



# Issues concerning both existing and new vehicle type-approval legislation: Follow-up actions





# How to deal with controlled proprietary OBD data access?



## OBD Connector – new provisions – type-approval legislation (Annex XVIII)

2.8a For the purpose of vehicle OBD, diagnostics, repair and maintenance, the direct vehicle data stream shall be made available through the serial port on the standardised data link connector specified in paragraph 6.5.1.4 of Appendix 1 of Annex 11 to UNECE Regulation No 83 and Section 4.7.3 of Annex 9B to UNECE Regulation No 49.

When the vehicle is in motion, the data shall be made available only for read-only functions.

## OBD connector functionally maintained for OBD, diagnostics & RMI data

- Thanks to the intensive work of EGEA/AFCAR, the EU Parliament, Council and Commission recognised the current importance of vehicle OBD, RMI and diagnostics <u>data stream</u> and decided to clarify that it shall remain <u>available</u> <u>through the OBD connector whilst the vehicle is both stationary and in motion</u> (for read out only);
- "Vehicle OBD and Vehicle RMI" definition is 'bumper-to-bumper' and is not restricted to emissions, as is currently the case. New provision is now included in RMI Annex XVIII, and not in the emissions part.



## What does that mean for our future work?

- This is a practical and valuable solution to continue accessing the vehicle and its data in a direct and independent manner.
- This removes some of the immediate time pressure and offers an alternative to ExVe/NEVADA/CARUSO and gives more margin of manoeuvre to work for an open interoperable platform (OTP).

# Next steps

- AFCAR is creating a working group to discuss on how to put new OBD connector provisions into practice by 2020, in particular when the vehicle is in motion.
- EGEA to nominate its experts for that WG (small WG)
- Aim: Ability to access diagnostic/OBD/RMI data + bidirectional communication with in-vehicle networks and avoid unjustified access/data restrictions.
- This may involve authentication/security certificates and the use of OEM developer guidelines. AFCAR would need to define a proposed scheme.
- EGEA/AFCAR raised the problem of proprietary electronic certificates at the EU Commission's Motor Vehicles Working Group on 8th of February and in December 2017 with a dedicated Commission meeting

## Current equal access to RMI related in-vehicle data via the OBD port

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### New proprietary certificates impose restricted access conditions!



stationary). This makes therefore regular repair process impossible!

to update vehicle systems etc (when the vehicle is



## EU harmonised certification process needed!

- RMI legislation provides that independent multibrand diagnostic tools should exist in the automotive aftermarket for competitive repairs (i.e. Reg. 692/2008, Annex I, Appendix 5, Point 3).
- The use of proprietary certificates introduces burdens and barriers, restricts competition and consumer choice. This can only be addressed with a legislative approach concerning access and use!



→ A Commission guided harmonised process for electronic certificates should be started now and created to implement a procedure for both existing and new RMI legislation (e.g. using SERMI scheme).



## What a certificate could control:

- Access identification, authentication, duration of access etc.
- Data range, granularity, system, safety related, security related etc.
- Function actuation, vehicle status related, diagnostic routines, reverse engineering?
- ePTI identification of the test centre, test method, system data etc.



## Support for a standardised certification process

- Avoid a wide range or proprietary access and implementation methods
- Legislative guidance to avoid certificates abusing the rights of access and use of data
- Avoid costs and restrictive registration conditions
- Central point of access for all vehicle manufacturers' certificates with a harmonised registration and use policy

## Next steps

- A legal analysis is needed before submitting any official legal complaint!
- For that:
  - EGEA members to collect detailed evidence, documented examples, technical processes, available technical data
  - Type-approval numbers, CoC are needed to identify the type approval authority
  - Should we organise a workshop to test cars or just a template to define the test method and evidence requirements?
  - FIA members said that VMs are updating existing cars to close OBD port, is this right?
- Financing of the legal analysis how to proceed?
- EGEA, key player with know-how and expertise we are expected to lead this investigation!

## Introduction of new reprogramming standard ISO 13400 doIP

- Amendment including the standard ISO 13400 DoIP (diagnostic over Internet Protocol) to address technical progress into the revised type-approval legislation has been lost during the final trilogue negotiations.
- EGEA together with CECRA and FIGIEFA have written to the Commission to include this new standard as according to existing Euro 5legislation, it is not allowed to use such a standard → most of vehicle manufacturers are therefore not in compliance with current Euro 5 legislation
- This action has been discussed with vehicle manufacturers who are supportive



ISO 13400 dolP



# Connected vehicle - access to in-vehicle data and resources





## **AFCAR Approach**

### Activities for direct access to in-vehicle data

Remote Diagnostic Support (RDS) Interface High level Principles in 'Soft Law' e.g. Mobility Package

Requirements in Vehicle Type-Approval legislation for an OTP Imminent solution: IOs should be able to use OEM's own systems of access to in-vehicle data & functions, or those granted to other third parties for access to invehicle data and functions

Free Flow of non-personal data: Proposal for a mandatory right to switch service providers → right to data portability

## Relaunch of intensive AFCAR/EGEA lobbying activities in Brussels

- AFCAR Connectivity Brochure (to be finalised soon)
- EGEA Connectivity Paper (to be updated once the type-aproval legislation is approved in April 2018)
- Meetings with Commissionner Cabinets
- Letters to the European Commission
- Possible event at the European Parliament

→ Deadline: 2<sup>nd</sup> of May 2018 for any new legislation + Official publication of 3<sup>rd</sup> Mobility Package



## Roadmap for remote access to in-vehicle data for an on-board application platform







#### Conclusion:

# The debate cannot just focus on access to "data" – it is not sufficient... all these 3 elements ('abilities') are vital!

