

# CONTINUOUS SECURITY TESTING FOR THE AUTOMOTIVE DOMAIN

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# Continuous Security Testing for the Automotive Domain

## Agenda

- ▶ Introduction
- ▶ Requirements for Automotive Software Testing and Analysis
- ▶ The **CrATE** Framework
- ▶ Software Testing and Analysis Methods
  - ▶ Static Code Checking
  - ▶ Static Analysis Based on Semantic Code Property Graphs
  - ▶ Software Fuzzing
- ▶ Fuzzing Embedded Software: Preliminary Results
- ▶ Conclusion & Outlook



# Continuous Security Testing for the Automotive Domain

## Introduction and Motivation

- ▶ **Current general trends**
  - ▶ Increasing connectivity
  - ▶ Increasing complexity
  - ▶ More software
  - ▶ Increasing (potential) safety impact of security incidents
- ▶ **Software vulnerabilities**
  - ▶ Major root cause of real-world security incidents
  - ▶ Need to be avoided or detected as early as possible
- ▶ **Software security: becoming more and more important!**
  - ▶ Building secure and robust systems is essential (not only) for automated driving
  - ▶ **Software security testing and analysis to find bugs early in the development cycle is a crucial building block**



Recall of 1.4 Millions jeeps in 2014 (source: Wired)



World's largest 1 Tbps DDoS Attack launched from 152,000 hacked Smart Devices in 2016 (image source: medium.com)

# Continuous Security Testing for the Automotive Domain

## Requirements

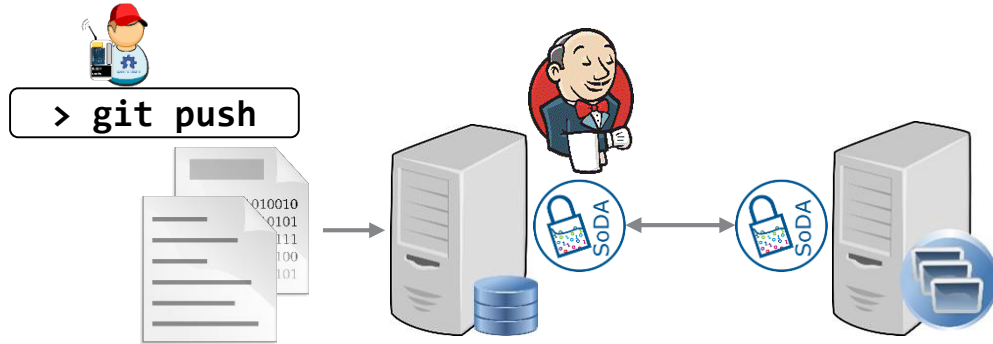
- ▶ Suitable for embedded software
  - ▶ Low-level languages (C, C++)
  - ▶ Heterogeneous build environments
  - ▶ Stateful programs
- ▶ Safety relevance
  - ▶ Cross-domain tooling, different analysis methods
- ▶ Changing tool landscape
  - ▶ Easy integration of new analysis tools / methods
- ▶ Changes and updates expensive
  - ▶ Continuous integration
  - ▶ High degree of automation
- ▶ Ease of use for developers
- ▶ Separation of duties

