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Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV)

Part 6: Regulated applications

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National foreword

This British Standard is the UK implementation of ISO 15638-6:2014. It supersedes PD ISO/TS 15638-6:2013 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee EPL/278, Intelligent transport systems.

A list of organizations represented on this committee can be obtained on request to its secretary.

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INTERNATIONAL STANDARD

ISO 15638-6

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Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) —

Part 6: Regulated applications

Systèmes intelligents de transport — Cadre pour applications télématiques collaboratives pour véhicules de fret commercial réglementé (TARV) —

Partie 6: Applications réglementées

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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

The committee responsible for this document is ISO/TC 204, *Intelligent transport systems*.

This first edition cancels and replaces ISO/TS 15638-6:2013.

ISO 15638 consists of the following parts, under the general title *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV)*:

— *Part 1: Framework and architecture*

— *Part 2: Common platform parameters using CALM*

— *Part 3: Operating requirements, 'Approval Authority' procedures, and enforcement provisions for the providers of regulated services*

— *Part 5: Generic vehicle information*

— *Part 6: Regulated applications*

— *Part 7: Other applications*

— *Part 8: Vehicle access management and monitoring*

— *Part 9: Remote electronic tachograph monitoring (RTM)*

— *Part 10: Emergency messaging system/eCall (EMS)*

— *Part 11: Driver work records*

— *Part 12: Vehicle mass monitoring*

— *Part 14: Vehicle access control*

— *Part 15: Vehicle location monitoring*

— *Part 16: Vehicle speed monitoring*

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— *Part 17: Consignment and location monitoring*

— *Part 18: ADR (Dangerous Goods) transport monitoring (ADR)*

— *Part 19: Vehicle parking facilities (VPF)*

The following parts are under preparation:

— *Part 4: System security requirements*

— *Part 13: Mass Penalties and Levies (VMC)*

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Introduction

Many ITS technologies have been embraced by commercial transport *operators (4.43)* and freight owners, in the areas of fleet management, safety and security. *Telematics (4.54)* applications have also been developed for governmental use. Such regulatory services in use or being considered vary from *jurisdiction (4.37)* to *jurisdiction*, but include electronic on-board recorders, collection of penalties and levies, digital *tachograph (4.53)*, on-board *mass (4.41)* monitoring, vehicle *access (4.1) methods*, hazardous goods tracking and eCall *(4.27)*. Additional applications with a regulatory impact being developed include, fatigue management, speed monitoring, and measurement of *mass*, location, distance, and time.

In such an emerging environment of regulatory and *commercial applications (4.18)*, it is timely to consider an overall *architecture (4.12)* (business and functional) that could support these functions from a single platform within a commercial freight vehicle that operate within such regulations. International Standards will allow for a speedy development and *specification (4.52)* of new applications that build upon the functionality of a generic specification platform. A suite of standards deliverables is required to describe and define the *framework (4.30)* and requirements so that the on board equipment and back office systems can be commercially designed in an open market to meet common requirements of *jurisdictions (4.37)*.

This International Standard addresses and defines the *framework (4.30)* for a range of cooperative *telematics (4.54)* applications for *regulated commercial freight vehicles (4.47)*, such as *access methods (4.2)*, driver *f*atigue management, speed monitoring, and on-board *mass (4.41)* monitoring. The overall scope includes the concept of operation, legal and regulatory issues, and the generic cooperative provision of services to *regulated commercial freight vehicles*, using an on-board ITS platform. The *framework* is based on a (multiple) *service provider (4.50)* oriented approach with provisions for the *approval (4.10)* and *auditing (4.13)* of *service providers*.

This International Standard

— provides the basis for future development of cooperative *telematics (4.54)* applications for *regulated commercial freight vehicles (4.47)*. Many elements to accomplish this are already available. Existing relevant standards will be referenced, and the *specifications (4.52)* will use existing standards (such as *CALM*) wherever practicable,

— allows for a powerful platform for highly cost-effective delivery of a range of *telematics* applications for *regulated commercial freight vehicles*,

— provides a business *architecture (4.12)* based on a (multiple) *service provider (4.50)* oriented approach, and

— addresses legal and regulatory aspects for the *approval (4.10)* and *auditing (4.13)* of *service providers.*

This International Standard is timely as many governments (Europe, North America, Asia, and Australia/New Zealand) are considering the use of *telematics (4.54)* for a range of regulatory purposes. Ensuring that a single in-vehicle platform can deliver a range of services to both government and industry through open standards and competitive markets is a strategic objective.

