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DRAFT SAE J2735 DEDICATED SHORT RANGE COMMUNICATIONS (DSRC) MESSAGE SET DICTIONARY

Forward

This 2nd edition of the standard provides additional DSRC messages developed beyond those defined in the first edition and incorporating feedback from early deployment experience. A uniform method of message encoding, using ASN.1 DER encoding, replaces the implicit binary encoding developed in the first edition, although some binary encoding remains in selected messages for efficiency. The messages defined in this edition have been designed to support deployment in such a way as to remain compatible with additional further planned message content, still in development at this time.

Prepared for use by the DSRC committee of the SAE by SubCarrier Systems Corp (SCSC).

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Table of Contents

1. Scope

This SAE Standard specifies message sets, data frames and data elements specifically for use by applications intended to utilize the 5.9 GHz Dedicated Short Range Communications for Wireless Access in Vehicular Environments (DSRC/WAVE, referenced in this document simply as “DSRC”), communications systems. Although the scope of this standard is focused on DSRC, these message sets, data frames and data elements have been designed, to the extent possible, to also be of potential use for applications that may be deployed in conjunction with other wireless communications technologies. This standard therefore specifies representative message structure and provides sufficient background information to allow readers to properly interpret the message definitions from the point of view of an application developer implementing the messages according to the DSRC standards.

1.1 Purpose

The purpose of this SAE Standard is to support interoperability among DSRC applications through the use of standardized message sets, data frames and data elements. This Standard provides information that is useful in understanding how to apply the various DSRC standards, along with the message sets, data frames and data elements specified herein, to produce interoperable DSRC applications.

This second edition of the standard added addition content created since the first adopted edition and also corrects minor typographical errors in found in the former edition.

2. References

The following documents shall be used, when applicable, in the process of populating and developing the message sets of this standard. The specific revision and issued date stated below shall be used for each document. When the following documents are superseded by an approved revision, the revised version shall be reviewed for applicability.

The references cited below shall be included in the references of the other companion volumes of this standard unless specifically excluded.

IEEE Std 1488-2000, IEEE Trial-Use Standard for Message Set Template for Intelligent Transportation Systems.

IEEE Std 1489-1999, IEEE Standard for Data Dictionaries for Intelligent Transportation Systems.

ISO/IEC 8824-1:1998, Information technology—Abstract Syntax Notation One (ASN.1): Specification of basic notation.[1]

ISO/IEC 8824-2:1998, Information technology—Abstract Syntax Notation One (ASN.1): Information object specification.

[1] ISO Publications —Available from the ISO Central Secretariat, Case Postale 56, 1 rue de Varembé, CH-1211, Genève 20, Switzerland/Suisse (http://www.iso.ch/). ISO publications are also available in the United States from the Sales Department, American National Standards Institute, 11 West 42nd Street, 13th Floor, New York, NY 10036, USA (http://www.ansi.org/).

ISO/IEC 8824-3:1998, Information technology—Abstract Syntax Notation One (ASN.1): Constraint specification.

ISO/IEC 8824-4:1998, Information technology—Abstract Syntax Notation One (ASN.1): Parameterization of ASN.1 specifications.

SAE J2540 –Messages for Handling Strings and Look-Up Tables in ATIS Standards, July 2002 and its successors.

SAE J2540-2 – ITIS Phrase Lists (International Traveler Information Systems), Revision 3, Adopted May 2005 – Published ? and its successors.

SAE J2630 –Converting ATIS Message Standards From ASN.1 To XML (XML Translation rules), Publication date?

SAE J670, - Vehicle Dynamics Terminology, Issued 1976-07 and its successors

RTCM 10402.3 Recommended Standards For Differential GNSS (Global Navigation Satellite Systems) Service -Version 2.3 Revision 2.3 adopted on August 20th, 2001and its successors.[2]

RTCM Standard 10410.0 for Networked Transport of RTCM via Internet Protocol (Ntrip) Revision 1.0 adopted on September 30th, 2004 and its successors.

RTCM Standard 10403.1 for Differential GNSS (Global Navigation Satellite Systems) Services -Version 3 adopted on October 27th 2006 and its successors.

Add NMEA 183 standard here as well, details TBD.

It should be noted that this standard is intended to be independent of the underlying protocols used. However, it is also noted that early deployments are expected to use the "DSRC-WAVE" technology hosted at 5.9 GHz. For such applications the following standards are also of value.

ASTM E2158-01 Standard Specification for Dedicated Short Range Communication (DSRC) Physical Layer Using Microwave in the 902 to 928 MHz Band

ASTM E2213 -03 Standard Specification for Telecommunications and Information Exchange Between Roadside and Vehicle Systems - 5 GHz Band Dedicated Short Range Communications (DSRC) Medium Access Control (MAC) and Physical Layer (PHY) Specifications

IEEE Std P1609.1 (VT/ITS) Standard for Wireless Access in Vehicular Environments (WAVE) - Resource Manager

[2] RTCM Standards are available from the Radio Technical Commission For Maritime Services, 1800 N Kent St., Suite 1060, Arlington, Virginia 22209.

IEEE Std P1609.2 (VT/ITS) Standard for Wireless Access in Vehicular Environments - Security Services for Applications and Management Messages

IEEE Std P1609.3 (VT/ITS) Standard for Wireless Access in Vehicular Environments (WAVE) - Networking Services

IEEE Std P1609.4 (VT/ITS) Standard for Wireless Access in Vehicular Environments (WAVE) - Multi-Channel Operations

IEEE Std P802.11p (C/LM) Amendment to Standard [for] Information Technology – Telecommunications and information exchange between systems – Local and Metropolitan networks – specific requirements – Part II: Wireless LAN Medium Access Control (MAC) and Physical Layer (PHY) specifications: Wireless Access in Vehicular Environments

3. Terms and definitions

For the purposes of this standard, the following definitions, abbreviations and acronyms apply.

3.1 Definitions

For the purposes of this standard, the following definitions shall apply.

3.1 actuated operation: A type of traffic control signal operation in which some or all signal phases are operated on the basis of actuation, e.g. detector inputs. A signal without any actuation runs on either fixed time or time of day operation. A signal may be semi-actuated as well.

3.2 airlink: A radio frequency communication interface, such as that defined by WAVE.

3.3 application class identifier (ACID): A code that identifies a class of application, as defined by the IEEE.

3.4 application context mark (ACM): A code identifying a specific instance of an application (as defined in IEEE documents).

3.5 application-specific data dictionary: A data dictionary specific to a particular implementation of an ITS application. Local deployments which use DSRC (or other message sets) may often select a subset of the defined messages meeting their specific needs and create an application-specific data dictionary for that deployment.

3.6 approach: All lanes of traffic moving towards an intersection or a midblock location from one direction, including any adjacent parking lane(s). In the context of this standard an approach is a arbitrary collection of lanes used in the flow of traffic preceding to an intersection or a midblock location. An approach is typically identified by its general flow, i.e. “the east-bound approach”. In this standard an approach consists of one or more motor vehicle lanes of travel as well as possible pedestrian lanes, parking lanes, barriers, and other types of lane objects some of which cross the path of the motor vehicle travel.

3.7 byte type encoding: A type of information encoding where units of information are handled in modular increments of 8 bits.

3.8 computed lane: A computed lane is a lane drivable by motorized vehicle traffic which shares its path definition with another nearby lane at the same intersection. It is one of several types of basic lanes defined in the message set. The computed lane allows saving of message bytes used to express the geometric path of multiple lanes approaching an intersection from the same direction.

3.9 conflict monitor: A device used to detect and respond to improper or conflicting signal indications and improper operating voltages in a traffic controller assembly.

3.10 control channel (CCH): The radio channel of those defined in IEEE 802.11p used for exchange of management data and WAVE Short Messages.

3.11 Controller Assembly: A complete electrical device mounted in a cabinet for controlling the operation of a highway traffic signal.

3.12 Controller Unit: That part of a controller assembly that is devoted to the selection and timing of the display of signal indications.

3.13 cycle: One complete sequence of signal indications.

3.14 cycle length: The duration of one complete sequence of signal indications. The cycle length is not generally fixed at actuated controllers.

3.15 dark mode: The lack of all signal indications at a signalized location. (The dark mode is most commonly associated with power failures, ramp meters, beacons, and some movable bridge signals.) Note that when the SPAT message is used to convey the status of a non-signalized 4-way stop type of intersection, if an approach is modeled as being in the dark mode, it would indicate that the signage is missing (normally a flashing red stop would be indicated).

3.16 data: Representations of static or dynamic entities in a formalized manner suitable for communication, interpretation, or processing by humans or by machines.

3.17 data concept: Any of a group of data dictionary structures defined in this standard (e.g., data element, data element concept, entity type, property, value domain, data frame, or message) referring to abstractions or things in the natural world that can be identified with explicit boundaries and meaning and whose properties and behavior all follow the same rules.

3.18 data consumer: Any entity in the ITS environment which consumes data from others.

3.19 data dictionary: An information technology for documenting, storing and retrieving the syntactical form (i.e., representational form) and some usage semantics of data elements and other data concepts. The major message sets of ITS, of which DSRC is but one, are kept and represented in a data dictionary.

3.20 data element: A syntactically formal representation of some single unit of information of interest (such as a fact, proposition, observation, etc.) with a singular instance value at any point in time, about some entity of interest (e.g., a person, place, process, property, object, concept, association, state, event). A data element is considered indivisible.

3.21 data frame: (formerly: Data Structure, which appears in the early ITS efforts, is now more commonly called a Data Frame. The definition and meaning, which follows, remains the same.): Any construct used to represent the contents of a Data Dictionary. From a computer science perspective, data frames are viewed as logical groupings of other data frames and of data elements to describe "structures" or parts of messages used in this and other standards. A data frame is a collection of one or more other data concepts in a known ordering. These data concepts may be simple (data elements) or complex (data frames).

3.22 data plane: The communication protocols defined to carry application and management data across the communications medium.

3.23 data registry: An advanced data dictionary that contains not only data about data elements in terms of their names, representational forms and usage in applications, but also substantial data about the semantics or meaning associated with the data elements as concepts that describe or provide information about real or abstract entities. A data registry may contain abstract data concepts that do not get directly represented as data elements in any application system, but which help in information interchange and reuse both from the perspective of human users and for machine-interpretation of data elements. Within the ITS industry, there is a data registry established and run by the IEEE which contains the contents of this standard. SAE and the ATIS committee have also developed tools to access and use the data found in the registry as an aid to deployments.

3.24 data structure: Any construct (including data elements, data frames, and other data concepts) used to represent the contents of a data dictionary.

3.25 data type: A classification of the collection of letters, digits, and/or symbols used to encode values of a data element based upon the operations that can be performed on the data element. For example, real, integer, character string, Boolean, bitstring, etc.

3.26 dialog: A sequence of two or more messages which are exchanged in a known sequence and format (typically of a request followed by one or more replies), which are considered a bound transactional exchange between the parties.

