



GROUND VEHICLE STANDARDS NEWSLETTER

Creating global, harmonized consensus-based solutions.
Moving the on- and off-road vehicle industry forward.

TABLE OF CONTENTS:

- CVR1 U.S. DoT's New Policy on Automated Vehicles Adopts SAE J3016 Levels of Automation
- CVR2 SAE Publishes J2954 for PH/EV Wireless Charging
 - 1 Cybersecurity Session Featured at Commercial Vehicle Engineering Congress
 - 1 Standard on Communication with Vulnerable Road Users Being Developed
 - 2 J3016 Now Available
 - 2 SAE Signs Agreement with Wi-Fi Alliance
 - 2 SAE and the Pennsylvania Autonomous Vehicles Testing Policy Task Force
 - 3 SAE Works with AAMVA on Autonomous Vehicle Technology
 - 3 SAE Battelle CyberAuto Challenge Brought Students, Industry Professionals Together
 - 5 Columbus, Ohio Wins Smart City Challenge; SAE is Strategic Team Member
 - 7 SAE International Hosts Standards Leadership Workshop
 - 8 Committees Seeking Members
 - 8 SAE Standards Discussed at Automated Vehicles Symposium
 - 8 SAE Signs MOU with American Center for Mobility
 - 9 Tim Weisenberger Joins SAE Ground Vehicle Standards Team
 - 9 SAE ITC Selected by U.S. Army TARDEC to Create Defense Automotive Technologies Consortium
 - 10 New Committees, New Committee Chairs

U.S. DOT'S NEW POLICY ON AUTOMATED VEHICLES ADOPTS SAE J3016 LEVELS OF AUTOMATION

The U.S. Department of Transportation's (DoT) new policy guidance document has adopted SAE International's J3016 standard as the global industry reference for defining the six levels of automated/autonomous driving systems.

The guidance document "Federal Automated Vehicles Policy," released in September, states that manufacturers are responsible "to determine their system's AV (automated vehicle) level in conformity with SAE International's published definitions." This applies to both test and production vehicles. The National Highway and Traffic Safety Administration (NHTSA) will review the manufacturers' automation level designations and advise them if the agency disagrees with the level assigned by the manufacturer.

SAE J3016 ("Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems"), published in January 2014, provides and defines the six levels of driving automation, from no automation to full automation. Consistent with industry practices, this standard – which is frequently cited and referred to by industry and media – helps to eliminate confusion by providing clarity.

"By adopting this standard into the NHTSA Federal Policy for safe testing and deployment of automated vehicles, SAE J3016 becomes the core reference and a guideline for all stakeholders in this transformational technology," said David L. Schutt, PhD, Chief Executive Officer of SAE International. "SAE International is proud to be a critical part of the process leading to deployment of self-driving vehicle technology."

Barbara Wendling, sponsor of the J3016 document, and Chair of the On Road Automated Driving Definitions task force, added that the diligent work of the committee members helped make the adoption by the U.S. DoT possible.

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“We were very fortunate to have an outstanding task force membership that includes deep experts in law and regulation, as well as automated driving technology design and development,” Wendling said.

Recognizing the international importance of this standard, SAE International will offer the upcoming revised edition of J3016 license free to enable wide adoption by global, regional, and local legislatures to expedite deployment of self-driving technologies.

DoT will request that vehicle OEMs voluntarily provide reports regarding how the guidance has been followed. It is expected that this would require entities to submit a Safety Assessment to NHTSA’s Office of the Chief Counsel for each system, outlining how they are meeting the guidance at the time their product is to be ready for testing or deployment on public roads. The safety assessment will be used to assist NHTSA and the public in evaluating how safety is being addressed by the industry as it develops and tests automated/autonomous driving systems.

Formal acknowledgement of SAE J3016 by the DoT “creates a clearer and in some ways simpler framework for an ongoing conversation between industry stakeholders, advocates, and state and local governments that can help direct ongoing regulatory efforts as the industry continues to progress,” noted Jeremy Carlson, principal automotive analyst at IHS Markit, in a statement.

“This action is therefore a positive step in enabling progress in the development and deployment of autonomous vehicles.”

Carlson and the IHS analyst group expect rapid growth in automated vehicles to begin in 2025. His recent report forecasts that more than 18 million autonomous vehicles will be sold in the U.S. through 2035, “broadly aligning to SAE Levels 4 and 5” while creating new opportunities for automakers and personal-mobility options for consumers.

