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MILANO 1863

**DIPARTIMENTO DI ELETTRONICA
INFORMAZIONE E BIOINGEGNERIA**

POLITECNICO MILANO 1863

NECST
laboratory



Controller Area Network

or how we implemented a broken protocol and can we fix it?

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Social Engineering
Computer Security

Automotive Attacks

WIRED

The Jeep Hackers Are Back to Prove Car Hacking Can Get Much Worse

ANDY GREENBERG SECURITY 08.01.16 03:30 PM

THE JEEP HACKERS ARE BACK TO PROVE CAR HACKING CAN GET MUCH WORSE

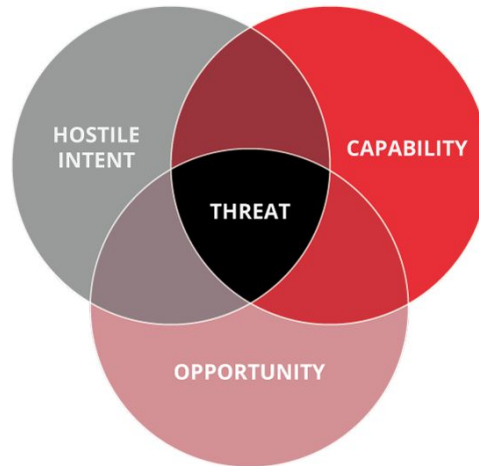
SHARE



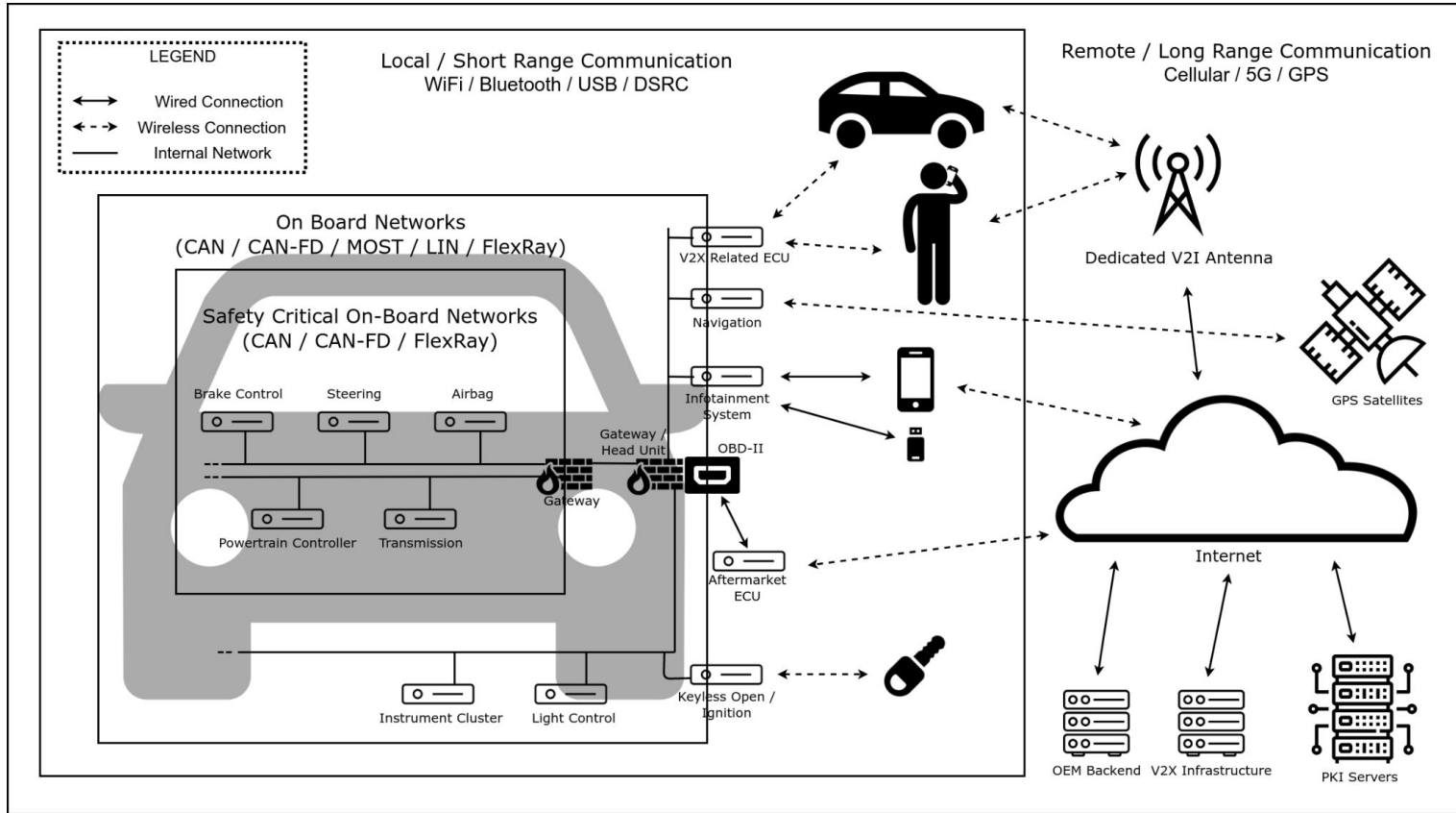
Security researchers Charlie Miller and Chris Valasek. © WHITNEY CURTIS FOR WIRED

Why is it relevant?

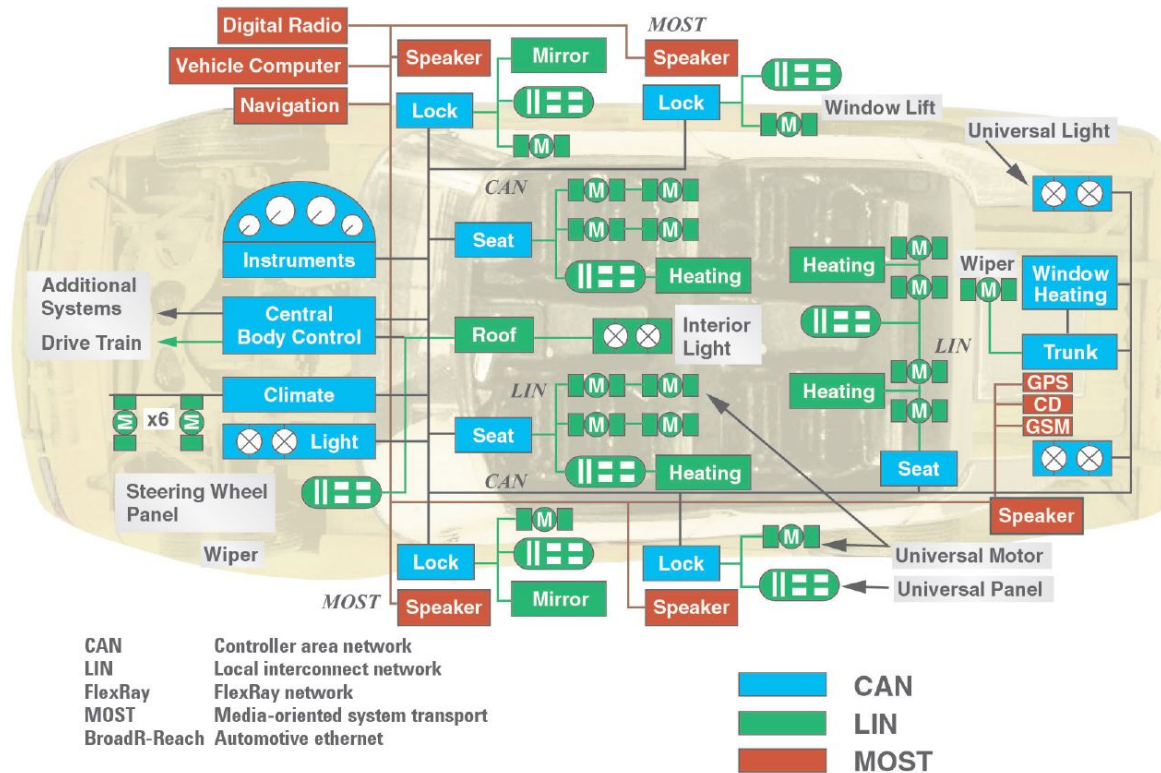
$$\text{Security Risk} = \underbrace{(\text{Threats} \times \text{Vulnerabilities})}_{\text{Independent}} \times \underbrace{\text{Assets}}_{\text{Controllable}}$$



The automotive ecosystem



On-Board Networks



Controller Area Network

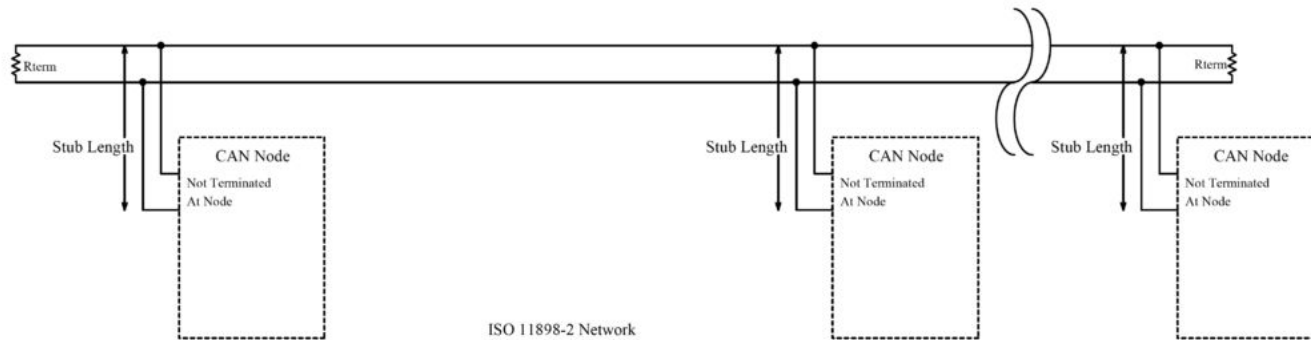
1980's protocol

Developed with focus on safety

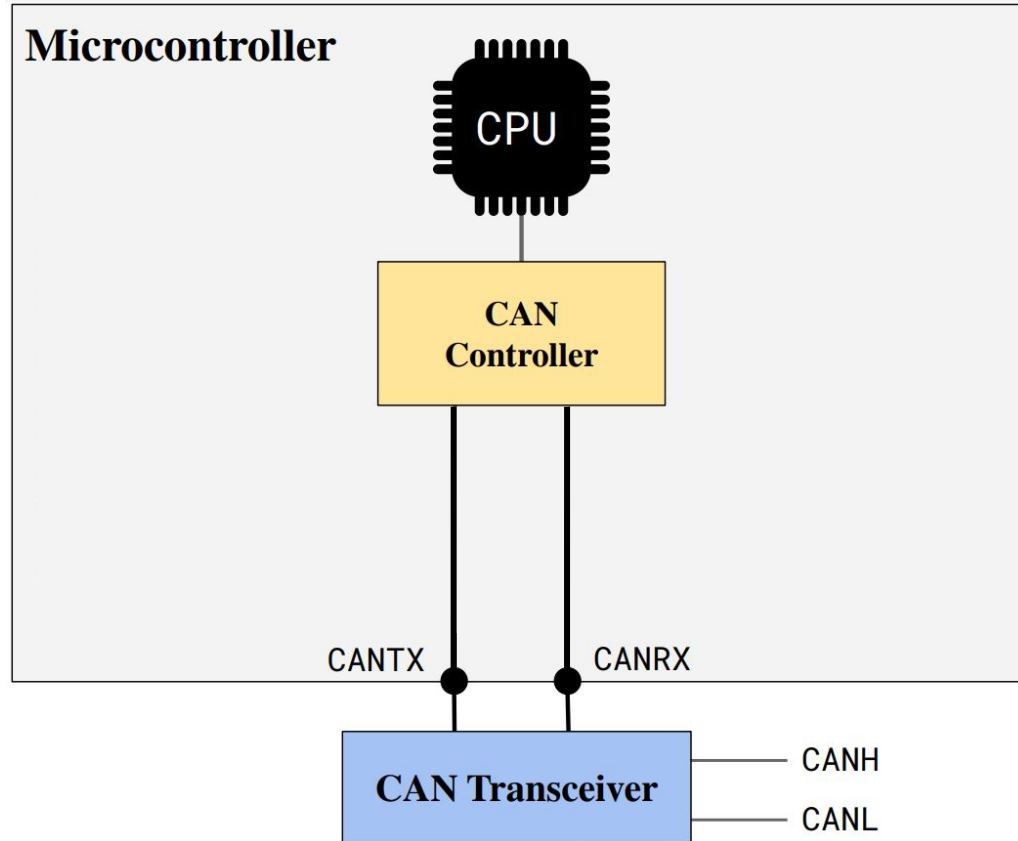
Baud rate of 1Mbps max

Multi-master bus topology

Data-Link and physical layers



Controller Area Network



Controller Area Network

CAN Data Frames:

IDs are "owned" by an ECU

Most packets are periodic

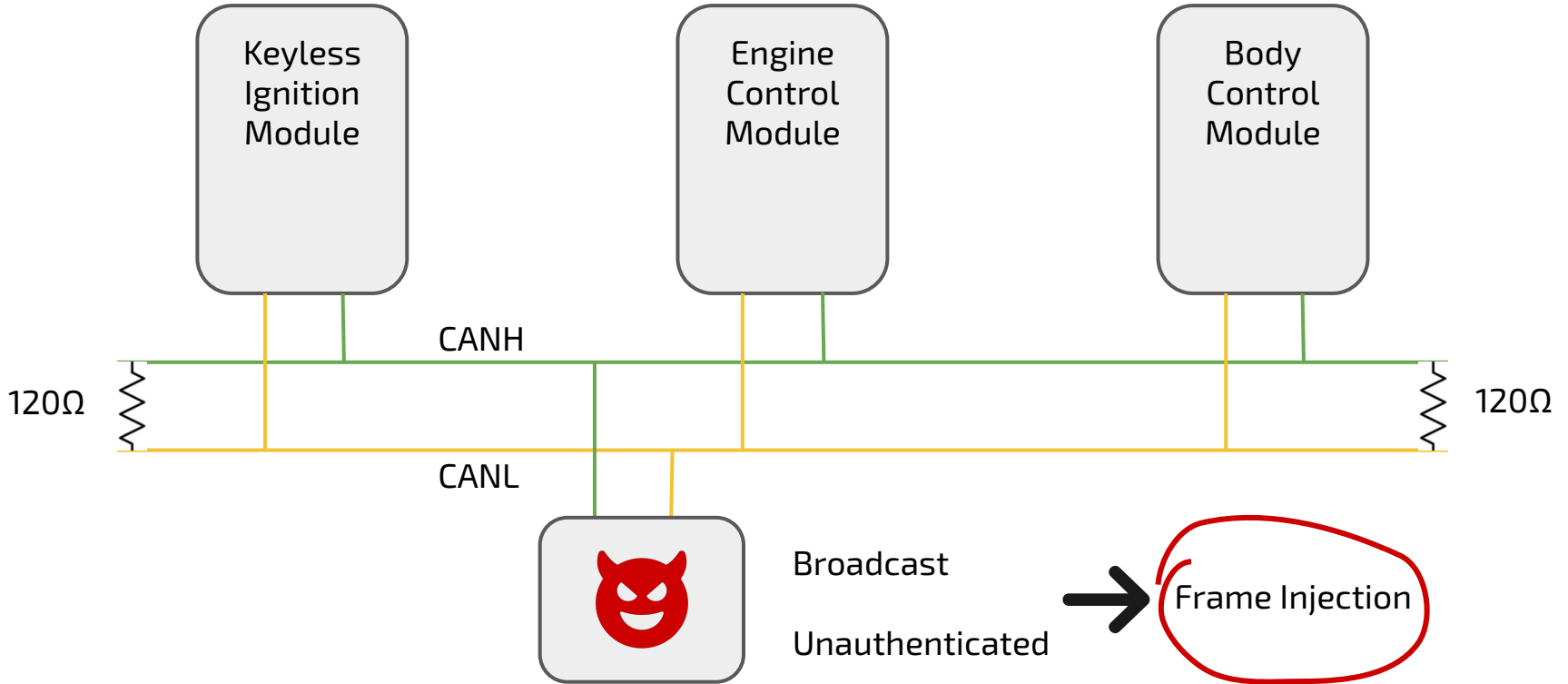
Payload depends on the ID



```

31 delta  ID  data ...  < cansniffer can0 #
0.000000 EXT 0x02214000 00 28 00 00 00 00  (. ....
0.000000 EXT 0x02294000 00 00 00 00 02 00 00 00  ....
0.000000 EXT 0x04214001 00 81 90 41 00 00 00 00  ...A....
0.000000 EXT 0x04214006 00 00 00 00 00 00 00 00  ....
0.000000 EXT 0x04294001 01 01 00 00 40 00 00 00  ...@...
0.000000 EXT 0x04394000 00 00 00 3D  ..=
0.000000 EXT 0x06214000 29 04 48 00 00 3A 0B 00  ).H.....
0.000000 EXT 0x0621401A 00 05 01 00 80 00 00 00  ....
0.000000 EXT 0x06254000 00 00 00 00  ....
0.000000 EXT 0x06314000 40 00 00 00 00 00 00 00  @.....
0.000000 EXT 0x06314003 20 10 70 00 02 08 00 00  .p.....
0.000000 EXT 0x06314005 04 00 00 00 10 00 00 00  ....
0.000000 EXT 0x06314021 00 00 00 00 00 00 00 84  ....
0.000000 EXT 0x06354000 00 00  ..
0.000000 EXT 0x063D4000 84 4C 00 00  .L..
1.022906 EXT 0x08094021 04 22 48 78 00 00 00 00  ."Hx....
0.000000 EXT 0x08194003 C0  .
0.000000 EXT 0x08194005 0A 80 00 00 00  ....
0.019534 EXT 0x0A014021 50 00 00 00 00 00 00 02  P.....
e.000000 EXT 0x0A094005 00 58 6C  .XL
0.000000 EXT 0x0A114000 00 06 1F  ...
0.000000 EXT 0x0A114005 E3 00 00 00 02 00  ....
0.000000 EXT 0x0A194005 00 00 00 00 00 00 80  ....
0.000000 EXT 0x0A394021 55 2A 4D 46 80 00 00 00  U*MF....
0.000000 EXT 0x0C014003 05 51 D2 E9 88 EC 00 00  .Q.....
0.000000 EXT 0x0C114003 05 58 3D 01 29 00 39 C0  .X=.) .9.
0.000000 EXT 0x0C194003 05 58 38 38 20 05 55 E0  .X88 .U.
0.000000 EXT 0x0C214003 16 56 14 07 20 19  .V..
0.000000 EXT 0x0C2D4003 1F 72 82 00 00 00 00 00  .r.....
    
```

What's the idea? (CAN is broken pt.1)



What about countermeasures?

The image shows a screenshot of the ARILOU website. The top navigation bar includes 'HOME', 'SOLUTIONS', 'ABOUT', 'NEWS', 'CAREERS', and 'CONTACT'. The main heading is 'In-Vehicle Intrusion Detection and Prevention System (IDPS)'. Below this, there is a section titled 'THE SOLUTION' with a sub-heading 'solution'. The text describes IDPS as an advanced software (SW) solution monitoring the CAN bus and detecting anomalies. A dark blue box at the bottom right contains a paragraph about the threat landscape and the need for countermeasures. On the right side, there is a navigation menu with 'Industries', 'Solutions', 'Products', 'Services', and 'Company', and a search icon. Below the navigation menu is a large image of a car with a satellite dish icon overlaid on it.

Sublime Text

ARILOU
Autonomous Cyber Security
Part of HAN Group

KEEPING THE CONNECTED CAR SAFE

HOME SOLUTIONS ABOUT NEWS CAREERS CONTACT

Back to solutions

In-Vehicle Intrusion Detection and Prevention System (IDPS)

01

THE SOLUTION

IDPS is an advanced software (SW) solution, monitoring the control area network (CAN) bus and detecting anomalies in the communication patterns of electronic control units (ECUs).

The threat landscape is constantly changing: every new service based on a vehicle's connectivity opens up new attack vectors. Besides that, attackers are also continuously perfecting their methods to undermine existing protection mechanisms and find loopholes. That's why it's not enough to guarantee state-of-the-art security at the point at which the vehicle rolls off the production line. Instead, this security has to extend to protect against attacks during the vehicle's operating life. It has to reliably detect and analyze them so that suitable countermeasures can be taken immediately and effectively – for the vehicle in question and, if necessary, for the entire fleet.

Industries Solutions Products Services Company

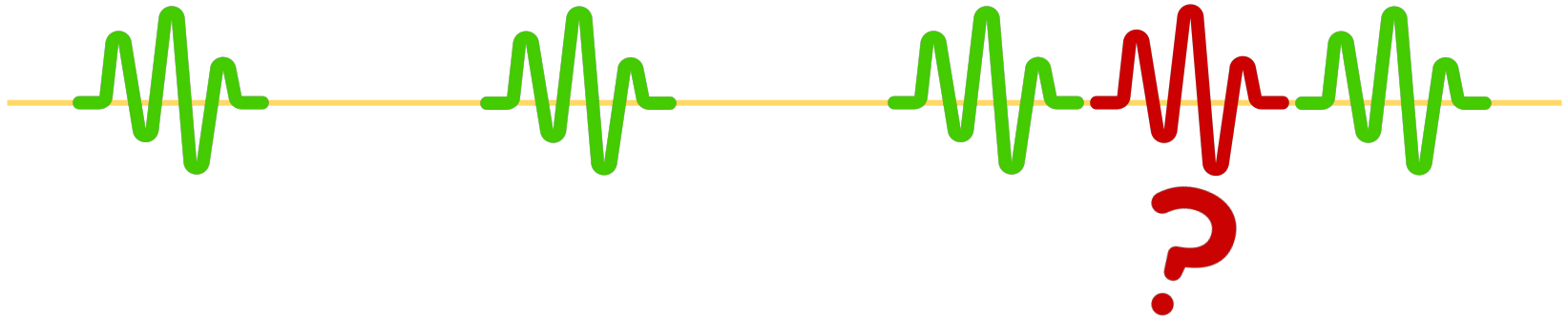
01001
000101
10100

What about countermeasures?

Industrial secret, however we can make an educated guess at some methods

- **Frequency** based
 - CAN messages are usually periodic
- **Specification** based
 - Focus on protocol specifications / physical characteristics
- **Payload** based
 - Evaluate the content of the data field of the packet

Now, can we evade them?



- Specification based: Comply with the rules
- Frequency based: Comply with the frequency

Now, can we evade them?



What if we **manipulate/substitute** a real frame?

- Specification based: Comply with the rules
- Frequency based: Comply with the frequency



Now, can we evade them?



What if we **manipulate/substitute** a real frame?

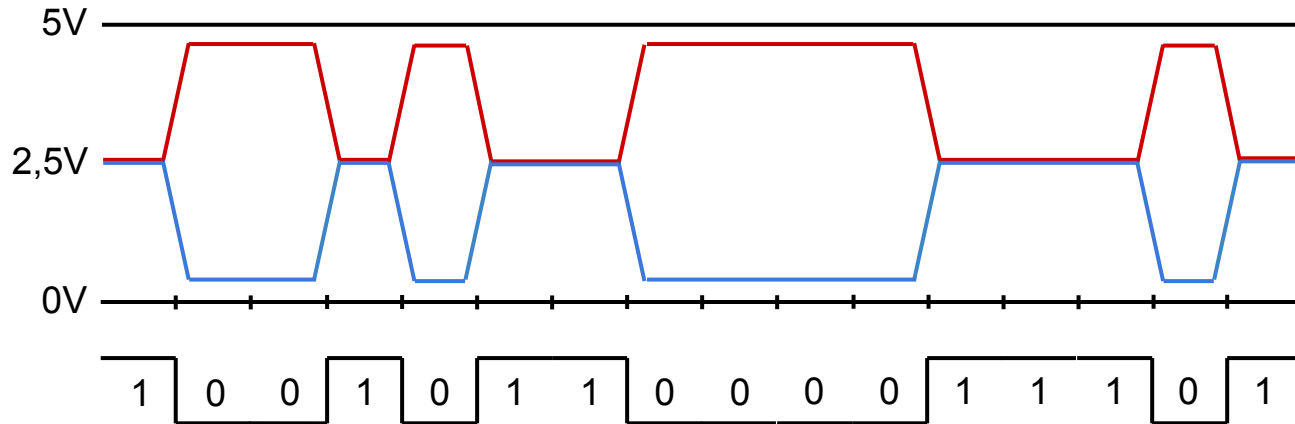
- Specification based: Comply with the rules
- Frequency based: Comply with the frequency



But... how? (CAN is broken pt.2)

