

About the project

The CarPKI prototype is the outcome of a cooperation industrial project being co-funded by the Federal Ministry of Economics and Energy within the Zentrales Innovationsprogramm Mittelstand.

The aim of the "Universal and adaptable security solution for Car2x communication: Gateway, client-server security software and scalable PKI (CarPKI) project was to prototype a harmonized Public Key Infrastructure (PKI) for Car-to-Car and in-Car communication scenarios and to conceptualize a security blueprint for many other distributed, low cost, reliable embedded applications, be it in automotive, industrial, or home automation.

Institute of Reliable Embedded Systems and Communication Electronics (ivESK) Offenburg University of Applied Sciences Badstraße 24, 77652 Offenburg

Prof. Dr.-Ing. Axel Sikora Scientific Director axel.sikora@hs-offenburg.de Tel: +49 (0) 781 / 205 416



Secure End-to-End Connectivity over **Field Busses** CarPKI



Authors: M. Eng. Artem Yushev Dipl.-Phys. Andreas Walz Prof. Dr.-Ing. Axel Sikora M. Sc. Mohammed Barghash

# ivesk.hs-offenburg.de

**Hochschule Offenburg** offenburg.university



Kommunikationselektronik

ivesk.hs-offenburg.de

# Communication Electronics (*ivESK*)

Institute of Reliable Embedded Systems and

# ivesk.hs-offenburg.de

## **Concept Goals**

Make use of the European Telecommunications Standards Institute (ETSI) Intelligent Transport Systems (ITS) proposals and standards

Harmonize ETSI ITS Public Key Infrastructure (PKI) Car2X domain with the proposed in-Car PKI:

- Root Certificate Authority (RCA), Long-Term Certificates (LTC), Pseudonym Certificates (PC) from core ETSI ITS security architecture
- Electronic Control Unit Quality Seal (ECU QS or EQS) for permanent identity and In-Vehicle Certificates (IVC) for temporal identity

Use state-of-the art **transport level security protocol TLS** over a communication interface to protect sensitive data

Make security solution suitable for various field busses; e.g. CANbus

Use Elliptic Curves Cryptography; e.g. ECDHE and ECDSA

Use Symmetric Authenticated Encryption; e.g. AES128 in CCM mode

#### Gateway = = = via PCA= via LTCA EQSRO IVCA IVC<sub>RootGW</sub> EQS<sub>GW</sub> IVC<sub>GW</sub> Auth Comm ECU A 8 ECU IVC<sub>Root</sub>G EQS<sub>RootB</sub> EQSRoot IVC<sub>GW</sub> IVC<sub>GW</sub> EQS<sub>ECU</sub> A IVC<sub>ECU A</sub> EQS<sub>ECU B</sub> IVC<sub>ECU B</sub> Auth Comm Auth Comm

Car2X

In-Cai

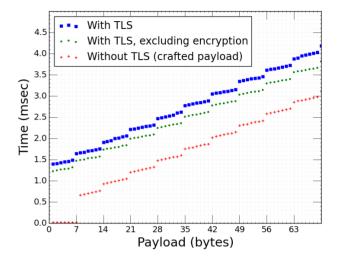
→ Issue → Sign

**Architecture** 

### Features

- 1 ms processing time per transaction for TLS with encryption ( ARM Cortex<sup>™</sup>-M4 )
- Static **21 bytes** payload overhead due to encryption/ authentication
- More than 2 times smaller certificate size comparing to X509, 160 bytes per certificate





Because of extra 21 bytes overhead due to the security payload, the data-rate is lower comparing to non -secure transmission, although respective values for non-secure and secure cases; e.g. 70 bytes for the first and 49 bytes for the second (plus 21 bytes overhead) are of the same order.

# Secure Handshake

- Full TLS 1.2 Handshake with Mutual Authentication using proposed certificates takes in average 0.5 s for Cortex-A9 and 5 s for Cortex-M4
- Secure TLS 1.2 session resumption takes less than **0.2 s**.
- For the Handshake ECDHE\_ECDSA based cipher suite

# ivesk.hs-offenburg.de

# ivesk.hs-offenburg.de

# ivesk.hs-offenburg.de