



MEETING NOTES
EGEA Working Group 10
Creation of a European Vehicle Test Equipment Network

18th March 2014 (9h00-15h00)
EGEA Offices (c/o FIGIEFA)
Boulevard de la Woluwe, 42
BE – 1200 Brussels

Participants:

RAI/TEN	Mark de Goede
AICA/Texa	Marco Le Brun
AICA/Texa	Samuele Zoia
ASA/ASA-network	Peter Rehberg
GEA/Hella	Pete Bradley
ASA/Maha	Antonio Multari
AVL DiTest	Martin Kammerhofer
GIEG/Actia	Tony Malaterre
EGEA	Neil Pattemore
EGEA	Eléonore van Haute

1. Opening and welcome

1.1. Election of a minute taker

Samuele Zoia was elected to take the meeting minutes.

1.2. Approval of the agenda

Discuss of schedule in addition to budget plan.

- 2. Approval of the minutes of the last Working Group 10 meeting held on 16th January in Brussels**
With no further remarks, the minutes of the last WG10 meeting held on 16th January 2014 in Brussels were unanimously approved.

3. Review of document on use cases and requirements

- The main changes to the documents *Vehicle Test Equipment Network.xlsx* and *RequirementSpecificationENC.docx* – resulting from the work of the pre-meeting – were presented and discussed with the entire working group.
- The word document contains the detailed description of every feature and use case. A Webex will be scheduled to further discuss and approve the last changes.

- It was agreed that the ENC (EGEA Network Communicator) is just a software module. Two alternatives were considered for the ENC:
 - 1) single implementation and a related test suite to verify the compliance of the ENC clients
 - 2) multiple ENC implementations certified by a Test Authority.
In the second scenario a single Test Authority could be a bottleneck.

- The network certification process was discussed. A public specification and test suite should be provided. If the EGEA name or logo will be used, then EGEA has the responsibility of correct operation of certified equipment. This has legal implications that should be carefully studied and approved by the EGEA board.

- Conformance test plan and test suite are listed as separated items. Test suite is implemented according to the test plan. It is suggested that the test suite should be open source (similarly to SAE J1699), to facilitate the “local” certification process and improve the quality of the test suite itself.

- Homologation of equipment is not relevant for the ENC. The responsibility of using homologated equipment belongs to PTI centres.

- The scenarios of remote PTI or RSI were discussed: multiple instances of ENC could be active at the same time in the network. But only one instance of ENC should be effectively running in the network. This feature has to be investigated carefully with reference to current implementations.

- ACTIA has offered for the future solution to EGEA WG10 the following items:
 - Existing specification
 - Existing test plans
 - A “light” server and its source code.

4. Open issues

4.1. *establish how to switch to this new solution from the existing ones*

4.2. *decide if a new system should be developed, or the new network will come up from an existing solution*

These two points are postponed: the new solution needs to be defined first.

4.3. *agree on whether a common shared ENC should be developed or not*

A singular certified ENC should be developed based on a public specification. Alternatively ENCs may be independently developed, however only the certified ENC will be approved for PTI in the Europe.

4.4. *define a subset of known services and allow the definition of custom services*

The point is postponed (definition of common known services, etc.). However the definition of custom services and data will be allowed.

- 4.5. *outline some architectural aspects, such as separation of responsibilities in ENC package (e.g. the communication with VIP should be provided by a dedicated module, part of ENC bundle but separated from the core component)*

The point is postponed.

5. Review of the EGEA response to the UNISYS questionnaire

WG10 already sent a draft response to the questionnaire to UNISYS. The draft response was reviewed during the meeting, and some additional questions from Unisys were answered. The questionnaire will be circulated again in the WG10 in order to provide the final version to Unisys in few days.

According to Unisys, the transmission of the PTI test results happens at national level and is out of the scope of the VIP. The VIP only covers international data exchange. However, WG10 points out that transmission of test results is also important and should be covered. The future solution developed by EGEA WG10 is not only providing a communication protocol but also shall provide a solution for countries with no national database.

6. WG10 budget plan and schedule

Some deadlines have been defined.

By the end of April 2014, use cases and requirements will be completed. A WebEx will be organized to fulfil this activity. Then, the next steps will be the definition of:

- Device APIs
- Public specification for ENC
- Development of ENC (validated)
- Test plan
- Test suite (validated)
- Guideline (FAQ, support, license terms, etc.)

When the requirements will be complete, WG10 will be able to evaluate time and budget required to develop the solution and present it to the EGEA board.

The working group will examine every existing solution listed in the document *Vehicle Test Equipment Network*, to decide the starting point that fulfils the highest number of required features.

7. Date and place of next meetings

- Next meeting: Brussels, 29th April 2014, 9:00-15:00 – pre-meeting on 28th, 13:00-17:30

8. Thank you and closure

- The chairman thanked all participants for an active and productive meeting.

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Samuele Zoia
WG10 Member

Marco Le Brun
WG10 Chairman