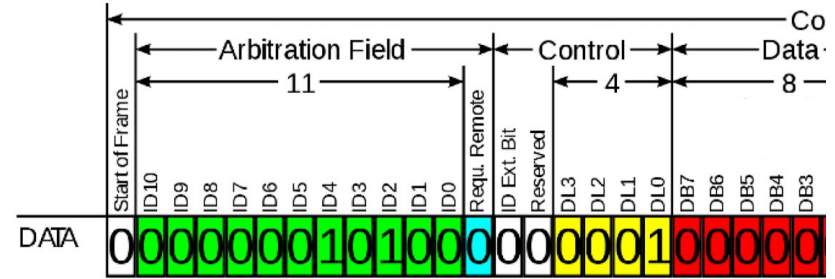
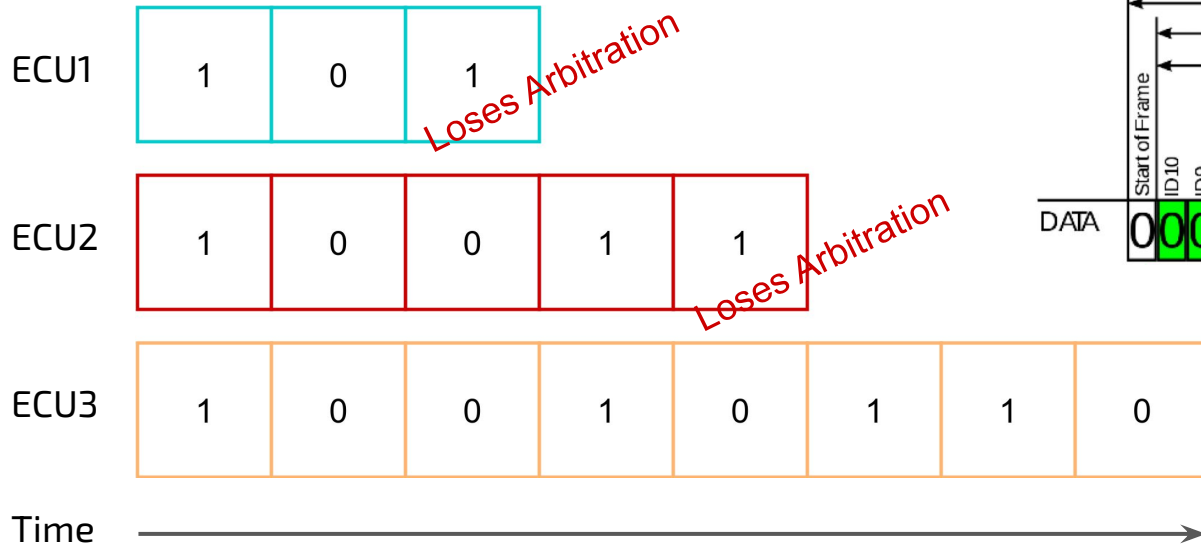
What if CAN **embeds** a way to let us do it?

CAN Physical Layer



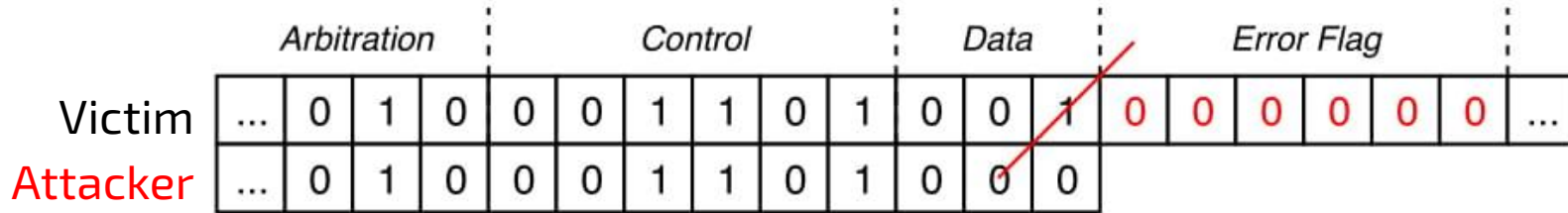
CAN is broken pt.2

CAN Arbitration Protocol



CAN is broken pt.2

CAN Bit Stuffing & Error Frames



CAN is broken pt.2

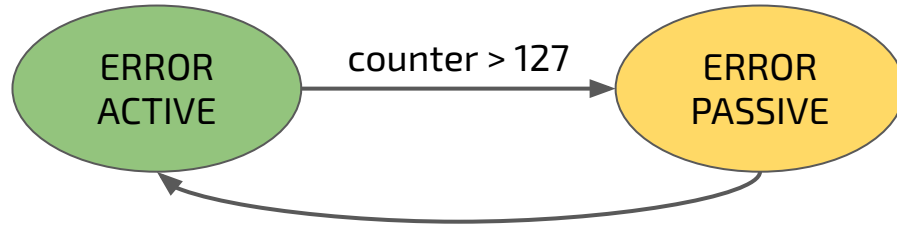
Can send error active flags
"000000"



CAN is broken pt.2

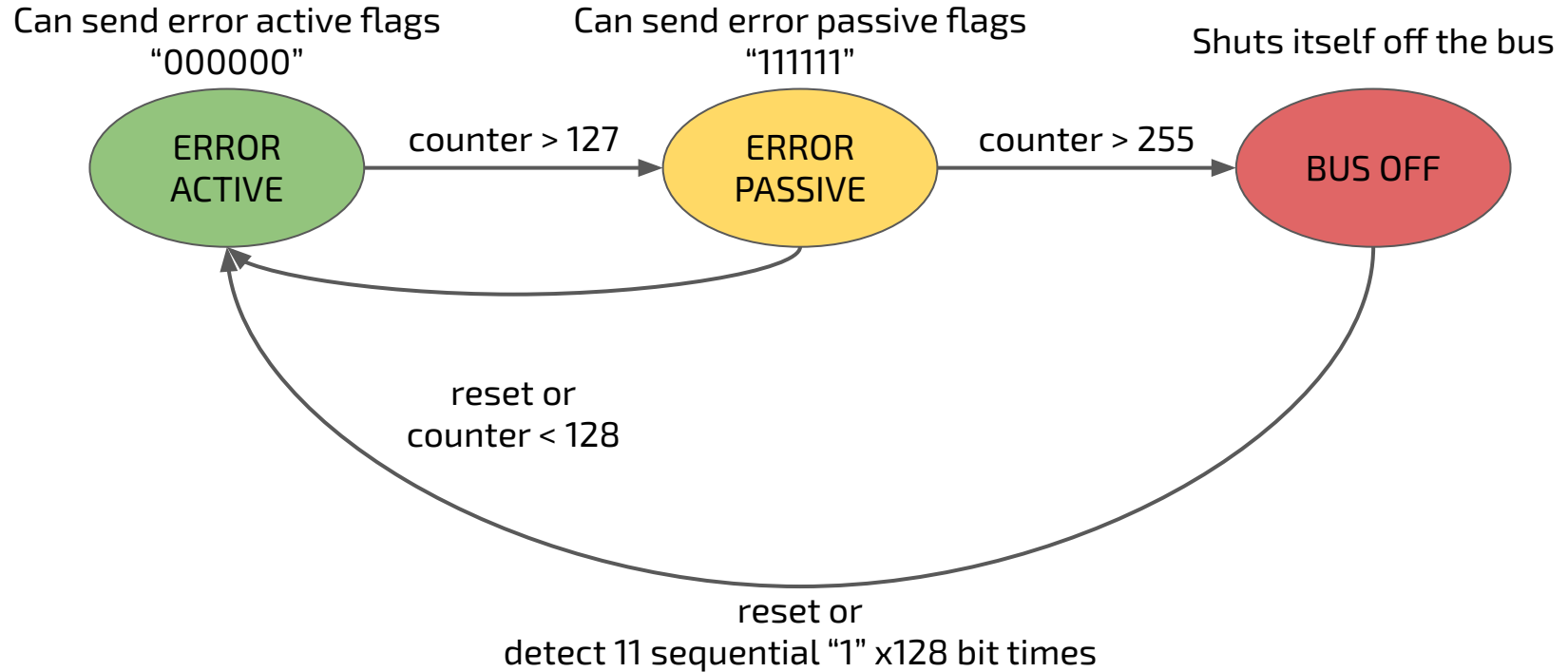
Can send error active flags
"000000"

Can send error passive flags
"111111"



reset or
counter < 128

CAN is broken pt.2

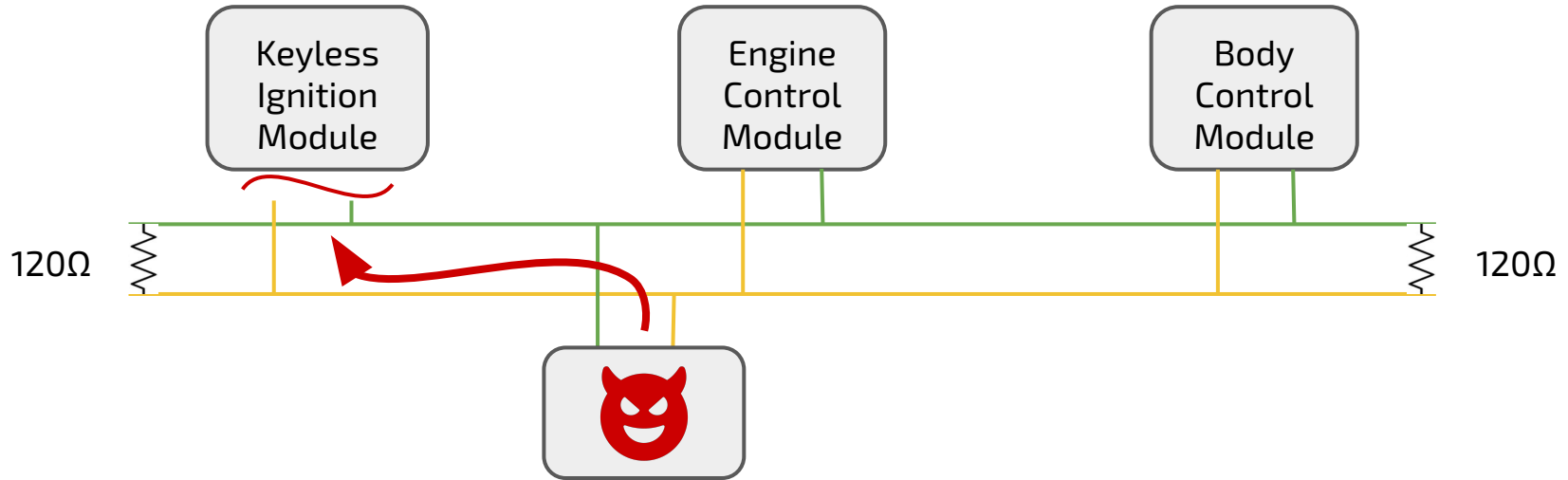


Let's put 2 and 2 together

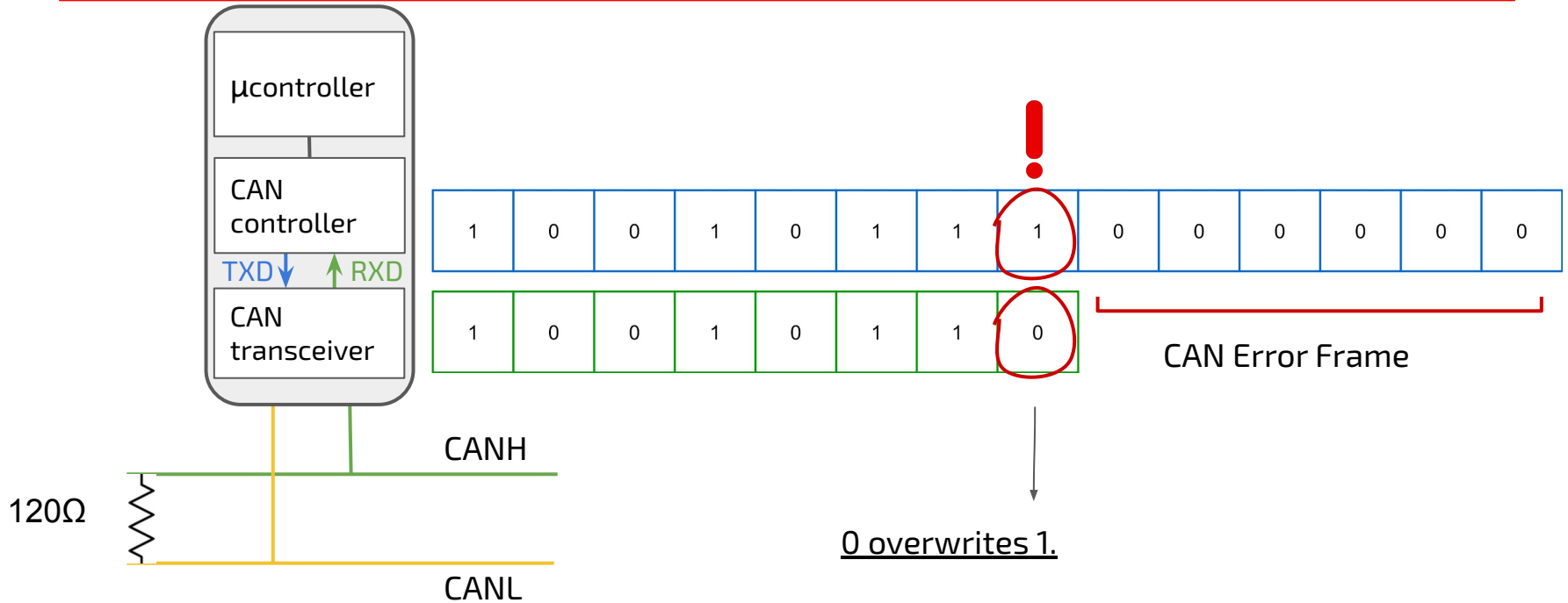


How do we **substitute** a frame?