3.27 dual-arrow signal section: A type of signal section designed to include both a yellow arrow and a green arrow.

3.28 egress: In the context of this standard an egress is a flow of vehicular or other types of traffic leaving an intersection on one or more of the defined lanes of travel.

3.29 encounter: In the context of this standard an encounter is an exchange of messages between two or more DSRC equipped devices (OBUs or RSUs) lasting for a brief period of time.

3.30 entity: Anything of interest (such as a person, place, process, property, object, concept, association, state, event, etc.) within a given domain of discourse (in this case within the ITS domain of discourse).

3.31 entity type: An abstract type of structure defined in the ITS data register but no longer used. There are no entity types defined in this standard.

3.32 EtherType: The Ethernet Type field, as defined in RFC 1042, used to indicate the higher layer protocol above Logical Link Control.

3.33 flashing mode: A mode of operation in which at least one traffic signal indication (but more typically all signal indication of the entire signalized intersection) in each vehicular signal face of a highway traffic signal is turned on and off repetitively. Expressed in the terminology of the SPAT message, this is reflected in the descriptions of signal states of the affected lanes (in that movement) being set to red flashing.

3.34 full-actuated operation: A type of traffic control signal operation in which all signal phases function on the basis of actuation.

3.35 functional-area data dictionary (FADD): A data dictionary that is intended to standardize data element syntax, and semantics, within and among application areas within the same functional area. This DSRC standard is a FADD.

3.36 ingress: In the context of this standard an egress is a flow of vehicular or other types of traffic approaching an intersection on one or more of the defined lanes of travel.

3.37 initialization: One of three modes, or states, of operation known as Registration, Initialization, and Operations which DSRC systems operate in. The Initialization mode is used to establish a direct connection (link) between two DSRC devices. It is comparable to, but not equivalent to, an IEEE 802.11 association.

3.38 intelligent transportation systems (ITS): Systems that apply modern technology to transportation problems. Another appropriate meaning of the ITS acronym is integrated transportation systems, which stressed that ITS systems will often integrate components and users from many domains, both public and private.

3.39 interoperability: The ability to share information between heterogeneous applications and systems.

3.40 intersection: In the context of this standard an intersection is a nexus where two or more approaches meet and vehicles and other type users may travel between the connecting links. Typically this is a signalized intersection when considered by this standard, and as such the modes of allowed travel are reflected in the signal phases, the geometry of the intersection itself, and the local regulatory environment. The messages of this standard convey some of this information to the traveling public. Specifically, the MAP message conveys the relevant the road geometry, while the SPAT message conveys the current signal indication to allow and control movement in the intersection.

3.41 intersection control beacon: A beacon used only at an intersection to control two or more directions of travel.

3.42 interval: The part of a signal cycle during which signal indications are stable and do not change. In the SPAT message the current timing value for the remaining interval time estimate as well as the anticipated interval for yellow change interval is provided for each lane. Because signal interval times commonly change based on triggering events in many types of signaling systems, the value provided in the SPAT message may represent a minimal value that is extended and updated as the message is re-issued each time.

3.43 interval sequence: 3.48 interval sequence: The order of appearance of signal indications during successive intervals of a signal cycle.

3.44 ITIS: International Traveler Information Systems, the term commonly associated with the standard for incident phrases developed by the SAE ATIS Committee in conjunction with ITE TMDD and other standards. This work contains a wide variety of standard phrases to describe incidents and is expected to be used throughout the ITS industry. The codes found there can be used for sorting and classifying types of incident events, as well as creating uniform human readable phrases. In the capacity of classifying incident types, ITIS phrases are used in many areas. ITIS phrases can also be freely mixed with text and used to describe many incidents.

3.45 lane: In the context of this standard a lane is a portion of the transportation network (typically a section of roadway geometry) which is being described (its paths and various attributes about it) or referred to. In the DSRC message set, the lane object is widely used. Lanes consist not only of sections of “drivable” roadway trasversed by motor vehicles, but other types of lanes including pedestrian and bicycle walkways, trains and transit lanes, and certain types of dividers and barriers. When used in describing an intersection, a lane is defined for each possible path into and out of the intersection (in the MAP message), and the current signal phase (and therefore the allowed movements) then applicable to that lane or its approach is provided in the SPAT message.

3.46 lane-use control signal: A signal face displaying signal indications to permit or prohibit the use of specific lanes of a roadway or to indicate the impending prohibition of such use.

3.47 link: A service channel being used in support of application data transfer needs.

3.48 management plane: The collection of functions performed in support of the communication system operation, but not directly involved in passing application data.

3.49 message: A well structured set of data elements and data frame that can be sent as a unit between devices to convey some semantic meaning in the context of the applications about which this standard deals.

3.50 message set: A collection of messages based on the ITS functional-area they pertain to. This DSRC standard is also a message set.

3.51 message set extender: The concept of a message set extender refers to the process of adding additional data elements to a common (non-changing) core message in order to extend the basic core message structure to create messages for specific applications needs.

3.52 metadata: Data that defines and describes other data.

3.53 networking services: The collection of management plane and data plane function at the network layer and transport layer, supporting WAVE communications.

3.54 Node Configuration data: Definition to be refined by committee. When a map of an intersections is represented a node configuration data value provided key information regarding how the data vales found in the map are to be understood.

3.55 notification: An indication of an event of interest, sent to an application.

3.56 OBU to vehicle host interface (OVHI): Interface on the OBU offering access to WAVE capabilities by other vehicle-based devices.

3.57 offset (phase): Offset is the time lag for the cycle start of a coordinated signal. Quoting from the FHWA Signal Timing Manual, Chapter 6, Section 6.1 Terminology. (Draft 3 version, development still underway): "The time relationship between coordinated phases defined reference point and a defined master reference (master clock or sync pulse)." In other words, a local signal controller setting that references the start of the green to a common clock so the beginning of green can be coordinated along a roadway to speed motorist along at a designed speed.

3.58 on-board unit: An On-Board Unit (OBU) is a vehicle mounted DSRC device used to transmit and receive a variety of message traffic to and from other DSRC devices (other OBUs and RSUs). Among the message types and applications supported by this process are vehicle safety messages, a primary subject of this standard, used to exchange information on each vehicle's dynamic movements for coordination and safety.

3.59 operations: One of three modes, or states, of operation known as Registration, Initialization, and Operations which DSRC systems operate in. In the Operations mode a link has been established, the link will have an open socket with which it can conduct operations in the same manner as with any other 802.11 communications session. The lower layers will be managing the switching between the Control Channel and the Service Channel. When the radio has switched to another channel, it would appear to the application as a temporary loss of communications.

3.60 pedestrian change interval: An interval during which the flashing UPRAISED HAND (symbolizing DONT WALK) signal indication is displayed, often also called the pedestrian clearance time. During this interval the SPAT messages indicates a don't walk state for that pedestrian lane (along with an optional period of time remaining for this state).

3.61 pedestrian clearance time: The minimum time provided for a pedestrian crossing in a crosswalk, after leaving the curb or shoulder, to travel to the far side of the traveled way or to a median. During this interval the SPAT messages indicates a Flashing Don't Walk indication for that pedestrian lane (along with an optional period of time remaining for this state). The duration for such time intervals comes from MUTCD and is based on a rate of speed of 2 meters per second.

3.62 pedestrian phase: The time during which a walking figure or word "WALK" is presented and the DON'T WALK is presented. The pedestrian phase is also the time interval of the pedestrian walk interval and the pedestrian change interval combined.

3.63 pedestrian walk interval: An interval during which the WALKING PERSON (symbolizing WALK) signal indication is displayed. When a verbal message is provided at an accessible pedestrian signal, the verbal message is "walk sign." During this interval the SPAT messages indicates a walk state for that pedestrian lane (along with an optional period of time remaining for this state and the subsequent pedestrian clearance state).

3.64 permissive mode: A mode (left or right) of traffic control signal operation in which, when a CIRCULAR GREEN signal indication is displayed, left and/or right turns are permitted to be made after yielding to pedestrians and/or oncoming traffic.

3.65 preemption control: The transfer of normal operation of a traffic control signal to a special control mode of operation.

3.66 pretimed operation: A type of traffic control signal operation in which none of the signal phases function on the basis of actuation. When such a signal operation is reflected in the SPAT message, the time intervals given for various signal phases are fixed and do not vary based on any form of actuation. Pretimed operation may be fixed or based on time of day schedules.

3.67 protected mode: A mode (left or right) of traffic control signal operation in which left or right turns are permitted to be made when a left or right GREEN ARROW signal indication is displayed.

3.68 provider service table: The collection of data describing the applications that are registered with a WAVE device.

3.69 red clearance interval: An optional interval that follows a yellow change interval and precedes the next conflicting green interval.

3.70 reference lane: A reference lane is a lane drivable by motorized vehicle traffic which also contains a detailed path definition of the lane’s geometry (a center line path and width) as well as basic attributes (such as the allowed maneuvers) about the lane. The provided path data may optionally be shared with another nearby lane (a “computed lane”) in the same intersection. It is one of several basic types of lanes defined in the message set.

3.71 reference point: A reference point is a complete latitude – longitude – and vertical point on the reference surface which is used as an initial starting point for subsequent orthogonal offset X, Y, Z values from that point. All roadway geometry, maps of intersections, lane and curve descriptions, and other geometrical data that is encoded in this standard uses a systems of local reference points to index and offset the data that follows.

3.72 registration: One of three modes, or states, of operation known as Registration, Initialization, and Operations which DSRC systems operate in. The Registration mode is the process by which critical parameters pertaining to the device and applications using it are entered into the device's Management Information Base (MIB). Registration must be completed before a DSRC device can be ready for operations. The registration process is defined in IEEE P1609.3 and is controlled by the WAVE Management Entity (WME).

3.73 road side unit: A Road Side Unit (RSU) is a DSRC device used to transmit to, and receive from, DSRC equipped moving vehicles (OBUs). The RSU transmits from a fixed position on the roadside (which may in fact be a permanent installation or from "temporary" equipment brought on-site for a period of time associated with an incident, road construction, or other event). RSUs have the ability to transmit signals with greater power than OBUs and may have TCIP/IP connectivity to other nodes or the Internet.

3.74 semi-actuated operation: A type of traffic control signal operation in which at least one, but not all, signal phases function on the basis of actuation.

3.75 service channel: Secondary channels used for application-specific information exchanges.

3.76 service table: A data store containing the pertinent information about applications available through the WAVE device.

3.77 signal head: An assembly of one or more signal lamps. One or more signal heads maybe used to provide complementary indications to one of more approaches, which may cover multiple lanes. The definitive mapping to specific lanes can be determined by examining the SPAT and MAP fragment messages.

3.78 signal phase: The right-of-way, yellow change, and red clearance intervals in a cycle that are assigned to an independent traffic movement, or combination of movements. Each of these cycles are reflected in the SPAT message for the lanes that are part of the movement(s), along with its expected timing interval (which may be updated in signal systems that vary the time interval based on actuation or other methods).