SAE PUBLISHES J2954 FOR PH/EV WIRELESS CHARGING

SAE J2954 (“Wireless Power Transfer for Light-Duty Plug-In/Electric Vehicles and Alignment Methodology”) was published by the PH/EV Wireless Power Transfer committee.

This milestone document establishes an industry-wide specification for wireless power transfer between infrastructure, vehicle suppliers and OEMs for plug-in electric and electric vehicles (PH/EV).

With wireless charging quickly becoming mainstream for consumer electronic devices in low power applications, standardization is needed for commercialization of high power wireless power transfer (WPT) of PH/EVs.

In order to achieve a basis for the start of commercialization for WPT, it is important to define criteria for safety and electromagnetic limits, efficiency and interoperability targets, as well as a test setup for the acceptance of WPT. All of these criteria are addressed in SAE J2954.

“Wireless power transfer, using SAE J2954 is a game changer for PH/EVs,” said Jesse Schneider, Chair of the Wireless Power Transfer committee and Fuel Cell, Electric Vehicle and Standards Development Manager at BMW. “This first in a series of documents will enable consumers to simply park their vehicles into spaces equipped with J2954 equipment and walk away without doing anything to charge their PH/EV,”

“The frequency band, safety, interoperability, EMC/ EMF limits as well as coil definitions from SAE J2954 enable any compatible vehicle to charge wirelessly from its WPT home charger, work, or a shopping mall WPT charger, etc. with the



same charging ability,” said Schneider. “SAE J2954 WPT automates the process for charging and extends the range for the vehicle customer only by parking in the right spot.”

J2954 WPT compatible systems have been built by automakers and suppliers and are currently under test with a cross-industry team with the US Department of Energy, Idaho and Argonne National Labs. The test data, first in the bench and later in the vehicle, will be used later to finalize as a standard to support the roll out of this technology.



**CYBERSECURITY SESSION
FEATURED AT COMMERCIAL VEHICLE
ENGINEERING CONGRESS**

A “Cybersecurity for Commercial Vehicle” session will be held at the SAE 2016 Commercial Vehicle Engineering Congress, October 4-6, in Rosemont, Illinois.

This session focuses on the critical issues around cybersecurity of commercial vehicles, manned and unmanned, that are moving on land. While safety is the major concern, topics also include theft and asset protection, secure fleet management, and protection of business models. Presentations will focus on recent advances, standards, best practices and potential solutions.

Presentations during the session will include “A Thorough Vulnerability Analysis of Medium and Heavy Duty Vehicles,” “Towards a Cyber Assurance Testbed for Heavy Vehicle Electronic Controls,” and “Near Term Approaches to Improving Information Security in HD Vehicles.”

**STANDARD ON COMMUNICATION WITH
VULNERABLE ROAD USERS BEING DEVELOPED**

J2945/9, “Performance Requirements for Safety Communications to Vulnerable Road Users” is being developed by the DSRC (Dedicated Short Range Communication) Technical Committee, and is planned to be issued by the end of 2016.

This standard will determine vulnerable road user (VRU) use cases, identify relevant SAE DSRC standardization activities, make recommendations for performance levels, and embark on any necessary new standard development. VRUs include pedestrians, bicyclists, persons with disabilities and other non-motorized vehicles,.

The prevalence of handheld devices carried by VRUs and the potential for data exchange or messaging with vehicles has led the committee to consider VRU standards.

Honda R&D has demonstrated that DSRC technology in a vehicle can communicate with a smartphone (also equipped with DSRC technology) that is carried by pedestrians to provide audio and visual warning to both the vehicle and the pedestrian.

**DELIVERY OPTIONS FOR SAE TECHNICAL
STANDARDS**

The more than 35,000 standards in the SAE database, which now includes 24,000 historical standards dating back to the early 1900’s, can be accessed on SAE’s Digital Library Platform through one of the targeted solutions below:

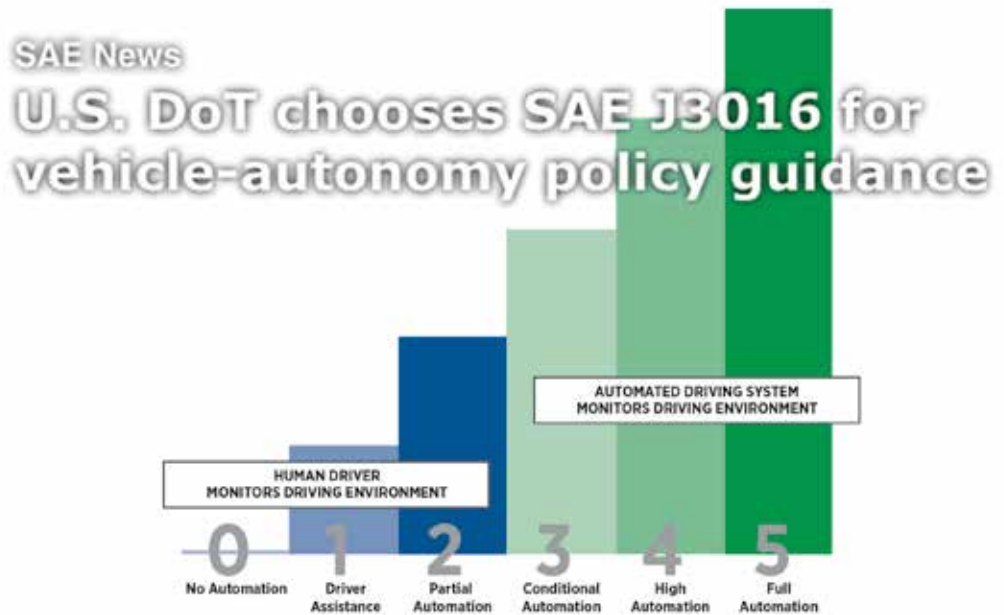
- **SAE Ground Vehicle Standards Database** is comprised of more than 7,000 current standards and 2,200 historical versions issued by SAE’s ground vehicle committees. **subs.sae.org/dlibstd-gv/**
- **SAE J1939 Standards Collection** is the easiest and most cost-effective way to access to SAE’s family of standards relating to the Controller Area Network (CAN) for heavy-duty vehicles. **subs.sae.org/j1939_dl/**
- **SAE Subscriptions** are online portfolios of SAE standards or technical papers focused on targeted industries and technologies such as emissions, NVH, alternative fuels and more. **subs.sae.org/specialty/**
- **SAE JPaks** let you decide how many ground vehicle standards you need and when you need them. Choose from packages that provide up to 10, 15, 25, 35, or 50 downloads per year. **subs.sae.org/jpaks**

J3016 NOW AVAILABLE

“Taxonomy and Definitions for Terms Related to Driving Automation Systems for On-Road Motor Vehicles” (originally issued in 2014 under the title “Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems”) provides a taxonomy for motor vehicle driving automation systems that perform part or all of the dynamic driving task (DDT) on a sustained basis and that range in level from no driving automation (level 0) to full driving automation (level 5).

The standard provides detailed definitions for these six levels along with new, additional supporting terms, that can be used to describe the full range of driving automation features equipped on motor vehicles in a functionally consistent and coherent manner. One example is “ODD” or Operational Design Domain. Defined as “The specific conditions under which a given *driving automation system or feature* thereof is designed to function, including, but not limited to, *driving modes*.”

The new revisions, while substantial, preserve the original SAE J3016 level names, numbers, and functional distinctions, as well as the supporting terms. However, the revised version:



- Clarifies and rationalizes taxonomical differentiators for lower levels (levels 0-2)
- Clarifies the scope of the J3016 driving automation taxonomy (i.e., explains to what it does and does not apply)
- Modifies existing, and adds new, supporting terms and definitions
- Adds more rationale, examples, and explanatory text throughout.

SAE SIGNS AGREEMENT WITH WI-FI ALLIANCE

SAE International and the Wi-Fi Alliance have signed an agreement which will allow for the two organizations to collaborate and share materials relevant to Dedicated Short Range Communications (DSRC) technology for the automotive market.

A member task group inside Wi-Fi Alliance is developing certification requirements based upon the IEEE 802.11p specification as it relates to vehicle-to-vehicle communication, specifically in the area of collision avoidance. SAE's work on specifications in this area, including J2945/1 (“On-Board System Requirements for V2V Safety Communications”), published in March, is key to this certification program development.

Wi-Fi Alliance is a global non-profit industry association consisting of companies from across the Wi-Fi ecosystem that share a common vision of connecting everyone and everything, everywhere.

SAE AND THE PENNSYLVANIA AUTONOMOUS VEHICLES TESTING POLICY TASK FORCE

SAE International is participating as a member of the Pennsylvania Department of Transportation's Autonomous Vehicles Testing Policy Task Force, which will provide guidance for the state's autonomous vehicle policy.

Bill Gouse, Director of Federal Program Development for SAE International, attended the Task Force's initial meeting in Pittsburgh in June. The task force consists of representatives from local, state, and federal government, state police, academia, private industry, and associations.