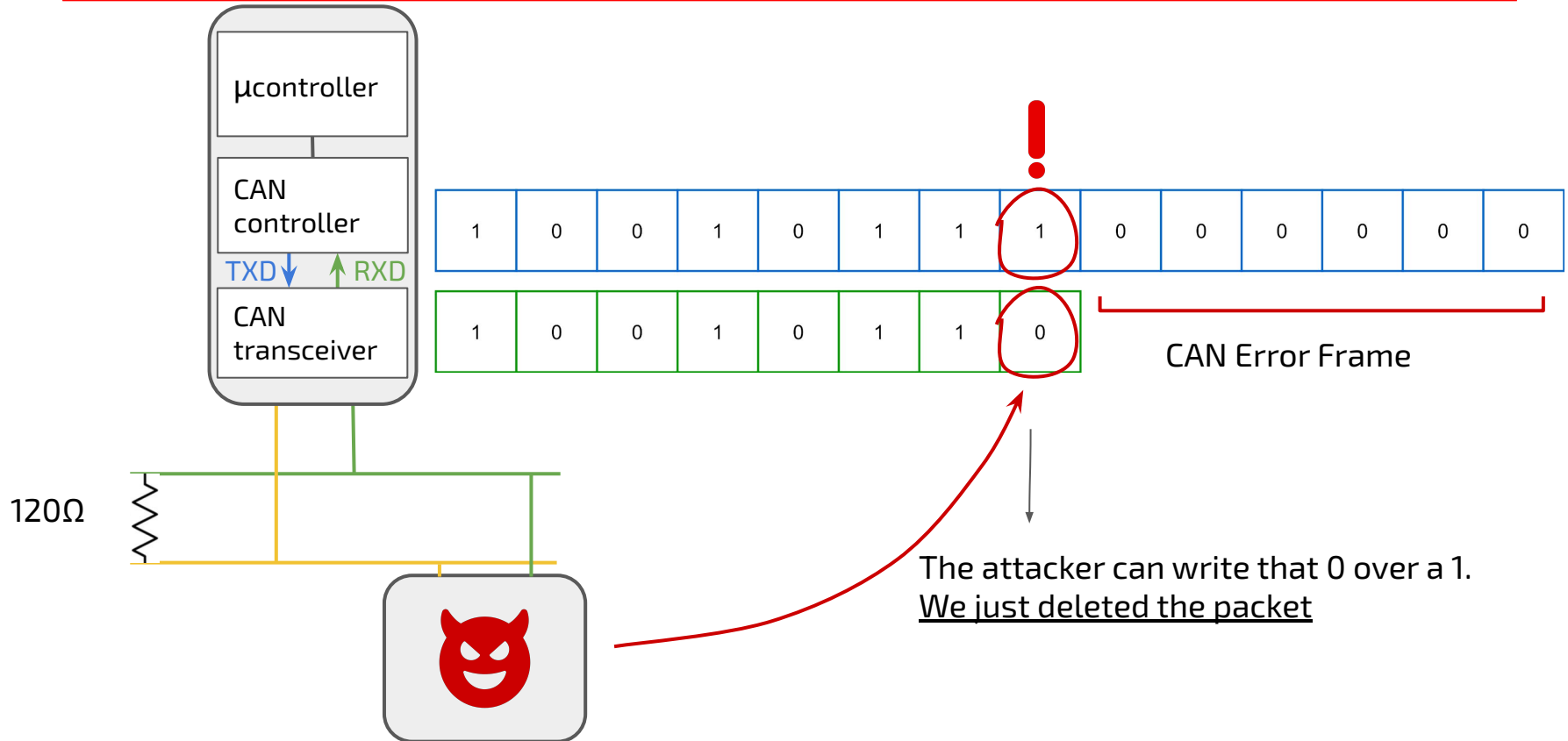
Let's put 2 and 2 together



Let's put 2 and 2 together



Let's put 2 and 2 together



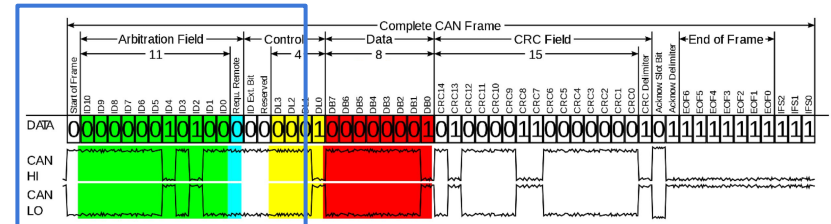
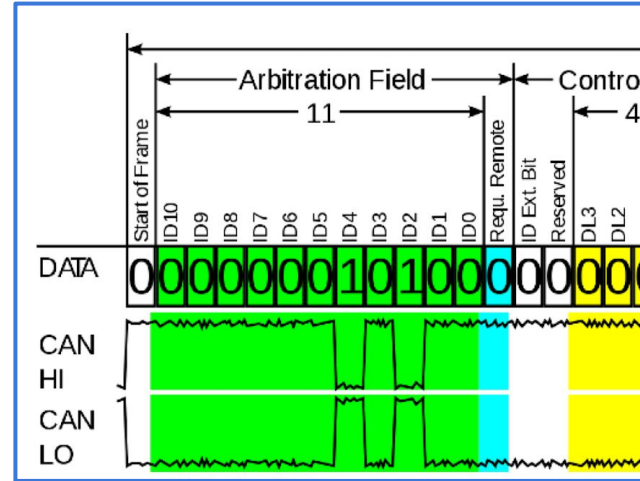
Steps

- 1) Discover the ID of the victim e.g., Reverse engineer the CAN IDs of an identical vehicle
- 2) Detect the ID of the victim on the bus
- 3) Find a "1" (recessive) bit in the packet
- 4) Overwrite it with a 0
- 5) Repeat 32 consecutive times

Steps

- 1) Discover the ID of the victim
- 2) Detect the ID of the victim on the bus
- 3) Find a "1" (recessive) bit in the packet
- 4) Overwrite it with a 0
- 5) Repeat 32 consecutive times

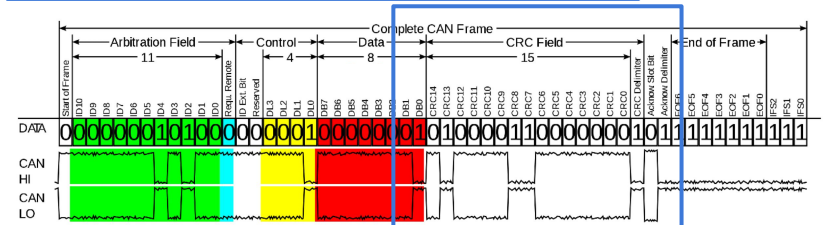
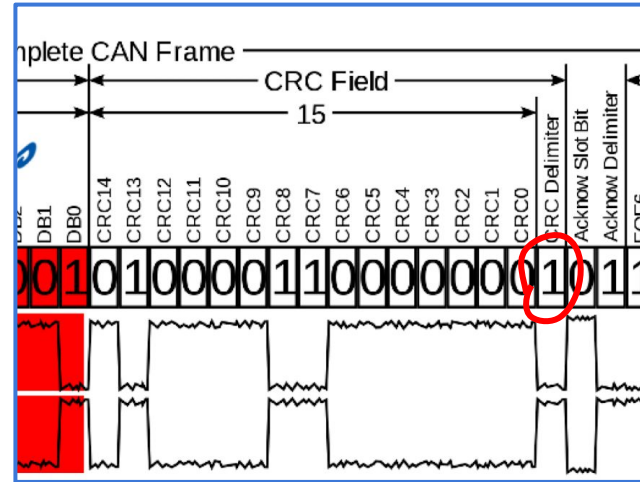
e.g., read all IDs passing on the bus



Steps

- 1) Discover the ID of the victim
- 2) Detect the ID of the victim on the bus
- 3) Find a "1" (recessive) bit in the packet
- 4) Overwrite it with a 0
- 5) Repeat 32 consecutive times

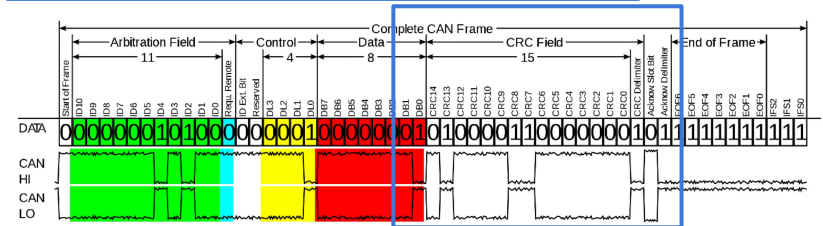
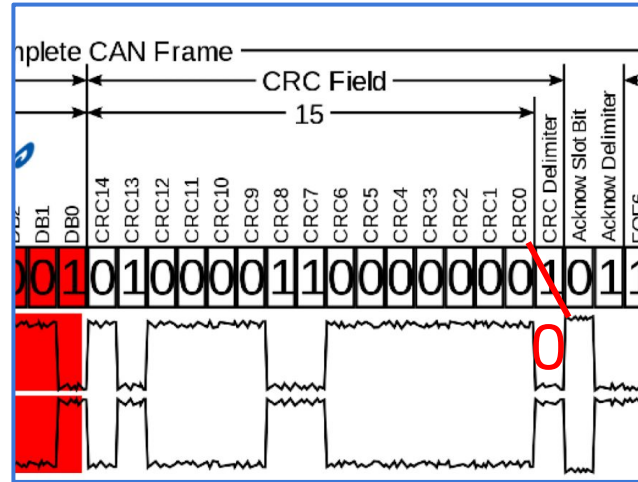
CRC delimiter is "1" by design



Steps

- 1) Discover the ID of the victim
- 2) Detect the ID of the victim on the bus
- 3) Find a "1" (recessive) bit in the packet
- 4) Overwrite it with a 0
- 5) Repeat 32 consecutive times

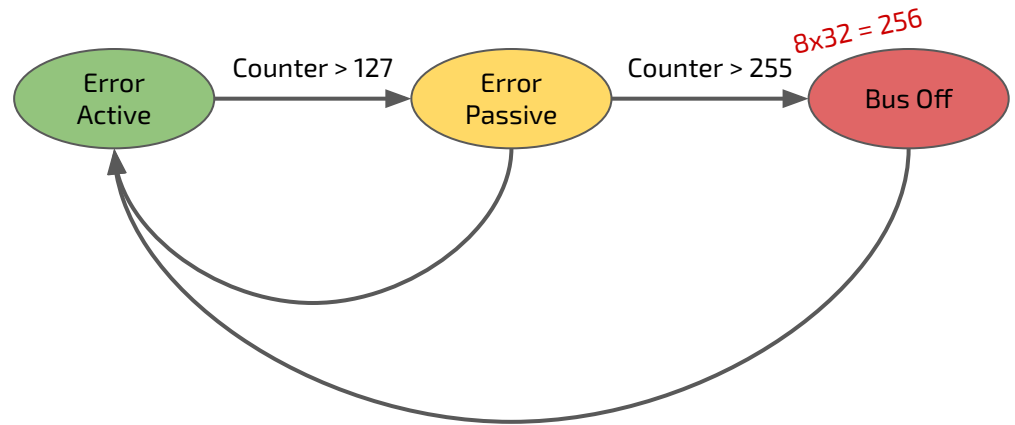
This triggers an error generated by the victim



