

DOITS

TELEPHONE MEETING 2016-01-25

OBDII

Attendees:

Dirk Staelens – Transics
Jan Unander – Telematics Valley
Jasper Pauwelussen- TomTom
Johan Amoruso Wennerby – Vehco
Jonathan Raemdonck – Trimble
Uwe R. Münch – Telogis

NOTES FROM MEETING

Objective

The main objective was to discuss and find out if there is a wish to address the LCV manufacturers to push for a process towards harmonizing/standardising vital Fleet Management related measures.

Summary of discussion

Amongst the participants in this meeting, there were significant differences as regards how much each company addresses fleet owners with LCVs today.

However, in common is that all participants see LCVs as necessary to address in the future. It is already a requirement from many of the fleet owners.

The way the capturing and interpretation of the OBDII data is done by the participants varies from using an external hardware solution without own analysis tools, to own developed hardware and algorithms to calculate and present the results.

Miles and fuel consumption are the two most interesting values. This as improved ECO-driving is the most important tool they have to enable a cost reduction to operate their vehicles.

The odometer data is not delivered by default via the OBDII interface.

Fuel consumption is a key measure and this can be captured through the TFU (PID Total Fuel Used) value or calculated by using the accepted formula for petrol driven vehicles based on MAF (Mass Air Flow).

It is especially difficult to use OBDII data from diesel engine powered LCVs that will be a major challenge to address.

To build useful tools, a combination of FMS, OBDII and CAN data (to get fuel consumption and miles) is sometimes used.

Other ECO driving data like idling and driver behaviour is also of high value.

When trying to deliver an FMS-solution for LCVs, data is often missing or is not equivalent between different brands and models.

The participators perceive the consequences of non-harmonized measures from OBDII as highly complicated, time consuming and costly. Even within a brand it can use the same language but data differs. You can't rely on the data you need and a "standardisation" would be helpful.

Jan raised the question if After Market suppliers can create their own "standardised" way of interpreting data by using the CAN bus. The working group responded that the OEMs have to be involved in a standardisation process to be successful.

Ford seems to be the only OEM with a standard fitted telematics solution for LCVs. Otherwise it is a functionality option for fleet owners.

There is a perception that it should be possible to create a win-win-win situation. It is obvious that the end user will gain from a standardisation as well as After Market suppliers. The challenge is to make the OEMs understand how they will benefit from releasing an rFMS light for LCVs and they need to see their benefits instead of protecting their proprietary definitions and block access to certain data. One obstacle is that the OEMs consider the data to be sensitive.

A minimum set of harmonized information that can be trusted should be available like

- fuel consumption
- miles
-

There are lots of new players today offering solutions and services on various service levels that use OBDII.

Telecom operators like Swedish TeliaSonera (Sense) are introducing an OBDII based solution but inform that certain functionalities are brand and model specific. This solution is powered by Springworks that has a platform-as-a-service offer where OBDII data is collected.

AT&T has its similar version to Sense i.e. Audiovox Car Connection that also has a roadside service connected to a subscription.

There are also apps like DASH and TORQUE that connects an OBDII dongle with a smartphone and collect data.

These apps and solutions are addressing petrol driven cars and are also notifying that all data cannot be retrieved from all brands and models. Customers are typically owner/drivers not large fleet owners.

These new players try to capture a market share by introducing disruptive cloud based solutions but the problem with missing and non-harmonized data still applies.

Next step

The DOIT(S) group of large respected After Market Suppliers with long experience and a large installed base of Fleet Management solutions should be the ones that are trustworthy enough to push the OBDII "rFMS" vision for LCVs.

As LCV manufacturers need to be involved the first step is to investigate their interest in participating in a joint effort to create an rFMS

The major OEMs active in Europe to bring to the table are:

- Ford
- Iveco
- Mercedes
- Peugeot
- Renault
- Toyota
- VW

Why should they be interested, is it a strong wish from the fleet owners to harmonize the OBDII data?

Should a certification procedure of OBDII compliance of the brand/model be a way to open up a Gateway to harmonized data?

Activity

1. Jan U will investigate the prerequisites to set up a non-committing meeting with as many LCV OEMs as possible from the list above and our After market Working Group.
2. Jan U will identify if there are other initiatives that has been taken to reach the same goal as we expressed in this meeting.

DOIT(S) Working Group Heavy Trucks

The last part of this telephone-meeting was devoted to agree on the focus at the next DOIT(S) meeting, expected to be held in Brussels in March 2016.

The proposed measure are:

1. Engine speed bands (RPM), similar to Speed bands (time, distance, fuel)?
2. Engine speed bands (RPM), in relation to torque.

Also the wish to access DTCs was brought up and will be discussed at the next DOIT(S) meeting.

A question was raised if DOIT(S) working group should try to propose the complete set of measures that are you as After Market suppliers find useful. What was specified as remaining besides the two measures above is:

- Coasting

OEMs should advise what “reasonable good coasting“ is that can be set as a reference value to compare the driving against.

Refrigeration data

A new possible task for DOIT(S) is to influence the providers of vehicle refrigeration solutions that use telematics based solution to measure and monitor the “Cold chain”.

Solutions providers like Carrier and ThermoKing have not harmonized the data, protocols and APIs.

Carrier have their “Cold Trans” telematics solution and Thermo King it’s “TrackKing”.

Besides complete refrigeration solution suppliers there are also After Market suppliers like yourselves in the DOIT(S) working group but also e.g. players like FrigoMatics that focus entirely on connecting the refrigerated vehicles to deliver relevant data.

A proposal was to also touch on this issue at the next DOIT(S) meeting, to decide if it should be within the scope of the working group.

The meeting did also verify the selection of the new measures that was proposed in June 2015 to be the next to be presented to ACEA HDEI Working Group.

Activity

Jan U will send out a call to the next meeting in Brussels when HDEI Working Group has decided their meeting date.

Jan Unander
Telematics Valley