Pennsylvania is developing legislation that will allow, but also place restrictions on, the testing of autonomous vehicles on public roads. The state requested information to include in draft legislation, and SAE provided two standards: J3018 (“Guidelines for Safe On-Road Testing of SAE Level 3, 4, and 5 Prototype Automated Driving Systems (ADS)”) and J3016 (“Taxonomy and Definitions for Terms Related to On-Road Motor Vehicle Automated Driving Systems.”) It is possible that these standards may be referenced in the final legislation.

SAE WORKS WITH AAMVA ON AUTONOMOUS VEHICLE TECHNOLOGY



SAE is providing information to a committee of the American Association of Motor Vehicle Administrators (AAMVA) that is studying aspects of assisted and automated driving.

AAMVA represents the state and provincial officials in the United States and Canada who administer and enforce motor vehicle laws. The organization develops model programs in motor vehicle administration, law enforcement and highway safety.

Regarding its programs covering driver training and driver license testing, AAMVA looked to SAE for information on how autonomous features (such as those related to parking and braking) might affect future driving tests. SAE Ground Vehicle Standards staff members have provided the committee with information on this technology and the relevant standards in this area.

SAE INTERNATIONAL

FOR ON- AND OFF-ROAD GLOBAL, HARMONIZED STANDARDS SOLUTIONS, ALL ROADS LEAD TO SAE

Since 1905, SAE International has been providing the common engineering requirements for new mobility products, advanced technologies, and applications. We are uniquely positioned to provide innovative, first-to-market standards solutions to the global on- and off-road industries and their engineering challenges.

For automotive vehicles, SAE plays the central role in developing essential, consensus-based standards in such critical areas as emissions and safety to meet the most stringent regulations around the world. As the recognized global center of expertise on Commercial Vehicle Construction, Agricultural, and Off-Road equipment/machinery, our standards are readily adopted on an international level.

Recognized as an international Standards Development organization as defined by the World Trade Organization, SAE offers a full suite of standards development capabilities—committee or consortium administration, cooperative research, and database development—providing industry, companies, and individuals with extensive opportunities to participate, influence, grow, and prosper.

sae.org



SAE BATTELLE CYBERAUTO CHALLENGE BROUGHT STUDENTS, INDUSTRY PROFESSIONALS TOGETHER

The 2016 SAE Battelle CyberAuto Challenge™ was held July 24-29, 2016 at Macomb Community College in Sterling Heights, Michigan.

The Challenge is a five-day, hands-on practicum and workshop where teams comprised equally of high school and college students are matched with professionals to work on real cars to find real answers to cybersecurity challenges. Participating professionals include automotive engineers, government engineers, and ethical “white hat” hackers.

Thirty-four students from around the globe, including students from Germany, Japan, and Canada were selected to participate in this year’s Challenge. The event enables industry professionals to benefit from the fresh perspectives offered by high-performing high school/college students. In turn, students gain exposure to industry experts and hands-on learning. One student remarked that “it turns out the automotive industry is more fun than I thought.”

This year, the Challenge featured a series of classroom lessons, strategy sessions, impromptu discussions, and hands-on activities. Topics included wireless attacks, CANBUS, secure coding, hardware, SocketCAN, and forensics, as well as legal and ethical issues. The confidential, interactive environment fostered

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TOGETHER WE MOVE MOBILITY FORWARD

Collaboration. Despite today’s highly competitive world, it’s still how problems are solved, challenges overcome, and advances are made.

Since 1905, SAE International, a professional society, has been providing the platform for that collaboration among those who want to advance mobility.

In fact, the sharing of knowledge to solve common problems was the impetus of SAE’s earliest standardization efforts—efforts that benefit all of industry by setting expectations for quality, safety, and efficiency and allow for focus on innovation.

Yet, while today’s mobility challenges are very different from those of yesterday’s, automotive, aerospace, and commercial vehicle engineers continue to look to SAE International to connect with each other and the technical resources needed to advance themselves, their companies, and industry.

SAE International is the authority on vehicle engineering—developing more vehicle technical standards than any other organization, offering the largest library of vehicle engineering content, and bringing together the largest global network of engineers in the world.

How are the various mobility sectors solving for their toughest engineering challenges? Learn from them at alway sinmotion.sae.org

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See how collaboration through consensus-based standards are helping advance the complex issues of vehicle connectivity.

▶ Download 3-part infographic series at

alway sinmotion.sae.org

Essential automotive standards for connected transportation

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collaboration and creativity among different cross-sectors of the automotive, academia and cybersecurity industries.