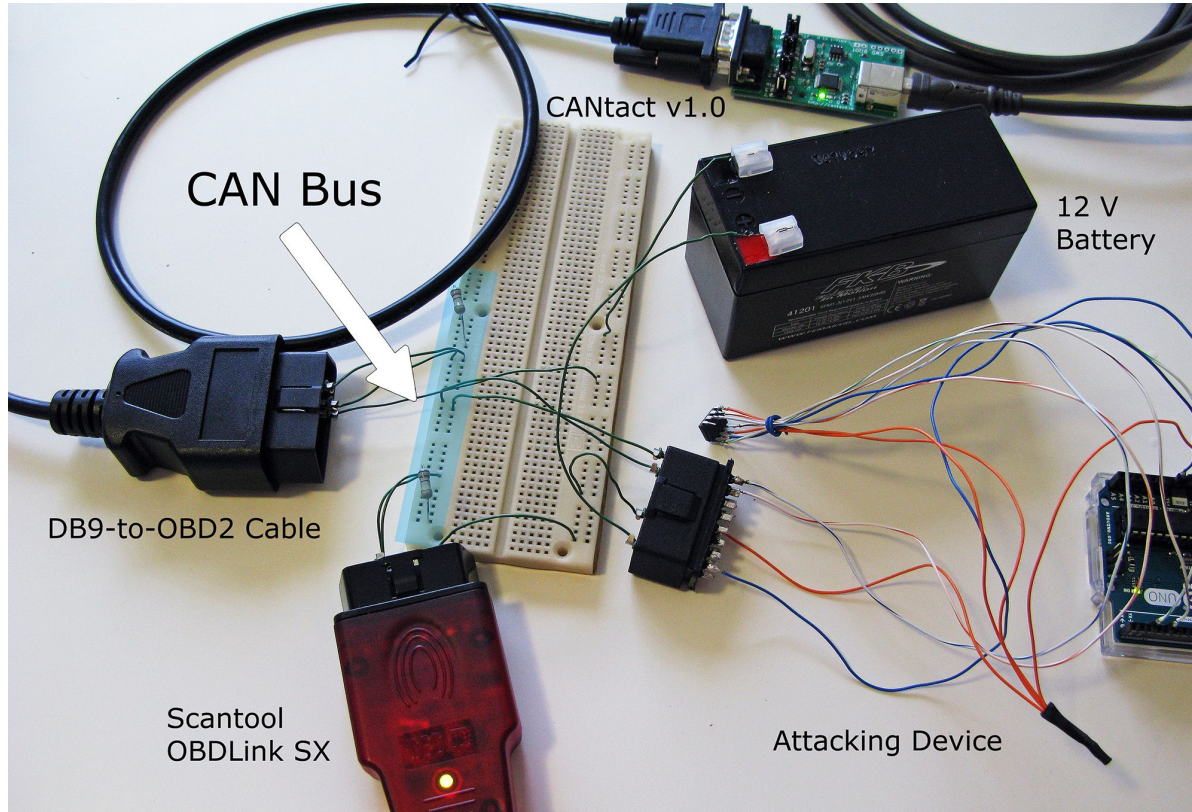
Steps

- 1) Discover the ID of the victim
- 2) Detect the ID of the victim on the bus
- 3) Find a "1" (recessive) bit in the packet
- 4) Overwrite it with a 0
- 5) Repeat 32 consecutive times

This kind of error adds +8 to the counter of the victim



Proof of Concept Implementation

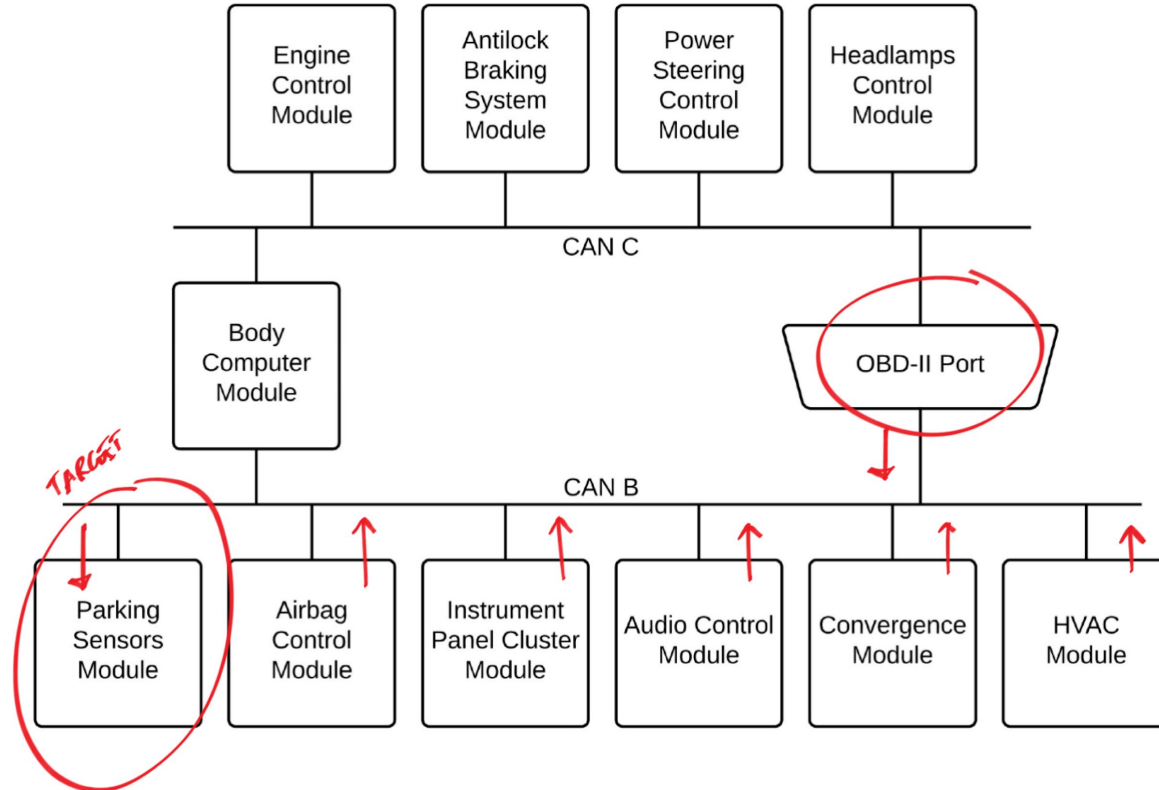


Proof of Concept Implementation

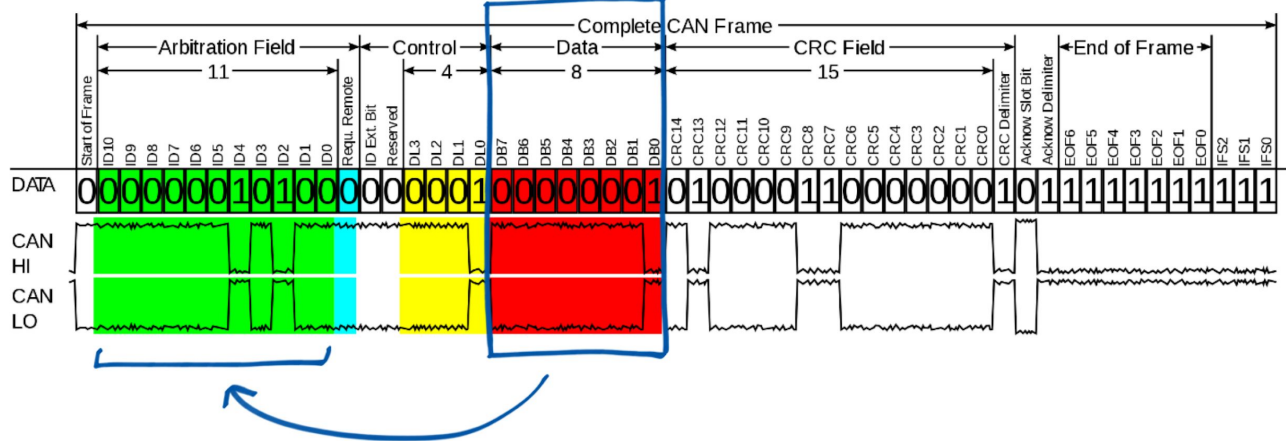
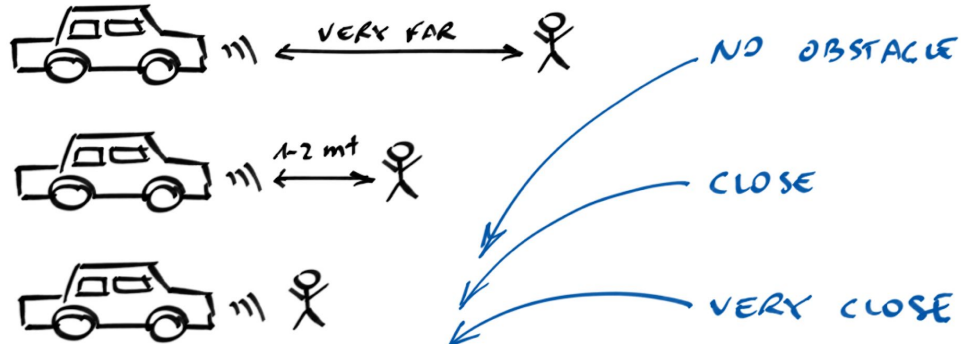


Palanca, A., Evenchick, E., Maggi, F., & Zanero, S. (2017, July). A stealth, selective, link-layer denial-of-service attack against automotive networks. In *International Conference on Detection of Intrusions and Malware, and Vulnerability Assessment* (pp. 185-206). Springer, Cham.