# Continuous Security Testing for the Automotive Domain

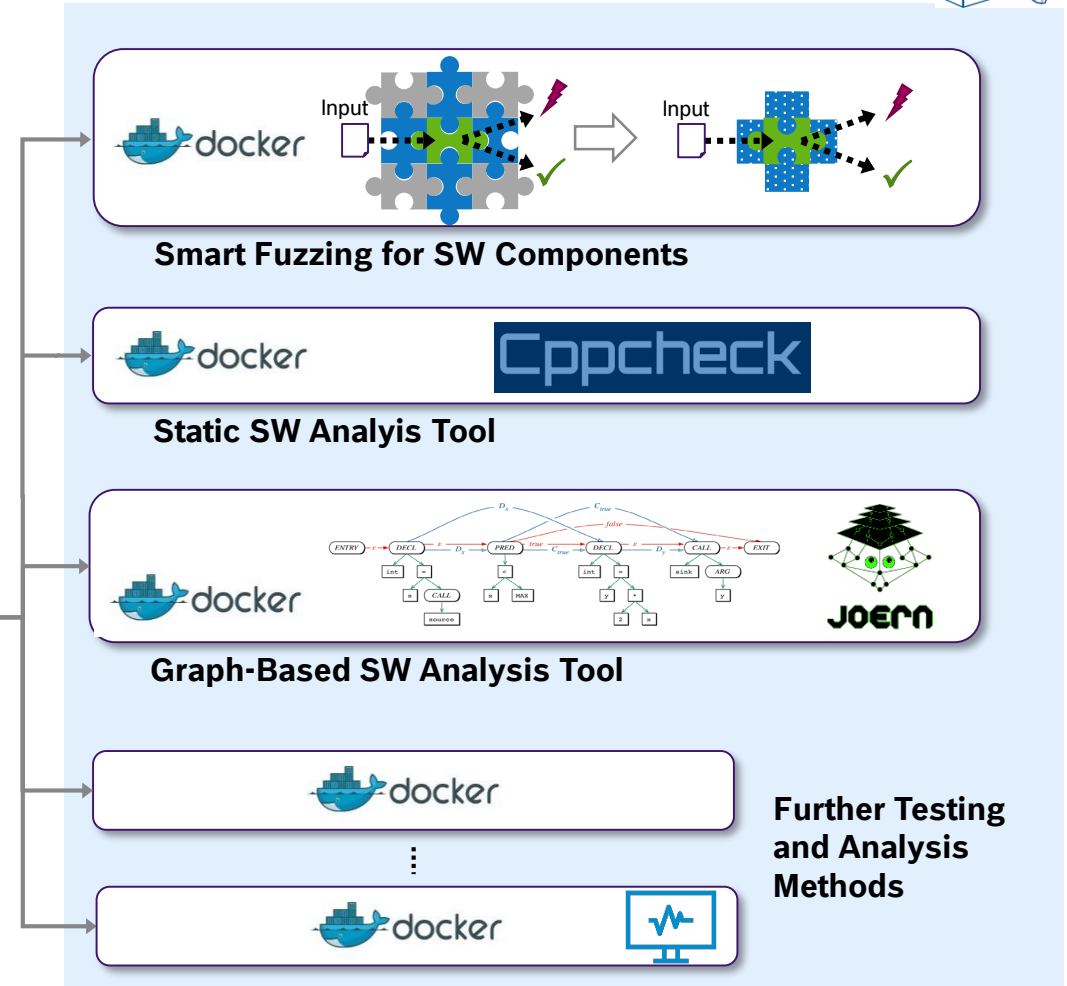
## Continuous Integration & Testing



- ▶ **CrATE:** Extensible & Scalable Framework for Automated SW Security Testing & Analysis



- ▶ Execute testing & analysis methods automatically
- ▶ Support different kinds of tools
- ▶ Generate report on findings and statistics

