

# OASIS TECHNICAL COMMITTEE

## FORMAT OF AUTOMOTIVE REPAIR INFORMATION

Sub Committee SC1  
Use Cases and Requirements  
Meeting 10<sup>th</sup> January 2003

These slides were updated during the meeting and provide a summary record of the items discussed

### Agenda

- Roll call and apologies
- Consideration of comments by Ford
- Consideration of comments by JAMA
- Feedback from other organisations submitting 'no' votes
  - ACEA
  - BMW
  - Honda
  - Toyota
- Discussion of next steps

## Attendees

1. John Chelson
2. Dolf Lamerigts
3. Carine de Wit
4. Carel Anthoni
5. Chris Jones
6. Claude Guillaneuf
7. Colin Parlett
8. David Wilde
9. Dick Klein
10. Didier Stevens
11. Emin Morali
12. Frank Van West
13. Jacques Sechepine
14. Joana Mesquita
15. Karel Bukholczer
16. Michel Pradeau
17. Peter Coombes
18. Peter Diettrich
19. Peter Engels
20. Richard Shorter
21. Sabine Spell
22. Sylvestie Piguat
23. Sylvia Gotzen
24. Thomas Chieux

Apologies

Mike Ward  
Elmar Bauer

## Input

- SC1-014
  - Voting and feedback on SC1-D2
- SC2-D2
  - Design principles
- SC2-D3
  - Architecture approaches

## Comments from Ford

- General feedback was that the requirements could be accepted by Ford, once their comments have been incorporated
- Richard Shorter reflected that while the requirements themselves may be OK, the cost:utility ratio of the scope of implementation should be carefully considered
- He thought that unless this problem was addressed the final specification based on the requirements would not be acceptable to manufacturers
- His basic concern was that a specification that was acceptable by manufacturers in terms of potential implementation cost may be of such limited scope that it would not be useful to the aftermarket
- Each of Ford's comments was then considered in detail, and the deliverable SC1-D2 was amended and agreed by the meeting at each stage

## Comments from JAMA

- Honda and Toyota's views were represented in the written feedback from JAMA
- Representatives from JAMA endorsed Richard Shorter's view of the scope of implementations
- It was agreed that the written comments from JAMA were at too high a level to be considered directly, but that John Chelsom and AFCAR (separately) would provide written feedback on the comments that could be circulated to the whole sub-committee

## Comments from BMW

- Peter Diettrich also endorsed Richard Shorter's view of the difficulty manufacturers would have with the cost of implementation
- In particular, BMW would like to see requirements that were more specific and less open to interpretation
- If this were done, then BMW would be able to estimate the cost of implementation and would then be able to make a decision on whether the requirements were acceptable
- In the subsequent discussion, BMW agreed that once a framework (draft) specification was created, based on the requirements document SC1-D2, they would attempt to make an estimate of the implementation cost (at least the order of magnitude)
- There was a discussion on how voting could be conducted into order to address some of the issues raised by all manufacturers

## Cost of Implementation

- There was a broad discussion about the cost of implementation of any OASIS specification
- It has been stated that the cost and timescale of the implementation is outside the scope of the requirements, but manufacturers have pointed out that they will not be able to get a 'yea' vote from their organisations unless this issue is addressed in some way
- The final vote on the OASIS TC specification is that only one that will be significant outside the project – that specification will then go to the wider OASIS membership for a vote
- Hence it should be possible for manufacturers to vote for interim deliverables of the project, with the provision that they could vote against the final specification if the issue of implementation cost was not resolved.
- It is clear that one challenge for the technical team working on the Specification will be to draft a standard that can leave room for negotiation of timescale (and cost) of implementation
- Once a first framework (draft) specification is presented to the TC in March it should be possible for the manufacturers to prepare 'ball park' estimates for implementation
- This type of estimate would then be very informative input for a discussion by the full TC, and could be used as one of the factors to consider in how the technical work should proceed after March.

## Voting on SC1-D2

- It was agreed that there would be a further vote on SC1-D2 following a 'consultation period'
- This vote should be concluded before the next TC meeting on 14<sup>th</sup> March
- CSW will ask Paul Greening to draft an advisory statement about voting to help Manufacturers address the issue of the cost of implementation
- During the voting process queries can be sent to CSW for resolution
- It may be possible to accept 'qualified' yes votes (ie an organisation could vote 'yes' provided that certain statements or notes were added to the end of the specification.
- Paul Greening will circulate new instructions for voting once he has been briefed by John Chelsom

## Other Deliverables from SC1

- There was a brief discussion about other deliverables from the SC1 working group
- These are the Acceptance Plan and resolution of the issues recorded as notes in the SC1-D2 document
- In addition, the SC2 working group has produced a list of metrics which should now be taken up and considered by SC1
- It was agreed that further work should commence after 14<sup>th</sup> March, by which time there should be a framework specification which will help clarify some of the outstanding issues and work items for SC1

## Next Steps/Actions

- CSW to consult with Paul Greening on the procedure for a second vote
- CSW and AFCAR to provide feedback on the JAMA comments on the SC1-D2 document as voted upon last time
- CSW to circulate the first draft 'metrics' document to SC1

## Next Meetings

- Possible meeting on 12<sup>th</sup> or 13<sup>th</sup> March before the full TC meeting
- TC meeting is Friday 14<sup>th</sup> March at:  
Toyota Motor Europe,  
Avenue du Bourget 60,  
1140 Brussels