ADAS RMI

Reasoning and Proposal for a specific Use Case for ADAS under EN ISO 18541

Presented by ISO/TC 301 WG6 – Pete Bradley
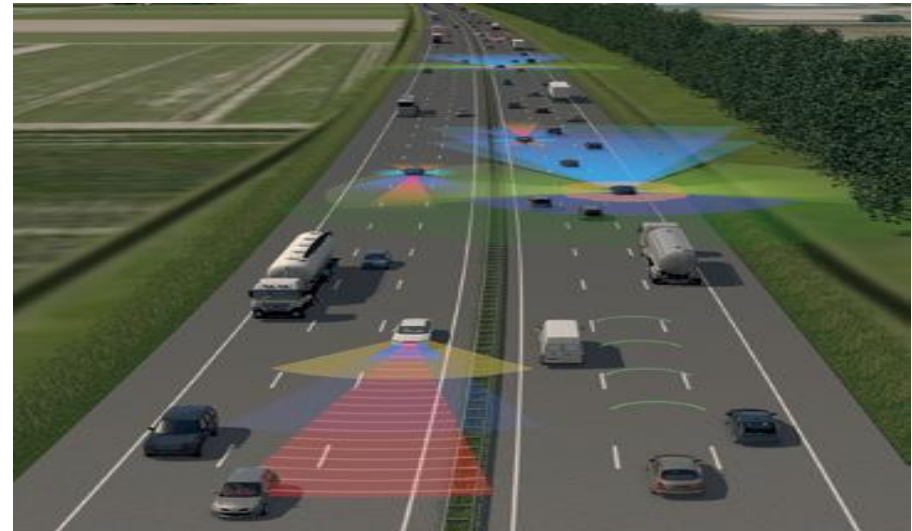
Why do we need specific ADAS RMI

Identification of systems differ from VM to VM, what is fitted to different models and variants can be complex, including software versions.

EU Mobility Paper calls for 5 mandatory ADAS by 2023.

EU GSR calls for fitting of ADAS by 2022. (see excerpt)

NCAP ratings include use of ADAS.

Required by PTI due to mandatory fitting as with the testing of eCall, now being worked on by ISO TC22 SC31 WG7 ePTI (ISO 20730)
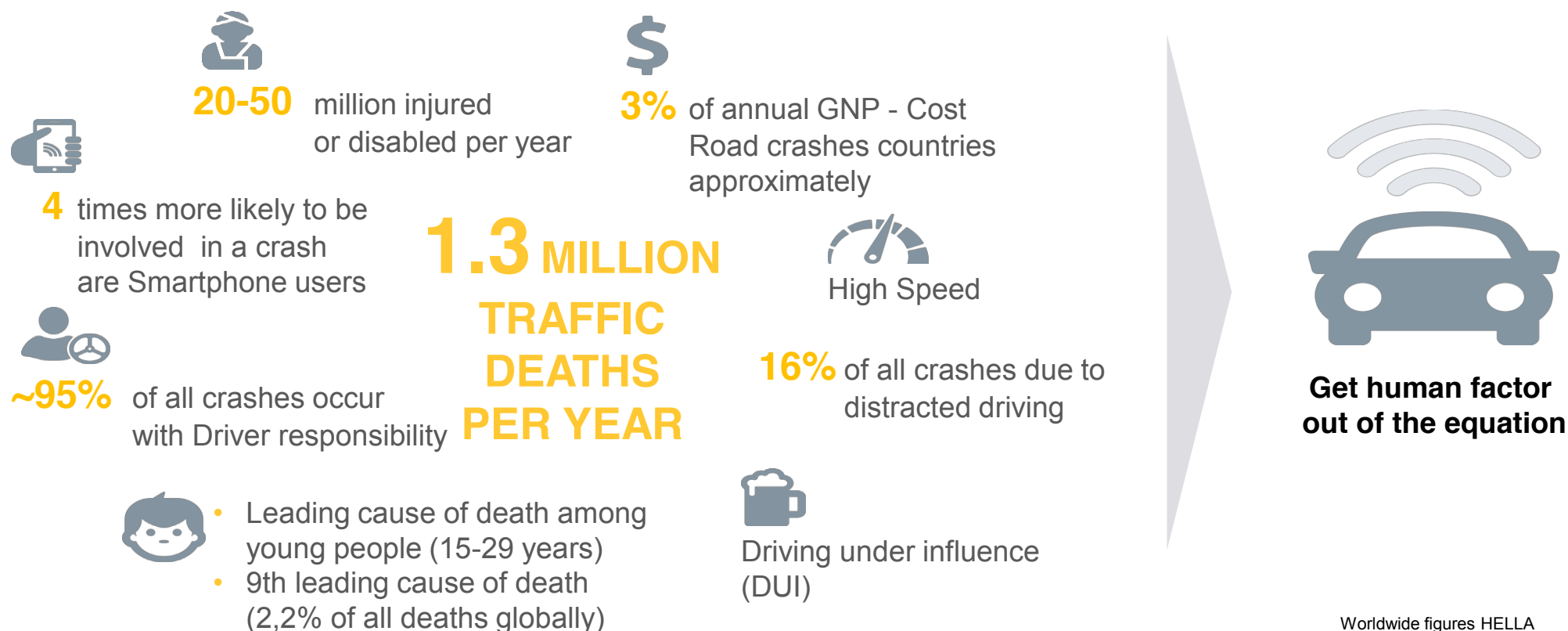
The focus on ADAS as important vehicle safety systems is increasing.

