



EGEA Working Group 2 (WG2) - Diagnostics -Minutes-

Wednesday 23rd of November 2016, 9h00 – 16h30 (second day)
EGEA Offices

Participants

AICA/ Brain Bee	Ettore Gorreri [EG]
AICA/ Robert Bosch	Marco Le Brun [MLB]
AICA/ Texa	Emiliano Pasin [EP]
ASA/Actia I+ME	Claus Hell [CH]
ASA/Hella Gutmann Solutions	Pete Bradley [PB]
ASA/Hella Gutmann Solutions	Ralf Kolberg [RK]
ASA/ Hella Gutmann Solutions	Bernhard Schwab [BS]
ASA/ Robert Bosch	Harald Neumann [HN]
AVL DiTest	Heiko Scharke [HS]
FVU/ Autocom	Christer Larsson [CL]
GEA/ Continental	Peter Houlden [PH]
GIEG/ CAPELEC	Georges Petelet [GP]
RAI/ Snap-on Tools	Robert Hoevenaar [RH]
EGEA	Neil Pattemore [NP]
EGEA	Eléonore van Haute [EVH]

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1. Opening and welcome by Harald Neumann

HN welcomed all participants for this diagnostic meeting and shed the light on the future of diagnostics and independent workshops. HN presented the agenda and explained that a telephone conference will be organised during lunch time with Alexander Haid, from TecAlliance, who will give us a short presentation on CARUSO. The agenda was approved without any further comments.

2. Update and discussion concerning vehicle telematics access to in-vehicle data

2.1. Telematics strategy discussion:

- Extended Vehicle concept
- VDA Paper
- CARUSO – Independent Telematics Platform (TecAlliance initiative)

- NP gave an extensive presentation on the connected car (see attached presentation) and explained that the access to in-vehicle data is being discussed with EU legislators as part of others initiatives around digitalisation/connected car/etc... Competition should be ensured for all third party service providers. Legislation is a must, and it very much depends on how Caruso is operating.

- CARUSO was created as to support the access to in-vehicle data and be opened to all independent operators but this changed due to the VDA agreement and its new focus on Extended vehicle. It is therefore not a neutral server/platform anymore. The initial aim was to gather data from dongles and would propose that to high volume users such as insurance companies. NP explained that FIGIEFA/ITGs see that CARUSO is not a correct platform (imbalance in statutes, not open,...), not neutral. This is why ITGs are not joining this platform. RK added that with CARUSO, you don't have access to the car directly, you need reading and writing (process in the workshop) and CARUSO is not able to handle this complete process. EVH reminded that CARUSO does not know if they will be able to provide diagnostic data. As next steps, NP explained that a proof of concept should be done and money is needed before launching this proof of concept.
 - Discussion on the fact that the dongle way of working will not be able to work as it is in the future, as too much dongles for too much services, and the OBD port 'will' be closed by VMs as confirmed by the VDA agreement. Discussion on the need of a multi-services dongle.
 - Discussion whether VSG could be another solution, this is pushed by the VMs in the US.
 - Common agreement on the fact that the major threat would be that VMs do not migrate all information from the OBD connector and do not put it anywhere else. Additionally, members discussed the fact that VMs announced that diagnostic will be done directly in the car. In case ExVe is the chosen solution, another danger is the fact that remote monitoring and prognostics will not be part of the definition of diagnostics as understood in the current ExVe standard.
 - Common decision that an in-vehicle platform is needed to directly access the in-vehicle data, put our algorithm in the car (plugin or embedded), and be able to serve again our workshops and provide them with repair methods, NP reminded as well that diagnostic process identifies the rest of the aftermarket chain. In the future, predictive maintenance/prognostics will be the key.
 - NP went through again the VDA and an assessment/analysis was presented to WG2 members:
 - o VMs can do FOTA (flashing over the air) but Independent operators will not be able.
 - o Euro 5 information is not categorised in the data categories under the VDA agreement. Confusion whether this information is regulated and will therefore be available through the OBD connector and be restricted to emissions only, or whether the VMs will not address this RMI issue at all.
- **Diagnostic in the vehicle – proposal to use UDS: impacts for EGEEA**
 - NP explained that this point has been included in the agenda to evaluate the impacts for EGEEA. If ISO 14229 – UDS is referenced and used what kind of connection we need as you will not need an OBD connector anymore.
 - Discussion took place amongst all members, it was agreed that no action was required as this standard is commonly used and members explained that they are starting the implementation on UDS to replace OBD II but the test cycle will take 10 years.
 - **SAE Proposal for a Vehicle Interface Methodology Standard (please find attached an outline of the proposal)**
 - MLB gave an extensive presentation on the SAE proposal for a vehicle interface methodology (see attached presentation). This proposal is very similar to the previous VSG (Vehicle Station Gateway) proposal. The idea is to separate the

