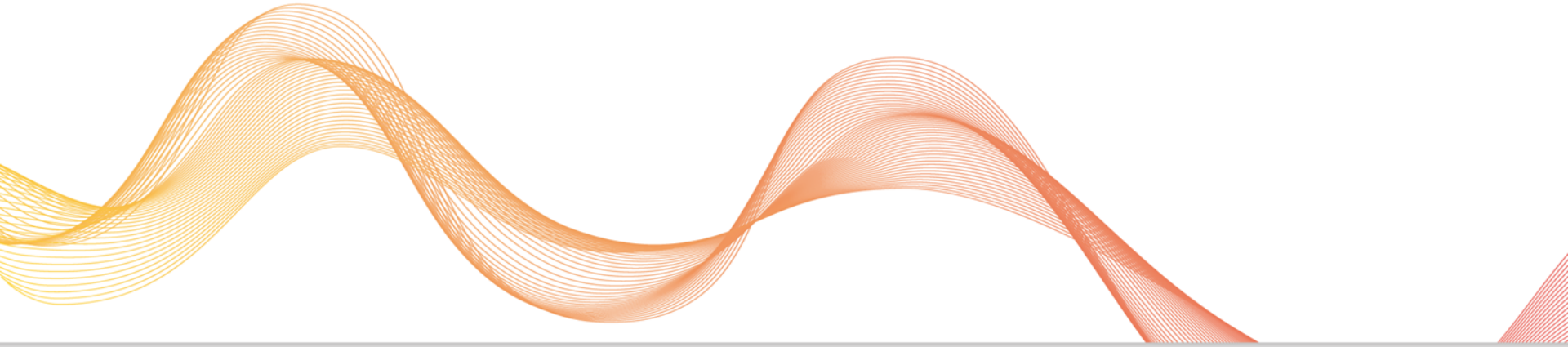
ASAM | Association for standardisation of automation and measuring systems



Telematics Standards 2-way communicaton

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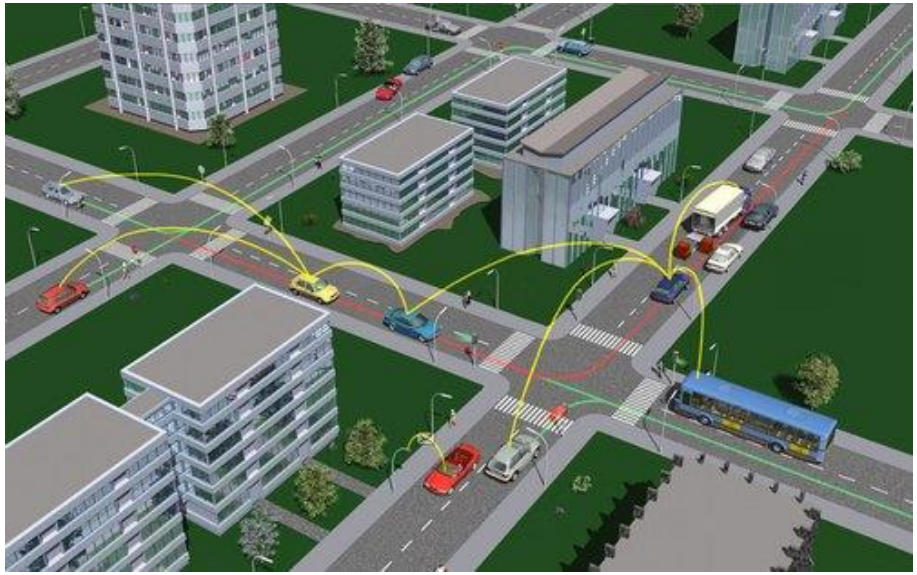
Business Development, ASAM

Agenda

1	Initial scope definition in US
2	Problem statement example
3	Work going on in USA
4	Group discussion

What is the initial proposed telematics scope for ASAM in US?

