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**Road vehicles — Tachograph systems —  
Part 6:  
Diagnostics**

*Véhicules routiers — Systèmes tachygraphes —  
Partie 6: Diagnostic*

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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](http://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](http://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](#).

This second edition cancels and replaces the first edition (ISO 16844-6:2004), which has been technically revised.

The committee responsible for this document is ISO/TC 22, Road vehicles, Subcommittee SC 3, Electrical and electronic equipment.

ISO 16844 consists of the following parts, under the general title *Road vehicles — Tachograph systems*:

- Part 1: *Electrical connectors*
- Part 2: *Electrical interface with recording unit*
- Part 3: *Motion sensor interface*
- Part 4: *CAN interface*
- Part 5: *Secured CAN interface*
- Part 6: *Diagnostics*
- Part 7: *Parameters*

## Introduction

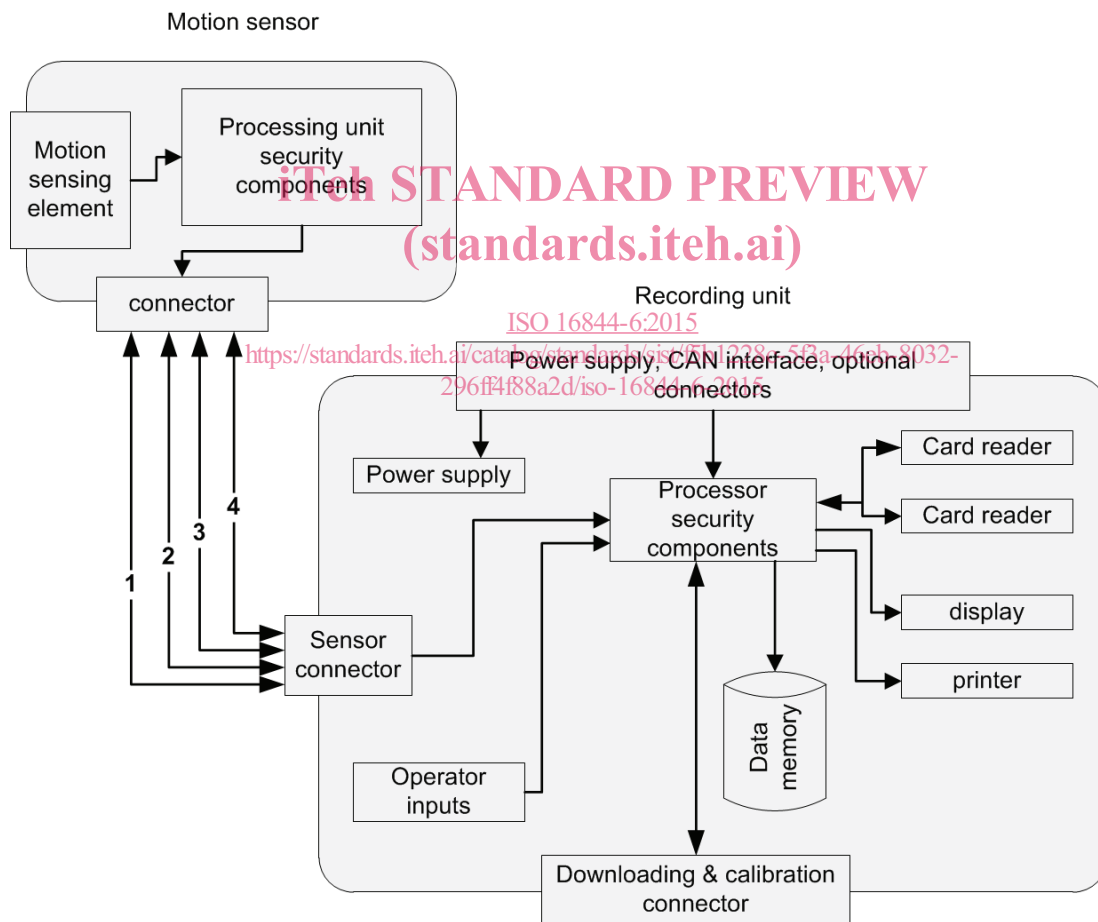
This International Standard supports and facilitates the communication between electronic control units and a tachograph. The tachograph is based upon the European Council Regulation (EC) No 561/2006<sup>[3]</sup> and (EEC) No 3821/85<sup>[4]</sup> as last amended.

The digital tachograph concept is based upon an RU storing data, related to the activities of the various drivers driving the vehicle, on which it is installed.