in-vehicle architecture and the external equipment and telematics systems with a gateway, together with a new connector with a higher bandwidth for telematics (OBD is restricted to repair activities and not used for telematics). The security issues will be addressed in that proposal but were not decided yet.

- Discussion on the relationship between SAE and ISO standards and EU Regulation.
- *Decision*: keep monitoring the development of that proposal and decide at the next WG2 meeting if more involvement is needed.
- **ETI Paper “Are vehicle scan tools endangered?” (please find attached the ETI paper) – As a preparation of this point, we kindly invite you to read this paper in advance.**
 - MLB presented the ETI paper which compares the SAE proposal and the ExVe with a clear preference for the SAE proposal. There is a clear need to address the security issues in both proposals.
 - *Action*: to include the value chain analysis in the future EGEA connectivity paper
- **Impacts on all EGEA members/diagnostic tool manufacturers: EGEA position**
- **WG2 Chairman – official position**
 - Open discussion amongst all WG2 members whether there could be a conflict of interest between the current WG2 Chairman and the EGEA position since Bosch is now a signatory of the VDA agreement which goes against the interests of EGEA members as independent diagnostic tool producers. This position can interfere with the EGEA work and the need to directly access in-vehicle data.
 - *Decision*: after discussion and without any strong objection raised from WG2 members, it was decided that HN will remain Chairman of WG2. In case of any future potential conflict of interest, this should be re-discussed.

2.2. Update on C-ITS (Cooperative-Intelligent Transport Systems) activities in Brussels

- **Launch of the study on access to in-vehicle data (deadline: 11th of November)**
 - NP explained that TRL, a consultancy mandated by the European Commission, launched its study on access to in-vehicle data and resources. The aim of this study is to evaluate which solution should be implemented at EU to regulate/or not the access to in-vehicle data and resources. Four solutions have been considered:
 - No legislation
 - Legislation mandating the use of Extended Vehicle (VMs)
 - Legislation mandating the use of an on-board platform (OTP)
 - Legislation mandating the use of an in-vehicle interface (IVI) (unfortunately not defined enough by the study): it becomes a standardised interface to replace OBD to support high speed communication. The only difference between a plugin solution and an in-vehicle platform is the 'embedded' side otherwise, the way you would need to write the application should be the same.
- **Brief report on EGEA feedback**
 - NP reported about the EGEA position/reply sent to TRL. There were 83 questions.
 - EGEA modified the initial AFCAR position for OTP only on long-term to more positively support the IVI, 16pin connector or something developing from that and which should be considered as part of the roadmap on on-board platform as interim solution.

