displayed and evaluated in either raw or symbolic format. Back in 1992, Vector developed the DBC data format, which has become a de facto standard for exchanging CAN descriptions in the automotive field.

These automated test sequences can be controlled fully automated by usual CI tools such as Jenkins etc. The tests can either be manually programmed or generated automatically by different generators. CANoes LIN option includes LIN Conformance slave tests. Different variants of CANoe are available. They differ in functional scope full, run, pex, supported bus systems CAN, FlexRay, etc. and supported higher protocols SAE J1939, CANopen, etc.. The product supports the languages German, English and Japanese. By using this site, you agree to the Terms of Use and Privacy Policy. We'll email you with an estimated delivery date as soon as we have more information. Your account will only be charged when we ship the item. Our payment security system encrypts your information during transmission. We don't share your credit card details with thirdparty sellers, and we don't sell your information to others. Used GoodAll pages and cover are intact including the dust cover, if applicable. Spine may show signs of wear. Pages may include limited notes and highlighting. May NOT include discs, access code or other supplemental materials. Please try again. Please try again. Please try your request again later. Then you can start reading Kindle books on your smartphone, tablet, or computer no Kindle device required. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel please use your heading shortcut key to navigate to the next or previous heading. Register a free business account. Clearly, this is an instruction book geared to the intermediate canoeist and above. While the book covers some basic material for beginners, the American National Red Cross Canoeing Doubleday, 1977. o.p. or Laurie Gullions Canoeing and Kayaking Instruction Manual American Canoe Assn., 1987 are more appropriate for elementary instruction.

This welcome addition to canoeing literature is highly recommended for large canoeing collections, or wherever the sport is popular. Donald H. Dederick, SUNY Health Science Ctr., Brooklyn Copyright 1992 Reed Business Information, Inc. He coauthored River Rescue with Les Bechdel and has written numerous articles on the subject. He is an active recreational kayaker and has worked as a raft guide and canoe and kayak instructor both in the US and abroad. He has been the American representative in several international river safety conferences and organized the International Safety Symposium ISS 90 in the US. If you are a seller for this product, would you like to suggest updates through seller support? To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. Instead, our system considers things like how recent a review is and if the reviewer bought the item on Amazon. It also analyzes reviews to verify trustworthiness. Please try again later. B. Blake 5.0 out of 5 stars There is detailed instruction on a variety of strokes as well as identifying, entering and peeling out of eddies. There is also very important info about reading water and identifying hazards such as undercut rocks, strainers, hydraulics etc. Also included is basic instruction on waterreading. This book has made it much easier for me to teach less experienced paddlers. If you've been in a canoe enough to know how to get down an easy river, this book will likely have parts that are under and over your head. If you're somewhere between beginner and expert, this book is definitely worth reading. I've never been aware that there was so

much to know about canoes, water and paddling technique. I already learned a lot and will be able to reuse this book to review and learn more after Ive practised the first items. I would recommend this book to anybody in a similar or slightly more advanced situation.

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