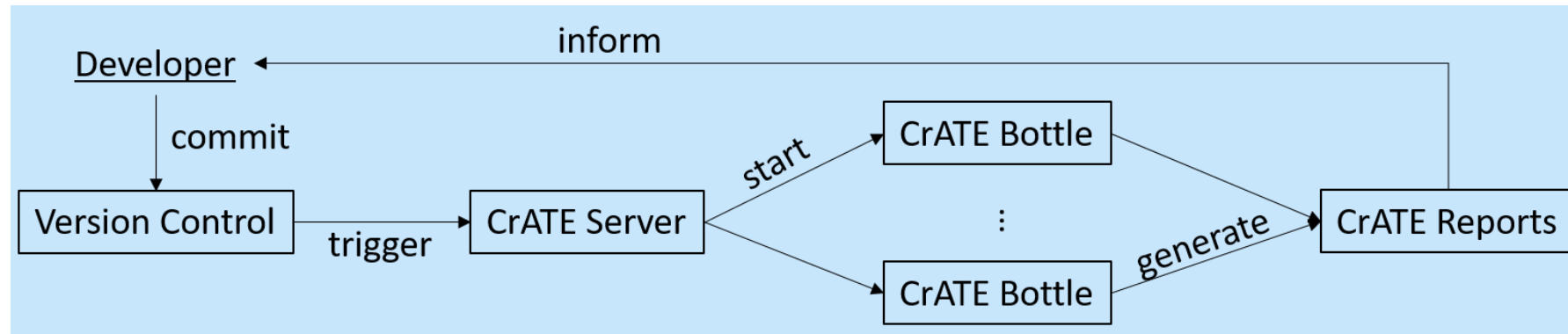


# Continuous Security Testing for the Automotive Domain

## The CrATE Platform



### CrATE: Continuous security Analysis and Testing



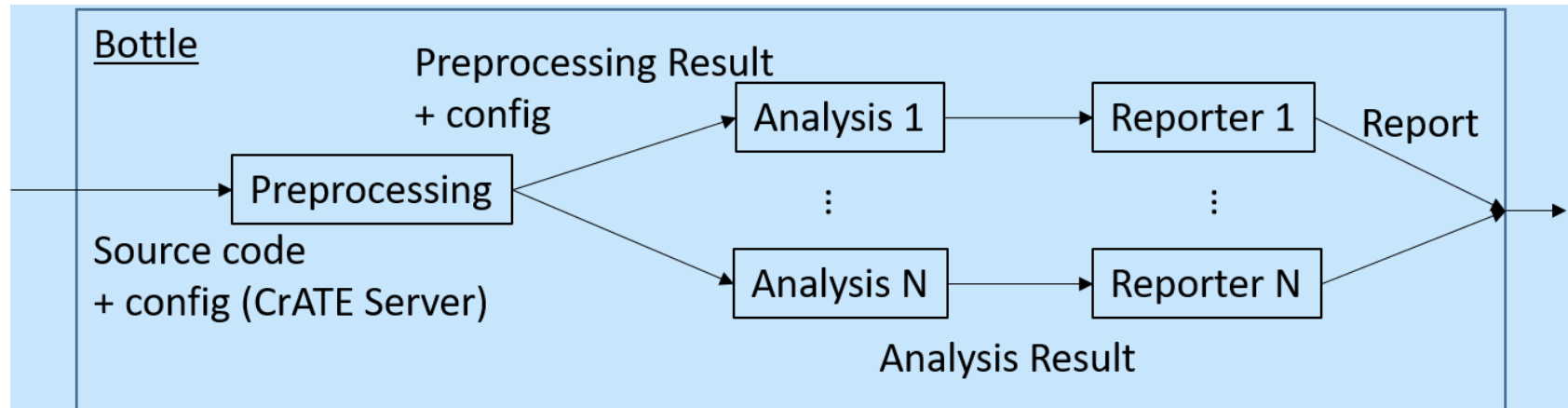
- ▶ The “CrATE Server” orchestrates test executions (starts containers, etc.)
- ▶ Analysis methods in CrATE are called “**Bottles**”
  - ▶ Several CrATE Bottles can run in parallel
- ▶ Reports on findings are generated from the results

# Continuous Security Testing for the Automotive Domain

## The CrATE Bottles



### CrATE **Bottle**: Analysis method integrated into CrATE



- ▶ Preprocessing: prepares analysis, e.g., compiles & builds the software
- ▶ Several analysers can run in parallel, e.g., to fuzz different software components
- ▶ Results are integrated into a report

# Analysis Methods for CrATE

## Static Code Checking

### ▶ “Simple” static code checking tools

- ▶ Work on a purely syntactic level
- ▶ Completely automated, simple to apply
- ▶ Useful to check adherence to coding guidelines and rules (e.g., detect forbidden functions)
- ▶ Examples:
  - MISRA rules (subset)
  - SEI CERT Secure Coding Guidelines
- ▶ False positives & usability vary according to specific tool and code base

### ▶ Out-of-scope: Verification tools

- ▶ Sophisticated static software analysis (e.g., abstract interpretation, model checking)
- ▶ Many false positives
- ▶ Hard to automate for application to a larger code base

### ▶ Proof-of-Concept: Open-source tools as CrATE Bottles

- ▶ cppcheck
  - ▶ flawfinder
  - ▶ CoBrA
- ▶ Integration into CrATE is straight-forward
- ▶ Commercial tools can be handled analogously