“The event would not be possible without the support of the industry” said Marc LeDuc, SAE International Technical Program Director, Engineering Events, and Business Developer for the Challenge. “I know I sound like a NASCAR driver, but I would like to thank GM, Honda, Ford, Delphi, and Denso, along with the Michigan Economic Development Corporation (MEDC), Oakland County and all the other security suppliers for their generous sponsorship and support.”

Now in its fifth year, the Challenge continues to demonstrate that the automotive community is:

- Keeping the core auto engineer connected to the cyber community
- Prioritizing cybersecurity and mitigating potential risks from cyber/auto development
- Developing a common “community of interest” around the cybersecurity issue
- Developing a cyber/auto talent “pipeline” amongst high school and college students

COLUMBUS, OHIO WINS SMART CITY CHALLENGE; SAE IS STRATEGIC TEAM MEMBER

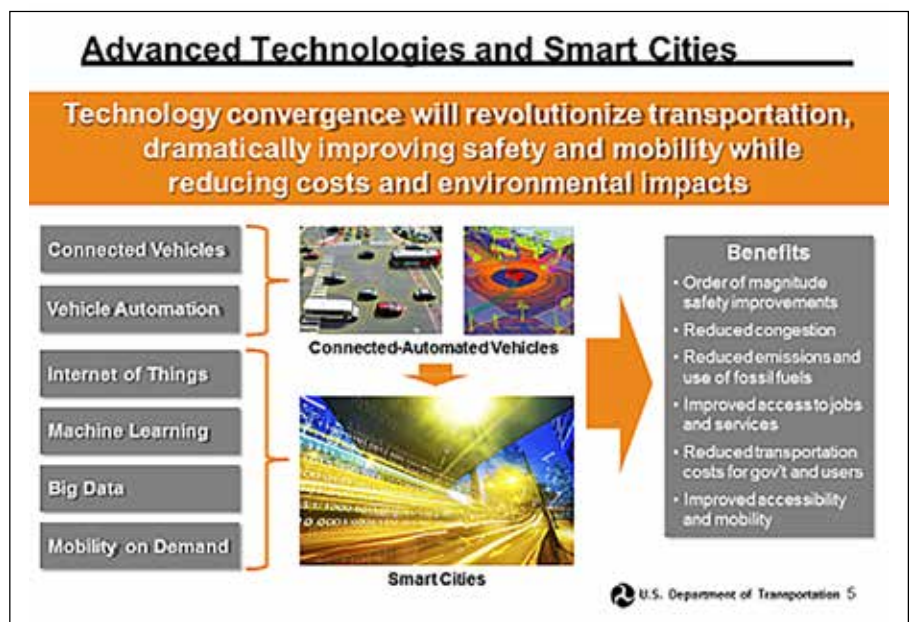
In June, the U.S. Department of Transportation (DoT) announced that the city of Columbus, Ohio was selected as the winner of the Smart City Challenge. Columbus was chosen from a group of seven finalists. SAE International was listed as a strategic team member for five of the finalist cities – Austin, Columbus, Denver, Pittsburgh, and San Francisco.

SAE’s resources that support the Smart City Challenge project goals include SAE ground vehicle standards, the SAE technical library, SAE’s technical consulting program, the SAE Cooperative Research Program, and SAE’s Professional Development program.

According to the U.S. DoT news release, Columbus was selected as the winner of the Challenge because it put forward an impressive, holistic vision for how technology can help all of the city’s residents to move more easily and to access opportunity. The city proposed to deploy three electric self-driving shuttles to link a new bus rapid transit center to a retail district, connecting more residents to jobs. Columbus also plans to use data analytics to improve health care access in a neighborhood that currently has an infant mortality rate four times that of the national average, allowing them to provide improved transportation options to those most in need of prenatal care.

SAE Ground Vehicle Standards staff will communicate with Columbus city planning officials regarding SAE’s specific role.

As winner of the Challenge, Columbus will receive up to \$40 million from U.S. DOT and up to \$10 million from Paul G. Allen’s Vulcan Inc. The city also raised \$90 million from other private partners to carry out the plan.



Slide from the USDOT December Presentation.

UPCOMING STANDARDS TECHNICAL COMMITTEE MEETINGS

A current schedule can be found on the SAE website.

www.sae.org/standards/



GAIN A COMPETITIVE ADVANTAGE. IMPACT YOUR BOTTOM LINE. INVEST IN STANDARDS.

