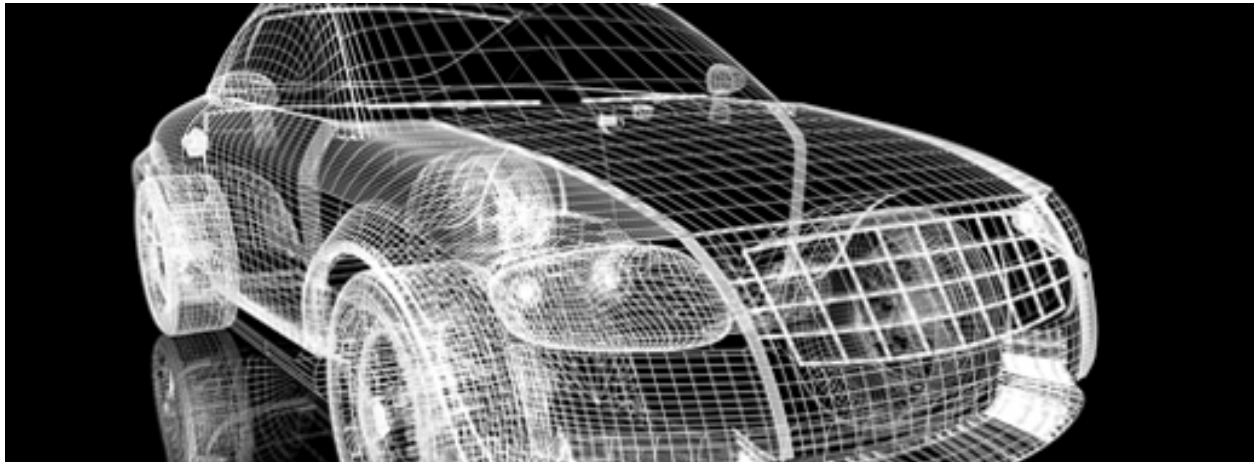


CAN/VAN Networking



Key Features

- **In-system programming (ISP)** — Using a simple three-wire SPI interface to communicate with the AVR microcontroller, you can program and reprogram all non-volatile memories on the chip. ISP eliminates the need to remove the chip from the system, saving you time and money during development and when updating software or parameters in the field.
- **Standards-based** — Atmel in-vehicle network components are fully compliant with strict automotive networking standards for safety, reliability such as CAN protocol V2.0A/V2.0B standard and the VAN ISO Standard 11519-3.
- **Valuable debug tools** — On-chip JTAG debug provides non-intrusive, full access to CAN device registers, peripherals and code execution. Combined with Atmel JTAGICE mkII and the AVR Studio® software, designers can take complete control of the internal resources of the microcontroller, simplifying debug and speeding time to market.

CAN/VAN Networking Devices

| Device Family | Summary Benefit | Applications | Technologies | Key Parameters |
|------------------------------------|--|--|---------------------------|---|
| AVR-based CAN MCUs | Independent message objects handling Flexible In-system programming (ISP) | Vehicle electronics communication | CAN V2.0A/V2.0B-compliant | CANopen DeviceNet OSEK JTAG debug |
| CAN Transceivers | Low and high speed CAN controllers | Vehicle electronics communication | ISO 11898 | High-voltage Bus Protection 2-wire interface Hardware Fault Recognition |
| VAN Controllers | VAN datalink controllers | Interconnect anti-lock brake systems, dashboard, and | ISO 11519-3 0.5 micron | Serial interface Up to 16 inputs-outputs |

power train
controls and
interconnect car
body electronics
such as lights,
wipers, and
power windows.

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