3.79 signal section: Two or more traffic control signals operating in signal coordination.

3.80 signal system: Two or more traffic control signals operating in signal coordination.

3.81 signal timing: The amount of time allocated for the display of a signal indication, slang.

3.82 SPAT: In the context of this standard, Signal Phase And Timing (SPAT), is a message type which describes the current state of a signal system and its phases and relates this to the specific lanes (and therefore to movements and approaches) in the intersection. It is used along with the MAP message to allow describing an intersection and its current control state.

3.83 split (phase): In split phase operations opposing turn lanes are coordinated at differing times. For example, the east and west left turn movements would get green arrows at different times.

3.84 split (signal): Signal split is a term having to do with coordinated signals. Signal split pertains to time allocated to the coordinated road vs. the cross streets.

3.85 stability control: A system which operates to prevent a car from sliding sideways under dynamic driving conditions.

3.86 station: Any device that contains an IEEE 802.11 conformant medium access control (MAC) and physical layer (PHY) interface to the wireless medium. An RSU and OBU are stations.

3.87 stop line: The stop line is a defined location along the path of the lane type where users (vehicles) are presumed to stop and come to rest at the edge of the intersection. The stop line is used as the starting point to define the centerline path of a lane in the messages (with sets of offset points defining the path of the lane proceeding away from the stop line). While stop lines are normally considered for lanes describing motorized vehicle travel, they are also used on other forms of lanes (such as pedestrian walkway lanes) to describe the initial point of the path.

3.88 syntax: The structure of expressions in a language, and the rules governing the structure of a language.

3.89 transactions: Bi-directional data exchanges between devices (RSUs and OBUs).

3.90 value domain: A well known range of values, or terminology, or enumeration that many be referenced as an abstract type the ITS data register but no longer used. There are very many value domains used in ITS standards.

3.91 vehicle host: A device connecting to the WAVE system through the OBU vehicle host interface.

3.92 vehicle type: In the context of this standard the vehicle type is a data element used to define overall gross size and mass of a vehicle, Observe that this definition differs from the (multiple other) vehicle types defined elsewhere in other standards used in the ITS.

3.93 Walk Interval: An interval during which the WALKING PERSON (symbolizing WALK) signal indication is displayed. When a verbal message is provided at an accessible pedestrian signal, the verbal message is “walk sign.”

3.94 warning beacon: A beacon used only to supplement an appropriate warning or regulatory sign or marker.

3.95 WAVE device: A device that contains a WAVE-conformant medium access control (MAC) and physical layer (PHY) interface to the wireless medium. (See IEEE 802.11 and IEEE 1609.4)

3.96 WAVE management entity (WME): The set of management functions, as defined in IEEE Std 1609 documents, required to provide WAVE Networking Services.

3.97 WAVE service information element (WSIE): A collection of configuration data transmitted by either OBU or RSU, which includes the Provider Service Table, and in the case of the RSU the WAVE Routing Advertisement, as well as security credentials.

3.98 wireline: Connected via a traditional communications interface; not the wireless interface specified here.

3.99 XML: A common method of exchanging messages made up of tags and values organized in a data structure and typically transported over common Internet formats such as HTTP. XML has a growing number of supporters due to its ability to be implemented in the types of heterogeneous systems often found in ITS deployments. It is possible to express and exchange the DSRC message sets using this method; XML schema definitions are provided in the latter clauses of the standard.

3.100 yellow change interval: The first interval following the green interval during which the yellow signal indication is displayed. In the SPAT message the fixed duration of the yellow change interval is (optionally) provided for each active lane being described.

3.2 Abbreviations and acronyms

The terms, abbreviations and acronyms cited below shall be a part of the terms of this standard (and of the other companion volumes and guides) unless specifically cited otherwise.

AAMVA	American Association of Motor Vehicle Administrators
ABS	Anti-lock Braking System
ACID	Application Class Identifier
ACM	Need Define here
ASTM	American Society for Testing and Materials
ATIS	Advanced Traveler Information Systems
ATMS	Advanced Transportation Management Systems
BER	Basic Encoding Rules (add PER, DER, etc??)
C2C	Center to Center
CCC	Configuration Control Committee
CCH	Control Channel
CRC	Cyclic Redundancy Code
DE	Data Element
DF	Data Frame
DHCP	Dynamic Host Configuration Protocol
DSRC	Dedicated Short Range Communications
ESN	Electronic Serial Number
ESS	Environmental Sensors Stations
GID	Geographic Information Description
GMT	Greenwich Mean Time
HMI	Need Define here
ICC	Interstate Commerce Commission (now the Interstate Authority)
IEEE	Institute of Electrical and Electronics Engineers
IETF	Internet Engineering Task Force
IM	Incident Management or inter-modal
IP	Internet Protocol
IPv6	Internet Protocol version 6
ISO	International Standards Organization
ITE	Institute of Transportation Engineers
ITIS	International Traveler Information Systems
LLC	Logical Link Control
LSB	Least Significant Bit

MAC	Medium Access Control
MIB	Management Information Base
MIL	Malfunction Indicator Light (Check Engine Light)
MLME	MAC Layer Management Entity
MSB	Most Significant Bit
NAP	Need Define here
NTCIP	National Transportation Communications for ITS Protocols
Ntrip	Networked Transport of RTCM via Internet Protocol
OBU	On-Board Unit
OVHI	OBU to Vehicle Host Interface
PDU	Protocol Data Unit
PHY	Physical Layer
PLME	Physical Layer Management Entity
PSC	Need Define here
PSID	Need Define here
RFC	Request for Comments
RSU	Road Side Unit
RTCM	Radio Technical Commission For Maritime Services
RTK	Real Time Kinematics
SAE	Society of Automotive Engineers
SAP	Service Access Point
SC-104	Sub-Committee 104 of the RTCM
SCH	Service Channel
SDN	Need Define here
SDO	Standards Developing Organization
SME	Station Management Entity
SPAT	Signal Phase And Timing Message
SRS	Safety Restraint System
STA	Station
TC	Traction Control
TCIP	Transit Communications Interface Profiles
TCP	Transmission Control Protocol
TCS	Traction Control System
TMDD	Traffic Management Data Dictionary
UDP	User Datagram Protocol
UN	United Nations

UTC	Universal Coordinated Time
WAVE	Wireless Access in Vehicular Environments
WME	WAVE Management Entity
WSIE	WAVE Service Information Element
WSM	WAVE Short Message
WSMP	WSM Protocol
XML	eXtensible Markup Language

4 The use of DSRC messages in Applications

This section contains introductory material about this edition of J2735, background information on the rationale for the standard, and an introduction to the messages, which follow in Sections 5 to Section 9.

4.1 Introduction to DSRC Goals and Objectives

Public sector organizations throughout the world have identified the need to reduce fatalities and serious injuries that result from vehicle crashes, as well as the need to reduce traffic congestion. The use of wireless and computer technologies in vehicles, and on the roadway infrastructure, have been identified as promising areas to provide solutions for these needs. Intelligent Transportation System (ITS) planning in many regions of the world has therefore become focused on supporting applications that utilize a common platform to address three priorities:

1) Safety
2) Mobility
3) Commercial (or Private)

Safety applications, in particular, must be interoperable between vehicles from different manufacturers and between vehicles and roadway infrastructure within all the areas where the vehicle is likely to travel. This requirement for interoperability is also relevant to contemplated mobility applications. This SAE Standard specifies initial representative standard message sets, data frames and data elements that allow interoperability at the application layer without the need to standardize applications. This approach supports innovation and product differentiation through the use of proprietary applications, while maintaining interoperability by providing standard message sets that can be universally generated and recognized by these proprietary applications.

The message sets specified in this SAE Standard depend upon the lower layers of the DSRC protocol stack (or potentially other wireless communications systems) to deliver the messages from applications at one end of the communication system (for example, in a vehicle) and the other end (for example, in another vehicle). These lower layers of the DSRC protocol stack are defined and specified in standards developed by other Standards Development Organizations (SDOs). In particular, the lower layers are addressed by IEEE P802.11p, and the upper layer protocols are covered in the IEEE P1609 series of standards. The DSRC family of standards developed by the various SDOs are meant to operate together in a harmonious fashion. The message sets specified in this SAE standard therefore define the message content and structure delivered by the communication system at the application layer. This specification consequently defines the message payload at the physical layer. However, the operations at the physical layer, for example, are specified by IEEE P802.11p, and the actual content of over-the-air packets will be determined by layers below the applications layer, as specified in the IEEE standards.

The following subsection provides an overview of the DSRC architecture and protocol stack. Subsequent annexes describe examples of how the message sets specified in this Standard might be used, which also strongly influenced the philosophy of the message design. These message sets are presented in Section 5. The particular message design techniques described in this Standard have allowed for the construction of a dictionary of reusable, relevant data frames and data elements that support interoperability for currently envisioned applications and are also intended to expedite the development of future message sets. The standard data frames are presented in Section 6 of this Standard, and the data elements are specified in Section 7. Data concepts reused from other areas of ITS work are presented in Section 8.

4.2 DSRC Overview

The WAVE communications system is designed to enable vehicle-to-vehicle and vehicle-to/from-infrastructure communications in order to provide a common platform to achieve the safety, mobility and commercial priorities described in Section 4.1. Interoperability is a fundamental requirement of this common platform, and WAVE is designed to provide the required interoperable wireless networking services for transportation. As well, the WAVE system uniquely supports the high-availability, low-latency communications requirements of vehicle safety applications, such as pre-crash collision mitigation, intersection collision avoidance and cooperative collision avoidance.

The physical layer (PHY) of the WAVE system is defined in IEEE P802.11p. In general, the WAVE PHY provides a control channel (CCH) and multiple service channels (SCH). The range of this system is generally considered to be line-of-sight distances of less than 1000 meters. The PHY has been optimized to support usage by vehicles traveling at highway speeds.

IEEE P1609.4 provides enhancements to the IEEE 802.11 medium access control (MAC) that support WAVE safety, mobility and private applications in a multi-channel system by specifying mechanisms for prioritized access, channel routing, channel coordination and data transmission.

The upper layers of the network stack, up to the application layer, are defined in IEEE P1609.3. There are two pathways through the WAVE upper layers above the LLC layer: the Wave Short Message Protocol (WSMP) stack and the UDP/IP stack. IEEE 1609.3 describes networking services for applications running over either of these stacks, as well as describing the operation of the WSMP stack. Transmissions on the CCH are limited to WAVE Short Messages (WSM). Either WSMP stack or UDP/IP stack may be used for communications on SCHs. The WSMP stack is generally used for broadcast applications.