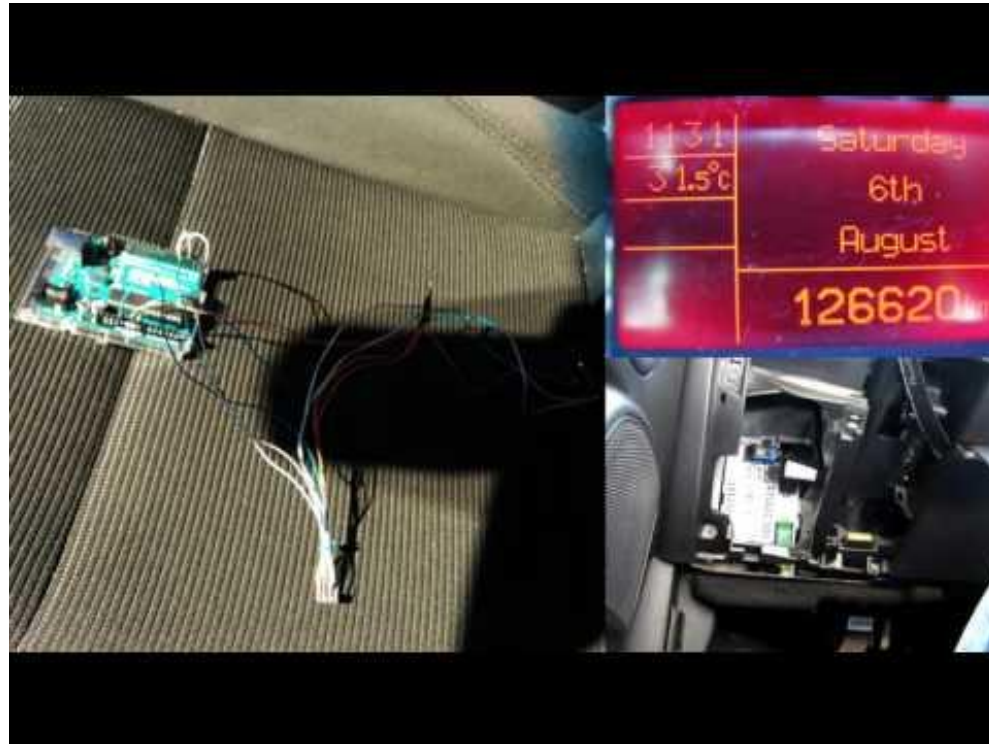
Alfa Giulietta Exploited



Alfa Giulietta Exploited



Alfa Giulietta Exploited

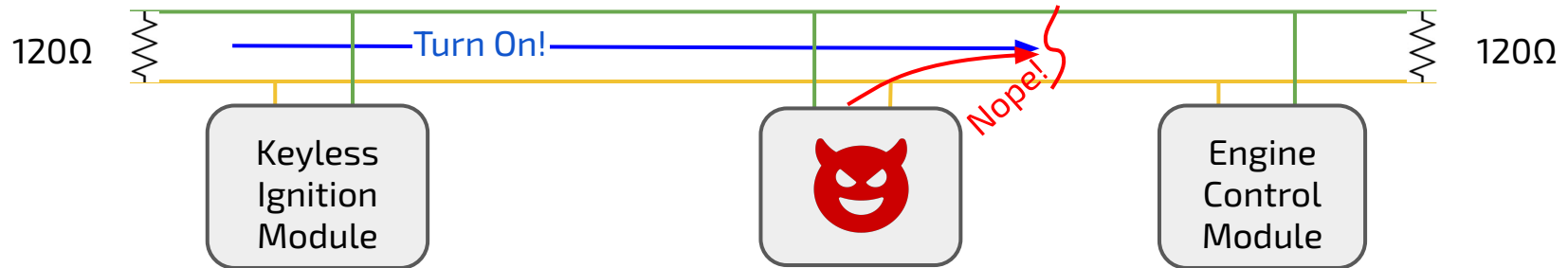


<https://is.gd/candos>

Attack scenarios

Denial of Service for the sake
of Denial of Service

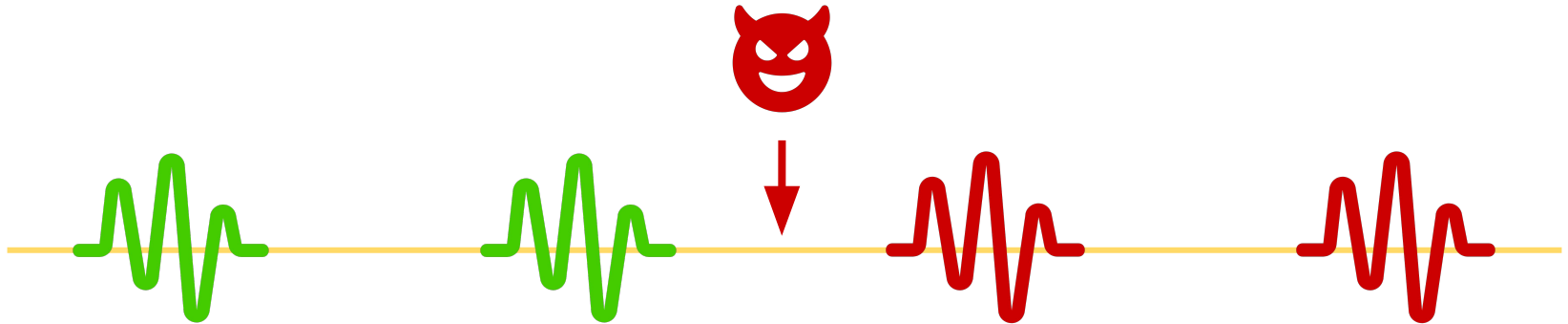
e.g. **Ransomware**



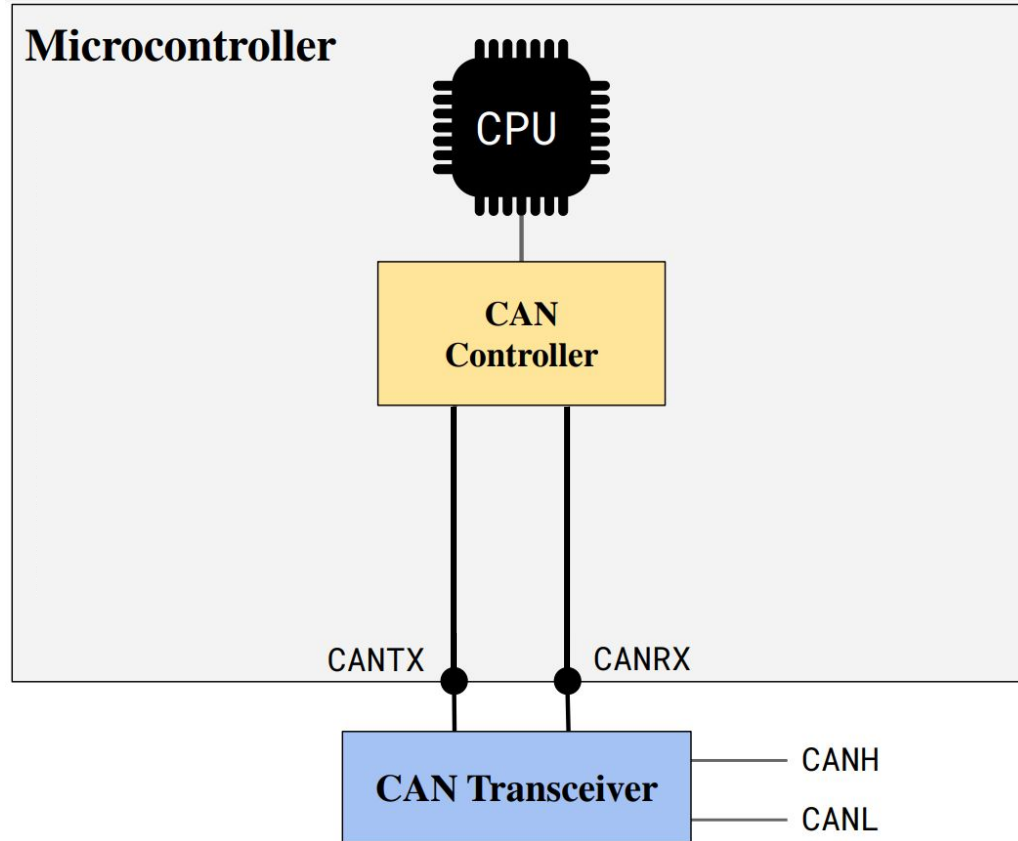
Attack scenarios

Detection avoidance for spoofing attacks

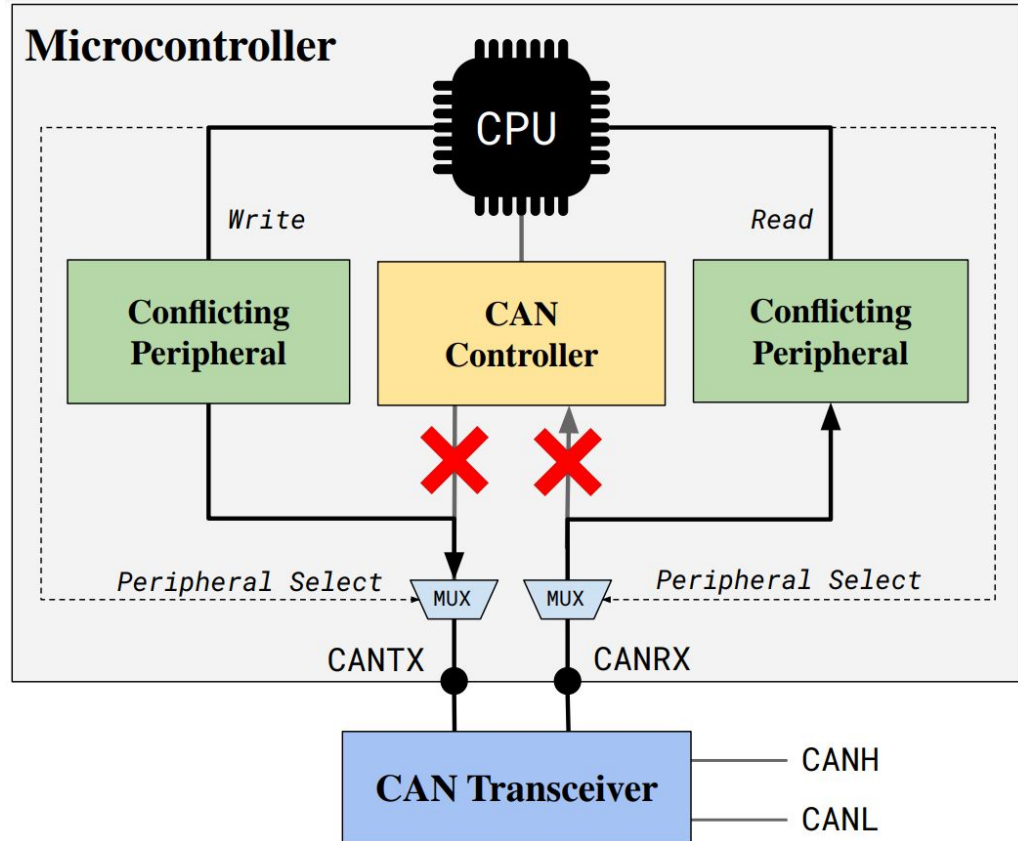
- Shut down the victim ECU
- Send spoofed data



Can we do this attack from remote?



CAN is broken pt.3:

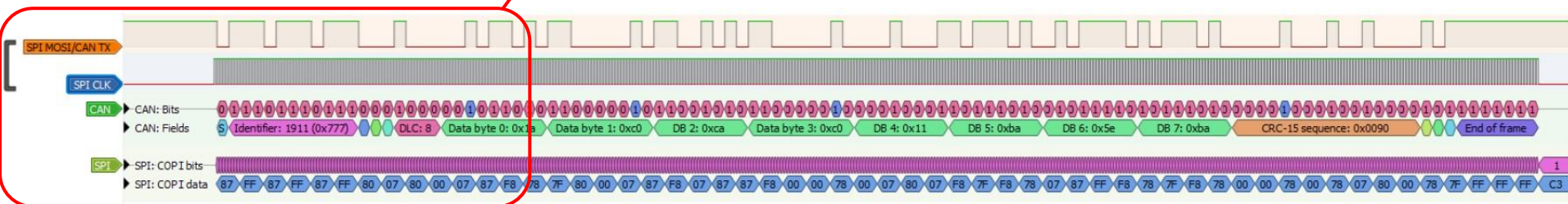
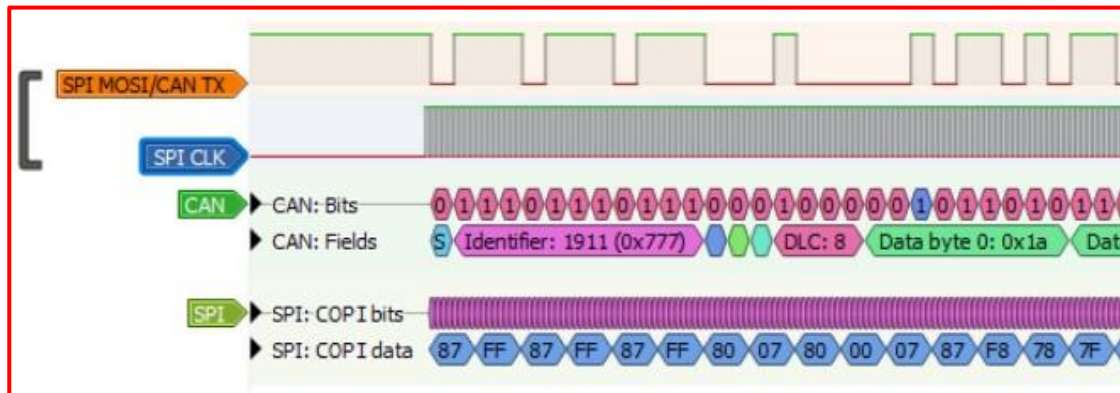


CAN Instrumented ECUs other peripherals

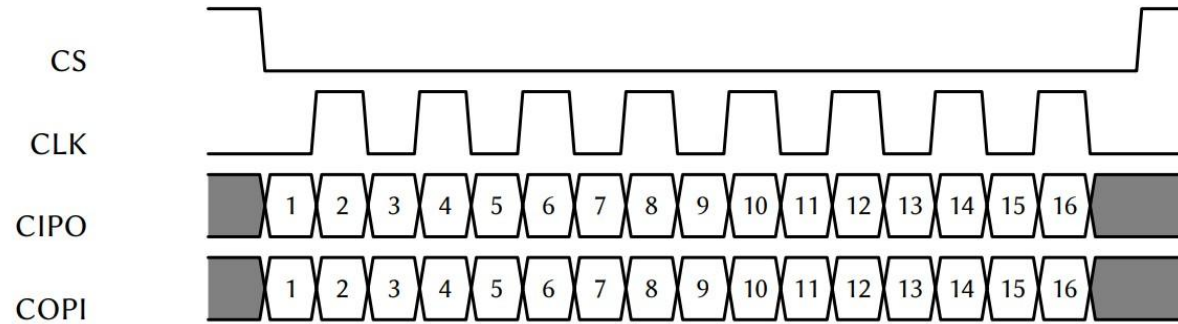
Microcontroller	Vendor	# CAN Devices	Conflicts
V850ES/JC3-H	Renesas	1	UART, I2C, GPIO
MPC5554	NXP	3	SPI, GPIO
AT90CAN32	Atmel	1	Timer, GPIO
SPC564A80B4	ST Microelectronics	3	SPI, eSCI, GPIO
C8051F50x	Silicon Labs	1	SPI, I2C, LIN, GPIO
AURIX TC399XP	Infineon	4	SPI, UART, I2C, ADC, GPIO
STM32L562	ST Microelectronics	1	SPI, UART, I2C, GPIO

Introducing Polyglot Frames

CAN Frames that are composed of a sequence of “smaller” *** Frames

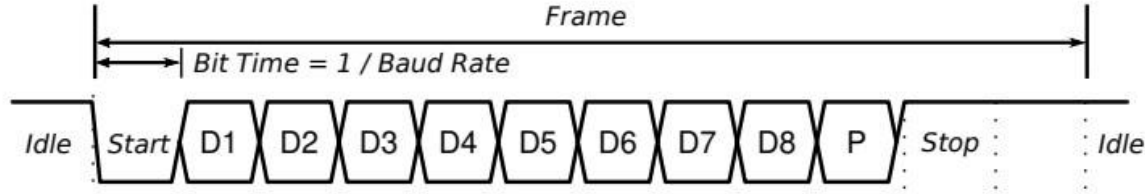


SPI



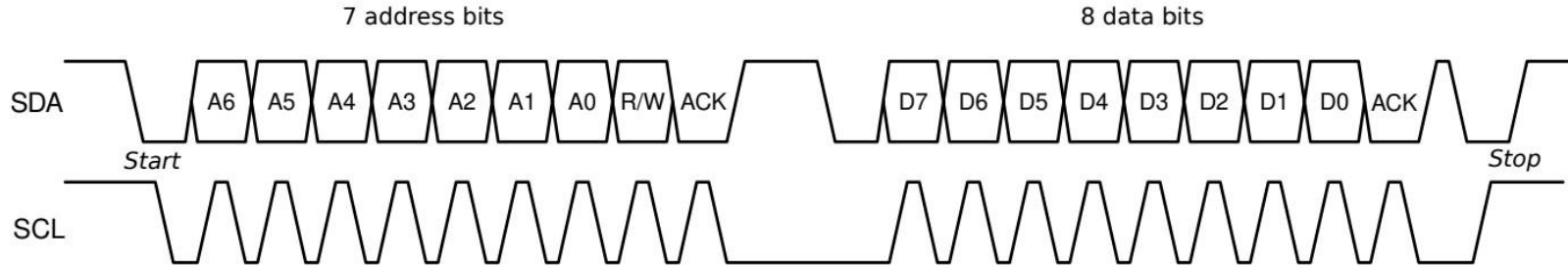
Name	Description
CS	Chip select line used by the primary to select which secondary to communicate with.
CLK	Clock signal generated by the primary and sets the bit timing of the communication.
CIPO ²	Data from secondary to primary.
COPI ²	Data from primary to secondary.

