



67th Technical Committee – Motor Vehicles 11 May 2017

Standards on
access to RMI and
SERMI scheme



Web sites:
ec.europa.eu/growth
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Standards ISO 18541 (published)

Road vehicles — Standardized access to automotive repair and maintenance information (RMI)

Part-1: General information and use case definition (2014-09);

Part-2: Technical requirements (2014-09);

Part-3: Functional user interface requirements (2014-09);

Part-4: Conformance test (LDV) (2015-11);

Part-5: Heavy duty specific provision (2018-03?);

Part-6: L-Category vehicle specific RMI use cases and requirements (2017-12?);

Part-7: Remote diagnostics support (2020?)

SERMI scheme

Scheme for accreditation, approval and authorization to Access Security-related Repair and Maintenance Information (RMI)

- A first attempt to insert the RMI standards for LDV in the legislation is withdraw (2016-03), as SERMI is linked to them and it is not adopted yet;
- The report was validated by the European co-operation for Accreditation on (2016-05) ;
- A joint implementation roadmap (SERMI & RMI standards) is agreed by all stakeholders (2016-09); Minimum time required for implementation is: **2 years after EU OJ pub.**
- Both stakeholders agree to split Remote diagnostics support from the RMI standard for HDV (2017-02).

Legislative / implementation process

- **Insertion of the standards and SERMI on:**
 - Commission Regulation (EC) No 692/2008 and
 - Commission Regulation (EU) No 582/2011;
 - WLTP to be adopted in May-June 2017;
- First draft presented: **Today**
- CION internal procedure and final draft voted at TC-MV of: **22 Nov 2017**
- 3 months scrutiny period and publication in the EU OJ by: **Mar 2018**
- Implementation process and application by stakeholders by **March 2020**

Amendments in the legislation (1/4)

- A new version of Recital 18 of Regulation 566/2011 is inserted to recall the need to establish a **common structured process** for the exchange of data between VMs and IOs **for data on vehicle parts which can be replaced by spare parts**;
- Vehicle OBD and vehicle repair and maintenance information available through websites shall follow the **technical specifications of parts 1 to 3 (+4 for LDV) (+5 for HDV) of ISO 18541**;

Amendments in the legislation (2/4)

- "**Vehicle security features**" are defined as: *the information, functions and services related with the software, including its updates, and parts, including servicing of replacement parts, fitted by the manufacturer in a vehicle in order to prevent its theft, illegal tow away and unauthorised driving or unauthorised provision of a new vehicle identity, as well as for its tracking and recovery;*
- Manufacturers shall design **vehicle security features** in accordance with **UN/ECE Regulation No 116**, but such design **shall not impose additional requirements** for accessing any other vehicle OBD and vehicle RMI;

Amendments in the legislation (3/4)

- Independent operators shall be approved and authorised to access **vehicle security features, including electronic security systems** (section 2.3 of Annex I), in accordance with the **SERMI scheme** set out in Appendix 2 to Annex XIV, which:
 - implements the **procedure** set out in the report "*Scheme for accreditation, approval and authorization to Access Security-related Repair and Maintenance Information (RMI)*", and
 - includes additional provisions on **data protection, data security and confidentiality** in accordance with **Regulation (EU) 2016/679 and Directive 2002/58/EC**;

Amendments in the legislation (4/4)

- The association '*Forum for Access to Security-Related Vehicle Repair and Maintenance Information*' is empowered to **implement and assume the operation and maintenance** of the **SERMI scheme**;
- The applicability of the **SERMI scheme** is from **two years after its publication** in the Official Journal of the European Union, **meaning 2020-03**.



Thank you for your attention

DG GROW – Unit C4

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