IEEE P1609.2 defines secure message formats, and specifies how these secure messages are processed within the WAVE system. These security services are designed to protect messages from attacks such as eavesdropping, spoofing, alteration and replay, while respecting end users' rights to privacy. The messages covered in IEEE P1609.2 security procedures include WAVE management messages and application messages, but do not yet include vehicle-originating safety messages. Security services for vehicle-originating safety messages have not yet been specified in any standard, but will be required before vehicle safety applications can be widely deployed.

4.3 Philosophy of Message Design

The DSRC message sets which are the subject of this standard are transported over the protocol stack of the WAVE Short Message (WSM), a finite resource which must be conserved in order to promote the best operations for all vehicles. While other protocol stacks also exist over the DSRC media (and are in fact expected to simultaneously carry a variety of other ITS related information including such things as ATIS information encoded in XML forms), the WSM is characterized by short length packet message traffic, often broadcast to other vehicles in an un-acknowledged delivery mode. Dialogs and transactions do take place, and such transaction can leave the control channel in order to use a service channel as needed, but the general design goal is to maximize support for short broadcast style messages. To that end, a dense encoding of information is used in defining the message sets of this Standard. Several of the design aspects of this encoding are discussed below.

This dense encoding uses a three-way approach:

1) The smallest divisions of information content to be standardized are called Data Elements
2) Data Frames are the next, more complex data structures to be standardized in this dense encoding
3) The top level of complexity in the data structure standardization is called Messages

The above data concepts are all described in both Abstract Syntax Notation revision One (ASN.1, referred to as ASN hereafter) and in an XML schema syntax. This process follows the typical style used for message sets defined in ITS standards by SAE and the other SDOs engaged in ITS development. Complete ASN modules and XSD schema sets of the standard are available for developers.

The ASN specified by this standard is then encoded for transport by the lower layers (the encoded stream of bytes becomes the payload of that lower layer). The encoding style required to be used to conform with this standard is the DER variant of BER. The Distinguished Encoding Rules are a specific sub-set of the Basic Encoding Rules which were developed to allow one (and only one) encoding for any specific message content. The DER style follows the normal byte-aligned Tag-Length-Value format of BER for ASN, consult any textbook on ASN for further[3] details.

5. Message Sets

This section defines the structure of the DSRC message sets. Each message set shall be further divided into specific messages and elements as defined in this clause and those that follow. Typically, these messages are made up of message content internal to this document (made up of entries that are either atomic or complex) and message content external to this document (from other functional areas and companion volumes).

Definitions for these messages are presented in the following subclauses. The ASN is presented in a section called "ASN.1 Representation," formerly called "Format." In a similar manner, the equivalent XML expression is presented in a section called "XML Representation" which follows the translation rule set cited in Clause Two (SAE J2630).

Regarding equivalent entries to be placed into a data registry. The mapping between data elements and analogous meta data entries have been explained in other ITS stds. In addition, some meta information is constant in this entire standard and need not be repeated with each entry here. These include the sponsor and steward of the entries [SAE], the registration status [registered once the standard is adopted] and the revision date [the date of the standards adoption]. The class name is always ITS.

The productions of ASN.1 which follow shall be considered normative in nature. While the majority of the normative content is reflected in the actual syntax of the ASN.1 some entries also have additional statements in the ASN.1 comments which shall be considered to be normative as well. In addition, the commentary provided with each entry may also provide additional normative restrictions on the proper use of the entry which shall be followed. The XML productions follow directly from the ASN.1 specifications and the same rules shall be applied.

[3] The DSRC committee has developed a (freely available) users guide to illustrate the proper use the messages, and part of that guide provides additional data on the rules of encoding used in the message set.

5.1 Message: MSG_Ala Carte

Use: A message which is composed entirely of message elements determined by the sender for each message. The message is composed of two same content as found in the Part II section of the basic safety message.

ASN.1 Representation:

```
AlaCarte ::= SEQUENCE {
   msgID         DSRCmsgID,
                 -- the message type
   id            TemporaryID OPTIONAL,
                 -- ID when needed

   -- Part II,
   partTwo       VehicleStatus OPTIONAL,

   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="alaCarte" type="AlaCarte"/>
<xs:complexType name="AlaCarte" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <!-- the message type -->
         <xs:element name="id" type="TemporaryID"  minOccurs="0"/>
         <!-- ID when needed
         Part II, -->
         <xs:element name="partTwo" type="VehicleStatus"  minOccurs="0"/>
         <xs:element name="localAlaCarte" type="local:AlaCarte" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

5.2 Message: MSG_BasicSafetyMessage_Verbose

Use: The verbose variant of the basic safety message is defined here. This message is only used in cases when the part I contents of the message is expanded with BER tagging between each data element (no data blobs are used) and is NEVER transmitted over the air in the WSM format. Refer to the *MSG_BasicSafetyMessage* for additional details.

ASN.1 Representation:

```
BasicSafetyMessageVerbose ::= SEQUENCE {
   msgID       DSRCmsgID,             -- App ID value, 1 byte

-- Part I, sent at all times
   msgCnt      MsgCount,              -- 1 byte
   id          TemporaryID,           -- 4 bytes
   secMark     DSecond,               -- 2 bytes
   -- pos      PositionLocal3D,
   lat         Latitude,              -- 4 bytes
   long        Longitude,             -- 4 bytes
   elev        Elevation,             -- 2 bytes
   accuracy    PositionalAccuracy,    -- 4 bytes

   -- motion   Motion,
   speed       Speed,                 -- 2 bytes
   heading     Heading,               -- 2 bytes
   accelSet    AccelerationSet4Way,   -- 7 bytes

   -- control  Control,
   brakes      BrakeSystemStatus,     -- 2 bytes

   -- basic    VehicleBasic,
   size        VehicleSize,           -- 3 bytes

   -- Part II, sent as required
   events       EventFlags OPTIONAL, -- 2 bytes
   partTwo      VehicleStatus OPTIONAL,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="basicSafetyMessageVerbose" type="BasicSafetyMessageVerbose"/>
<xs:complexType name="BasicSafetyMessageVerbose" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <!-- App ID value,  1 byte
         Part I,  sent at all times -->
         <xs:element name="msgCnt" type="MsgCount" />
         <!-- 1 byte -->
         <xs:element name="id" type="TemporaryID" />
         <!-- 4 bytes -->
         <xs:element name="secMark" type="DSecond" />
         <!-- 2 bytes
         pos      PositionLocal3D, -->
         <xs:element name="lat" type="Latitude" />
         <!-- 4 bytes -->
         <xs:element name="long" type="Longitude" />
         <!-- 4 bytes -->
         <xs:element name="elev" type="Elevation" />
         <!-- 2 bytes -->
         <xs:element name="accuracy" type="PositionalAccuracy" />
         <!-- 4 bytes
         motion   Motion, -->
         <xs:element name="speed" type="Speed" />
         <!-- 2 bytes -->
         <xs:element name="heading" type="Heading" />
         <!-- 2 bytes -->
         <xs:element name="accelSet" type="AccelerationSet4Way" />
         <!-- 7 bytes
         control  Control, -->
         <xs:element name="brakes" type="BrakeSystemStatus" />
         <!-- 2 bytes
         basic    VehicleBasic, -->
         <xs:element name="size" type="VehicleSize" />
         <!-- 3 bytes
         Part II,  sent as required -->
         <xs:element name="events" type="EventFlags"  minOccurs="0"/>
         <!-- 2 bytes -->
         <xs:element name="partTwo" type="VehicleStatus"  minOccurs="0"/>
         <xs:element name="localBasicSafetyMessageVerbose"
type="local:BasicSafetyMessageVerbose" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Remarks: This message may be removed from the final adopted standard, it is intended for testing and development uses only.

5.3 Message: MSG_BasicSafetyMessage

Use: The basic safety message is defined here. This message (at time referred to as the "heartbeat message") is used in a variety of applications to exchange safety data regarding vehicle state. This message is broadcast to surrounding vehicles with a variety of data content as required by safety and other applications, normally at a rate of every 10 mSec. Certain data is sent with every instance of the message, the area denoted as Part I. Other information can be sent periodically or selectively and is denoted as the Part II area. Refer to the Annex "Operation with the Vehicle Safety Message" for examples of how the Basic Safety Message can be used.

ASN.1 Representation:

```
BasicSafetyMessage ::= SEQUENCE {
   -- Header items
   msgID       DSRCmsgID,                 -- 1 byte
   -- Part I, sent as a single octet blob
   blob1       BSMblob,

   --
   -- The blob consists of the following 37 packed bytes:
   --
   -- msgCnt      MsgCount,              -x- 1 byte
   -- id          TemporaryID,           -x- 4 bytes
   -- secMark     DSecond,               -x- 2 bytes

   -- pos      PositionLocal3D,
     -- lat       Latitude,              -x- 4 bytes
     -- long      Longitude,             -x- 4 bytes
     -- elev      Elevation,             -x- 2 bytes
     -- accuracy  PositionalAccuracy,    -x- 4 bytes

   -- motion   Motion,
     -- speed     Speed,                 -x- 2 bytes
     -- heading   Heading,               -x- 2 byte
     -- accelSet  AccelerationSet4Way,   -x- 7 bytes

   -- control  Control,
   -- brakes      BrakeSystemStatus,     -x- 2 bytes

   -- basic    VehicleBasic,
   -- size        VehicleSize,           -x- 3 bytes

   -- Part II, sent as required
   events       EventFlags OPTIONAL,     -- 2 bytes
   partTwo      VehicleStatus OPTIONAL,

   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="basicSafetyMessage" type="BasicSafetyMessage"/>
<xs:complexType name="BasicSafetyMessage" >
      <xs:sequence>
         <!-- Header items -->
         <xs:element name="msgID" type="DSRCmsgID" />
         <!-- 1 byte
         Part I,  sent as a single octet blob -->
         <xs:element name="blob1" type="BSMblob" />
         <!-- The blob consists of the following 37 packed bytes:
          -->
         <!-- msgCnt      MsgCount,              -x- 1 byte
         id          TemporaryID,           -x- 4 bytes
         secMark     DSecond,               -x- 2 bytes
         pos      PositionLocal3D,
         lat       Latitude,              -x- 4 bytes
         long      Longitude,             -x- 4 bytes
         elev      Elevation,             -x- 2 bytes
         accuracy  PositionalAccuracy,    -x- 4 bytes
         motion   Motion,
         speed     Speed,                 -x- 2 bytes
         heading   Heading,               -x- 2 byte
         accelSet  AccelerationSet4Way,   -x- 7 bytes
         control  Control,
         brakes      BrakeSystemStatus,     -x- 2 bytes
         basic    VehicleBasic,
         size        VehicleSize,           -x- 3 bytes
         Part II,  sent as required -->
         <xs:element name="events" type="EventFlags"  minOccurs="0"/>
         <!-- 2 bytes -->
         <xs:element name="partTwo" type="VehicleStatus"  minOccurs="0"/>
         <xs:element name="localBasicSafetyMessage" type="local:BasicSafetyMessage"
minOccurs="0"/>
      </xs:sequence>
```

```
</xs:complexType>
```

Remarks: This message is divided into two primary parts and uses the same BER-DER encoding system in each. In the first part (those data elements which are always sent at all time) some data element have been encoded as a well defined octet blob to enable concise encoding and conserve channel bandwidth. In the second part, DER tags and lengths precede each possible defined element in the normal way. Any Locally defined content can be added to the part two content in the normal way.. Developers of such local content should take steps to avoid creating content with tags which could conflict with future revisions of the standard (such tags should be in the local range of 128~255 to avoid conflict with the national standard).