Cppcheck

Flawfinder

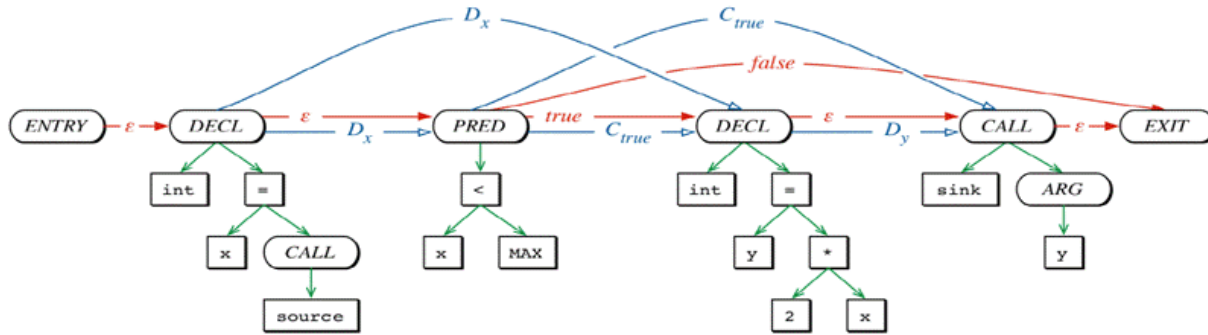


Code Browser  
and Analyzer



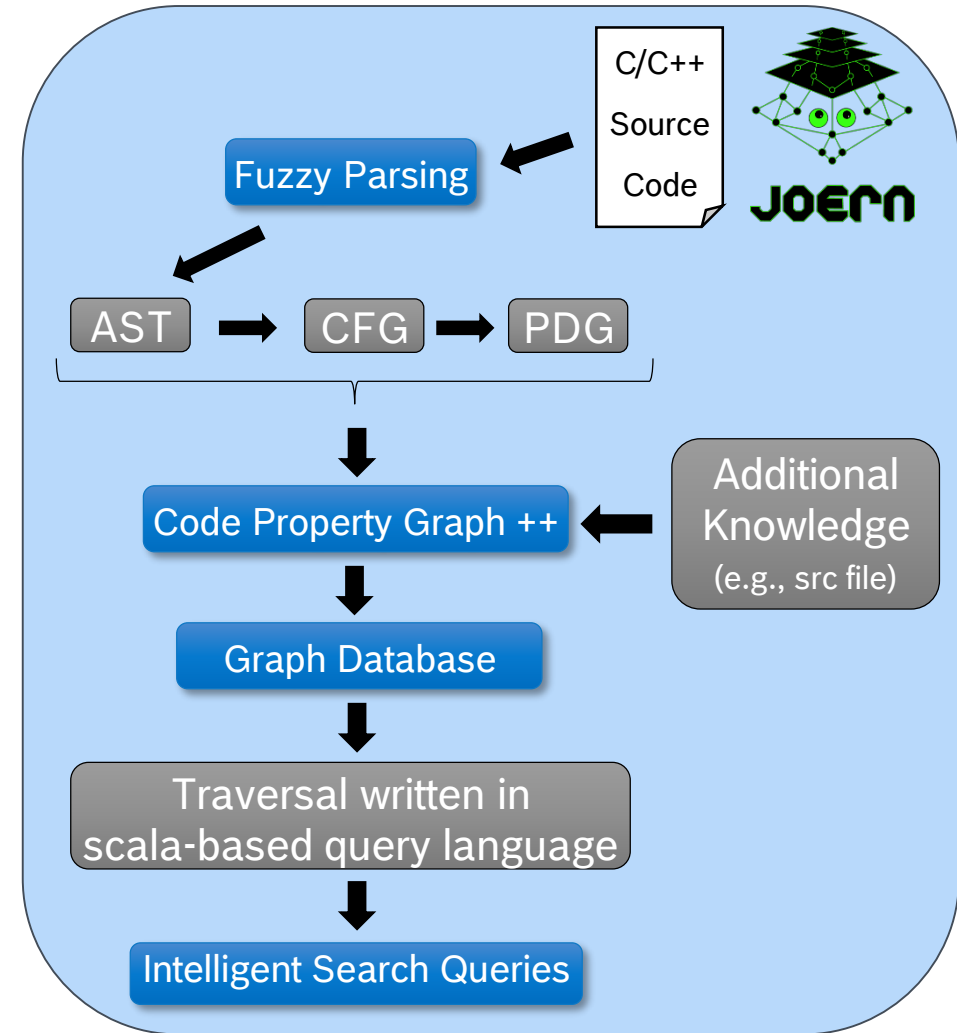
# Analysis Methods for CrATE

## Code Property Graphs (CPGs)



Source: Fabian Yamaguchi, ShiftLeft

- ▶ Generate CPGs as a combination of different graphs
- ▶ Formulate search queries in the graph
  - ▶ Goes beyond simple syntactic checking
  - ▶ Can take control flow and data flow into account
  - ▶ Queries can be used interactively (see scientific literature) => Not well suited for CrATE
  - ▶ Queries can be run as scripts => Usable in CrATE