UART



Name	Description
Start Bit	Always set to 0.
Data Frame	Payload can be from 5 to 9 bits long.
Parity Bit	Optional, used for error detection.
Stop Bit(s)	One or two consecutive logical 1s, depending on peripheral configuration.

UART



Name	Description
Start Condition	The SDA line is pulled low while SCL is high to indicate the beginning of communication.
Payload	8 controllable bits on the SDA line, both for address and data frames.
ACK Slot	The SDA line is held high by the primary, and the secondary is expected to pull low (\emptyset) the clock for a positive acknowledgment.
Stop Condition	The SDA line is pulled high while SCL is high to indicate the end of communication.

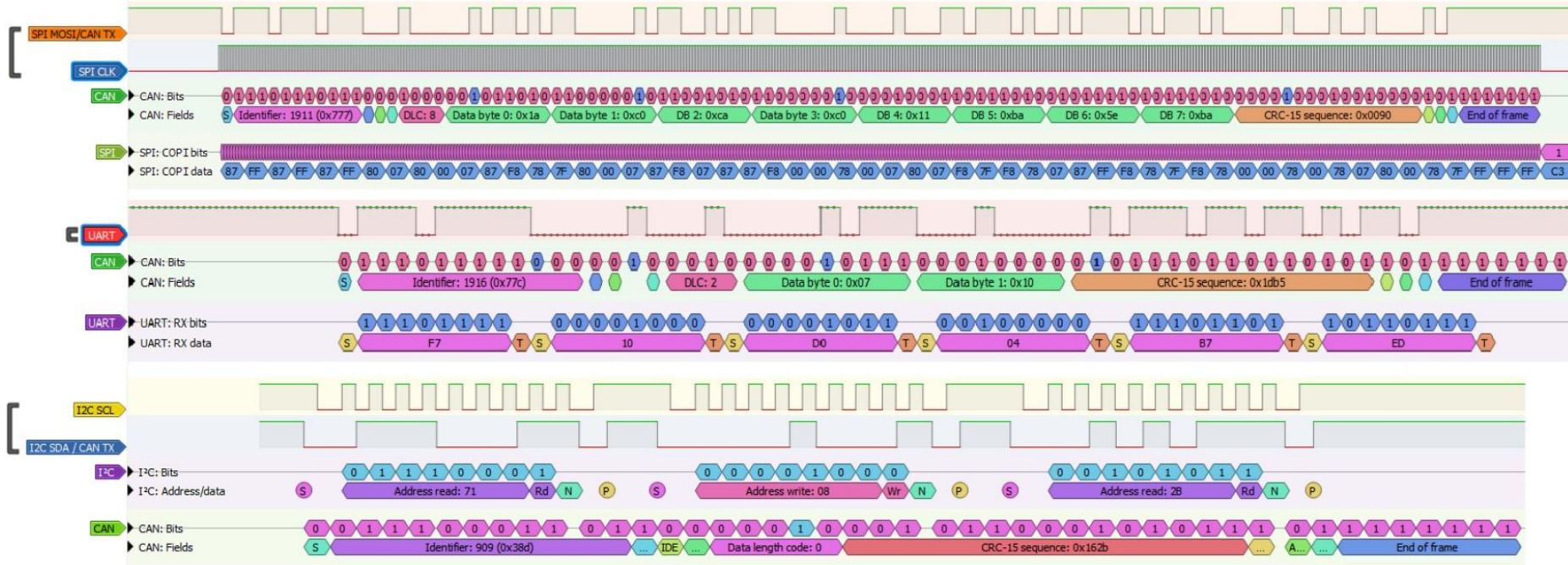
CAN we implement "bus off" attacks?

Yes, with limitations ...

Platform	LPC11C24		STM32L562		TC399XP	
	W	R	W	R	W	R
Bitbanging	200 kb/s	120 kb/s	1 Mb/s	500 kb/s	1 Mb/s	1 Mb/s
SPI	1 Mb/s	1 Mb/s	1 Mb/s	1 Mb/s	1 Mb/s	1 Mb/s
UART	1 Mb/s	1 Mb/s	1 Mb/s	1 Mb/s	1 Mb/s	1 Mb/s
I2C	200 kb/s	-	100 kb/s	-	n.a.	-
ADC	-	<50 kb/s	-	300 kb/s	-	1 Mb/s

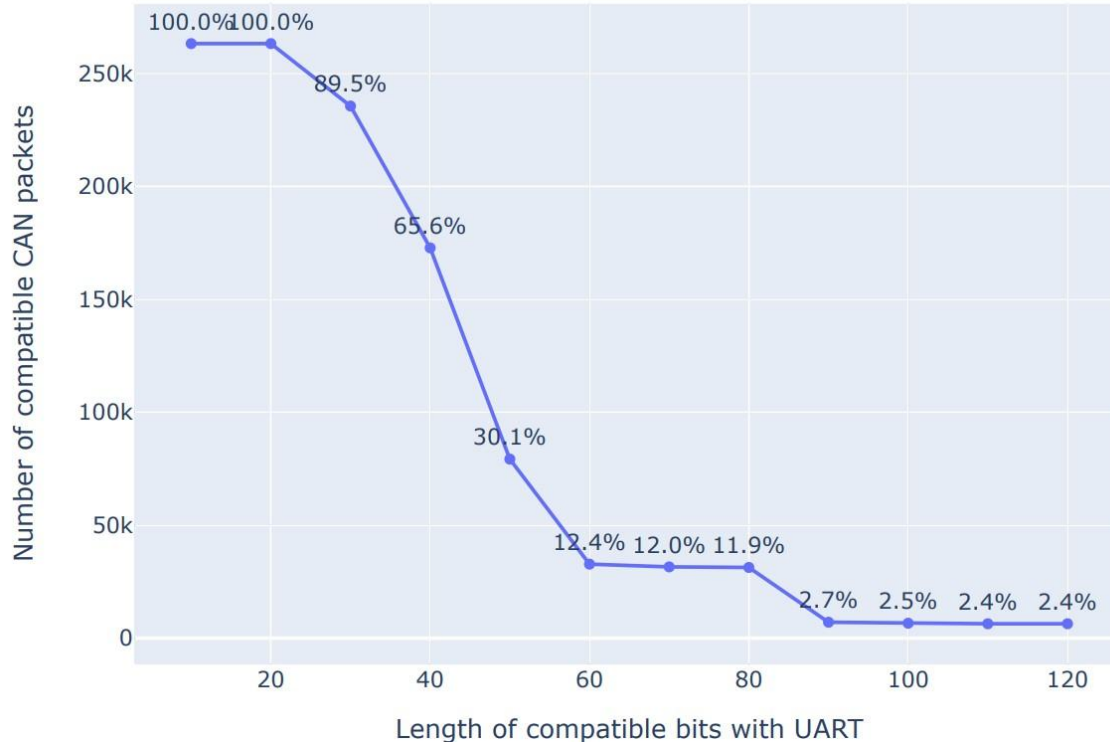
CAN we sent full CAN Messages?

Yes, with limitations ...

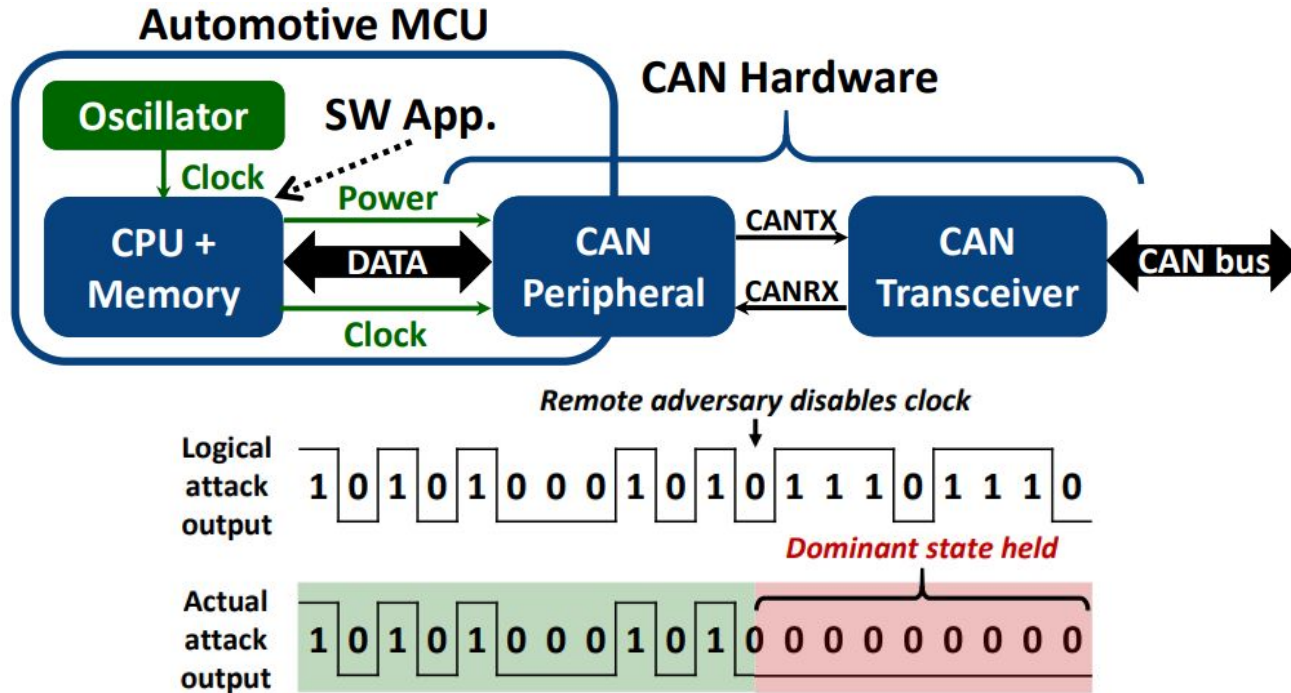


CAN we sent full CAN Messages?

Yes, with limitations ...



Other ways...



Kulandaivel, Sekar, et al. "Cannon: Reliable and stealthy remote shutdown attacks via unaltered automotive microcontrollers." 2021 IEEE Symposium on Security and Privacy (SP). IEEE, 2021.

de Faveri Tron, A., Longari, S., Carminati, M., Polino, M., & Zanero, S. (2022, November). CANflict: Exploiting Peripheral Conflicts for Data-Link Layer Attacks on Automotive Networks. In Proceedings of the 2022 ACM SIGSAC Conference on Computer and Communications Security (pp. 711-723).

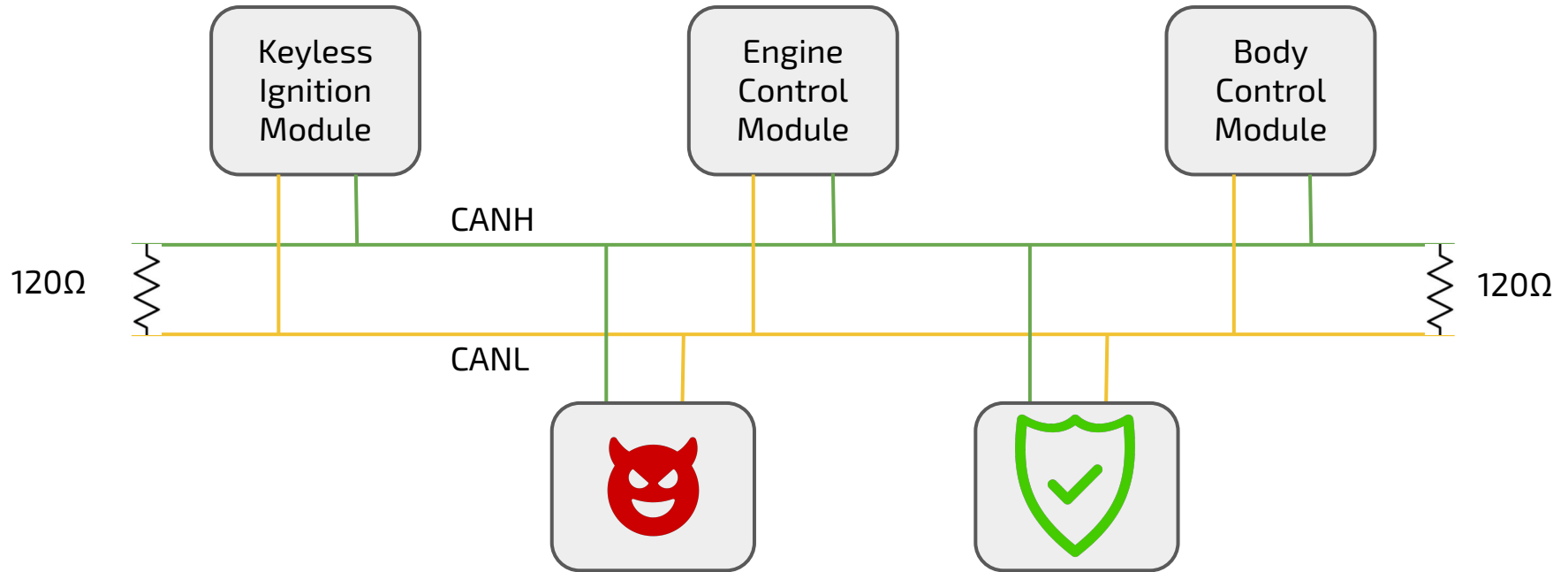
Finally, can we do something about it?