5.4 Message: MSG_EmergencyVehicleAlert

Use: The Emergency Vehicle Alert message is used to broadcast warning messages to surrounding vehicles that an emergency vehicle (typically an incident responder of some type) is operating in the vicinity and that additional caution is required. The message itself is built on the ATIS roadside alert message which in turn uses the common ITIS phrase list to both describe the event and provide advice and recommendation for travelers. The Emergency Vehicle Alert message appends to the message some additional data elements regarding the overall type of vehicle involved and other useful data. Note that this message can be used by both private and public response vehicles, and that the relative priority of each (as well as security certificates) is determined in the application layer.

ASN.1 Representation:

```
EmergencyVehicleAlert ::= SEQUENCE {
   msgID           DSRCmsgID,
   id              TemporaryID OPTIONAL,
   rsaMsg          RoadSideAlert,
                              -- the DSRCmsgID inside this
                                -- data frame is set as per the
                                -- RoadSideAlert.  The CRC is
                                -- set to a value of zero.
   responseType    ResponseType                   OPTIONAL,
   details         EmergencyDetails               OPTIONAL,
                   -- Combines these 3 items:
                   -- SirenInUse,
                   -- LightbarInUse,
                   -- MultiVehicleReponse,

                   -- combine above three into one byte!
   mass            VehicleMass                    OPTIONAL,
   basicType       VehicleType                    OPTIONAL,
                                -- gross size and axle cnt

   -- type of vehicle and agency when known
   vehicleType     ITIS.VehicleGroupAffected      OPTIONAL,
   responseEquip   ITIS.IncidentResponseEquipment OPTIONAL,
   responderType   ITIS.ResponderGroupAffected    OPTIONAL,
   crc             MsgCRC,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="emergencyVehicleAlert" type="EmergencyVehicleAlert"/>
<xs:complexType name="EmergencyVehicleAlert" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="id" type="TemporaryID"  minOccurs="0"/>
         <xs:element name="rsaMsg" type="RoadSideAlert" />
         <!-- the DSRCmsgID inside this
         data frame is set as per the
         RoadSideAlert.  The CRC is
         set to a value of zero. -->
         <xs:element name="responseType" type="ResponseType"  minOccurs="0"/>
         <xs:element name="details" type="EmergencyDetails"  minOccurs="0"/>
         <!-- Combines these 3 items:
```

```
         SirenInUse,
         LightbarInUse,
         MultiVehicleReponse,
         combine above three into one byte! -->
         <xs:element name="mass" type="VehicleMass"  minOccurs="0"/>
         <xs:element name="basicType" type="VehicleType"  minOccurs="0"/>
         <!-- gross size and axle cnt
         type of vehicle and agency when known -->
         <xs:element name="vehicleType" type="itis:VehicleGroupAffected"  minOccurs="0"/>
         <xs:element name="responseEquip" type="itis:IncidentResponseEquipment"
minOccurs="0"/>
         <xs:element name="responderType" type="itis:ResponderGroupAffected"
minOccurs="0"/>
         <xs:element name="crc" type="MsgCRC" />
         <xs:element name="localEmergencyVehicleAlert" type="local:EmergencyVehicleAlert"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Remarks: The TemporaryID data element shall be sent only if the vehicle wishes to identify itself to others. If a data element value is not known or will not be sent (because its presence is marked OPTIONAL in the ASN) then that data item will not be part of the message. The CRC value found as part of the Road Side Alert message shall be properly set for the value for the bytes enclosed in that messages, and the CRC value found as part of the Emergency Vehicle message shall be properly set for the value for the bytes enclosed in that messages. In other words, the Road Side Alert message shall be a valid message within the Emergency Vehicle message.

5.5 Message: MSG_IntersectionCollisionAvoidance

Use: This message deals with providing data from the vehicle to build intersection collision avoidance systems with. It identifies the intersection being reported on and the recent path and accelerations of the vehicle.

ASN.1 Representation:

```
IntersectionCollision ::= SEQUENCE {
   msgID          DSRCmsgID,
   msgCnt         MsgCount,
   id             TemporaryID,
   secMark        DSecond OPTIONAL,

   vmt            VehicleMotionTrail,
                  -- a set of recent Bread Crumbs
                  -- might want to pick which one
                  -- patern to use in above

   intersetionID  IntersectionID,
                  -- the applicable Intersection, from the MAP-GID
                  -- the best applicable movement, from the MAP-GID
   laneNumber     LaneNumber,
                  -- the best applicable Lane, from the MAP-SPAT-GID
                  -- zero sent if unknown
   eventFlag      EventFlags,
                  -- used to convey vehicle Panic Events,
                  -- Set to indicate "Intersection Violation"

   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="IntersectionCollision" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="msgCnt" type="MsgCount" />
         <xs:element name="id" type="TemporaryID" />
         <xs:element name="secMark" type="DSecond"  minOccurs="0"/>
         <xs:element name="vmt" type="VehicleMotionTrail" />
         <!-- a set of recent Bread Crumbs
         might want to pick which one
         patern to use in above -->
         <xs:element name="intersetionID" type="IntersectionID" />
         <!-- the applicable Intersection,  from the MAP-GID
         the best applicable movement,  from the MAP-GID -->
         <xs:element name="laneNumber" type="LaneNumber" />
         <!-- the best applicable Lane,  from the MAP-SPAT-GID
         zero sent if unknown -->
         <xs:element name="eventFlag" type="EventFlags" />
         <!-- used to convey vehicle Panic Events,
         Set to indicate &quot;Intersection Violation&quot; -->
         <xs:element name="localIntersectionCollision" type="local:IntersectionCollision" 
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Remarks: Note: This message can become superfluous given that the same information can also be sent in the BSM (in part II) or in the alaCarte messages. An issue for further committee discussion.

5.6 Message: MSG_NMEA_Corrections

Use: The NMEA_Corrections message is used to encapsulate NMEA 183 style differential corrections for GPS radio navigation signals as defined by the NMEA (National Marine Electronics Association) committee in its Protocol 0183 standard. Here, in the work of DSRC, these messages are "wrapped" for transport on the DSRC media, and then can be re-constructed back into the final expected formats defined by the NMEA standard and used directly by GPS positioning systems to increase the absolute and relative accuracy estimates produced.

ASN.1 Representation:

```
NMEA-Corrections ::= SEQUENCE {
   msgID      DSRCmsgID,
   rev        NMEA-Revision,
              -- the specific edition of the standard
              -- that is being sent, normally 2.0
   msg        NMEA-MsgType,
              -- the message and sub-message type, as
              -- defined in the revision being used
   -- NOTE as the message type is also in the payload,
   wdCount    INTEGER (0..1023),
              -- a count of bytes to follow
   payload    NMEA-Payload,
   ...
   }
```

XML Representation:

```
<xs:element name="nMEA-Corrections" type="NMEA-Corrections"/>
<xs:complexType name="NMEA-Corrections" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="rev" type="NMEA-Revision" />
         <!-- the specific edition of the standard
         that is being sent,  normally 2.0 -->
         <xs:element name="msg" type="NMEA-MsgType" />
         <!-- the message and sub-message type,  as
         defined in the revision being used
         NOTE as the message type is also in the payload, -->
         <xs:element name="wdCount" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedShort">
                  <xs:maxInclusive value="1023"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- a count of bytes to follow -->
         <xs:element name="payload" type="NMEA-Payload" />
      </xs:sequence>
</xs:complexType>
```

5.7 Message: MSG_ProbeVehicleData

Use: The probe vehicle message frame is defined below. The probe vehicle message is used to exchange status about a vehicle with other (typically RSU) DSRC readers to allow the collection of information about typically vehicle traveling behaviors along a segment of road. The exchanges of this message as well as the event which caused the collection of various elements defined in the messages are defined in Annex B of this standard. In typical use the reporting vehicle has collected one or more snapshots which it will send to a receiving RSU along with information (the vector) about the point in time and space when the snapshot event occurred. Because any sequence of snapshots are related within a limit range of time and space, some data compression may be used in the message to reduce redundant information.

ASN.1 Representation:

```
ProbeVehicleData ::= SEQUENCE {
   msgID          DSRCmsgID,            -- App ID value, 1 byte
   segNum         ProbeSegmentNumber OPTIONAL,
                                        -- a short term Ident value
                                        -- not used when ident is used
   probeID        VehicleIdent OPTIONAL,
                                        -- ident data for selected
                                        -- types of vehicles
                  -- Roy: above two items could be in a CHIOCE statement?
   startVector    FullPositionVector,   -- the space and time of
                                        -- transmission to the RSU
   vehicleType    VehicleType,          -- type of vehicle, 1 byte
   cntSnapshoots  INTEGER (1..32) OPTIONAL,
                                        -- a count of how many snaphots
                                        -- type entires will follow
   snapshots      SEQUENCE (SIZE(1..32)) OF Snapshot,
                                        -- a seq of name-value pairs
                                        -- along with the space and time
                                        -- of the first measurement set
   ... -- # LOCAL_CONTENT
   } -- Est size about 64 bytes plus snapshot sizes (about 12 per)
```

