
**Intelligent transport systems —
Framework for cooperative telematics
applications for regulated vehicles
(TARV) —**

**Part 12:
Vehicle mass monitoring**

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*Systèmes intelligents de transport — Cadre pour applications
télématiques coopératives pour véhicules réglementés (TARV) —*

Partie 12: Monitorage de la masse des véhicules

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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 15638-12:2013¹⁴

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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" approval 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 (VAM)*
- Part 9: *Remote electronic tachograph monitoring (RTM)*
- Part 10: *Emergency messaging system/eCall (EMS)*
- Part 11: *Driver work records (work and rest hours compliance) (DWR)*
- Part 12: *Vehicle mass monitoring (VMM)*
- Part 14: *Vehicle access control (VAC)*
- Part 15: *Vehicle location monitoring (VLM)*
- Part 16: *Vehicle speed monitoring (VSM)*

- *Part 17: Consignment and location monitoring (CLM)*
- *Part 18: ADR (Dangerous Goods) transport monitoring (ADR)*
- *Part 19: Vehicle parking facilities (VPF)*

The following documents are under preparation:

- *Part 4: System security requirements*
- *Part 13: 'Mass' information for jurisdictional control and enforcement*

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Introduction

Many ITS technologies have been embraced by commercial transport *operators* (4.35) and freight owners, in the areas of fleet management, safety, and security. *Telematics* (4.47) applications have also been developed for governmental use. Such regulatory services in use or being considered vary from *jurisdiction* (4.29) to *jurisdiction* (4.29), but include electronic on-board recorders, digital *remote tachograph monitoring* (4.41), on-board *mass* (4.33) monitoring, “mass” data for regulatory control and management, vehicle *access* (4.1) methods, hazardous goods, and tracking and *e-call* (4.20). Additional applications with a regulatory impact being developed include, fatigue management, speed monitoring, and heavy vehicle penalties and levies imposed.

In such an emerging environment of regulatory and *commercial applications* (4.13), it is timely to consider an overall *architecture* (4.9) (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* (4.44) of new applications that build upon the functionality of a generic *specification* (4.44) platform. A suite of International Standards deliverables is required to describe and define the *framework* (4.23) 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* (4.30).

This suite of International Standards addresses and defines the *framework* (4.23) for a range of cooperative *telematics* (4.47) applications for *regulated commercial freight vehicles* (4.39) [such as, *access methods* (4.1), *driver* (4.18) fatigue management, speed monitoring, on-board mass, “mass” data for regulatory control, and management]. The overall scope includes the concept of operation, legal and regulatory issues, and the generic cooperative provision of services to *regulated commercial freight vehicles* (4.40), using an on-board ITS platform. The *framework* (4.23) is based on a (multiple) *service provider* (4.42) oriented approach with provisions for the *approval* (4.6) and *auditing* (4.10) of *service providers* (4.42).

This suite of International Standards deliverables will

- provide the basis for future development of cooperative *telematics* (4.47) applications for *regulated vehicles* (4.40). Many elements to accomplish this are already available. Existing relevant International Standards will be referenced, and the *specifications* (4.44) will use existing International Standards [such as *CALM* (4.12)] wherever practicable,
- allow for a powerful platform for highly cost-effective delivery of a range of *telematics* (4.47) applications for *regulated vehicles* (4.40),
- provide a business *architecture* (4.9) based on a (multiple) *service provider* (4.42) oriented approach, and
- address legal and regulatory aspects for the *approval* (4.6) and *auditing* (4.10) of *service providers* (4.42).

This suite of International Standards deliverables is timely as many governments (Europe, North America, Asia, and Australia/New Zealand) are considering the use of *telematics* (4.47) 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 *specifications* (4.44) for *vehicle “mass” monitoring* (4.52).

NOTE 1 The definition of what comprises a “*regulated*” *vehicle* (4.40) is regarded as an issue for national decision, and can vary from *jurisdiction* (4.29) to *jurisdiction* (4.29). This suite of International Standards deliverables does not impose any requirements on nations in respect of how they define a *regulated vehicle* (4.40).