Standards. The workhorse documents that result in common practices, processes, and products throughout the ground vehicle industry are also paramount to the advancement of technology. Standards documents are more than the practices of today. They account for history and anticipate the future of technology, regulation, and business. The direct benefit of standards are simple in concept but extraordinary in their global impact toward ever-safer, cleaner, more efficient worldwide transportation.

Technical standards enable and enhance:

- consistent and clear expectations for product performance and reliability
- regulatory compliance
- consistent product quality
- compatibility and interoperability
- more efficient procurement

Standardization also:

- lowers trade barriers
- lowers purchasing costs
- decreases design time
- promotes innovation
- increases new technology speed to market

Because industry can rely on standards for globally harmonized solutions to common issues, individual companies can devote more time and resources to advance their proprietary technology. In this way, standards help foster competition, which advances the collective technology of industry and in turn, creates the need for new and revised standards. This has been the cycle for ground vehicle standards solutions.

And, at the heart of those solutions is SAE International, the recognized leader in mobility engineering for over 100 years. It plays the central role in developing global automotive standards and a key role in bringing US documents to the global standards table, working hand-in-hand with the global community to advance industry.

While participation in the standards development process helps the advancement of the industry it can also contribute to the advancement of your company and personal career.

Corporate Benefit

- Input into the direction of the standards
- Competitive intelligence through advance knowledge of standard direction
- Advance warning of pending regulations and influence over the technical basis of the regulation
- Insight into the competitive environment
- Product liability protections
- Strong relationships with customers and suppliers
- Association with the leading society for advancing mobility technology

Individual Benefit

- Professional development from continuous working contact with peers
- Peer recognition for advancing your industry's sectors technologies
- Excellent networking and learning opportunities from product developers/users around the world
- Discover emerging technologies
- Contribute to the industry's body of technical knowledge

To learn more about SAE Technical Standards Development—and for a schedule of Technical Committee meetings—visit us on the web at <http://www.sae.org/standards/>

**Become a better you.
Volunteer for an SAE Standards Development Committee.**



SAE INTERNATIONAL HOSTS STANDARDS LEADERSHIP WORKSHOP

The fifth SAE International Standards Leadership Workshop took place on June 21-22, 2016 at SAE International in Warrendale, Pennsylvania. The biennial workshop enjoyed an expansion this year, growing from Aerospace-focused event to one that also included participation from Ground Vehicle Standards.

“The 2016 SAE Committee Leadership Workshop was again a highly successful event and we were delighted to welcome committee leaders as well as members of our Aerospace and Ground Vehicle Councils and the Technical Standards Board to SAE World Headquarters,” said David Alexander, Director - Aerospace Standards. “The workshop benefitted from the involvement of the automotive and commercial vehicle standards communities together with aerospace.”

Goals of the workshop included increasing cross-committee communication, gaining feedback from committee leadership, providing committee leadership with guidance and training, improving SAE committee leadership relationships and clarifying committee leadership roles.

The two-day program featured a combination of interactive and best practice sessions led by the Aerospace and Ground Vehicle Standards staffs. The activities provided participants with key takeaways to help in their leadership roles going forward. Presentations by Content Management, Publications, Cooperative Research and other SAE departments gave participants useful insight into the SAE organization as it relates to the standards development process. Even seasoned committee leaders were able to leave the workshop having learned something new.

“As in previous years, the workshop provided an excellent forum for those who lead the world’s premier mobility standards committees to learn and provide feedback to enhance the standards-writing process. It was also an opportunity for SAE staff to recognize the highly valuable contributions made by committee leaders,” Alexander said.

STANDARDS CONSORTIUM ADMINISTRATION

With over a century of experience providing the common engineering requirements for new mobility vehicles, SAE can be a key component in developing any consortium-based activity, providing the expertise and worldwide technological and human resources to help you turn your vision into a successful operating reality.

Each client maintains its desired degree of autonomy, flexibility, and control. Client/project-tailored services include:

- A legal framework
- Fiscal oversight
- Policy and procedure development
- Publishing and distribution services
- Marketing and public relations activities

COMMITTEES SEEKING MEMBERS

Two SAE Task Forces are seeking members.

