



M/421 EN

Brussels, 21 January 2008

**MANDATE TO THE EUROPEAN STANDARDISATION ORGANISATIONS FOR
STANDARDISATION IN THE FIELD OF VEHICLE OBD, REPAIR AND
MAINTENANCE INFORMATION**

1. BACKGROUND

This mandate relates to the EC type-approval system for vehicles falling into the scopes of Directives 70/156/EEC¹, 2002/24/EC and 2003/37/EC and, in particular, to requirements for access to vehicle repair and maintenance information by independent operators. The issue of access to repair information originally arose in the mid- to late 1990s with a significant increase in the use of computerisation in vehicles, related to better engine control, the introduction of safety features like ABS or ESP, and the development of emission standards that required monitoring of emissions by electronic on-board-diagnostics (OBD). Repairing vehicles became, as a result, more difficult: significant information might be stored in electronic systems within the vehicle, and could thus not be easily used.

Directive 98/69/EC (on 'Euro 4' emissions)² specifically noted the need for 'unrestricted and standardised access' to repair information relating to OBD systems, which test and monitor emissions performance, and to the diagnosing, servicing and repair of vehicles. The same Directive also required a Commission proposal on a standard electronic format for repair information, taking into account international standards, including the possible extension of such a format to other vehicle systems. Directive 2005/78/EC (on emissions for compression ignition and gas fuelled engines)³ contains similar provisions on making repair information available to interested parties 'upon reasonable and non-discriminatory payment'.

¹ Directive 70/156/EEC will be superseded by Regulation 2007/46/EC with effect from 29 April 2009. Any reference of this mandate to Directive 70/156/EEC should be understood as referring to Regulation 2007/46/EC, when this is appropriate according to the timeframe during which the relevant work results are expected to become available.

² Directive 98/69/EC of the European Parliament and of the Council of 13 October 1998 relating to measures to be taken against air pollution by emissions from motor vehicle and amending Council Directive 70/220/EEC.

³ Commission Directive 2005/78/EC of 14 November 2005 implementing Directive 2005/55/EC of the European Parliament and of the Council on the approximation of the laws of the Member States relating to the measures to be taken against the emission of gaseous and particulate pollutants from compression-ignition engines for use in vehicles, and the emission of gaseous pollutants from positive ignition engines fuelled with natural gas or liquefied petroleum gas for use in vehicles and amending Annexes I, II, III, IV and VI thereto.

The Block Exemption Regulation⁴ of 2002 imposed a general requirement on motor vehicle suppliers to provide to all operators, whether independent or within the supplier's distribution system, access to the necessary information for repair and service of their vehicles. These requirements specifically included access to technical information, equipment, tools, software and training needed for repair, maintenance, and the implementation of environmental protection measures.

The latest provisions on light-duty vehicle emissions ('Euro 5 and 6')⁵ provide that:

Article 6

1. Manufacturers shall provide unrestricted and standardised access to vehicle repair and maintenance information to independent operators through websites using a standardised format in a readily accessible and prompt manner, and in a manner which is non-discriminatory compared to the provision given or access granted to authorised dealers and repairers. With a view to facilitating the achievement of this objective, the information shall be submitted in a consistent manner, initially in accordance with the technical requirements of the OASIS format⁽¹⁾.

(1). The "OASIS format" refers to the technical specifications of OASIS Document SC2-D5, Format of Automotive Repair Information, version 1.0, 28 May 2003 (available at: <http://www.oasis-open.org/committees/download.php/2412/Draft%20Committee%20Specification.pdf>) and of Sections 3.2, 3.5, 3.6, 3.7 and 3.8 of OASIS Document SC1-D2, Autorepair Requirements Specification, version 6.1, dated 10-01-2003 (available at: <http://lists.oasis-open.org/archives/autorepair/200302/pdf00005.pdf>), using only open text and graphic formats.

This legislation further provides that⁵:

Common standards agreed with the involvement of stakeholders, such as the OASIS format, can facilitate the exchange of information between manufacturers and service providers. It is therefore appropriate to initially require the use of the technical specifications of the OASIS format and to ask the Commission to request CEN/ISO to further develop this format into a standard with a view to replacing the OASIS format in due course.

It should be noted that imminent Euro V/VI legislation on heavy-duty vehicles is intended to largely follow the provisions for light-duty vehicles in this respect.

The 'OASIS format' at present covers only emissions-related information applicable to light-duty vehicles. In accordance with the legislation outlined above, the priority of this mandate is the broadening of the OASIS format into a standard applicable to all functional aspects of all vehicles falling into the scope of Directive 70/156/EEC¹, i.e. to light-duty and heavy-duty vehicles alike, regardless of the fuel used. With regard to possible future legal requirements for manufacturers to provide the same type of information also for motorbikes and tractors, falling into the scope of Directives 2002/24/EC and 2003/37/EC respectively, the mandate should also cover possible future similar standardisation work related to these products.