This part of ISO 15638 provides general *specifications (4.52)* for communications and data exchange aspects of candidate *regulated applications (4.45)* which are specified in ISO 15638-8 to ISO 15638-19 (at the time of developing this part of ISO 15638, but further parts may be added later if a requirement for additional regulated applications to be standardized are identified), the selection and implementation for all or any of which remain a decision for the implementing *jurisdiction (4.37)*.

NOTE 1 The definition of what comprises a 'regulated' vehicle is regarded as an issue for national decision and might vary from *jurisdiction (4.37)* to *jurisdiction*. This International Standard does not impose any requirements on nations in respect of how they define a *regulated vehicle (4.47)*.

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NOTE 2 The definition of what comprises a 'regulated' service is regarded as an issue for national decision, and might vary from *jurisdiction (4.37)* to *jurisdiction*. This International Standard does not impose any requirements on nations in respect of which services for *regulated vehicles (4.47) jurisdictions* will require, or support as an option, but will provide standardized sets of requirements descriptions for identified services to enable consistent and cost efficient implementations where implemented.

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Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) —

Part 6: Regulated applications

1 Scope

This part of ISO 15638 specifies the common roles and responsibilities of actors providing *regulated application (4.45)* systems which use *TARV* to provide *regulated application services (4.46)* for *regulated commercial freight vehicles (4.47)* and the interoperability of key operational steps and actions required to support all *TARV regulated application service* systems.

This part of ISO 15638 specifies the general conditions for data exchanges between an *application service provider (4.7)* and vehicle *IVS (4.32)*, and from other *ITS-stations (4.34)* to the *IVS* of the *regulated commercial freight vehicle (4.47)*, and specifies generic data concepts for identified services, but it does not define the detailed aspects of the *application services (4.6)* or their implementation (application specific aspects being defined in ISO 15638-8 to ISO 15638-19 for each identified application service).

This part of ISO 15638 addresses the general and common requirements for the provision of *regulated application services (4.46)* that require data in addition to, or instead of, *basic vehicle data (4.16)* and *core application data (4.23)* (application specific aspects being defined in ISO 15638-8 to ISO 15638-19 for each identified application service).

The scope of this part of ISO 15638 is to provide common aspects of *specifications (4.52)* for communications and data exchange aspects of identified *application services (4.6)* (as defined in ISO 15638-8 to ISO 15638-19) that a *regulator (4.38)* may elect to require or support as an option, including

a) high-level definition of the service that a *service provider (4.50)* has to provide [the service definition describes common service elements; but does not define the detail of how such an *application service (4.6)* is instantiated, not the acceptable value ranges of the data concepts defined],

b) means to realize the service, and

c) application data common to all parts as defined in ISO 15638-8 to ISO 15638-19, naming content and quality that an *IVS (4.32)* has to deliver.

The definition of what comprises a 'regulated' service is regarded as an issue for national decision and may vary from *jurisdiction (4.37)* to *jurisdiction*. This International Standard does not impose any requirements on nations in respect of which services for *regulated commercial freight vehicles jurisdictions* will require, or support as an option, but provides standardized sets of requirements descriptions for identified services to enable consistent and cost efficient implementations where instantiated.

ISO 15638 has been developed for use in the context of regulated commercial freight vehicles [hereinafter referred to as 'regulated vehicles' *(4.47)*]. There is nothing however to prevent a jurisdiction extending or adapting the scope to include other types of regulated vehicles, as it deems appropriate.

2 Conformance

Requirements to demonstrate conformance to any of the general provisions or specific *application services (4.6)* described in this part of ISO 15638 shall be within the regulations imposed by the *jurisdiction (4.37)* where they are instantiated. Conformance requirements to meet the provisions of

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this International Standard are therefore deemed to be under the control of, and to the specification of, the *jurisdiction* where the *application service*(s) is/are instantiated.