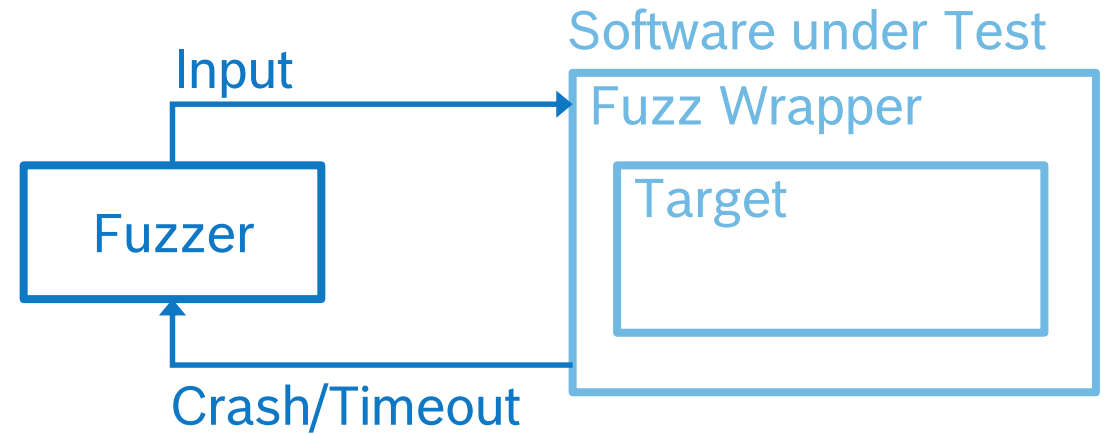
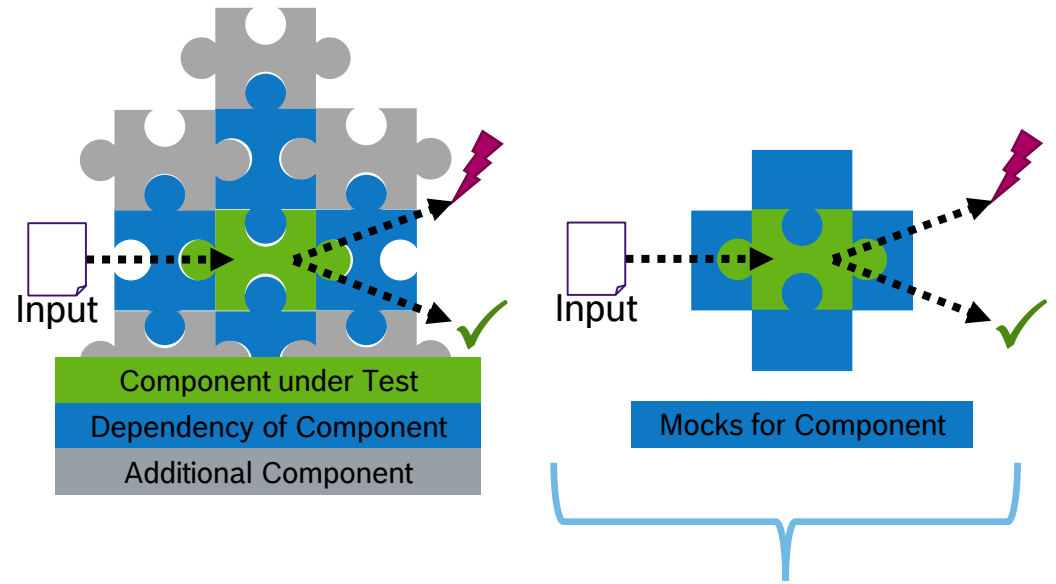
AST: Abstract Syntax Tree  
 CFG: Control Flow Graph  
 PDG: Program Dependency Graph



# Analysis Methods for CrATE

## Fuzzing of Software Components

- ▶ **Fuzzing:** Testing a program with a large number of different inputs (deviating from spec, “random”)
- ▶ **Fuzzer:** Generates inputs, executes tests
- ▶ **Goal:** Find **crashes**, timeouts, or other observable incorrect behavior
- ▶ **Fuzz Wrapper:**
  - ▶ Test harness to fuzz a software component
  - ▶ Needs to be implemented for each component (derived from an abstract wrapper class)
- ▶ **Fuzzers in CrATE: afl, LibFuzzer**
  - ▶ Coverage-guided open-source fuzzers
  - ▶ Well-known, state-of-the-art tools
- ▶ **Out of scope:**
  - ▶ Protocol fuzzing, black-box fuzzing of network interfaces

