

Monitoring Devices for Overall Fitness of Drivers

www.fitdrive.eu



Newsletter
26/11/2024

Latest News

**CALL FOR AMENDMENT TO
REGULATION (EU)2018/858
WHICH GOVERNS DATA
AVAILABILITY IN HCVS**

*Sign the attached petition
to make data available
,whose use can lead to a
significant increase in road
safety!*

Regulation (EU) 2018/858 mandates vehicle manufacturers to provide standardized and unrestricted access to certain data via the OBD port for independent operators. However, the regulation only requires access to data related to vehicle repair, maintenance, and emissions, limiting broader vehicle performance information from being included. FitDrive highlights that there are additional relevant data available through the HCV CAN bus, such as fuel consumption, brake pressure, gear position, and idle time, which could be easily accessed via the OBD port if required by regulation. (See the next page)



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 953432

The FitDrive project (fitdrive.eu) aims to enhance driving safety by advocating for the standardization of vehicle data accessibility, particularly for heavy commercial vehicles (HCVs). A key challenge identified during the project was the difficulty in accessing vital vehicle performance data, such as brake pedal position, accelerator pedal position, and steering wheel position, through the On-Board Diagnostics (OBD) port. While a project partner was able to access this information directly from the vehicle's Control Area Network (CAN) Bus, FitDrive argues that making this data available through the OBD port would benefit society broadly.

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Access to this broader dataset would offer significant social and environmental benefits and lead to an enhanced transport safety culture in the EU. Transport operators, training organizations, and drivers themselves could use this data to improve driving behaviour, reduce fuel consumption, and lower carbon emissions. Additionally, the data could enhance road safety by identifying risky driving behaviours, such as excessive brake pedal pressure, allowing for early interventions that reduce accident risks.

The FitDrive Consortium advocates for the European Commission to expand Regulation (EU) 2018/858 to include the additional vehicle data outlined in Table 1. Doing so would promote standardization, improve road safety, and support environmental goals by making vital vehicle performance data more accessible.



FitDrive system tested on Trucks in Spain



Vehicle parameters typically available on the CAN bus, proposed for inclusion in Regulation (EU) 2018/858

Flags	Ignition	Key inserted	Webasto
Engine working	Ready to drive (READY)	Engine is working on CNG	Vehicle working mode
Handbrake	Footbrake	Clutch	Status of the hazard warning lights switch
Front/rear left/right door	Trunk cover	Charging cable connected	HV battery charging
Electric engine working	Car has been closed using original remote or module command	Central locking status	Emulated alarm
Original remote - CLOSE/OPEN	The original remote of the car - Rearming	Original remote - 3x arm	Car locked with keyless function / original remote / regular key
Parking	Reverse/Neutral/Drive	Engine is working on dual fuel	Sidelights
Dipped headlights	Full beam headlights	Rear/front fog lights	Rear light ON
AC turned on	Cruise control	Automatic/Manual retarder	Driver's seat belt
PTO	Front/rear differential locker	Central differential (4HI) locker	Central differential with reductor (4LO) locker
CHECK ENGINE (MIL)	ABS	Electronics Stability Control (ESP)	Electronic stability program off (ESP OFF)
Oil pressure / level	Coolant temperature / level	Battery charging	Hand brake system indicator
AIRBAG	Warning	Lights failure	Low tire pressure
Low fuel	Glow plug indicator	Particulate filter (FAP/DPF)	Low AdBlue level
Low CNG level	Total engine work time (dashboard)	Total engine work time (counted)	Total mileage of the vehicle (dashboard)
Vehicle mileage - (counted)	Total fuel consumption	Total fuel consumption (counted)	Fuel level (in percent/litres)
Engine speed (RPM)	Engine temperature	Vehicle speed	Axle 1/2/3/4/5 load
AdBlue level (in percent)	Acceleration pedal position	Engine torque	Retarder torque
Distance to service	Distance exceed service	Time to service	Time exceed service
VIN number	HV battery level	Outside temperature	Battery voltage
Cargo weight	Total CNG use	Total CNG consumption - (counted)	CNG level (in percent/bars)
Vehicle range	Gross comb. vehicle weight	Vehicle's range on HV battery	Brake pedal position
Time to the end of the HV battery charge	Trailer axle 1/2/3/4 load	Left/right front tire pressure of the trailer axle 1/2/3/4	Engine work time on CNG
Trailer VIN number	Trailer axle load sum	Total LNG use	Total LNG use (counted/percent)
Engine work time on primary/dual fuel since gas system has been installed	Engine oil temperature	Data read from the tachograph	Tacho Level 1



An editable version of the petition is available at
<http://www.aipss.it/documents/Petition-2018-858.docx>



Please print this letter on your organisation's head paper, sign and send back to the address below, plus a scan copy to: admin@epda.ie, (remember to delete the part highlighted in yellow)

EPDA
Unit 18H Rosemount Park Drive
Rosemount Business Park
Ballycoolin
Dublin 11
D11 EFR5
Ireland

European Commission
Brussels
Belgium

... December 2024

**Re: Vehicle Telemetry Information, Accessibility of data
Regulation (EU) No 858 of 2018**

Dear Commissioners

As a transport undertaking, vehicle information is a critical element of data required by our business and any efforts to make such information more accessible has our full support.

We support the amendment proposed by the FitDrive consortium to Regulation (EU) No 858 of 2018.

Yours sincerely

[Signatory]

[Position]

[Organisation]



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