3 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 14816, *Road transport and traffic telematics — Automatic vehicle and equipment identification — Numbering and data structure*

ISO 15638-1, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 1: Framework and architecture*

ISO 15638-2, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 2: Common platform parameters using CALM*

ISO 15638-3, *Intelligent transport systems — Framework for collaborative telematics applications for regulated commercial freight vehicles (TARV) — Part 3: Operating requirements, 'Approval Authority' procedures, and enforcement provisions for the providers of regulated services*

ISO/TS 15638-4:—[1)], *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 4: System security requirements*

ISO 15638-5, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 5: Generic vehicle information*

ISO 15638-8, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 8: Vehicle access management and monitoring*

ISO/TS 15638-9, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 9: Remote electronic tachograph monitoring (RTM)*

ISO/TS 15638-10, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 10: Emergency messaging system/eCall (EMS)*

ISO 15638-11, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 11: Driver work records*

ISO 15638-12, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 12: Vehicle mass monitoring*

ISO 15638-13:—[1)], *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 13: Mass Penalties and Levies (VMC)*

ISO 15638-14, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 14: Vehicle access control*

ISO 15638-15, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 15: Vehicle location monitoring*

ISO 15638-16, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 16: Vehicle speed monitoring*

ISO 15638-17, *Intelligent transport systems — Framework for cooperative telematics applications for regulated vehicles (TARV) — Part 17: Consignment and location monitoring*

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ISO/TS 15638-18, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 18: ADR (Dangerous Goods) transport monitoring (ADR)*

ISO/TS 15638-19, *Intelligent transport systems — Framework for collaborative Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 19: Vehicle parking facilities (VPF)*

ISO 17262, *Intelligent transport systems — Automatic vehicle and equipment identification — Numbering and data structures*

ISO 24534-3, *Intelligent transport systems — Automatic vehicle and equipment identification — Electronic registration identification (ERI) for vehicles — Part 3: Vehicle data*

ISO/TS 26683-1, *Intelligent transport systems — Freight land conveyance content identification and communication (FLC-CIC) — Part 1: Context, architecture and referenced standards*

ISO/TS 26683-2, *Intelligent transport systems — Freight land conveyance content identification and communication (FLC-CIC) — Part 2: Application interface profiles*

4 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 15638-1 and the following apply.

4.1
access
admittance, entry, permit to use the road network and/or associated infrastructure (bridges, tunnels etc.)

4.2
access methods
procedures and protocols to provision and retrieve data

4.3
access monitoring
observation and recording of vehicle related data when using the road network and/or associated infrastructure (bridges, tunnels etc.)

4.4
Accord européen relatif au transport international des marchandises Dangereuses par Route
ADR
UNECE regulations and declaration systems for agreements relating to dangerous goods/hazardous goods

4.5
app
small (usually) Java™[2)] applets, organized as software bundles, that support *application services (4.6)* by keeping the *data pantry (4.24)* of the *IVS(4.32)* provisioned with up to date data

4.6
application service
service provided by a *service provider (4.50)* enabled by accessing data from the *IVS (4.32)* of a *regulated vehicle (4.47)* through a wireless communications network

4.7
application service provider
ASP
party that provides an *application service (4.6)*

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4.8
app library
separately secure area of memory in *IVS (4.32)* where apps are stored, with different access controls to *data pantry (4.24)*

4.9
application service data file
ASD file
file held in the *data pantry (4.24)* of the *IVS (4.32)* containing data specific to an *application service (4.6)*

4.10
approval
formal affirmation that an applicant has satisfied all the requirements for appointment as an *application service provider (4.7)* or that an application service delivers the required service levels

4.11
approval authority (regulatory)
organization (usually independent) which conducts *approval (4.10)* and on-going *audit (4.13)* for *service providers (4.50)* on behalf of a *jurisdiction (4.37)*

4.12
architecture
formalized description of the design of the structure of *TARV* and its *framework (4.30)*

4.13
audit
auditing
review of a party's capacity to meet, or continue to meet, the initial and on-going approval agreements as a *service provider (4.50)*

4.14
auditor
person or organization approved to *audit (4.13)* parts of a *regulated application service (4.46)* by an approval *authority (regulatory) (4.11)*