A new Automated Driving System-Dedicated Vehicles (ADS-DVs) Task Force has been established to Identify Issues related to the use of this technology by persons with disabilities. It is expected that level 4 and 5 Automated Driving System-Dedicated Vehicles (ADS-DVs) will eventually enable persons to travel at will who are otherwise unable to obtain a driver's license for a conventional vehicle, namely, persons with visual, physical, and/or cognitive impairments. The purpose of this task force is to gather and develop information on user issues specific to this non-driver population of ADS-DV users. The task force will conduct a literature review, as well as consult with advocates for the blind, and disabled, and elderly by producing an Information Report that summarizes potential user issues for this community. The task force will work closely with other SAE Committees (e.g., S&HF Steering Committee) on any work products created by this new task force.

The **ANS Safety Glazing Task Force** (under the SAE Glazing Materials Standards Committee) is seeking members. Currently, International and U.S. automotive safety glazing standards contain obsolete information and have created a fragmented array of requirements for safety glazing manufacturers. To improve the situation, this task force is working to develop a single standard that better addresses safety glazing in ground vehicles.

The goal of the task force is to create a well-formatted and well-organized standard, defensible by glazing experts, with improved language and greater details about testing. "BSR/SAE J3097-201x, Standard for Safety Glazing Materials for Glazing Motor Vehicles and Motor Vehicle Equipment Operating on Land Highways" will prescribe test methods with minimum performance specifications and provide vehicle location specifications for applying safety glazing materials on motor vehicles and motor vehicle equipment operating on land highways. To be published as an American National Standard, the document will address glass and plastic glazing materials. The committee is seeking all interested parties, with an emphasis on potential members who would be in the "users" or "general interest" categories.

To volunteer for these committees and other opportunities like SAE book authors, event organizers, and more, visit connection.sae.org/volunteeropportunities/opportunities-list-public.

SAE STANDARDS DISCUSSED AT AUTOMATED VEHICLES SYMPOSIUM

Jack Pokrzywa, Director, Global Ground Vehicle Standards, SAE International, spoke at the Automated Vehicle Symposium 2016, held July 19-21 in San Francisco.

Pokrzywa gave a presentation on SAE's automated and connected transportation standards, describing standards activity in the areas of safety, security, privacy, interoperability, terms and definitions, and vehicle system performance requirements.

SAE SIGNS MOU WITH AMERICAN CENTER FOR MOBILITY

SAE and the American Center for Mobility (ACM) have signed a Memorandum of Understanding (MOU). SAE and ACM have mutual objectives in the areas of the acceleration of the development and deployment of technical standards for connected and automated vehicles and adjacent technologies and infrastructure. The relationship with ACM will provide opportunity for SAE technical committees, especially in the areas of connected and automated vehicles, to research and test solutions before they will be codified.

ENGINEERING AIDS FROM SAE

SAE provides products that support testing procedures set forth in SAE Standards, Recommended Practices, Information Reports, and other SAE documents including the OSCAR H-Point Machine, which is used in the design of seating and interior packages and in conjunction with SAE J 826 (rev. 1995), FMVSS regulations, and ISO standards—making it the required design and auditing tool for current production.

Also available is the newly designed HPM II H-Point Machine, which includes enhancements over the OSCAR H-Point machine for use in advance design applications.

Available at store.sae.org/ea/



TIM WEISENBERGER JOINS SAE GROUND VEHICLE STANDARDS TEAM



Tim Weisenberger has joined the SAE Ground Vehicle Standards team as SAE Ground Vehicle Project Specialist – Technical Programs. He comes to SAE from the U.S. DOT Volpe Center.

Tim has more than 25 years of diverse professional experience in areas including intelligent transportation systems, connected vehicles, automated vehicles, cybersecurity, and smart card technology.

His experience in the implementation of cybersecurity programs for operational systems, infrastructure, and vehicles led him to contribute to development of the NHTSA Vehicle Cybersecurity Program to secure vehicle networks and systems. He is a recent US Expert and Rapporteur for the ISO TC204, WG8 focusing on ITS standards.

SAE ITC SELECTED BY U.S. ARMY TARDEC TO CREATE DEFENSE AUTOMOTIVE TECHNOLOGIES CONSORTIUM

The SAE Industry Technologies Consortia (ITC), an SAE International affiliate, was selected by the U.S. Army Tank Automotive Research, Development and Engineering Center (TARDEC) to create a Defense Automotive Technologies Consortium (DATC).

DATC, which will be comprised of commercial automotive manufacturers and suppliers, will address key technology areas, including: automotive cybersecurity; vehicle safety technologies, vehicle lightweighting; autonomous vehicles and intelligent systems, connected vehicles, and advanced energy storage technologies.

The intended period for the OTA is seven years; during which up to \$700 million in projects can be awarded by the government.