NOTE 2 The definition of what comprises a “regulated” service is regarded as an issue for national decision, and can vary from *jurisdiction* (4.29) to *jurisdiction* (4.29). This suite of International Standards deliverables does not impose any requirements on nations in respect of which services for *regulated vehicles* (4.40) *jurisdictions* (4.29) 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 cooperative telematics applications for regulated vehicles (TARV) —

Part 12: Vehicle mass monitoring

1 Scope

This part of ISO 15638 addresses the provision of *vehicle mass monitoring* (VMM) (4.52) and specifies the form and content of such data required to support such systems, and *access methods* (4.1) to that data.

The scope of this part of ISO 15638 is to provide *specifications* (4.44) for common communications and data exchange aspects of the *application service* (4.3) VMM (4.53) that a *regulator* (4.30) can elect to require or support as an option, including the following

- a) high level definition of the service that a *service provider* (4.42) has to provide, (The service definition describes common service elements; but does not define the detail of how such an *application service* (4.3) is instantiated, not the acceptable value ranges of the data concepts defined),
- b) means to realize the service, and
- c) application data, naming content and quality that an *IVS* (4.26) has to deliver.

The definition of what comprises a “regulated” service is regarded as an issue for national decision, and can vary from *jurisdiction* (4.29) to *jurisdiction* (4.29). This International Standard does not impose any requirements on nations in respect of which services for *regulated commercial freight vehicles* (4.40) *jurisdictions* (4.29) 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* (4.40) (hereinafter, referred to as “*regulated vehicles*” (4.40). There is nothing, however, to prevent a *jurisdiction* (4.29) extending or adapting the scope to include other types of *regulated vehicles* (4.40), as it deems appropriate.

2 Conformance

Requirements to demonstrate conformance to any of the general provisions or specific *application services* (4.3) described in this part of ISO 15638 shall be within the regulations imposed by the *jurisdiction* (4.29) where they are instantiated. Conformance requirements to meet the provisions of this International Standard are therefore deemed to be under the control of, and to the *specification* (4.44) of, the *jurisdiction* (4.29) where the *application service(s)* (4.3) is/are instantiated.

The protocols defined in this part of ISO 15638 have been independently tested. [Annex B](#) provides results of these tests.

In any conformance assurance process undertaken by candidate systems, the results can be used, where appropriate, as part of its process of conformance compliance.

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 15638-1:2012, *Intelligent transport systems — Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 1: Framework and architecture*

ISO 15638-2:2013, *Intelligent transport systems — Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 2: Common platform parameters using CALM*

ISO 15638-3:2013, *Intelligent transport systems — Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 3: Operating requirements, "Approval Authority" approval procedures, and enforcement provisions for the providers of regulated services*

ISO 15638-5:2013, *Intelligent transport systems — Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 5: Generic vehicle information*

ISO 15638-6:2014, *Intelligent transport systems — Telematics Applications for Regulated commercial freight Vehicles (TARV) — Part 6: Regulated applications*

4 Terms and definitions

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

4.1 access methods

procedures and protocols to provision and retrieve data

4.2 app

small (usually) Java™¹ applets, organized as software bundles, that support *application services* (4.3) by keeping the *data pantry* (4.17) provisioned with up-to-date data

4.3 application service

service provided by a *service provider* (4.42) enabled by accessing data from the *in-vehicle system* (IVS) (4.26) of a *regulated vehicle* (4.40) via a wireless communications network

4.4 application service provider (ASP)

party that provides an *application service* (4.3)

4.5 app library

separated secure area of memory in *IVS* (4.26) where apps are stored, with different access controls to *data pantry* (4.17)

4.6 approval

formal affirmation that an applicant has satisfied all the requirements for appointment as an *application service provider* (4.4) or that an *application service* (4.3) delivers the required service levels

1) This information is given for the convenience of users of this document and does not constitute an endorsement by ISO.

4.7**approval agreement**

written agreement made between an *approval authority (regulatory)* (4.8) and a *service provider* (4.42)

Note 1 to entry: An *approval authority (regulatory)* (4.8) *approval agreement* recognizes the fact that a *service provider* (4.42), having satisfied the *approval authority's* requirements for appointment as a *service provider* (4.42), is appointed in that capacity, and sets out the legal obligations of the parties, with respect to the on-going role of the *service provider* (4.42).