During the normal operational status of the RU, data stored in its memory are accessible to different entities (drivers, authorities, workshops, transport companies) in different ways (displayed on a screen, printed by a printing device, downloaded to an external device). Access to stored data is controlled by a smart card inserted in the tachograph.

In order to prevent manipulation of the tachograph system, the speed signal sender (motion sensor) is provided with an encrypted data link.

A typical tachograph system is shown in [Figure 1](#).



**Key**

- 1 positive supply
- 2 battery minus
- 3 speed signal, real time
- 4 data signal in/out

**Figure 1 — Typical tachograph system**

This part of ISO 16844 has been established in order to enable the implementation of unified diagnostic services on CAN and on K-Line.

To achieve this, it is based on the Open Systems Interconnection (OSI) Basic Reference Model specified in ISO/IEC 7498-1[1] and ISO/IEC 10731,[2] which structures communication systems into seven layers. When mapped on this model, the services specified by ISO 16844 are divided as given in Table 1.

**Table 1 — Diagnostics implementation reference applicable to the OSI layers**

Applicability	OSI seven layer	Diagnostics according to this part of ISO 16844	
		On CAN	On K-Line
Seven layer according to ISO 7498-1 and ISO/IEC 10731	Application (layer 7)	ISO 14229-1/ISO 16844-6/ISO 16844-5	
		ISO 14229-3	ISO 14229-6
	Presentation (layer 6)	Vehicle manufacturer specific	
	Session (layer 5)	ISO 14229-2	
	Transport (layer 4)	ISO 15765-2	—
	Network (layer 3)		
	Data link (layer 2)	ISO 16844-4	ISO 14230-2/ ISO 14230-1
Physical (layer 1)			

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# Road vehicles — Tachograph systems —

## Part 6: Diagnostics

### 1 Scope

This part of ISO 16844 defines diagnostic communication and services for tachograph systems of road vehicles. The communication is specified both for CAN communication mode and K-line communication mode.

The diagnostic services based on ISO 14229-1 and most services are common for the two communication interfaces. Interface specific implementations are specified in the respective sections.

### 2 Normative reference

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 14229-1, *Road vehicles — Unified diagnostic services (UDS) — Part 1: Specification and requirements*

ISO 14229-2, *Road vehicles — Unified diagnostic services (UDS) — Part 2: Session layer services*

ISO 14229-3, *Road vehicles — Unified diagnostic services (UDS) — Part 3: Unified diagnostic services on CAN implementation (UDSonCAN)*

ISO 14229-6, *Road vehicles — Unified diagnostic services (UDS) — Part 6: Unified diagnostic services on K-Line implementation (UDSonK-Line)*

ISO 14230-1, *Road vehicles — Diagnostic communication over K-Line (DoK-Line) — Part 1: Physical layer*

ISO 14230-2, *Road vehicles — Diagnostic communication over K-Line (DoK-Line) — Part 2: Data link layer*

ISO 15765-2, *Road vehicles — Diagnostic communication over K-Line (DoK-Line) — Part 2: Transport protocol and network layer services*

ISO 16844-4, *Road vehicles — Tachograph systems — Part 4: CAN interface*

ISO 16844-5, *Road vehicles — Tachograph systems — Part 5: Secured CAN interface*

ISO 16844-7, *Road vehicles — Tachograph systems — Part 7: Parameters*

### 3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

#### 3.1

##### recording unit

##### RU

part of the tachograph system which acquires and stores data concerning the vehicle and its driver(s) and their activities

Note 1 to entry: A recording unit is also referenced as a vehicle unit in other standards, both are synonyms.

## 4 Abbreviated terms

For the purpose of this document, the following abbreviated terms apply.

Cvt.	convention
M	mandatory
U	user option
C	conditional
DID	data identifier

## 5 Overview and conventions

### 5.1 Service description conventions

The service description conventions according to ISO 14229-1 shall be used.

### 5.2 Addresses

#### 5.2.1 General

All ECUs shall be able to respond to both functional and physical diagnostic addresses.

#### 5.2.2 Functional addresses

The recording equipment shall respond to the functional address 238<sub>10</sub> as the system address and the functional address 255<sub>10</sub> addressing all ECUs in the vehicle.

#### 5.2.3 Physical addresses

Each ECU that is part of the recording unit shall have a physical address. The specific ECU containing the data memory for recorded data shall have the address 238<sub>10</sub>. All other addresses shall be vehicle-manufacturer specific.

### 5.3 Parameters

If a parameter value or a record value consists of more than one byte, the most significant byte shall always be transmitted first, followed by bytes of decreasing significance.

