

EGEA WG10

5th meeting – 19/11/2013



UNISYS questionnaire

First feedback from WG10 (21/10)

WG10 specific comments:

Part 1 – 3.5.4, table 4: we suggest to add “PTI centres” and “PTI equipment manufacturers” among the stakeholders needing access to information like: PTI relevant technical data from vehicle manufacturers, pass/fail limits, previous PTI test results and odometer readings.

Part 1 – 3.3.3: some examples may clarify the question, for example national databases (as in UK) or commercial databases (as the AU database in Germany)

Part 2- 3.1.9: split “Nuisance” into “Noise” and “Emissions”; add “Tyres”, “Suspension”, “side slip”, “automatic plate recognition”

General comments:

Some repliers may not understand English. Time and money to translate the questionnaire locally may cause delays and inefficiencies. Consider an official translation in the languages of the Member States.

Part 1 - 2.1 The time given (2 weeks) seems far too short, especially if the replier does not know everything and has to contact other persons.

Part 1 - 3.2.1 The replier may be reluctant in giving personal information (name, email, phone) of other persons without a clear information of the purpose of those data regarding privacy. The guarantee of confidentiality in 2.4 does not explain for what purpose those data are requested.

Part 1 – 4.2 Add “RSI” (roadside inspection)

UNISYS questionnaire

Further feedback from WG10

WG10 offers to review the questionnaire mailing list, to see if the right people are addressed and to help chasing them so they give the right consideration to the subject.

Parts 1 & 2 – point 1: we suggest changing the objective as follows:

The objective of the VIP is to enable competent authorities of MS, ~~and~~ vehicle manufacturers, **testing centres and test equipment manufacturers** to exchange technical information related to vehicle approval, vehicle registration and vehicle periodic testing **needed for the roadworthiness testing**.

Part 2 - 3.1.9, 5th line: we suggest changing as follows:

Get specific **PTI** technical information of a vehicle based on the VIN

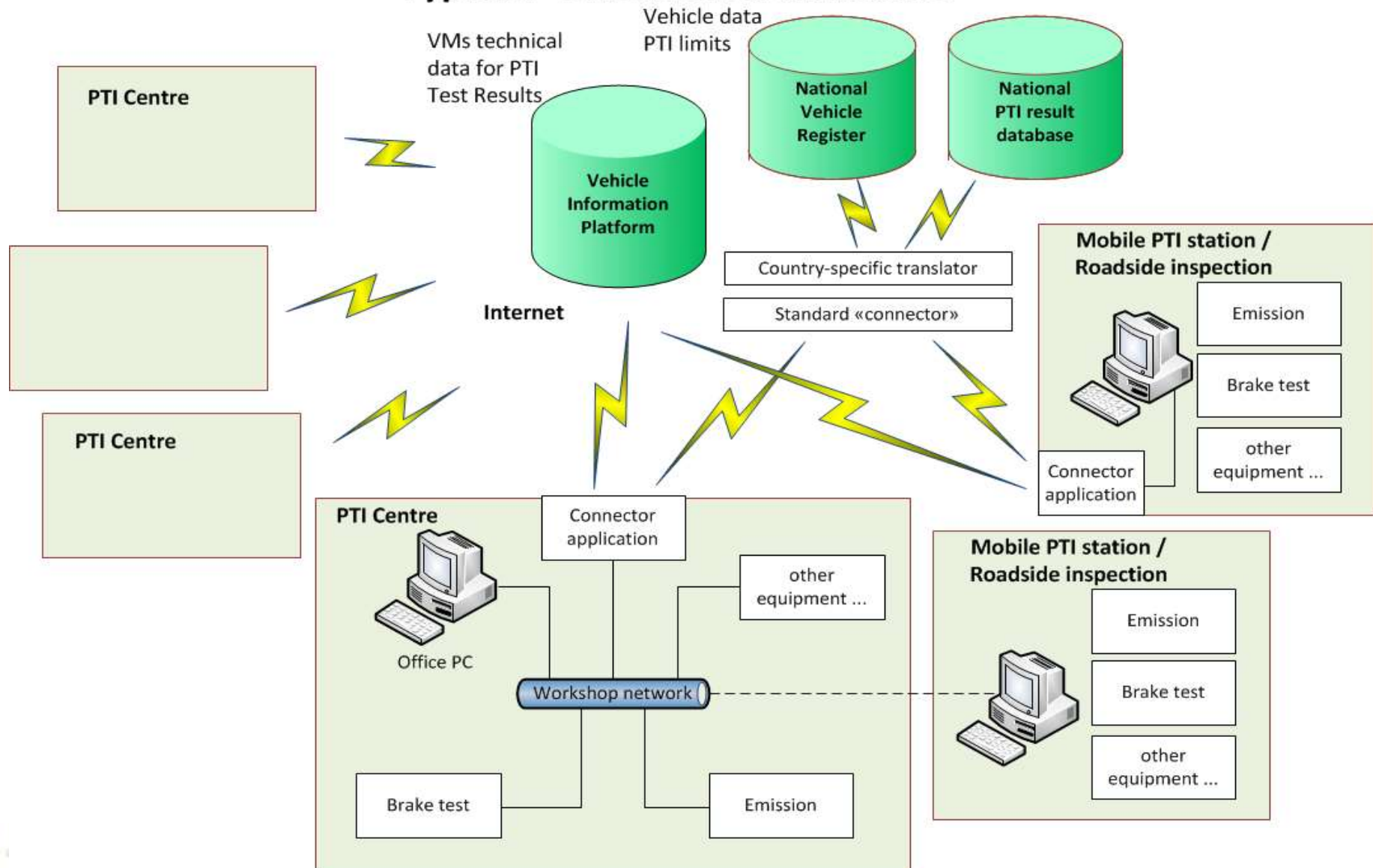
Part 2 – 3.1.9, table 1 – we suggest moving the section “Get relevant vehicle technical information data...” into a separate table, as the kind of information requested is quite different from the rest of the table.

Part 2 – 3.1.9, table 1, ABS, EBS, etc. – we suggest grouping and replacing specific systems names (ABS / EBS / Airbag) with “Electronically controlled safety systems”. We also suggest blocking the first column (“Currently available”) with a gray color or a “N”, making clear that they refer to future PTI functionalities.

Part 2 – 3.1.9, table 1, Nuisance, etc. – the terminology used may not be familiar to the responders: we suggest to use current PTI terminology (e.g. noise, emission, mirrors, doors, seats, seatbelts, horn, wipers and washers)

Architecture

Typical PTI network architecture



Questions to be answered (1/2)

- Who is providing what? E.g. which supplier is providing which part of the system? For example, only test equipment or PTI application
- What is the functionality provided by the Asanet Network Manager? What are the functionalities done by the PTI application which is Asanet Network Manager relevant?
 - => *Network manager is mainly helpful in workshops*
 - => *storage of information when components are off line*
 - => *zero-configuration network (plug & play)*

Questions to be answered (2/2)

- What is the level of abstraction provided:
 - The API
 - The software component.
- Who is paying for what?

Thank you!

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