XML Representation:

```
<xs:element name="probeVehicleData" type="ProbeVehicleData"/>
<xs:complexType name="ProbeVehicleData" >
      <xs:annotation>
         <xs:documentation>
            Est size about 64 bytes plus snapshot sizes  (about 12 per)
         </xs:documentation>
      </xs:annotation>
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <!-- App ID value,  1 byte -->
         <xs:element name="segNum" type="ProbeSegmentNumber"  minOccurs="0"/>
         <!-- a short term Ident value
         not used when ident is used -->
         <xs:element name="probeID" type="VehicleIdent"  minOccurs="0"/>
         <!-- ident data for selected
         types of vehicles
         Roy: above two items could be in a CHIOCE statement? -->
         <xs:element name="startVector" type="FullPositionVector" />
         <!-- the space and time of
         transmission to the RSU -->
         <xs:element name="vehicleType" type="VehicleType" />
         <!-- type of vehicle,  1 byte -->
         <xs:element name="cntSnapshoots"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="32"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- a count of how many snaphots
         type entires will follow -->
         <xs:element name="snapshots" >
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="snapshot" type="Snapshot" />
                  <!-- a seq of name-value pairs along with the space and time of the
first measurement set -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="localProbeVehicleData" type="local:ProbeVehicleData"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Remarks: At the time of writing additional probe vehicle messages are being developed that will allow control over what information is gathered and reported in a probe vehicle message. Builders are urged to consider these messages in their development of products using this message.

5.8 Message: MSG_RoadSideAlert

Use: This message is used to send alerts for nearby hazards to travelers. Unlike many other messages which use the LRMS profiles to describe the areas affected, this message likely applies to the receiver by the very fact that it is received. In other words, it does not use LRMS. Typically transmitted over the Dedicated Short Range Communications (DSRC) media in both WSM and XML forms, this message provides simple alerts to travelers (both in vehicle and with portable devices). Typical example messages would be "bridge icing ahead" or "train coming" or "ambulances operating in the area." The full range of ITIS phrases are supported here, but those dealing with mobile hazards, construction zones, and roadside events are the ones most frequently expected to be found in use.

This message is for the alerting of roadway hazards; not for vehicle cooperative communications, mayday, or other safety applications (see SAE J2735 for these). It is generally presumed that each receiving device is aware of its own position and heading, but this is not a requirement to receive and understand these messages. Nor is having a local base map.

The space vector section of the message gives a simple (and optional) vector for where the hazard is located (fixed or moving) and can be used to filter some messages as being not applicable. Consider a "train approaching" message which indicates the train is in fact traveling away from the receiver. The basic messages types themselves are represented in the standard ITIS codes send only in their integer representation formats. This ITIS list is national in scope, never outdated (items can only be added), and in this use does not allow local additions, refer to SAE J2540.1 for the complete code list. A priority level for the message is also sent, which may be matched to various other priorities in the cockpit to determine the order and type of message presentation to minimize driver distraction. Message transmission priority is typically handled in the IEEE 1609 standard layer in the application stack and is a function of the application type. A duration field provides a gross level for the range (distance) of applicability for the message over distance. For example, some messages are no longer meaningful to the traveler once the vehicle has moved a distance down the roadway link.

In many cases a complex event will also be explained in the other supporting ATIS messages (available on DSRC service channels), and a linkage value is given in those cases when such data is available.

ASN.1 Representation:

```
RoadSideAlert ::= SEQUENCE {
   msgID         DSRCmsgID,
                 -- the message type.
   msgCnt        MsgCount,
   typeEvent     ITIS.ITIScodes,
                 -- a category and an item from that category
                 -- all ITS stds use the same types here
                 -- to explain the type of  the
                 -- alert / danger / hazard involved
                 -- two bytes in length
   description   SEQUENCE (SIZE(1..8)) OF ITIS.ITIScodes OPTIONAL,
                 -- up to eight ITIS code entries to further
                 -- describe the event, give advice, or any
                 -- other ITIS codes
                 -- up to 16 bytes in length
   priority      Priority OPTIONAL,
                 -- the urgency of this message, a relative
                 -- degree of merit compared with other
                 -- similar messages for this type (not other
                 -- message being sent by the device), nor a
                 -- priority of display urgency
                 -- one byte in length
   heading       HeadingSlice  OPTIONAL,
                 -- Applicable headings/direction
   extent        Extent OPTIONAL,
                 -- the spatial distance over which this
                 -- message applies and should be presented
                 -- to the driver
                 -- one byte in length
   positon       FullPositionVector OPTIONAL,
                 -- a compact summary of the position,
                 -- heading, rate of speed, etc of the
                 -- event in question. Including stationary
                 -- and wide area events.
   furtherInfoID FurtherInfoID OPTIONAL,
                 -- a link to any other incident
                 -- information data that may be available
                 -- in the normal ATIS incident description
                 -- or other messages
                 -- 1~2 bytes in length
    crc          MsgCRC
    }
```

XML Representation:

```
<xs:element name="roadSideAlert" type="RoadSideAlert"/>
<xs:complexType name="RoadSideAlert" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <!-- the message type. -->
         <xs:element name="msgCnt" type="MsgCount" />
         <xs:element name="typeEvent" >
            <xs:simpleType>
               <xs:restriction base ="itis:ITIScodes"/>
            </xs:simpleType>
         </xs:element>
         <!-- a category and an item from that category
         all ITS stds use the same types here
         to explain the type of  the
         alert / danger / hazard involved
         two bytes in length -->
         <xs:element name="description"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="8">
                  <xs:element name="description-item" >
                     <xs:simpleType>
                        <xs:restriction base ="itis:ITIScodes"/>
                     </xs:simpleType>
                  </xs:element>
                  <!-- up to eight ITIS code entries to further describe the event,  give
advice,  or any other ITIS codes up to 16 bytes in length -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="priority" type="Priority"  minOccurs="0"/>
         <!-- the urgency of this message,  a relative
         degree of merit compared with other
         similar messages for this type  (not other
         message being sent by the device) ,  nor a
         priority of display urgency
         one byte in length -->
         <xs:element name="heading" type="HeadingSlice"  minOccurs="0"/>
         <!-- Applicable headings/direction -->
         <xs:element name="extent" type="Extent"  minOccurs="0"/>
         <!-- the spatial distance over which this
         message applies and should be presented
         to the driver
         one byte in length -->
         <xs:element name="positon" type="FullPositionVector"  minOccurs="0"/>
         <!-- a compact summary of the position,
         heading,  rate of speed,  etc of the
         event in question. Including stationary
         and wide area events. -->
         <xs:element name="furtherInfoID" type="FurtherInfoID"  minOccurs="0"/>
         <!-- a link to any other incident
         information data that may be available
         in the normal ATIS incident description
         or other messages
         1~2 bytes in length -->
         <xs:element name="crc" type="MsgCRC" />
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_EmergencyVehicleAlert <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: This message is also used a building blocm for other DSRC messages. When used in other public safety messages, additional elements may be appended to form new message types.

5.9 Message: MSG_RTCM_Corrections

Use: The RTCM_Corrections message is used to encapsulate RCTM differential corrections for GPS and other radio navigation signals as defined by the RTCM (Radio Technical Commission For Maritime Services) special committee number 104 in its various standards. Here, in the work of DSRC, these messages are "wrapped" for transport on the DSRC media, and then can be re-constructed back into the final expected formats defined by the RCTM standard and used directly by various positioning systems to increase the absolute and relative accuracy estimates produced.

ASN.1 Representation:

```
RTCM-Corrections ::= SEQUENCE {
   msgID      DSRCmsgID,
   msgCnt     MsgCount,
   rev        RTCM-Revision,
              -- the specific edition of the standard
              -- that is being sent
   rtcmID     RTCM-ID,
              -- the message and sub-message type, as
              -- defined in the RTCM revision being used
   status     GPSstatus,
   payload    RTCM-Payload,
   ...
   }
```

XML Representation:

```
<xs:element name="rTCM-Corrections" type="RTCM-Corrections"/>
<xs:complexType name="RTCM-Corrections" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="msgCnt" type="MsgCount" />
         <xs:element name="rev" type="RTCM-Revision" />
         <!-- the specific edition of the standard
         that is being sent -->
```

```
            <xs:element name="rtcmID" type="RTCM-ID" />
            <!-- the message and sub-message type,  as
            defined in the RTCM revision being used -->
            <xs:element name="status" type="GPSstatus" />
            <xs:element name="payload" type="RTCM-Payload" />
        </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Observe that the transport layer details (preamble, CRC, etc.) as outlined in RTCM standard 10403.1 version 3.0 clause four are not sent in this message. In a similar fashion, the same framing information found in clause 4.2 of the RTCM standard 10402.3 (version 2.3) is not sent. These would be reconstituted after reception by a mobile device and before sending the resultant message to any positioning device expecting messages in such a format, as outlined in the RTCM recommendations found in clause four of each document. Also observe that the specific bit ordering of the transport message level used in the final message varies between RTCM version 3.x and that of version 2.3.

5.10 Message: MSG_TravelerInformation

Use: The Traveler Information message is used to send various types of messages (advisory and road sign types) over the WSM stack to vehicles. It makes heavy use of the ITIS encoding system to send well known phrases, but allows limited text for local place names. The supported message types specify several sub-dialects of ITIS phrase patterns to further reduce the number of bytes to be sent. The expressed messages are active at a precise start and duration period, which can be specified to a resolution of a minute. The affected local area can be expressed using either a radius system or a system of short defined regions which is similar to the way roadway geometry is defined in the map fragment messages.

ASN.1 Representation:

```
TravelerInformation ::= SEQUENCE {
   msgID            DSRCmsgID,
   packetID         UniqueMSGID    OPTIONAL,
   urlB             URL-Base       OPTIONAL,
   dataFrameCount   INTEGER(1..32) OPTIONAL,

   dataFrames SEQUENCE (SIZE(1..8)) OF SEQUENCE {

      -- Part I, Frame header
      frameType    TravelerInfoType,  -- (enum, advisory or road sign)
      msgId        CHOICE  {
                      furtherInfoID    FurtherInfoID,
                                       -- links to ATIS msg
                      roadSignID       RoadSignID
                                       -- to be defined as a DF
                      },
      startYear    DYear OPTIONAL,
                   -- Current year used if missing
      startTime    MinuteOfTheYear,
      duratonTime  MinutesDuration,
      priority     SignPrority,

      -- Part II, Applicable Regions of Use
      regions   SEQUENCE (SIZE(1..8)) OF ValidRegion,

      -- Part III, Content
      content   CHOICE  {
                   advisory       ITIS.ITIScodesAndText,
                                  -- typical ITIS warnings
                   workZone       WorkZone,
                                  -- work zone signs and directions
                   genericSign    GenericSignage,
                                  -- MUTCD signs and directions
                   speedLimit     SpeedLimit,
                                  -- speed limits and cautions
                   exitService    ExitService
```

```
                                 -- roadside avaiable services
                  -- other types may be added in future revisions
                  },  --# UNTAGGED
      url     URL-Short OPTIONAL  -- May link to image or other content
      },
   crc        MsgCRC,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="TravelerInformation" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="packetID" type="UniqueMSGID"  minOccurs="0"/>
         <xs:element name="urlB" type="URL-Base"  minOccurs="0"/>
         <xs:element name="dataFrameCount"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="32"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="dataFrames" >
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="8">
                  <xs:element name="dataFrame" >
                     <xs:complexType>
                        <xs:sequence>
                           <!-- Part I,  Frame header -->
                           <xs:element name="frameType" type="TravelerInfoType" />
                           <!-- (enum,  advisory or road sign) -->
                           <xs:element name="msgId" >
                              <xs:complexType>
                                 <xs:choice>
                                    <xs:element name="furtherInfoID" type="FurtherInfoID"
/>
                                    <!-- links to ATIS msg -->
                                    <xs:element name="roadSignID" type="RoadSignID" />
                                    <!-- to be defined as a DF -->
                                 </xs:choice>
                              </xs:complexType>
                           </xs:element>
                           <xs:element name="startYear" type="DYear"  minOccurs="0"/>
                           <!-- Current year used if missing -->
                           <xs:element name="startTime" type="MinuteOfTheYear" />
                           <xs:element name="duratonTime" type="MinutesDuration" />
                           <xs:element name="priority" type="SignPrority" />
                           <!-- Part II,  Applicable Regions of Use -->
                           <xs:element name="regions" >
                              <xs:complexType>
                                 <xs:sequence minOccurs="1" maxOccurs="8">
                                    <xs:element name="region" type="ValidRegion" />
                                 </xs:sequence>
                              </xs:complexType>
                           </xs:element>
                           <!-- Part III,  Content -->
                           <xs:choice >
                              <xs:element name="advisory" type="itis:ITIScodesAndText" />
                              <!-- typical ITIS warnings -->
                              <xs:element name="workZone" type="WorkZone" />
                              <!-- work zone signs and directions -->
                              <xs:element name="genericSign" type="GenericSignage" />
                              <!-- MUTCD signs and directions -->
                              <xs:element name="speedLimit" type="SpeedLimit" />
                              <!-- speed limits and cautions -->
                              <xs:element name="exitService" type="ExitService" />
                              <!-- roadside avaiable services
                              other types may be added in future revisions -->
                           </xs:choice>
                           <xs:element name="url" type="URL-Short"  minOccurs="0"/>
                           <!-- May link to image or other content -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="crc" type="MsgCRC" />
         <xs:element name="localTravelerInformation" type="local:TravelerInformation"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6. Data Frames

DSRC data frames for this volume shall consist of the following data frames. Each data frame shall be further divided into specific entries and elements as defined in this clause. Typically, these entries are made up of content internal to this document (made up of entries that are either atomic or complex) and content external to this document (from other functional areas and companion volumes).

