

# NXP RoadLink Implements DSRC, Not the Authority Taxonomy

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## What RoadLink Provides

NXP RoadLink (formerly TEF810x family) implements DSRC and 5.9 GHz V2X at the link layer with mature engineering for vehicle and roadside-unit deployment. NXP's automotive networking franchise is broad — beyond V2X into in-vehicle networking, gateway processors, and the broader connected-vehicle stack.

RoadLink-class chipsets handle the IEEE 802.11p physical layer, IEEE 1609.x message handling, and the certificate-based authentication that V2X message integrity requires. The link-layer engineering is mature for the operating profile and the deployment scale is significant.

## Why DSRC's Behavioral Gap Persists in C-V2X Migration

The DSRC-vs-C-V2X regulatory transition has shifted the radio technology but not the architectural gap above the radio. NXP's customers who deployed DSRC-era integration face the same behavioral-authority reconstruction work as they migrate to C-V2X-era chipsets. The radio technology change does not change the fundamental architectural deficit.

Each vehicle-OEM customer of NXP V2X chipsets reconstructs the behavioral-authority layer in proprietary integration. The reconstruction work doesn't compose across OEMs, doesn't compose across regions, and doesn't compose with the broader V2X message-source population (regulatory authorities, fleet operators, peer vehicles, infrastructure agents).

## **How the Architectural Primitive Composes With NXP's Stack**

The architectural primitive operates above NXP's V2X chipset output. The chipset continues to provide its link-layer authentication and protocol handling. The primitive consumes the chipset's authenticated message stream and operates the behavioral-authority logic above.

NXP's broader automotive networking franchise (in-vehicle networking, gateway processors, the connected-vehicle stack) gains structural integration with the architectural primitive at the layer above V2X. Vehicle OEMs implementing the architectural primitive gain unified behavioral handling across V2X, in-vehicle networking, and connected-vehicle services.

## **What This Enables for NXP's Automotive Position**

NXP's automotive networking franchise benefits from the architectural primitive that gives the link-layer chipsets a unified behavioral-authority layer. The chipset advantage NXP provides becomes more valuable when integrated with structural governance.

Cross-region V2X deployment, multi-OEM integration, and the broader connected-vehicle ecosystem gain structural interoperability through the architectural primitive. The patent positions the primitive at the layer where NXP's automotive customers

currently reconstruct behavioral-authority handling individually, providing structural unity to integration work that has been per-OEM ad-hoc.