4.15
authentication
function intended to establish and verify a claimed identity

4.16
basic vehicle data
data that shall be maintained/provided by all *IVS (4.32)*, regardless of *jurisdiction (4.37)*

4.17
communications access for land mobiles
CALM
layered solution that enables continuous or quasi continuous communications between vehicles and the infrastructure, or between vehicles, using such (multiple) wireless telecommunications media that are available in any particular location, and which have the ability to migrate to a different available media where required and where media selection is at the discretion of *user (4.55)* determined parameters, by using a suite of International Standards based on ISO 21217 (*CALM* architecture) and ISO 21210 (*CALM* networking), that provide a common platform for a number of standardized media using *ITS-stations (4.34)* to provide wireless support for applications, such that the application is independent of any particular wireless medium

4.18
commercial application(s)
ITS applications in *regulated vehicles (4.47)* for commercial (non-regulated) purposes

EXAMPLE Asset tracking, vehicle and engine monitoring, cargo security, driver management etc.

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4.19
consignment
shipment of goods/cargo to a destination

4.20
consignment and location monitoring
CLM
collection, collation, and transfer of data from an *in-vehicle system (4.32)* to an *application service provider (4.7)* concerning the content of the load being carried and/or its condition and/or location

4.21
conveyance
vehicle or trailer used transport from one place to another

4.22
cooperative ITS
C-ITS
ITS applications for both regulatory and commercial purposes that require the exchange of data between uncontracted parties using multiple *ITS-stations (4.34)* communicating with each other and sharing data with other parties with whom they have no direct contractual relationship to provide one or more *ITS services (4.33)*

4.23
core application data
core data
basic vehicle data (4.16) plus any additional data required to provide an implemented *regulated application service (4.46)*

4.24
data pantry
secure area of memory in *IVS (4.32)* where data values are stored, with different access controls to *app library (4.8)*

4.25
driver
person driving the *regulated vehicle (4.47)* at any specific point in time

4.26
driver work records
DWR
collection, collation, and transfer of *driver (4.25)* work and rest hours data from an *in-vehicle system (4.32)* to an *application service provider (4.7)*

4.27
eCall
specialized instantiation of an *EMS (4.28)* that provides incident messaging and communication with a public service assistance point through priority wireless telephone communications using its emergency call capabilities

4.28
emergency message system
EMS
collection, collation, and transfer of emergency message data from an *in-vehicle system (4.32)* to an *application service provider (4.7)*

4.29
facilities
layer that sits on top of the communication stack and helps to provide data interoperability and reuse, and to manage applications and enable dynamic real time loading of new applications

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4.30
framework
particular set of beliefs, or ideas referred to in order to describe a scenario or solve a problem

4.31
host management centre
central point for *TARV-ROAM* management of *TARV* applications executing on the *TARV-ROAM* host; *HMC* enables remote management of vehicle applications by a trusted party

4.32
in-vehicle system
IVS
ITS-station (4.34) and connected equipment on board a vehicle

4.33
ITS service
communication functionality offered by an *ITS-station (4.34)* to an *ITS-station* application

4.34
ITS-station
ITS-s
entity in a communication network, comprised of application, *facilities (4.29)*, networking and access layer components specified in ISO 21217 that operate within a bounded secure management domain

4.35
IVS installer
actor who installs *IVS (4.32)* on behalf of the vehicle manufacturer or the initial *prime service provider (4.44)*

4.36
IVS maintainer
actor who maintains *IVS (4.32)* on behalf of the *prime service provider (4.44)*

4.37
jurisdiction
government, road, or traffic authority which owns the *regulatory applications (4.45)*

EXAMPLE Country, state, city council, road authority, government department (customs, treasury, transport), etc.