4.8**approval authority (regulatory)**

organization (usually independent) which conducts *approval* (4.6) and on-going *audit* (4.10) of *service providers* (4.42) on behalf of a *jurisdiction* (4.29)

4.9**architecture**

formalized description of the design of the structure of TARV and its *framework* (4.23)

4.10**audit/auditing**

review of a party's capacity to meet, or continue to meet, the initial and on-going *approval agreements* (4.7) as a *service provider* (4.42)

4.11**basic vehicle data**

data that shall be maintained/provided by all *IVS* (4.26) regardless of *jurisdiction* (4.29)

4.12**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* (4.48).

Note 1 to entry: It determines parameters by using a suite of International Standards based on ISO 21217 [*CALM* (4.12) architecture (4.9)] and ISO 21210 [*CALM* (4.12) networking] that provide a common platform for a number of standardized media using *ITS-stations* (4.28) to provide wireless support for applications, such that the application is independent of any particular wireless medium.

4.13**commercial application(s)**

ITS applications in *regulated vehicles* (4.40) for commercial (non-regulated) purposes

EXAMPLE asset tracking, vehicle and engine monitoring, cargo security, *driver* (4.18) management, etc.

4.14**consignment**

shipment of goods/cargo to a destination

4.15**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* (4.28), 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* (4.27)

4.16**core data**

basic vehicle data (4.11) plus any additional data required to provide an implemented *regulated application service* (4.39)

4.17

data pantry

secure area of memory in *IVS* (4.26) where data values are stored, with different access control to data to *app library* (4.5)

4.18

driver

person driving the *regulated vehicle* (4.40) at any specific point in time

4.19

driver work records

DWR

collection, collation, and transfer of *driver's* (4.18) work and rest hours data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

4.20

eCall

specialized instantiation of an *emergency message system* (EMS) (4.21) that provides incident messaging and communication with a public service assistance point via priority wireless telephone communications using its emergency call capabilities

4.21

emergency message system

EMS

collection, collation, and transfer of emergency message data from an *in-vehicle system* (4.26) to an *application service provider* (4.4)

4.22

facilities

layer that sits on top of the communication stack and helps in providing data interoperability and reuse, and in managing applications and enabling dynamic real time loading of new applications

4.23

framework

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

4.24

global navigation satellite system

GNSS

comprises several networks of satellites that transmit radio signals containing time and distance data that can be picked up by a receiver, allowing the *user* (4.48) to identify the location of its receiver anywhere around the globe

4.25

global positioning system

GPS

instantiation of *GNSS* (4.24) controlled by the US Department of Defense

4.26

in-vehicle system

IVS

ITS-station (4.28) and connected equipment on board a vehicle

4.27

ITS service

communication functionality offered by an *ITS-station* (4.28) to an *ITS-station* (4.28) application

4.28**ITS-station****ITS-s**

entity in a communication network, comprised of application, *facilities* (4.22), networking, and access layer components specified in ISO 21217 that operate within a bounded secure management domain

4.29**jurisdiction**

government, road, or traffic authority which owns the *regulatory applications* (4.38)

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

4.30**jurisdiction regulator****regulator**

agent of the *jurisdiction* (4.29) appointed to regulate and manage TARV within the domain of the *jurisdiction* (4.29); might or might not be the *approval authority (regulatory)* (4.8)

4.31**local data tree****LDT**

frequently updated data concept stored in the on-board *data pantry* (4.17) containing a collection of data values deemed essential for either a) TARV *regulated application service* (4.39), or b) *cooperative intelligent transport systems* (4.15)

4.32**map**

spatial dataset that defines the road system

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4.33**mass**

mass of a given heavy vehicle as measured by equipment affixed to the *regulated vehicle* (4.40)

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4.34**mass information for jurisdictional control and enforcement****MICE/MRC**

collection, collation, and transfer of vehicle *mass* (4.33) data from an *in-vehicle system* (4.26) to an *application service provider* (4.4) to enable data provision to *jurisdictions* (4.29) for the control and management of equipped vehicles based on the mass of the *regulated vehicle* (4.40), or use of such data to enable compliance with the provisions of regulations

4.35**operator**

fleet manager of a *regulated vehicle* (4.40)

4.36**prime mover**

heavy-duty commercial vehicle tractor unit which serves as a method of moving trailers (most often semi-trailers) by coupling to the trailer using some sort of mechanical lock system, usually a fifth wheel coupling; tractor units can couple to different types of trailers

4.37**prime service provider**

service provider (4.42) who is the first contractor to provide *regulated application services* (4.39) to the *regulated vehicle* (4.40), or a nominated successor on termination of that initial contract

Note 1 to entry: The *prime service provider* is also responsible for maintaining the installed *IVS* (4.26). If the *IVS* (4.26) was not installed during the manufacture of the vehicle, the *prime service provider* is also responsible for the installation and commissioning of the *IVS* (4.26).

