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

**Part 1:
General information and use case
definition**

*Véhicules routiers — Normalisation de l'accès aux informations
relatives à la réparation et à la maintenance pour l'automobile
(RMI) —*

Partie 1: Informations générales et définitions de cas d'usage



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: Foreword - Supplementary information.

ISO 18541-1:2013 was prepared by the European Committee for Standardization (CEN) Technical Committee CEN/TC 301, *Road vehicles*, in collaboration with ISO Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*, in accordance with the agreement on technical cooperation between ISO and CEN (Vienna Agreement).

ISO 18541 consists of the following parts, under the general title *Road vehicles — Standardized access to automotive repair and maintenance information (RMI)*:

- *Part 1: General information and use case definition*
- *Part 2: Technical requirements*
- *Part 3: Functional user interface requirements*
- *Part 4: Conformance test*

ISO 18542, *Road vehicles — Standardized repair and maintenance information (RMI) terminology*, is a complementary standard that defines standardized RMI terminology and consists of two parts:

- *Part 1: General information and use case definition*
- *Part 2: Standardized process implementation requirements, Registration Authority*

The standardized RMI terminology is contained in a so-called 'Digital Annex' that is maintained and published by the CEN-appointed Registration Authority.

Introduction

This set of standards includes the requirements to be fulfilled by Repair and Maintenance Information (RMI) systems as applied by the European Commission — Enterprise and Industry Directorate-General, Consumer goods — Automotive industry EC mandate M/421[5], dated Brussels, 21 January 2008.

This mandate relates to the EC type-approval system for vehicles falling into the scopes of Directives 70/156/EEC (replaced by 2007/46/EC [8]), 2002/24/EC [6] and 2003/37/EC [7] and, in particular, to requirements for access to vehicle repair and maintenance information by independent operators.

This International Standard only covers access to automotive repair and maintenance information for light passenger and commercial vehicles (see NOTE 1) and heavy duty vehicles (see NOTE 2) based on Directive 70/156/EEC (replaced by 2007/46/EC [8]).

The purpose of the EC Mandate M/421 is to develop a standard or set of standards which specify the requirements to provide standardized access to automotive repair and maintenance information (RMI) for independent operators.

The information included in this part of ISO 18541 derives from the legislative requirements on European level in the field of RMI and related security requirements and can be referenced by legislation in other countries.

NOTE 1 Regulation (EC) No 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 and Commission Regulation (EC) No 692/2008 of 18 July 2008 implementing and amending Regulation (EC) No 715/2007 of the European Parliament and of the Council 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 and amending Commission Regulation (EU) No 566/2011 of 8 June 2011 amending Regulation (EC) No 715/2007 of the European Parliament and of the Council and Commission Regulation (EC) No 692/2008 as regards access to vehicle repair and maintenance information.

NOTE 2 Regulation (EC) No 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information, Commission Regulation (EU) No 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI), and Commission Regulation (EU) No 64/2012 of 23 January 2012 amending Regulation (EU) No 582/2011 implementing and amending Regulation (EC) No 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI).

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

Part 1: General information and use case definition

1 Scope

This part of ISO 18541 provides a general overview and structure of each part of ISO 18541. It also specifies use cases related to repair and maintenance information (RMI) systems in order to standardize the access to RMI for independent operators.

This part of ISO 18541 also describes the use cases applicable to the standardized access to automotive RMI. The use cases address real world scenarios (e.g. servicing vehicles) in regard to the information access necessary to perform vehicle roadside assistance, inspection, diagnosis, repair and maintenance, including the updating and replacement of Electronic Control Units (ECU).

The RMI systems used by personnel to perform the services consist of:

- a Web-based system, which provides access to RMI needed to perform the service(s);
- contact information for specific RMI;
- a security framework to protect access to security related RMI.

This part of ISO 18541 provides an overview of the entire standard and how it applies to the automotive industry.

This part of ISO 18541 is applicable to light passenger and commercial vehicles as defined in regulation (EC) 715/2007 Article 2.^[15]

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 18541-2, *Road vehicles — Standardized access to automotive repair and maintenance information (RMI) — Part 2: Technical requirements*

3 Terms, definitions, symbols and abbreviated terms

3.1 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1.1

access level

level of access to RMI which is either relevant to security or not relevant to security

EXAMPLE One might consider an access to RMI relevant to security and another one to RMI not relevant to security. They represent two different access levels.