4.38
jurisdiction regulator
regulator
agent of the *jurisdiction (4.37)* appointed to regulate and manage *TARV* within the domain of the *jurisdiction*; may or may not be the *approval authority (regulatory) (4.11)*

4.39
local data tree
LDT
frequently updated data concept stored in the on on-board *data pantry (4.24)* containing a collection of data values deemed essential for either a) *TARV regulated application service (4.46)*, or b) *cooperative intelligent transport systems (4.22)*

4.40
map
spatial dataset that defines the road system

4.41
mass
mass of a given heavy vehicle as measured by equipment affixed to the *regulated vehicle (4.47)*

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4.42
'mass' information for jurisdictional control and enforcement
MICE
MRC
collection, collation, and transfer of *vehicle mass (4.41)* data from an *in-vehicle system (4.32)* to an applic*ation service provider (4.7)* to enable data provision to *jurisdictions (4.37)* for the control and management of equipped vehicles based on the mass of the *regulated vehicle (4.47)* or use of such data to enable compliance with the provisions of regulations

4.43
operator
fleet manager of a *regulated vehicle (4.47)*

4.44
prime service provider
service provider (4.50) who is the first contractor to provide *regulated application services (4.46)* to the *regulated vehicle (4.47)*, or a nominated successor on termination of that initial contract; the *prime service provider (4.44)* is also responsible to maintain the installed *IVS (4.32)*; if the *IVS* was not installed during the manufacture of the vehicle, the *prime service provider* is also responsible to install and commission the *IVS (4.32)*

4.45
regulated application
regulatory application
application arrangement using TARV utilised by *jurisdictions (4.37)* for granting certain categories of commercial vehicles rights to operate in regulated circumstances subject to certain conditions, or indeed to permit a vehicle to operate within the *jurisdiction*; may be mandatory or voluntary at the discretion of the *jurisdiction*

4.46
regulated application service
TARV application service to meet the requirements of a regulated application that is mandated by a regulation imposed by a *jurisdiction (4.37)*, or is an option supported by a *jurisdiction*

4.47
regulated commercial freight vehicle
regulated vehicle
vehicle that is subject to regulations determined by the *jurisdiction (4.37)* as to its use on the road system of the *jurisdiction* in regulated circumstances, subject to certain conditions, and in compliance with specific regulations for that class of regulated vehicle; at the option of *jurisdictions*; this may require the provision of information through *TARV* or provide the option to do so

4.48
regime for open application management
ROAM
facilities (4.29) layer for *TARV*, within the ISO 15638 suite of standards deliverables, providing an open access, yet secure runtime environment for *TARV* and other applications, including cooperative vehicle applications, on top of the *CALM* communications environment

4.49
remote tachograph monitoring
RTM
collection, collation, and transfer of data from an on-board electronic *tachograph (4.53)* system to an *application service provider (4.7)*

4.50
service provider
party which is approved by an *approval authority (regulatory) (4.11)* as suitable to provide regulated or commercial ITS *application services (4.6)*

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4.51
session
wireless communication exchange between the *ITS-station (4.34)* of an *IVS (4.32)* and the *ITS-station* of its *application service provider (4.7)* to achieve data update, data provision, upload apps, or otherwise manage the provision of the *application service (4.6),* or a wireless communication provision of data to the *ITS-station* of an *IVS (4.32)* from any other *ITS-station*

4.52
specification
explicit and detailed description of the nature and functional requirements and minimum performance of equipment, service or a combination of both

4.53
tachograph
sender unit mounted to a vehicle gearbox, a tachograph head and a digital driver card, which records the *regulated vehicle (4.47)* speed and the times at which it was driven and aspects of the *driver's (4.25)* activity selected from a choice of modes

4.54
telematics
use of wireless media to obtain and transmit (data) from a distant source

4.55
user
individual or party that enrols in and operates within a regulated or *commercial application (4.18) service (4.6)*

EXAMPLE *Driver (4.25),* transport *operator (4.43),* freight owner, etc.

4.56
vehicle access control
VAC
control of *regulated vehicles (4.47)* ingress to and egress from controlled areas and related systems

4.57
vehicle access management
VAM
monitoring and management of *regulated vehicles (4.47)* approaching or within sensitive and controlled areas

4.58
vehicle location monitoring
VLM
collection, collation, and transfer of vehicle location data from an *in-vehicle system (4.32)* to an *application service provider (4.7)*

4.59
vehicle parking facility
VPF
parking facility for regulated and other commercial vehicles that meets the requirements of the local *jurisdiction (4.37)* in its ability and associated administration and management esp. often to provide safe and secure parking for regulated and other commercial vehicles

4.60
vehicle mass monitoring
VMM
collection, collation, and transfer of vehicle *mass (4.41)* data from an *in-vehicle system (4.32)* to an *application service provider (4.7)*

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