Parts identification, methods of repair (e.g. Paint thickness), adjustment and calibration are located in different areas of RMI or not available at all.

New technologies require understanding, an Independent Operator needs to be confident that the repair (incl. adjustment and calibration) has been done correctly to ensure a safe and correctly operating system and therefore vehicle.

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Facts and figures
Why the EU calls for mandatory fitment of ADAS

20-50 million injured or disabled per year

3% of annual GNP - Cost Road crashes countries approximately

4 times more likely to be involved in a crash are Smartphone users

1.3 MILLION TRAFFIC DEATHS PER YEAR

High Speed

~95% of all crashes occur with Driver responsibility

16% of all crashes due to distracted driving

- Leading cause of death among young people (15-29 years)
- 9th leading cause of death (2,2% of all deaths globally)

Driving under influence (DUI)

Get human factor out of the equation

Worldwide figures HELLA

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GSR ([Regulation (EU) 2019/2144 of the European Parliament and of the Council](#))

The revised General Safety Regulation (EU) N°2019/2144 on type-approval requirements for motor vehicles entered into force on 5 January 2020

New rules require that, as of July 2022, all new vehicle models introduced on the European market are equipped with advanced safety features, such as:

- Advanced emergency braking (cars, vans) **Mandatory**
- Alcohol interlock installation facilitation (cars, vans, trucks, buses)
- Drowsiness and attention detection (cars, vans, trucks, buses) **Mandatory**
- Distraction recognition / prevention (cars, vans, trucks, buses)
- Event (accident) data recorder (cars, vans, trucks, buses) **Mandatory**
- Emergency stop signal (cars, vans, trucks, buses)
- Full-width frontal occupant protection crash test - improved seatbelts (cars and vans) **Mandatory**
- Head impact zone enlargement for pedestrians and cyclists - safety glass in case of crash (cars and vans)
- Intelligent speed assistance (cars, vans, trucks, buses) **Mandatory**
- Lane keeping assist (cars, vans) **Mandatory**
- Pole side impact occupant protection (cars, vans)
- Reversing camera or detection system (cars, vans, trucks, buses) **Mandatory**

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IAM is doing its best to create awareness and knowledge

Member states are taking action

Forming of alliances and other awareness initiatives

- Dutch (film) https://www.adasalliantie.nl/en - **ADAS The Movie 2019 (ENGLISH)**
- FDM (Federation of Danish Motorists) . Vehicle testing to increase awareness and inclusion in PTI.

Tests being carried out by independent institutes – Thatcham.

EU Associations

- EGEA for the diagnostic, repair, and adjustment/calibration equipment.

- BOVAG, CECRA producing reports and lobbying.

IAM is doing its best to create awareness and knowledge

Safety concerns - Dutch Road Safety Board report.

"At a whole number of levels, ADAS are something of a 'black box'. Following an accident, the police are often unable to access the data and there is no knowledge at all of which cars are equipped with precisely which ADAS and whether the systems were activated."