- **Frequency** based <- **Useless**
 - CAN messages are usually periodic
- **Specification** based <- **Depends on which specification**
 - Focus on protocol specifications / physical characteristics
- **Payload** based <- **May be capable, but harder**
 - Evaluate the content of the data field of the packet

Finally, can we do something about it?

We can read data from the bus

We can detect the attacker once he tries to spoof data after the DoS



Let's see what the protocol says

List of rules that change the counters:

1. When a RECEIVER detects an error, the RECEIVE ERROR COUNT will be increased by 1, except when the detected error was a BIT ERROR during the sending of an ACTIVE ERROR FLAG or an OVERLOAD FLAG.

2. When a RECEIVER detects a 'dominant' bit as the first bit after sending an ERROR FLAG the RECEIVE ERROR COUNT will be increased by 8.

3. When a TRANSMITTER sends an ERROR FLAG the TRANSMIT ERROR COUNT is increased by 8.

Exception 1:

If the TRANSMITTER is 'error passive' and detects an ACKNOWLEDGMENT ERROR because of not detecting a 'dominant' ACK and does not detect a 'dominant' bit while sending its PASSIVE ERROR FLAG.

Exception 2:

If the TRANSMITTER sends an ERROR FLAG because a STUFF ERROR occurred during ARBITRATION, and should have been 'recessive', and has been sent as 'recessive' but monitored as 'dominant'.

In exceptions 1 and 2 the TRANSMIT ERROR COUNT is not changed.

4. If an TRANSMITTER detects a BIT ERROR while sending an ACTIVE ERROR FLAG or an OVERLOAD FLAG the TRANSMIT ERROR COUNT is increased by 8.

5. If an RECEIVER detects a BIT ERROR while sending an ACTIVE ERROR FLAG or an OVERLOAD FLAG the RECEIVE ERROR COUNT is increased by 8.

6. Any node tolerates up to 7 consecutive 'dominant' bits after sending an ACTIVE ERROR FLAG, PASSIVE ERROR FLAG or OVERLOAD FLAG. After detecting the 14th consecutive 'dominant' bit (in case of an ACTIVE ERROR FLAG or an OVERLOAD FLAG) or after detecting the 8th consecutive 'dominant' bit following a PASSIVE ERROR FLAG, and after each sequence of additional eight consecutive 'dominant' bits every TRANSMITTER increases its TRANSMIT ERROR COUNT by 8 and every RECEIVER increases its RECEIVE ERROR COUNT by 8.

7. After the successful transmission of a message (getting ACK and no error until END OF FRAME is finished) the TRANSMIT ERROR COUNT is decreased by 1 unless it was already 0.

8. After the successful reception of a message (reception without error up to the ACK SLOT and the successful sending of the ACK bit), the RECEIVE ERROR COUNT is decreased by 1, if it was between 1 and 127. If the RECEIVE ERROR COUNT was 0, it stays 0, and if it was greater than 127, then it will be set to a value between 119 and 127.

9. A node is 'error passive' when the TRANSMIT ERROR COUNT equals or exceeds 128, or when the RECEIVE ERROR COUNT equals or exceeds 128. An error condition letting a node become 'error passive' causes the node to send an ACTIVE ERROR FLAG.









10. A node is 'bus off' when the TRANSMIT ERROR COUNT is greater than or equal to 256.

11. An 'error passive' node becomes 'error active' again when both the TRANSMIT ERROR COUNT and the RECEIVE ERROR COUNT are less than or equal to 127.

12. An node which is 'bus off' is permitted to become 'error active' (no longer 'bus off') with its error counters both set to 0 after 128 occurrence of 11 consecutive 'recessive' bits have been monitored on the bus.

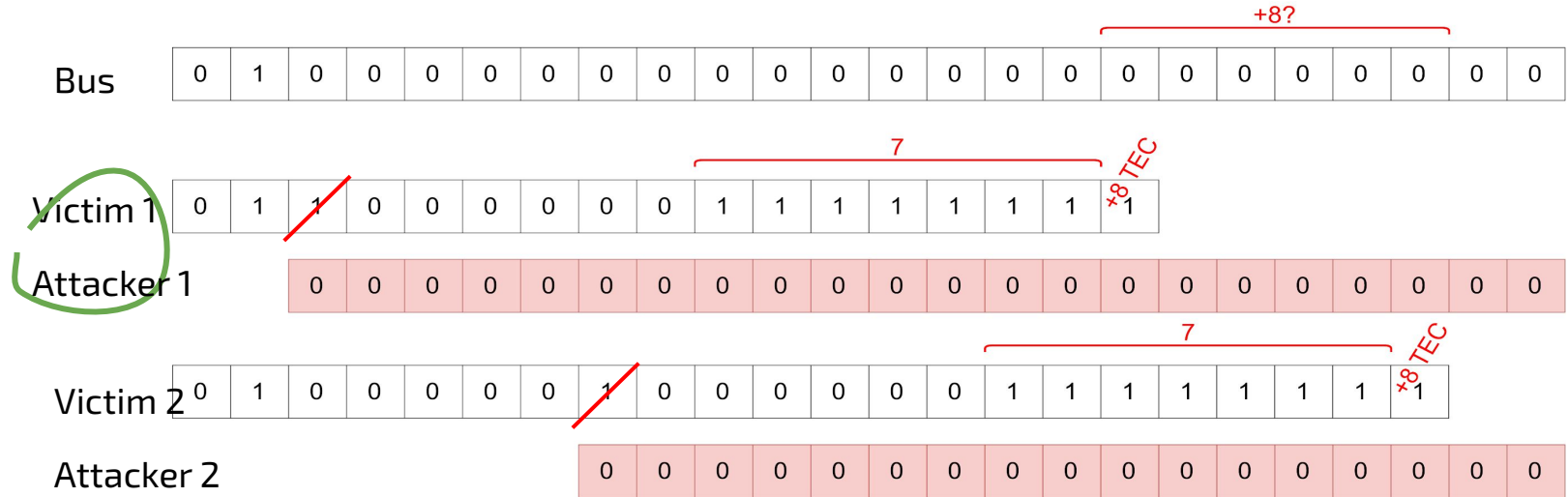
We only need part of these

List of rules that change the counters:

- ~~1. When a RECEIVER detects an error, the RECEIVE ERROR COUNT will be increased by 1, except when the detected error was a BIT ERROR during the sending of an ACTIVE ERROR FLAG or an OVERLOAD FLAG.~~
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 If the TRANSMITTER sends an ERROR FLAG because a STUFF ERROR occurred during ARBITRATION, and should have been 'recessive', and has been sent as 'recessive' but monitored as 'dominant'.
In exceptions 1 and 2 the TRANSMIT ERROR COUNT is not changed.
-  4. If an TRANSMITTER detects a BIT ERROR while sending an ACTIVE ERROR FLAG or an OVERLOAD FLAG the TRANSMIT ERROR COUNT is increased by 8.
- ~~5. If an RECEIVER detects a BIT ERROR while sending an ACTIVE ERROR FLAG or an OVERLOAD FLAG the RECEIVE ERROR COUNT is increased by 8.~~
6. Any node tolerates up to 7 consecutive 'dominant' bits after sending an ACTIVE ERROR FLAG, PASSIVE ERROR FLAG or OVERLOAD FLAG. After detecting the 14th consecutive 'dominant' bit (in case of an ACTIVE ERROR FLAG or an OVERLOAD FLAG) or after detecting the 8th consecutive 'dominant' bit following a PASSIVE ERROR FLAG, and after each sequence of additional eight consecutive 'dominant' bits every TRANSMITTER increases its TRANSMIT ERROR COUNT by 8 and every RECEIVER increases its RECEIVE ERROR COUNT by 8. 
7. After the successful transmission of a message (getting ACK and no error until END OF FRAME is finished) the TRANSMIT ERROR COUNT is decreased by 1 unless it was already 0. 
- ~~8. After the successful reception of a message (reception without error up to the ACK SLOT and the successful sending of the ACK bit), the RECEIVE ERROR COUNT is decreased by 1, if it was between 1 and 127. If the RECEIVE ERROR COUNT was 0, it stays 0, and if it was greater than 127, then it will be set to a value between 119 and 127.~~
- ~~9. A node is 'error passive' when the TRANSMIT ERROR COUNT equals or exceeds 128, or when the RECEIVE ERROR COUNT equals or exceeds 128. An error condition letting a node become 'error passive' causes the node to send an ACTIVE ERROR FLAG.~~
10. A node is 'bus off' when the TRANSMIT ERROR COUNT is greater than or equal to 256. 
- ~~11. An 'error passive' node becomes 'error active' again when both the TRANSMIT ERROR COUNT and the RECEIVE ERROR COUNT are less than or equal to 127.~~
12. An node which is 'bus off' is permitted to become 'error active' (no longer 'bus off') with its error counters both set to 0 after 128 occurrence of 11 consecutive 'recessive' bits have been monitored on the bus. 

Rule 6

Cannot let the attacker bypass the whole IDS,
so we always consider **case 1**

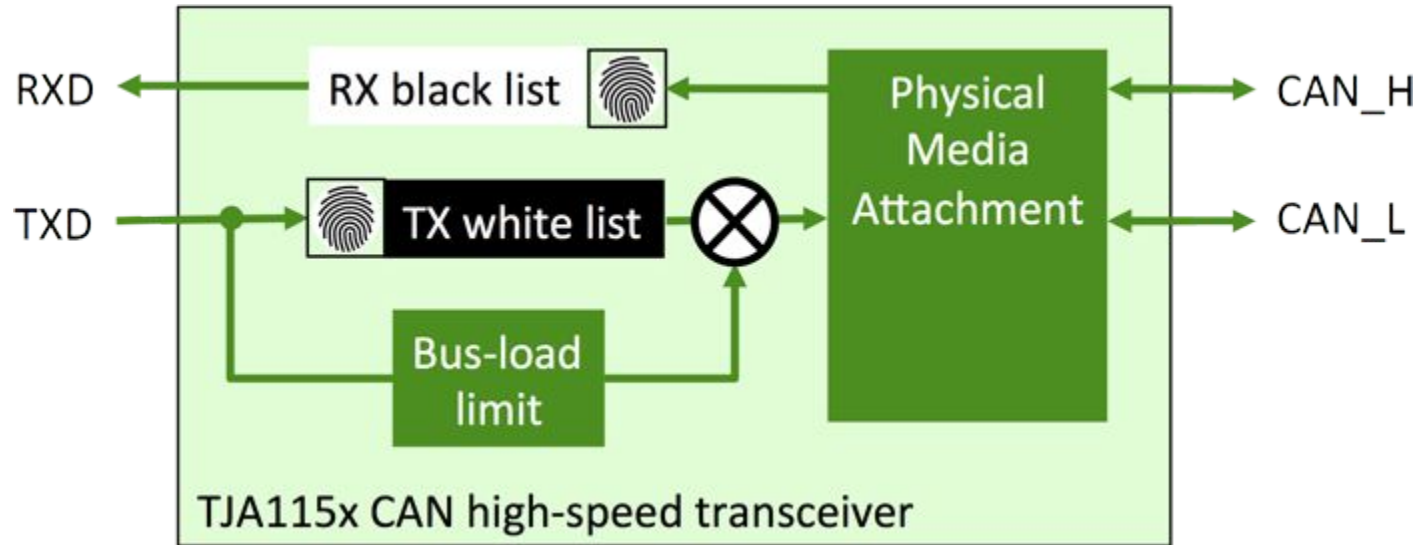


The whole process

- 1) Define which ECUs/IDs to defend
- 2) Monitor the bus from the beginning of communication
- 3) Count the TEC (Transmit Error Counter) of each ECU
- 4) Detect when the ECU goes Bus Off
- 5) If the ECU writes on the bus again, flag as attack.
- 6) React?

Other solutions?

NXP's Secure transceiver



Thanks!

For any questions:



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