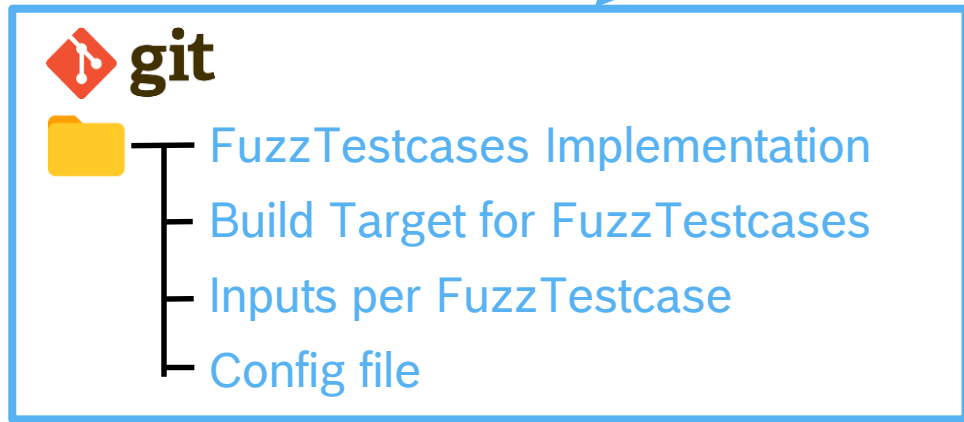
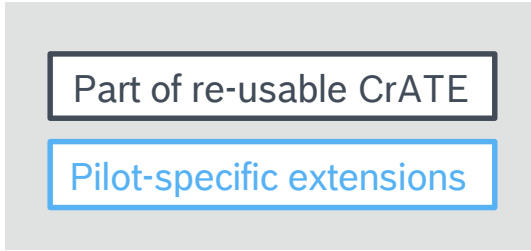


# CrATE Integration Process

## Project Integration: Fuzzing as an Example

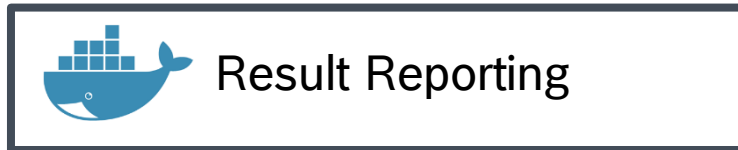


- ▶ Scales easily
  - ▶ docker
  - ▶ kubernetes



Read Access

Call Access



# Fuzzing Embedded Software with CrATE

## Some Preliminary Results



- ▶ Inter-process communication middleware for ECUs
  - ▶ Found bugs in early development version
  - ▶ Communicated to project team, fixed in later versions
- ▶ Open-source logging library
  - ▶ Used in automotive projects at Bosch
  - ▶ Found bugs, communicated to open-source project
- ▶ Open-source parser (json format)
  - ▶ Used in automotive projects at Bosch
  - ▶ Found bugs, communicated to open-source project
- ▶ Network communication library for ECUs
  - ▶ Project integrated into CrATE, Fuzzing is just starting
  - ▶ Flexibility of build architecture and Fuzz Wrapper proved essential for successful integration

### ▶ Preliminary Conclusions

- ▶ Fuzzing can reveal bugs that are hard to find with other methods
- ▶ Scalable platform makes continuous fuzzing easy & painless
- ▶ Integration effort for a new project: ~ 1-2 days (roughly)

# Continuous Security Testing for the Automotive Domain

## Conclusion & Outlook



- ▶ Security and robustness testing for automotive software
  - ▶ Early in the development cycle
  - ▶ In a continuous integration pipeline
- ▶ CrATE: platform for continuous security testing
  - ▶ Flexible, scalable
  - ▶ Supports various analysis methods
  - ▶ SW vulnerabilities can be detected early, before code is released
- ▶ Acceptance in development teams requires
  - ▶ High degree of automation
  - ▶ Low entry barrier for project teams

### ▶ Outlook

- ▶ More pilot projects to get more (representative) code
- ▶ More analysis methods
- ▶ Evaluation and benchmarking
- ▶ Investigation of useful combinations of analysis methods
  - E.g., use results from code property graph-based queries to guide a fuzzer?

**THANK YOU!**

**... QUESTIONS?**