Awareness training and qualifications – IMI – Online ADAS Awareness assessment. Qualification training together with HGS.

IAM is doing its best to create awareness and knowledge

In summary

- There are significant concerns about the lack of information surrounding ADAS from all aspects of the community.

- Safety being of high importance.

- Having the right information can ensure correct repair, adjustment and calibration to ensure the ADAS works correctly.

- The VM is the **only** safe and reliable source of this information.

- We, the independent operators want to do a safe and reliable job, to do that we need the right information.

What do we need

Specific information type on the repair and calibration of ADAS.

List of ADAS fitted to a specific vehicle via VIN.

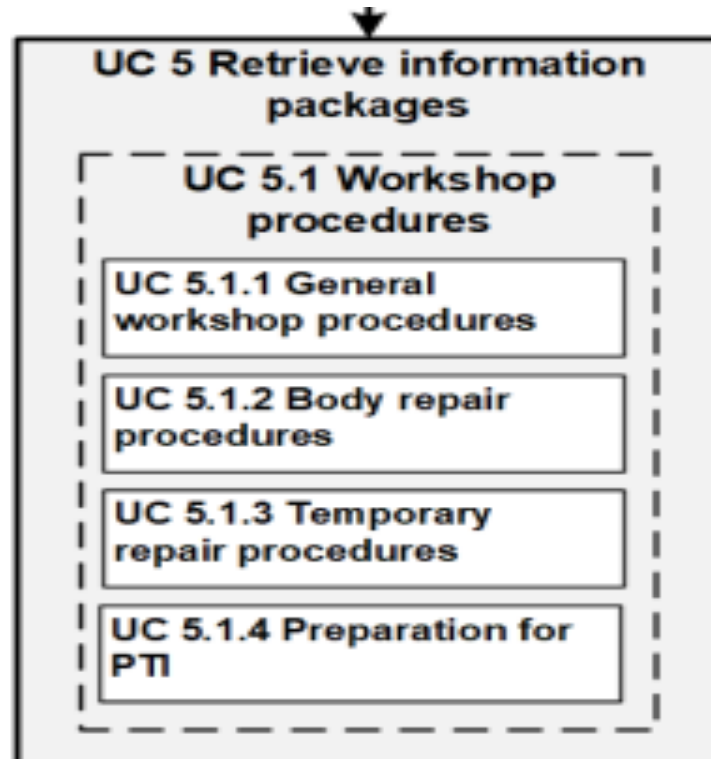Under ISO 18541 UC Cluster 5.1 General Repair Procedures.

There are already some separate UC's under UC 5.1 GRP.

The availability of the information to all independent operators.

Procedures and instructions for the correct repair, adjustment and calibration on the VM Portal, not only on the diagnostic device.

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Proposal UC Cluster 5.1

New UC 5.1.5

UC 5 Retrieve information packages

UC 5.1 Workshop procedures

UC 5.1.1 General workshop procedures

UC 5.1.2 Body repair procedures

UC 5.1.3 Temporary repair procedures

UC 5.1.4 Preparation for PTI

UC 5.1.5 RMI for ADAS

Proposal for UC 5.1.5

Actor	Independent Operator
Goal	Access to RMI for Advanced Driver Assistance Systems
Use case input	Select the title of one of the ADAS RMI according to the VIN inputted.
Use case output	Display the selected RMI for ADAS. Examples: • Information on fitted systems (list of all applicable systems) • Information on system operation • Information on system components • Information on the correct removal and replacement of parts and systems • Information on the correct procedures for repair • Information for calibration and adjustment procedures
Brief description	The VM is free to choose the place in the VM RMI system, where to provide this information. The user selects one of many ADAS repair and maintenance information in the search result list. The VM RMI system displays the selected package of information.
Classification	Mandatory

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Summary of WebEx on 23.01.2020

Pete Bradley hosted a Webex with the Task group

Thomas Raith, Peter Diettrich, Dick Klein and Manuele Scartazza were present.

The presentation was acceptable to all as covering all points of the task and well presented.

The positions of the stakeholders are:

1. VM claims that all information required is already available and in cluded in UC 5.1.1 General Repair Procedures therefore no new UC is required

2. IO claims that the information is difficult to find and not structured therefore a specific UC is required to solve this issue.

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Thank you for your attention
Any questions

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