- ~~Vehicle to vehicle / car2car (V2V / C2C) and Vehicle to infrastructure (V2I)~~
- ~~Public data communication (SAE j1939)~~
- ~~Infotainment (GENIVI)~~
- ~~Wireless technologies~~



CAR 2 CAR COMMUNICATION CONSORTIUM

GENIVI

IEEE

SAE INTERNATIONAL

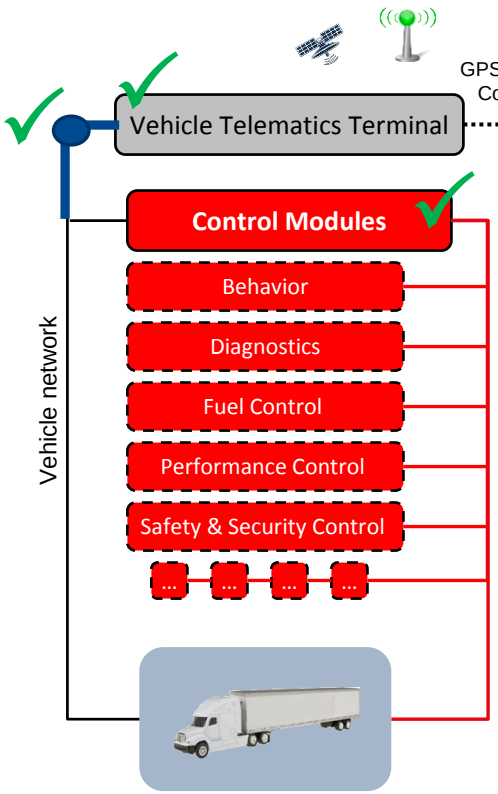
ISO

ETSI World Class Standards

IWPC INTERNATIONAL WIRELESS INDUSTRY CONSORTIUM

AEMP ASSOCIATION OF EQUIPMENT MANAGEMENT

What is the initial proposed telematics scope for ASAM in US?



examples

- Route management
- Operator support
- Operator training
- Fleet management services
- …

examples

- Monitor performance
- Monitor fuel economy
- Monitor health
- Diagnose problems
- Firmware updates
- Remote troubleshooting
- Adjust customer settings
- Fleet management services
- …

2 way communication ✓	Definition of protocols and exchanges methods ✓	Not a definition of the data itself ✗

Problem statement example – Remote Firmware Update

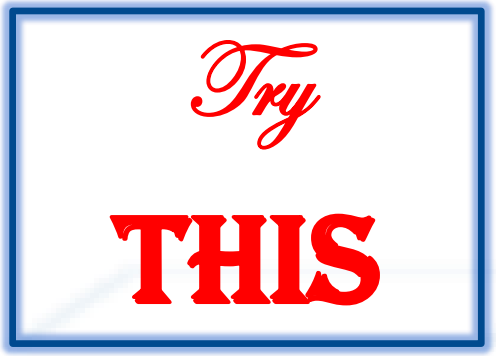
- Deliver consistent user experience while performing remote firmware update on multiple smart devices (control modules), provided by different suppliers, in a vehicle network.

- Why does the problem exist?
  - No standard for the smart / control modules
  - Multiple telematics providers
    - OEMs, 3rd party providers and/or custom solutions for mixed fleets
    - No standard for the telematics hardware and user interface
- Possible solutions
  - Develop proprietary methods and require all suppliers to comply
    - Requires long lead time any time new supplier is introduced
  - Develop an industry standard
    - Need to ensure non-competitive scope

Other examples

- Telematics security for devices with wireless/remote access to vehicle network
- Remote adjustment
- Remote diagnostics
- Prognostics
- Big-Data exchange services

OEM and Tier 1 view



Work going on in USA

- OEMs and Tier 1s initial workshop
  - March 31st, Novi, MI
  - Link to event
- Objective
  - Explore common non-competitive business use cases and to document opportunities where collaboration in standardization would reduce time, manpower, or costs.
- Why ASAM?
  - Proven record, focus (right size) and alignment with the industry
  - Many similar standards exist
    - Need to update and add to be remote “friendly”

Goal

- Explore the role of the telematics box in the equipment
- Discuss role(s) of “Telematics Service Providers”
- Gather use cases from the participants and determine top 3
- Develop “Champion” charter
  - Clear scope of working area
  - Guiding principles for the system elements
  - Master list of use cases with a priority
  - Evaluation of impact and integration with other organizations/standards
  - Develop workgroups with a common set of views on the top 3 topics
    - Identify participants and leaders
      - Fleets, Telematics Service Providers, OEMs, Tier 1s …
    - Develop plan for next steps

Group Discussion

- What are the needs of the Japan group?
  - Use case wish list…
  - Are there non-competitive areas for collaboration in Telematics?
- Who is actively working on the topic?
- What are the challenges to enable connected vehicles in a global economy?
- What are possible next steps?
- Common use cases with the US group?