

EC Study on a test for electronic safety components at roadworthiness tests (ECSS)



Reports from previous WP1 meetings

- Contract was signed by CITA on 29th July 2013 – the contract duration is 1 year
- The EGEA activities started almost directly afterwards to plan the first Work Package 1 meetings which took place on 17th September and 01st October
- These first WP1 meetings focused on the creation of templates to describe the failures and test levels of the various ECSS systems.
- This allowed a detailed spread sheet to be created that provided a numerical assessment of each system across the 4 different levels of testing.
 - Level 1 ‘Ping’ of the system ECU
 - Level 2a Reading of OBD stored DTC’s.
 - Level 2b Reading of sensor values and triggering of actuators
 - Level 3 Electronic control of the system

The **objective**: to support system functionality testing wherever possible.

Reports from previous WP1 meetings

- WP1 must meet again to discuss WP1.3 – definition of the vehicle communication interface – required to be finalised by Christmas.
 - WP2 has already started to test a wide range of test tools to prove the ‘test concept’ of the proposed test methods on various ECSS systems.
 - Electronic test tools selected:
 - Actia
 - Autocom
 - AVL DiTest
 - Bosch
 - FSD
 - Hella Gutmann
 - Tecnomotor
 - TEXA
- The following are involved either through equipment already delivered to BAST, or as partners to one of the above tool suppliers, or will be involved in WP3:
- AREX
 - Boxenteam
 - MAHA
 - V-Teq

Reports from previous WP1 meetings

- WP3 will then elaborate the PTI methods, requirements for tools and information and associated equipment – starting early January 2014.

From this testing a lower number of test tools will be selected to be taken forward into the WP4 Field testing phase – starting late March 2014.



Reports from previous WP1 meetings

- There have been a **number of difficulties encountered**:
 - Short time scale to provide the detailed information needed from WP1
 - Problems to identify the ECSS system failures that can be identified in level 3 testing
 - Problems to coordinate the transition from WP1 into WP2 and WP3
 - High level of communication between project management participants to resolve the issues. There are now weekly conference calls and typically daily calls with the project manager.
 - How to ensure that as many EGEA members as possible can remain in the assessment and testing phases.
- The final outcome of the tender also remains a challenge – to ensure that it is a generic VCI and test method that suits EGEA members – as many of the decisions rest with the CITA Bureau Permanent.



Thank you!