- Specific Use cases regarding the need to access real-time data and resource for EGEA have been described.
 - *Next steps:*
 - o A face-to-face meeting will be organised with TRL beginning of 2017.
 - o After that, the EC will decide about the final solution for accessing in-vehicle data around June 2017.
- 2.3. New European Commission initiative on 'free flow of data' – brief update
- EVH gave a brief update on the FFOD initiative from the Commission (see attached presentation).
- 2.4. 11:30 to 12:15 Telco (presentation of Caruso by Alexander Haid, TecAlliance)
- See point 2.1 above.
- 2.5. PTI Roadworthiness Directive 2014/45/EU:
- **Status of the new standard: Road vehicles -- Vehicle roadworthiness interface for electronic Periodical Technical Inspection (ePTI)**
 - MLB gave an updated presentations on ePTI activities
 - When addressing the authentication and authorization mechanisms currently under discussion, NP questioned the necessity of being authenticated (paying fees) if we have only access to read-only data, this is a non-sense and could create a precedent for the future.
 - Discussion on the fact that all elements tested in type-approval must be tested in PTI.
 - With all new safety systems that will require type-approval by 2020, there will be a strong need to test these systems in PTI, this could be tested directly and with no independence by the car itself, relying on the car and on the VMs. HN reminded that ePTI is about getting direct access to the vehicle information.
 - MLB suggested to proceed with the identification of functional tests that are useful/needed and that cannot be easily destroy by VMs, and afterwards find case by case and identify the most key items with a reasonable time/reasonable cost. This was questioned as 'functional test' might not mean an on-board auto-test. Then discussion on the relevance of DTCs for PTI tests took place.
 - *Actions:* To send the list of new safety systems that would need to be type-approved by 2020.
 - **Short update concerning access to vehicle specific technical information for PTI testing of ECSS**
 - WG2 members agreed unanimously that access to PTI technical information is essential for PTI.
 - EVH was very pleased to inform that until now PTI/roadworthiness information is included in the current revised type-approval legislation, under the definition of RMI, but this needs to be backed up by the National Governments within the Council. This is why support from national associations to lobby their national governments is crucial to support the AFCAR/EGEA amendments.
 - Additionally, she added that discussions regarding the implementation of PTI Roadworthiness Directive 2014/45/EU are now taking place at national levels. Members are therefore invited to collect information at national level and exchange about experiences at the next WG2 meeting.
 - **Camera/radar-based systems testing: discussion on possibilities to launch a study to support the cost/benefit analysis + collection of examples**
 - VMs are now switching to dynamic calibration instead of static calibration.

- HN explained that the IAM will be more and more specialized rather than being general as it is the case now. The calibration of ADAS systems will require too much investment and the IAM might not be able to follow this technology.
 - *Decision*: it was decided that it is too premature to start a study on calibration and testing of ADAS systems.
- **Status/need for a common standard communication protocol (outcome of EGEA discussion with asanetwork – WG10 activities).**
 - MLB gave a report of the last discussions with Asanetwork in the framework of the WG10 activities (see attached presentation).
 - HN reminded that a common standard is a must to link all equipment before going into the digital revolution and the Internet of Things (IoT). MLB added that we need to enjoy the benefit that we still have on others actors (e.g. Google, apple,...) by having direct connection to our tools.
- 2.6. FSD – Update from discussions at German level
- This item was not discussed due to a lack of information. This should be discussed further at the next WG2 meeting.

3. Access to technical information for diagnostic tool manufacturers

3.1. Reverse engineering

- **Brief report on legal memo from Osborne Clarke**
- **Discussion on the future of reverse engineering**
 - EVH reported about the legal memo that was done by Osborne Clarke and which confirms that reverse engineering cannot be perceived as an “illegal practice” of Independent Operators if they use data and the Original Equipment Manufacturer’s tools in the course of reverse engineering in order to check the functionalities and create with their own know-how their own diagnostic tools.
 - The breach of contract could lie in the fact that in some cases the tool might be used in the workshop and not in the company for reverse engineering. And in some cases, the contract restricts the purchase of Euro5 data only for RMI and not for Diagnostics nor used for IOT in the future. The definition of the contract should be carefully checked to ensure that prognostics and telematics are allowed when buying the data.
 - Discussion on the use of a certificate for reverse engineering, with no further decision made.

3.2. Euro 5/6 RMI provisions

- **Revision of the vehicle type-approval framework regulation: brief update on amendments for validation of VCI/ reprogramming/ OBD connector**

4. Update on ADPA (European Independent Automotive Data Publishers Association) activities

- HN reported briefly about the activities from ADPA.

5. Thank you and closure

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Eléonore van Haute.

Attachments:

- Presentation on WG2 activities – diagnostics
- EC List of safety-systems that would need to be type-approved by 2020
- Osborne Clark Legal Memo on Reverse Engineering