

# OASIS TECHNICAL COMMITTEE

## FORMAT OF AUTOMOTIVE REPAIR INFORMATION

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### JAMA Comments on SC1-D2

#### Document Control

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TC-xxx	General TC documents
SC1-xxx	Documents for sub-committee 1 – Use Cases and Requirements
SC2-xxx	Documents for sub-committee 2 – Architecture and Specification
SC3-xxx	Documents for sub-committee 3 – Terminology and Vocabulary
SC4-xxx	Documents for sub-committee 4 – Accessibility

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1.0	First version

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## 1. JAMA Statement

An analysis of service-related data of JAMA members produced the following results:

- 1) Different companies use different data formats
- 2) None of the companies used a standard data format throughout their firm, i.e. the repair manual would have a different data format to other manuals, etc.
- 3) There was also a lack of consistency in the way that manuals are issued : some companies include “repair/servicing, fault diagnosis, wiring diagrams” in a single volume for each model and year, whilst other produce “servicing”, “fault diagnosis” and “wiring diagrams” in separate publications.
- 4) Some companies do not include the model year.

From the foregoing, it can be concluded that integration of all Service Information Elements (diagnosis / inspection / service unit tasks) relating to emissions into a single data format is not feasible at present.

Moreover, from the viewpoint of general service personnel, it would be beneficial in practical terms if they could access information relating to all automobile firms, from a single starting point.

## 2. Response

JAMA’s response is as follows.

### 2.1 Entrance and levels

The entry point is standardized using RDF, or the like.

#### First level

Company name, model name, model year : VIN No.

(Single point of access to emissions information for all automobile manufacturers. Therefore, items such as automobile firm IDs, etc., must be standardized)

#### Second level

Manual name list

Model information (country of manufacture, no. of doors, engine type, etc. → this is simply model information; items identifying the SIE are not used. Attribution only.

\* See Note 1)

\* If a manual name is selected, then the system starts to search the contents for that manual, via the Internet address of the manual, or the like. This search uses the particular search path and data format of the relevant company.

### 2.2 Standardization of manual names

In order to eliminate instances of different publication formats, or use of different names, between manufacturers, the manual names used in the search operation at the second level are standardized so that they are readily recognized by general service personnel. However, the actual manual names will continue to be those used currently in each company.

## 2.3 Data format

The data format adopted will allow information to be displayed on an Internet-compatible viewer (e.g. Internet Explorer, Acrobat Reader, etc.)

## 2.4 Models for which information can be disclosed

Information for vehicles fitted with OBD II, considering main provisions of OBD II certification requirements.

## 2.5 Disclosable manuals

Due to differences in manual names and publication methods between different companies, it is not possible to list the names of the individual manuals which can be disclosed, but in general terms, "Emissions inspection, diagnosis and service manuals" shall be disclosable.

## 2.6 Exceptions to disclosure

Data not to be disclosed (material)	Reason for non-disclosure
Job Time information	Job Time information is used when an affiliated dealer requests a warranty of the vehicle manufacturer. This information does not relate to emissions.
Owner's manual	Contains detailed information on servicing. Not required.
Body repair manual	This manual is used in panel and paint shops and does not contain any information relating to emissions.
Parts catalogue	After diagnosis and inspection, the repairer will have the faulty part(s) to hand, and can still order and obtain parts by the conventional method. This poses no problems in repair-related administration tasks.
Training material	This material is designed for use in courses, and is not adequate for accurate inspection and servicing. Similar information is also given in detail in the service manual.
Fault diagnosis protocol	This information is used by diagnostic equipment manufacturers to create diagnostics software. Since faults are diagnosed by the equipment, service personnel are able to repair a vehicle without accessing to this information.

## 2.7 Items requiring separate study of disclosure method and operating method

Immobiliser / security information	<p>In order to protect these functions, this information cannot be disclosed over the Internet to anyone who is not formally contracted to an automobile manufacturer.</p> <p>Therefore, methods such as the following must be studied for cases where it is necessary to cancel the security features of a car brought in for servicing:</p> <ol style="list-style-type: none"> <li>1) setting up of an enquiry body on manufacturer side</li> <li>2) investigation of methods for verifying service personnel</li> </ol>
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\* Note 1 : Since current manuals describe all types and specifications for one model, it is not possible for a general repairer to select service-related information only for a particular vehicle that has been brought in (since distinctions are made during the service procedure, depending on different equipment specifications). If service-related information were to be divided up according to individual specifications, this would result in hundreds and hundreds of different combinations, leading to loss of working time during the information search process.