## 6 Diagnostic services implementation

### 6.1 General and overview

The diagnostic services shall be implemented in accordance with ISO 14229-1 and the restrictions given in this clause. [Table 2](#) gives a summary and an overview of all diagnostic services that may be available in the tachograph, specifying which sessions and services are mandatory in the tachograph and in which diagnostic sessions the diagnostic services are to be used.

**Table 2 — Diagnostic service usage and identifier value summary and overview**

Diagnostic service name (according to ISO 14229-1)	SID value <sup>a</sup>	Diagnostic session						Document reference
		DS <sup>b</sup>	PRGS <sup>c</sup>	EXTDS <sup>d</sup>	VMS <sup>e</sup>	SSS <sup>f</sup>	RS <sup>g</sup>	
Diagnostic and communication management functional unit								
DiagnosticSessionControl	10 <sub>16</sub>	M	M	M	M	M	M	<a href="#">6.2.1</a>
ECUReset	11 <sub>16</sub>	U	U	U	U	U	U	<a href="#">6.2.2</a>
SecurityAccess	27 <sub>16</sub>	N	M	U	M	M	N	<a href="#">6.2.3</a>
CommunicationControl	28 <sub>16</sub>	N	M	U	U	U	N	<a href="#">6.2.4</a>
TesterPresent	3E <sub>16</sub>	M	M	M	M	M	M	—
AccessTimingParameters	83 <sub>16</sub>	N	U	U	U	U	N	—
SecuredDataTransmission	84 <sub>16</sub>	N	U	U	U	U	N	<a href="#">6.2.5</a>
ControlDTCSetting	85 <sub>16</sub>	N	U	U	U	U	N	—
ResponseOnEvent	86 <sub>16</sub>	U	U	U	U	U	U	<a href="#">6.2.6</a>
LinkControl	87 <sub>16</sub>	N	U	U	U	U	N	<a href="#">6.2.7</a>
Data transmission functional unit								
ReadDataByIdentifer	22 <sub>16</sub>	M	M	M	U	U	M	<a href="#">6.3.1</a>
ReadMemoryByAddress	23 <sub>16</sub>	N	N	N	U	U	N	—
ReadScalingDataByIdentifier	24 <sub>16</sub>	M	M	M	U	U	M	—
ReadDataByPeriodicIdentifier	2A <sub>16</sub>	N	U	U	U	U	N	<a href="#">6.3.2</a>
DynamicallyDefineDataIdentifier	2C <sub>16</sub>	U	U	U	U	U	U	<a href="#">6.3.3</a>
WriteData ByIdentifier	2E <sub>16</sub>	M	M	U	U	U	N	<a href="#">6.3.4</a>
WriteMemoryByAddress	3D <sub>16</sub>	N	N	N	U	U	N	—
Stored data transmission functional unit								
ReadDTCInformation	19 <sub>16</sub>	M	M	M	U	U	M	<a href="#">6.4.2</a>
ClearDiagnosticInformation	14 <sub>16</sub>	M	M	U	U	U	M	<a href="#">6.4.1</a>
Input/Output control functional unit								
InputOutputControlByIdentifier	2F <sub>16</sub>	N	N	M	U	U	N	<a href="#">6.5.1</a>
Remote activation of routine functional unit								
RoutineControl	31 <sub>16</sub>	N	U	M	U	U	M	<a href="#">6.6.1</a>
<p>M the service is mandatory in this diagnostic session</p> <p>U the service may be available in this diagnostic session</p> <p>N the service is not allowed in this diagnostic session</p> <p><sup>a</sup> Assigns the service identifier values for the request message.</p> <p><sup>b</sup> These services of the defaultSession (DS) may be implemented in each server (ECU), if the electronic system supports the functionality of these services. This session is mandatory.</p> <p><sup>c</sup> These services of the ProgrammingSession (PRGS) may be implemented to allow for programming of memory (e.g. flash), variant coding, parameters, etc. in the server (ECU). This session is mandatory.</p> <p><sup>d</sup> These services of the ExtendedDiagnosticSession (EXTDS) may be implemented to allow for adjustment of input/output signals of the server (ECU). This session is mandatory.</p> <p><sup>e</sup> These services of the vehicleManufacturerSpecificSession (VMS) shall be specified by the vehicle manufacturer. This session is optional and may be as selected by the vehicle manufacturer.</p> <p><sup>f</sup> These services of the systemSupplierSpecificSession (SSS) shall be specified by the system supplier. This session is optional and may be as selected by the vehicle manufacturer.</p> <p><sup>g</sup> These services of the remoteSession (RS) shall be implemented to allow for remote company card authentication and data download.</p>								