



Request to postpone L-category
in OTA requirements

15 March 2018

Introduction and request

- **The Cyber Security and Over-the-air Task Force**, subgroup of the IWG on ITS/AD of WP.29 participants include:
 - Contracting parties
 - FIA, CITA, ITU, OICA and CLEPA.
- In November 2017, WP.29 decided to develop a UN Regulation proposal by June 2018, instead of Recommendations / Guideline
- Scope: includes wire connections.
- Scope was broadened/clarified to include L-category.

1. Scope

- 1.1. This Regulation applies to vehicles of the categories M, N, O, T, R, S and L to which it is possible to apply software updates ~~may be applied~~.

- **IMMA requests to postpone /exempt L-category in TF work on Over the Air and Wire Connection**
 - Meanwhile, IMMA will start consideration of specifics for L-category.

Justification

- TF OTA includes over the air update and wire connections, progress is heavily based on four-wheeler application.
- Examples of specific two-wheeler aspects so far not considered:
 - Application of PTWs may be *primarily in authorised dealer*, using *wire connection* and supported with *power from outside source*. (Current requirement states need for sufficient battery power).
 - Requirement of a *display to inform the driver on the update*. This is not needed if updates take place only through authorized dealer.
 - Requirements related to *movement of the vehicle for OTA* are not applicable if application is only by wire connection at the authorised dealer
- ToR of TF refer to ‘technically and economically feasible and adapted to technical progress’.
 - Few (OTA) software update application solutions on motorcycles applicable today

Thank you

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