

QUESTION LIST FROM VDS INFORMAL-GROUP
(GRSG informal group on Vehicle Degradation Systems)
Regulation No. 97

1. Introduction

After several meetings of the informal-group, it appears that improvement of the basic document (TRANS/WP29/GRSG/2003/26) does not progress as fast as expected. The discussions arrived to a point where new decisions on the objectives are needed. The experts hence decided to find answers to the following basic questions before continuing to amend the original document.

2. Questions to GRSG (Politics)

Current situation is not clear, and the informal-group would like to request guidance from GRSG on the following items:

- 2.1. What is the basic goal of VDS?
- 2.2. What does GRSG think of the fact that the provisions of an optional system are specified under the 1958 Agreement?
- 2.3. If a VDS is part of a vehicle according to this draft regulation ,will it contradict Vienna Convention? Reference to the correct clause of the Vienna Convention is needed.
- 2.4. Human right / data protection rules / user privacy.
- 2.5. Is it possible to create a regulation focusing on remote immobilisers only?
- 2.6. Who are the authorized persons/authorities to activate the system? What is the evidence requiring to distinguish authorized users from unauthorized users?
- 2.7. Remote immobilizer:
 - 2.7.1. For what concerns the remote control, what is the difference between a remote immobilizer and an immobilizer based on the ECE requirements for immobilizers?
 - 2.7.2. Should a person other than the driver (including the person who last drove the car) be allowed to operate the remote system of the vehicle?

- 2.7.3. On what conditions of the vehicle can the person be allowed to operate it (motor stop, side door latches, 0 km/h for 10 minutes or more, etc.)?
- 2.8. Misuse of the system. What if VDS capabilities are used for terrorism (challenge respond – electronic handshake), kidnapping, etc.
- 2.9. Does a VDS have to conform to the same operation rules as other electronically operated devices as agreed in GRs (GRRF/GRE/GRSP/GRPE/GRB), e.g. steering systems, electronic braking system? (It is requested that GRSG answers this question individually regarding the functions of maximum speed limit and restart prevention.)
- 2.10. Budgeting of the system.
- 2.11. Legal responsibility:
 - a. Who is responsible in case of accident?
 - b. Who is responsible in case of misuse?
 - c. Who is responsible in case of misfitting (aftermarket)?
- 2.12. Request for figures (theft modes – modus operandi) from Governments/NGOs.
- 2.13. Necessity of maximum speed limit (necessary, to be enjoined, optional). Why is the maximum speed limit necessary?
- 2.14. How will the operation outside the service area of cell phones be discussed?

3. Questions to the informal group (technique)

In the same way as above, the group questions some technical limits of the existing and future systems. The group agreed to face the following issues:

- 3.1. Could a remote system influence a (CAN/VAN) BUS system and all electronic systems.
 - 3.2. Are activating codes really safe?
 - 3.3. Problem of discrimination of one vehicle among the fleet.
 - 3.4. Misuse of the system.
 - 3.5. Criteria for de-activation.
 - 3.6. What will be the technical challenges in order to secure confidence in the system under the testing conditions?
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