### Specific needs for automotive aftermarket & mobility services

- direct access to full time critical *in-vehicle generated measurement data*;
- ability to communicate with the vehicle, its data and functions to detect a fault and take remedial actions involving the customer;
- safe and secure interaction with the driver (e.g. need to communicate safely via voice commands or the dashboard (not via the unsafe the smartphone!) when a fault occurs).



## AFCAR High Level Principles

<image>

# There are four basic high-level requirements on a solution for equal digitalisation opportunities with vehicle manufacturers:

- 1. Direct access to in-vehicle generated data and functions through a standardised in-vehicle interface for **bi-directional communication** with the the driver must be ensured.
- 2. The scope and quality of the data/functionalities shall be at least the same as the vehicle manufacturers uses for its own remote services.
- **3.** Access to the vehicle display and/or voice commands must be established to enable direct safe communication with the driver.
- **4.** No monitoring of the data and communication used by independent applications.

# Interim Solution:

The non-discrimination principle with vehicle manufacturers' <u>own access to in-vehicle</u> <u>data/functions</u> should be enshrined into delegated act to Vehicle Type-Approval Regulation (analogy and extension of Repair & Maintenance provisions):

"Vehicle manufacturers shall provide as from 1.1.2019 non-discriminatory access for independent operators to the **in-vehicle telematics systems as used by themselves**, and to those in-vehicle systems and interfaces **which they grant to other third party service providers** for access to in-vehicle generated data and in-vehicle functions in terms of data depth, quality and functionality.

Independent service providers shall respect the security and safety access specifications as set by the vehicle manufacturer for its own in-vehicle telematics system or as used for existing third parties".

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## Definition of RDS – Remote Diagnostic Support

New Vehicle Type Approval <u>Regulation</u> 2016/31 EU

Technical regulatory requirements for vehicles, systems, components, separate technical units in the EU

Market Surveillance

Repair & Maintenance Information (RMI) including RDS Delegated Act

'Remote Diagnostic Support' (RDS) to be defined!

# Please support a definition of Remote Diagnostic Support which will pave the way for competitive digital automotive services!

Following the adoption of the new Vehicle Type-Approval Regulation including now remote diagnostic support within the RMI definition, DG GROW started discussions with independent operators and VMs to define 'Remote Diagnostic Support' in greater detail.

However: Strong pressure from VMs to introduce the ISO Extended Vehicle into EU legislation!

**AFCAR request**: Make sure that the definition of RDS allow us to remotely and directly communicate bi-directionally with the vehicle to conduct a remote diagnostics and support the driver with the required service solution.



# New Type Approval Legislation, where RDS is regulated for Vehicle Categories M, N & O

Article 3 (46): 'Vehicle repair and maintenance information' means all information, including all subsequent amendments and supplements to that information, required for diagnosing, servicing, inspecting, preparing for road worthiness testing, repairing, re-programming, or re-initialising or the **remote diagnostic support** of a vehicle as well as for the fitting on vehicles of parts and equipment, and that is provided by the manufacturer to his authorised partners, dealers and repairers or used by the manufacturer for the repair and maintenance purposes.

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# AFCAR Remote Diagnostic Support (RDS) definition:

• Remote diagnostic support (RDS) means algorithms installed in the vehicle providing standardised real-time access to in-vehicle data and information to support direct bi-directional communication to and from a diagnostic entity, including an independent service provider and to communicate with the vehicle driver using the same in-vehicle channels as the vehicle manufacturer to assist in the performance of the remote diagnostic process of a vehicle offering the full diagnostic capability within the scope of the vehicle's repair and maintenance referred to in (EC) No. 692/2008, Annex I, Appendix 5 and Annex XIV.



## ePTI – report of the status of the ISO standard



## Last meeting held 19th to 21st February in Italy

- Discussion concerning comments of CD version of ISO 20730-1 & the draft part 3
- Criteria for the evaluation of the safety system list two different proposals (VM and Aftermarket), resulted in a proposal for an Annex in ISO 20730-3
- No agreement concerning the detail of what data should be made available, as no specific test methods are included in the standard.
- The proposal to use certificates to control the vehicle access and corresponding 'PTI relevant data' creates a problem for some VMs who use 'challenge/response' systems – as the standard states that certificates must be made available without being on-line at the time of the PTI test. Those VMs to propose how they can comply for the next meeting.



### Liaising with ETI – telco (15h30-16h30 – Brussels time)



# → Report on situation with FCA in the US