This new consortium will greatly reduce the time it takes for the U.S. Army to award projects for crucial vehicle technologies development. The DATC is an “other transactional agreement” (OTA) to quickly and efficiently integrate innovative automotive technologies into military ground vehicles, ultimately resulting in speed of adoption of commercial technologies and improved defense capabilities.

“SAE has a long history of supporting the U.S. Army, dating back to World War I when our members designed and manufactured the crucial Class B Truck in just 69 days for the war effort,” David L. Schutt, PhD, President of DATC and Chief Executive Officer of SAE International, said. “We are pleased and honored to continue that support through the work of DATC. Helping to expedite the adoption of innovative technologies will greatly assist our nation’s defense capabilities.”

AN ECONOMICAL PATHWAY FOR JOINT VENTURE RESEARCH: THE COOPERATIVE RESEARCH PROGRAM OF SAE

Cooperative research ventures serve to bring more minds to the challenges and issues faced by industry. The result is a more robust project than each participating organization could complete independently. The pooling of financial resources also affords each participant more efficient use of their research budgets and eliminates duplication of efforts. Whether moving forward on the development of fuel cell standards...researching alternative refrigerants...or developing a database of human body measurements to foster ergonomic designs, SAE’s Cooperative Research Program can assist your company in its collaborative research needs.

To learn more contact Gary Pollak, Program Manager +1.724.772.7196;
gary@sae.org



NEW COMMITTEES, NEW COMMITTEE CHAIRS

Welcome, New Chairs! Thank you and know that your volunteer efforts are greatly appreciated.

Newly-formed committees

- Truck and Bus Automated Commercial Vehicle Advisory Group
- Truck and Bus J3029 Forward Collision Warning Task Force
- Accelerator Pedal Position Sensor Task Force (SAE J1843)
- J1939 Functional Safety CRP Task Force
- Identifying Disabled User Issues for ADS-DVs Task Force
- Backing Plate Dimensional Definition-Measurement Task Force
- Cybersecurity Assurance Testing Task Force
- Automotive Cybersecurity Integrity Level (ACsIL) Task Force
- Oil Cooler Application Task Force (J1468)
- Hydraulic Brake Hose Assemblies Task Force
- Motorcycle Lighting Committee

New chairs

- **Bill Stanko**, Ford Motor Company, Hydrogen Fuel Cell Vehicle Crash Testing Safety Guidelines Committee
- **Philip Headley**, Active Safety AEB Task Force
- **Mike Ahmadi**, Synopsys Inc., Cybersecurity Assurance Testing Task Force
- **Lee Mixon**, Mixon Hill, V2I and I2V Task Force
- **Sean Naughton**, Curtiss-Wright, Accelerator Pedal Position Sensor Task Force (SAE J1843)
- **Donald Karner**, Battery Field Discharge and Disconnect Committee
- **Paul DeStefano**, Valeo Sylvania LLC, J1383 Performance Requirements for headlamps Task Force
- **Matthew Smith**, Navistar Inc., Truck and Bus Aerodynamics and Fuel Economy Committee
- **Kenneth Boyd**, Ford Motor Co. Ltd., Tow Vehicle Trailer Rating Committee
- **Manuch Nikanjam**, Chevron, TC7 Renewable Diesel in Railroad Applications Task Force
- **Aravind Kailas**, Volvo Group, V2V Safety Awareness Task Force

- **Frederick Kelley**, General Cable Corp., Truck and Bus Electrical Systems Committee
- **David Sims-Williams**, Durham University, Road Vehicle Aerodynamics Forum Committee
- **Daryl Trate**, FCA US LLC, Glazing Materials Standards Committee
- **John Semeniuk**, Northstar Battery Company LLC, Battery Standards Truck Battery Committee
- **Laurence Claus**, Fasteners Committee
- **Eric Daume**, Honda R & D Americas Inc., Heated Seats Standards Committee
- **Alan Korn**, Truck and Bus Active Safety Systems Committee
- **Barbara Czerny**, ZF - TRW, Automotive Cybersecurity Integrity Level (ACsIL) Task Force
- **Trisha Baird**, Harley Davidson Motor Company, Motorcycle Lighting Committee
- **Scott Lambert**, NUCAP Industries Inc., Backing Plate Dimensional Definition-Measurement Task Force
- **Frank Pritzi**, Travelers Companies, Data Collection and Archiving Standards Committee
- **Paul Wozniak**, Trico Products Corp., Wiper Standards Committee
- **William Lowe**, General Motors, Battery Standards Advanced Battery Concepts Committee
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