2. DESCRIPTION OF THE MANDATED WORK

The Commission hereby requests the European Standardisation Organisations (ESOs)⁶ to draw up one or several European Standards (ENs) for communicating automotive repair and

⁴ Commission Regulation (EC) no 1400/2002 of 31 July 2002 on the application of Article 81(3) of the Treaty to categories of vertical agreements and concerted practices in the motor vehicle sector.

⁵ Regulation 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information.

maintenance information, including but not limited to OBD systems, based on the OASIS format referenced above and taking due account as appropriate of the CEN Workshop Agreement drafted by CEN/ISSS Workshop IMA (Modelling for Automotive Repair Information applications).

The Standards should expand and update the vocabulary of ISO 15031-2 (that currently is limited to gasoline engine emissions) and the terms, definitions, abbreviations and acronyms therein, to cover whole vehicles⁷, regardless of their fuel technologies, and should include common input masks (input masks may be different for different types of vehicles if this is technically appropriate).

The following conditions shall be met:

- The Standards shall apply to vehicles falling into the scopes of Directives 70/156/EEC¹, 2002/24/EC and 2003/37/EC. If appropriate, separate Standards for different product groups, e.g. for light- and heavy-duty motor vehicles, motorbikes and tractors, should be developed. In such case priority should be given to the development of Standard(s) for first light- and then heavy-duty motor vehicles falling into the scope of Directive 70/156/EEC¹;
- The Standards shall implement EC legislation on access to vehicle repair and maintenance information and shall be finalised in a way that EC legislation, in order to lay down technical requirements, can make reference to the Standards;
- The Standards shall, when appropriate, take into consideration UN/ECE Regulations, OECD Codes, ISO Standards or other international standards or regulations;
- The Standards shall be finalised in a way that authorities or their delegates, e.g. laboratories recognized as ‘technical services’, can reliably check for compliance with the standard, if such checks are needed;
- The ESOs will put the Standards forward, taking due account of the Vienna Agreement, for adoption as an International Standard. This process should not delay the adoption of the European Standards;
- Where appropriate, the deliverables may be divided into parts in order to speed up the delivery of specific elements, such as vocabulary relevant to particular vehicles, vehicle systems, or fuels.

3. BODIES TO BE ASSOCIATED

The elaboration of the Standards should be undertaken in co-operation with the broadest possible range of interested groups, comprising the main international and European level associations and representatives of European consumers, unions and regulatory bodies.

⁶ Here and in the following the term “ESOs” is understood to refer to one or several of the European Standard Organisations CEN, CENELEC and ETSI, depending on their actual involvement in the respective tasks. Due to the very nature of the task it is expected that most work will be performed by CEN.

⁷ Here and in the following the term ‘vehicle’ is understood to comprise motor vehicles, motorbikes and tractors, as defined by the scope of Directives 70/156/EEC¹, 2002/24/EC and 2003/37/EC.

It is essential to invite industrial organisations with particular interest in the manufacture, servicing, repair and maintenance of vehicles and of parts and tools used by those vehicles to take part in the standardisation work. A (non-exhaustive) list of such associations and federations related to automotive industries is given on the DG Enterprise web site: <http://ec.europa.eu/enterprise/automotive/pagesbackground/links.htm>. Co-operation with other members of the group, which developed the original 'OASIS format' may also be useful. These members include: Facom (tool manufacturing); Cognitran (software development); and the RAC (roadside assistance organisation)

Co-operation with organisations such as ANEC (European association for the co-ordination of consumer representation in standardisation), ECOS (European Environmental Citizens Organisation for Standardisation), NORMAPME (European Office of Crafts, trades and Small and Medium-sized Enterprises for Standardisation) and ETUI-REHS (European Trade Union Institute – Research, Education, Health and Safety) is considered relevant.

Co-operation with other interested parties, such as individual manufacturers, should be considered as appropriate, possibly on a case-by-case basis.

4. EXECUTION OF THE MANDATE

For the implementation of this mandate, the ESOs shall present to the Commission within 3 months of the date of acceptance of this mandate a report setting out the arrangements they have made for the execution of the mandate. Particular attention shall be given to the involvement of all relevant parties. Within 6 months of acceptance of this mandate, the ESOs shall present to the Commission a consistent workprogram, which may be revised during the implementation of the mandate, if appropriate.

The European Standards (EN) shall be finalised by a maximum of 3 years from date of acceptance of the respective work item by the Commission or by any other date agreed between the Commission and ESOs. In particular and in deviation from the general procedure, the ESOs shall present the Commission with an EN covering all aspects addressed by this mandate for light-duty vehicles as defined by the scope of Regulation 715/2007 within 3 years from the acceptance of this mandate. Work on the light-duty vehicle part of this mandate should be started as soon as possible and with high priority, i.e. in parallel to the drafting of the said report and workprogram.

At this time, the ESOs will provide the title of the Standards in all the official languages of the European Union and a copy of the Standards in the three working languages of the ESOs. The standstill period referred to in Article 7 of Directive 98/34/EC of 22 June 1998 shall commence as from the acceptance of a respective work item under this mandate by the Commission⁸.

⁸ OJ, L 204, 21.7.1998, p.37, as amended by Directive 98/48/EC (OJ L 217, 5.8.1998, p.18).