4.38

regulated/regulatory application

application arrangement using TARV utilized by *jurisdictions* (4.29) 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* (4.29)

Note 1 to entry: It can be mandatory or voluntary at the discretion of the *jurisdiction* (4.29).

4.39

regulated application service

TARV *application service* (4.3) to meet the requirements of a *regulated application* (4.38) that is mandated by a regulation imposed by a *jurisdiction* (4.29), or is an option supported by a *jurisdiction* (4.29)

4.40

regulated commercial freight vehicle/regulated vehicle

vehicle that is subject to regulations determined by the *jurisdiction* (4.29) as to its use on the road system of the *jurisdiction* (4.29) in regulated circumstances, subject to certain conditions, and in compliance with specific regulations for that class of *regulated vehicle* (4.40); at the option of *jurisdictions* (4.29)

Note 1 to entry: This can require the provision of information via TARV or provide the option to do so.

4.41

remote tachograph monitoring

RTM

collection, collation, and transfer of data from an on-board electronic *tachograph* (4.45) system to an *application service provider* (4.4)

4.42

service provider

party which is approved by an *approval authority (regulatory)* (4.8) as suitable to provide regulated or commercial ITS *application services* (4.3)

4.43

session

wireless communication exchange between the *ITS-station* (4.28) of an *IVS* (4.26) and the *ITS-station* of its *application service provider* (4.4) to achieve data update, data provision, upload apps, or otherwise manage the provision of the *application service* (4.3), or a wireless communication provision of data to the *ITS-station* (4.28) of an *IVS* (4.26) from any other *ITS-station* (4.28)

4.44

specification

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

4.45

tachograph

sender unit mounted to a vehicle gearbox, a *tachograph* head, and a digital *driver* (4.18) card which records the *regulated vehicle* (4.40) speed and the times at which it was driven and aspects of the *driver's* (4.18) activity selected from a choice of modes

4.46

tamper/tampering

conduct towards *IVS* (4.26) or a *service provider's* (4.42) system which is intended to prevent the *IVS* or the *service provider's* (4.42) system from functioning correctly

4.47

telematics

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

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4.48**user**

individual or party that enrolls in and operates within a regulated or *commercial application* (4.13) *service* (4.3)

EXAMPLE *driver* (4.18), *transport operator* (4.35), *freight owner*, etc.

4.49**vehicle access control (VAC)**

control of *regulated vehicles* (4.40) ingress to and egress from controlled areas and associated regulatory control and management

4.50**vehicle access management****VAM**

monitoring and management of *regulated vehicles* (4.40) approaching or within sensitive and controlled areas

4.51**vehicle location monitoring****VLM**

collection, collation, and transfer of vehicle location data from an *IVS* (4.26) to an *application service provider* (4.4)

4.52**vehicle mass monitoring****VMM**

collection, collation, and transfer of vehicle *mass* (4.33) data from an *IVS* (4.26) to an *application service provider* (4.4)

4.53**vehicle parking facility****VPF**

system for booking and *access* (4.1) to and egress from a *vehicle parking facility*

4.54**vehicle speed monitoring****VSM**

collection, collation, and transfer of vehicle speed data from an *IVS* (4.26) to an *application service provider* (4.4)

5 Symbols (and abbreviated terms)

AA	<i>approval authority (regulatory)</i> (4.8)
ADR	<i>Accord Européen relative au transport international des marchandises Dangereuses par Route</i> (4.6) (dangerous goods)
app	<i>applet</i> (JAVAT ^{Ma}) application or similar) (4.2)
AS	<i>application service</i> (4.3)
ASP	<i>application service provider</i> (4.4)
CALM	<i>communications access for land mobiles</i> (4.12)
C-ITS	<i>cooperative intelligent transport systems</i> (4.15)
Dr	<i>driver</i> (4.18)