Definitions for these messages are presented in the following subclauses. The ASN is presented in a section called "ASN.1 Representation," formerly called "Format." In a similar manner, the equivalent XML expression is presented in a section called "XML Representation" which follows the translation rule set cited in Clause Two.

Regarding equivalent entries to be placed into a data registry. The mapping between data elements and analogous meta data entries have been explained in other ITS stds. In addition, some meta information is constant in this entire standard and need not be repeated with each entry here. These include the sponsor and steward of the entries [SAE], the registration status [registered once the standard is adopted] and the revision date [the date of the standards adoption]. The class name is always ITS.

The productions of ASN.1 which follow shall be considered normative in nature. While the majority of the normative content is reflected in the actual syntax of the ASN.1 some entries also have additional statements in the ASN.1 comments which shall be considered to be normative as well. In addition, the commentary provided with each entry may also provide additional normative restrictions on the proper use of the entry which shall be followed. The XML productions follow directly from the ASN.1 specifications and the same rules shall be applied.

6.1 Data Element: DF_AccelerationSet4Way

Use: A set of acceleration values in 3 orthogonal directions of the vehicle and with yaw rotation rate. Expressed as an octet set

ASN.1 Representation:

```
AccelerationSet4Way ::= OCTET STRING (SIZE(7))
   -- composed of the following:
   -- SEQUENCE {
   --     long Acceleration,           -x- Along the Vehicle Longitudinal axis
   --     lat  Acceleration,           -x- Along the Vehicle Lateral axis
   --     vert VerticalAcceleration,   -x- Along the Vehicle Vertical axis
   --     yaw  YawRate
   --     }
```

XML Representation:

```
<xs:complexType name="AccelerationSet4Way" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            composed of the following:
            SEQUENCE  {
            long Acceleration,            -x- Along the Vehicle Longitudinal axis
            lat  Acceleration,            -x- Along the Vehicle Lateral axis
            vert VerticalAcceleration,    -x- Along the Vehicle Vertical axis
            yaw  YawRate
            }
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="AccelerationSet4Way-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
```

```
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="AccelerationSet4Way-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="10"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

6.2 Data Frame: DF_AccelSteerYawRateConfidence

Use: A single byte long data frame combining multiple related bit fields into one byte.

ASN.1 Representation:

```
AccelSteerYawRateConfidence ::= SEQUENCE {
   yawRate             YawRateConfidence,
                       -- 3 bits
   acceleration        AccelerationConfidence,
                       -- 3 bits
   steeringWheelAngle  SteeringWheelAngleConfidence
                       -- 2 bits
   }
```

XML Representation:

```
<xs:complexType name="AccelSteerYawRateConfidence" >
      <xs:sequence>
         <xs:element name="yawRate" type="YawRateConfidence" />
         <!-- 3 bits -->
         <xs:element name="acceleration" type="AccelerationConfidence" />
         <!-- 3 bits -->
         <xs:element name="steeringWheelAngle" type="SteeringWheelAngleConfidence" />
         <!-- 2 bits -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_ConfidenceSet <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.3 Data Frame: DF_Approach

Use: The Approach data structure is used to bundle related motor vehicle lanes (both reference lanes and computed lanes are described) within the intersection for an Approach or Egress description which is part of an intersection. It also allows expressing information about any barriers found between lanes (medians), other types of lanes (such as a train crossings), and information about pedestrian and bicycle lanes or walkways, all of which may cross the described motor vehicle lanes (at arbitrary angles).

ASN.1 Representation:

```
Approach ::= SEQUENCE {
   name           DescriptiveName OPTIONAL,
   id             ApproachNumber  OPTIONAL,
   drivingLanes   SEQUENCE (SIZE(0..32)) OF
```

```
                  VehicleReferenceLane OPTIONAL,
   computedLanes  SEQUENCE (SIZE(0..32)) OF
                  VehicleComputedLane OPTIONAL,
   trainsAndBuses SEQUENCE (SIZE(0..32)) OF
                  SpecialLane OPTIONAL,
   barriers       SEQUENCE (SIZE(0..32)) OF
                  BarrierLane OPTIONAL,
   crosswalks     SEQUENCE (SIZE(0..32)) OF
                  CrosswalkLane OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="Approach" >
      <xs:sequence>
         <xs:element name="name" type="DescriptiveName"  minOccurs="0"/>
         <xs:element name="id" type="ApproachNumber"  minOccurs="0"/>
         <xs:element name="drivingLanes"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="32">
                  <xs:element name="drivingLane" type="VehicleReferenceLane" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="computedLanes"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="32">
                  <xs:element name="computedLane" type="VehicleComputedLane" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="trainsAndBuses"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="32">
                  <xs:element name="trainsAndBuse" type="SpecialLane" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="barriers"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="32">
                  <xs:element name="barrier" type="BarrierLane" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="crosswalks"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="32">
                  <xs:element name="crosswalk" type="CrosswalkLane" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_ApproachesObject <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that the integer value given to each described item (lane, barrier, crosswalk, etc.) is used in other messages and data frames to refer to that object within the context of the globally unique intersection that this data frame is used in.

6.4 Data Frame: DF_ApproachesObject

Use: The ApproachesObject data structure associates a set of related approaches and egresses with each other in the intersection. Observe that the data structure of each is the same. These approaches then define lanes with properties, each with a unique index value within this link object. The approach named and number is an (optional) convenience assigned in this data structure for human users during testting. The lane number is the key assignment used to map between this and other objects (such as the movement states found in the SPAT message). The lane number and the intersection number, taken as a set, represent a unique path of travel thought the link (which may be traversed by specific types of travelers, vehicles, pedestrians, etc. as a function of the signal timing and regulatory environment then in place). It may also contain additional information about the approach such as the road type classification and any barriers which are present.

ASN.1 Representation:

```
ApproachObject ::= SEQUENCE {
   refPoint     ReferencePoint OPTIONAL,
                -- optional reference from which subsequent
                -- data points in this link are offset
   laneWidth    LaneWidth  OPTIONAL,
                -- reference width used by subsequent
                -- lanes until a new width is given
   approach     Approach OPTIONAL,
                -- list of Approaches and thier lanes
   egress       Approach OPTIONAL,
                -- list of Egresses and thier lanes
   ...
   }
```

XML Representation:

```
<xs:complexType name="ApproachObject" >
      <xs:sequence>
         <xs:element name="refPoint" type="ReferencePoint"  minOccurs="0"/>
         <!-- OPTIONAL   reference from which subsequent
         data points in this link are offset -->
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <!-- reference width used by subsequent
         lanes until a new width is given -->
         <xs:element name="approach" type="Approach"  minOccurs="0"/>
         <!-- list of Approaches and thier lanes -->
         <xs:element name="egress" type="Approach"  minOccurs="0"/>
         <!-- list of Egresses and thier lanes -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Intersection <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that the offset data found in the underlying data structures will use the values found in the last ReferencePoint and the last NodeConfig as the basis to which the offset are added values. Normally this will be found in the enclosing object (typically an intersection type) but it may be reestablished here if needed (this is intended for use in the case of very large intersections which may exceed the offset ranges). If present, it applies to the scope of this link object, and not to any subsequent link objects which may be found in the same message. Similar logic is applied to the Node Configuration element, if present.

6.5 Data Frame: DF_BarrierLane

Use: A Barrier Lane data structure provides a unique lane number, as well as various details such as its width and attributes and a path within an approach structure for different types of traffic barriers, medians, and other roadways geometry and the like. The BarrierAttributes data element denotes what generally type of Barrier that it is. The nodeList data element provides a detailed set of offset values to map the path of the Barrier.

ASN.1 Representation:

```
BarrierLane ::= SEQUENCE {
   laneNumber         LaneNumber,
   laneWidth           LaneWidth  OPTIONAL,
   barrierAttributes   BarrierAttributes,
   nodeList            NodeList,
                       -- path details of the Barrier
   ...
   }
```

XML Representation:

```
<xs:complexType name="BarrierLane" >
      <xs:sequence>
         <xs:element name="laneNumber" type="LaneNumber" />
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <xs:element name="barrierAttributes" type="BarrierAttributes" />
         <xs:element name="nodeList" type="NodeList" />
         <!-- path details of the Barrier -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Approach <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.6 Data Frame: DF_BreadCrumbVersion-1

Use: The BreadCrumbVersion-1 data frame one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb). In this data frame each element is delimited by tags, in other variants the data is expressed in a single octet blob.

ASN.1 Representation:

```
BreadCrumbVersion-1 ::= SEQUENCE {
    longOffset INTEGER (-32767..32767),
               -- where the LSB is in
               -- units of 1/8th micro degree
               -- max delta vaue 4095 mDeg (about ~1500 ft)
               -- 2 bytes in length
    latOffset  INTEGER (-32767..32767),
               -- where the LSB is in
               -- units of 1/8th micro degree
               -- 2 bytes in length
    zOffset    INTEGER (-127..127) OPTIONAL,
               -- where the LSB is in
               -- units of 20 cm
               -- max delta value is about 25.4 meters
               -- 1 byte in length
    time       INTEGER (1..32758) OPTIONAL,
               -- where the LSB is in
               -- units of 0.1 milliSeconds
               -- max delta value about 54.6 minutes
               -- 2 bytes in length
    posAccuracy PositionalAccuracy OPTIONAL,
               -- 4 bytes in length
    heading    INTEGER (-127..128) OPTIONAL,
               -- where the LSB is in
               -- units of 0.02136 degreees
               -- from the last heading
               -- 1 byte in length
    speed      INTEGER (-127..128) OPTIONAL
               -- where the LSB is in
               -- units of 0.05 m/ss
               -- 1 byte in length
    }
    -- with tagging could be as long as 28 bytes
    -- or as short as 3 bytes
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-1" >
      <xs:annotation>
         <xs:documentation>
            with tagging could be as long as 28 bytes
            or as short as 3 bytes
         </xs:documentation>
      </xs:annotation>
      <xs:sequence>
         <xs:element name="longOffset" >
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- where the LSB is in
         units of 1/8th micro degree
         max delta vaue 4095 mDeg  (about ~1500 ft)
         2 bytes in length -->
         <xs:element name="latOffset" >
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- where the LSB is in
         units of 1/8th micro degree
         2 bytes in length -->
         <xs:element name="zOffset"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:byte">
                  <xs:minInclusive value="-127"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- where the LSB is in
         units of 20 cm
         max delta value is about 25.4 meters
         1 byte in length -->
         <xs:element name="time"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedShort">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="32758"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- where the LSB is in
         units of 0.1 milliSeconds
         max delta value about 54.6 minutes
         2 bytes in length -->
         <xs:element name="posAccuracy" type="PositionalAccuracy"  minOccurs="0"/>
         <!-- 4 bytes in length -->
         <xs:element name="heading"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-127"/>
                  <xs:maxInclusive value="128"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- where the LSB is in
         units of 0.02136 degreees
         from the last heading
         1 byte in length -->
         <xs:element name="speed"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-127"/>
                  <xs:maxInclusive value="128"/>
               </xs:restriction>
```

```
            </xs:simpleType>
         </xs:element>
         <!-- where the LSB is in
         units of 0.05 m/ss
         1 byte in length -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.7 Data Element: DF_BSM_Blob

Use: The octet blob data element used to define vehicle position and motion Used in the basic safety message (hence the name BSM blob) as well as in other messages.

ASN.1 Representation:

```
BSMblob ::= OCTET STRING (SIZE(37))
   -- made up of the following 30 packed bytes:
   -- msgCnt      MsgCount,             -x- 1 byte
   -- id          TemporaryID,          -x- 4 bytes
   -- secMark     DSecond,              -x- 2 bytes

   -- lat         Latitude,             -x- 4 bytes
   -- long        Longitude,            -x- 4 bytes
   -- elev        Elevation,            -x- 2 bytes
   -- accuracy    PositionalAccuracy,   -x- 4 bytes

   -- speed       Speed,                -x- 2 bytes
   -- heading     Heading,              -x- 2 byte
   -- accelSet    AccelerationSet4Way,  -x- accel set (four way) 7 bytes

   -- brakes      BrakeSystemStatus,    -x- 2 bytes
   -- size        VehicleSize,          -x- 3 bytes
```

XML Representation:

```
<xs:complexType name="BSMblob" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            made up of the following 30 packed bytes:
            msgCnt      MsgCount,               -x- 1 byte
            id          TemporaryID,            -x- 4 bytes
            secMark     DSecond,                -x- 2 bytes
            lat         Latitude,               -x- 4 bytes
            long        Longitude,              -x- 4 bytes
            elev        Elevation,              -x- 2 bytes
            accuracy    PositionalAccuracy,     -x- 4 bytes
            speed       Speed,                  -x- 2 bytes
            heading     Heading,                -x- 2 byte
            accelSet    AccelerationSet4Way,    -x- accel set  (four way)  7 bytes
            brakes      BrakeSystemStatus,      -x- 2 bytes
            size        VehicleSize,            -x- 3 bytes
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BSMblob-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
```

```
<xs:simpleType name="BSMblob-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="50"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_BasicSafetyMessage <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The byte order for packing shall follow the rules of ASN (MSB first). If a data element is not to be transmitted (for example the Temporary ID value) then all bit of that value shall be set to zero. The resulting data object is always exactly 37 bytes in length.

6.8 Data Frame: DF_BumperHeights

Use: The DF Bumper Heights data frame conveys the height of the font and rear bumper of the vehicle.

ASN.1 Representation:

```
BumperHeights ::= SEQUENCE {
   frnt       BumperHeightFront,
   rear       BumperHeightRear
   }
```

XML Representation:

```
<xs:complexType name="BumperHeights" >
      <xs:sequence>
         <xs:element name="frnt" type="BumperHeightFront" />
         <xs:element name="rear" type="BumperHeightRear" />
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.9 Data Frame: DF_Circle

Use: The Circle data frame used used to define a circle centered at a given point and extended to the given raduis. It is typically used to describe the location of signs so that the receiving vehicle can determine if the sign applies to them and their current path.

ASN.1 Representation:

```
Circle ::= SEQUENCE {
   center   Position3D,
   raduis   CHOICE {
               raduisSteps  INTEGER (0..32767),
                              -- in unsigned values where
                              -- the LSB is in units of 2.5 cm
               miles        INTEGER (1..2000),
               km           INTEGER (1..5000)
            } --# UNTAGGED
   }
```

XML Representation:

```
<xs:complexType name="Circle" >
      <xs:sequence>
         <xs:element name="center" type="Position3D" />
         <xs:choice >
            <xs:element name="raduisSteps" >
               <xs:simpleType>
                  <xs:restriction base="xs:unsignedShort">
                     <xs:maxInclusive value="32767"/>
                  </xs:restriction>
               </xs:simpleType>
            </xs:element>
            <!-- in unsigned values where
            the LSB is in units of 2.5 cm -->
            <xs:element name="miles" >
               <xs:simpleType>
                  <xs:restriction base="xs:unsignedShort">
                     <xs:minInclusive value="1"/>
                     <xs:maxInclusive value="2000"/>
                  </xs:restriction>
               </xs:simpleType>
            </xs:element>
            <xs:element name="km" >
               <xs:simpleType>
                  <xs:restriction base="xs:unsignedShort">
                     <xs:minInclusive value="1"/>
                     <xs:maxInclusive value="5000"/>
                  </xs:restriction>
               </xs:simpleType>
            </xs:element>
         </xs:choice>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_ValidRegion <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The values km and miles are typically used for wide area weather alert type uses.

6.10 Data Frame: DF_ConfidenceSet

Use: A set of various measurement confidence values about the vehicle.

ASN.1 Representation:

```
ConfidenceSet ::= SEQUENCE {
   accelConfidence      AccelSteerYawRateConfidence,
                        -- contains lat, long, vert, and yaw
   speedConfidence      SpeedandHeadingConfidence,
   timeConfidence       TimeConfidence,
   posConfidence        PositionConfidenceSet,
   steerConfidence      SteeringWheelAngleConfidence,
   throttleConfidence   ThrottleConfidence
   }
```

XML Representation:

```
<xs:complexType name="ConfidenceSet" >
      <xs:sequence>
         <xs:element name="accelConfidence" type="AccelSteerYawRateConfidence" />
         <!-- contains lat,  long,  vert,  and yaw -->
         <xs:element name="speedConfidence" type="SpeedandHeadingConfidence" />
         <xs:element name="timeConfidence" type="TimeConfidence" />
         <xs:element name="posConfidence" type="PositionConfidenceSet" />
         <xs:element name="steerConfidence" type="SteeringWheelAngleConfidence" />
         <xs:element name="throttleConfidence" type="ThrottleConfidence" />
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.11 Data Element: DF_ConnectsTo

Use: The ConnectsTo data structure is used in lane descriptions to provide a sequence of other defined lanes to which this lane connects. The cited lane (a byte) must be of the same general type (vehicle lanes connect to other vehicle lanes, pedestrian lanes connect to other pedestrian lanes, etc.). Each lanes number is followed by a LaneManeuverCode data element (also a byte) which defines how this lanes if used by the subject lanes (i.e it is the lane one would turn into when making a left hand turn lane). The transmitted number of octets is always an even number.

ASN.1 Representation:

```
ConnectsTo ::= OCTET STRING (SIZE(2..32))
   -- sets of 2 byte pairs,
   -- the first byte is a lane number
   -- the second byte is a LaneManeuverCode
```

XML Representation:

```
<xs:complexType name="ConnectsTo" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            sets of 2 byte pairs,
            the first byte is a lane number
            the second byte is a LaneManeuverCode
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="ConnectsTo-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="ConnectsTo-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="3"/>
      <xs:maxLength value="43"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_CrosswalkLane	<ASN>	<XML>, and
DF	DF_SpecialLane	<ASN>	<XML>, and
DF	DF_VehicleComputedLane	<ASN>	<XML>, and
DF	DF_VehicleReferenceLane	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: The assignment of lanes in the *connects To* structure shall statr with the left most lane from the vehicle perspective (the u-turn lane in some cased) follow by subsequent lanes in a clockwise assignment order. Therefore, the right most lane to which this lane connects would always be listed last. Note that this order is observed regardless of which side of the road vehicles use. If this structure is used in the lane description, then all valid lanes to which the subject lane connects shall be listed.

6.12 Data Frame: DF_CrosswalkLane

Use: A Crosswalk Lane data structure provides a unique lane number, lane width and lane attributes and a path within an approach structure for a pedestrian cross walk or other non-motorized vehicle path that is part of the approach such as a bicycle lane.   The CrosswalkLaneAttributes data element denotes what generally type of crosswalk it is. The nodeList data element provide a detailed set of offset values to map the path of the lane. The keepOutList (which is optional) denotes any segments along the path where users of the path (such as pedestrian traffic) can not safely stop, and can thereby be used to denote where traffic islands may be found along the path.

ASN.1 Representation:

```
CrosswalkLane ::= SEQUENCE {
   laneNumber        LaneNumber,
   laneWidth         LaneWidth  OPTIONAL,
   laneAttributes    CrosswalkLaneAttributes,
   nodeList          NodeList,
                     -- path details of the lane
                     -- note that this may cross or pass
                     -- by driven lanes
   keepOutList       NodeList OPTIONAL,
                     -- no stop points along the path
                     -- typically the end points unless
                     -- islands are represented in the path
   connectsTo        ConnectsTo  OPTIONAL,
                     -- a list of other lanes and their
                     -- turning use by this lane
   ...
   }
```

XML Representation:

```
<xs:complexType name="CrosswalkLane" >
      <xs:sequence>
         <xs:element name="laneNumber" type="LaneNumber" />
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <xs:element name="laneAttributes" type="CrosswalkLaneAttributes" />
         <xs:element name="nodeList" type="NodeList" />
         <!-- path details of the lane
         note that this may cross or pass
         by driven lanes -->
         <xs:element name="keepOutList" type="NodeList"  minOccurs="0"/>
         <!-- no stop points along the path
         typically the end points unless
         islands are represented in the path -->
         <xs:element name="connectsTo" type="ConnectsTo"  minOccurs="0"/>
         <!-- a list of other lanes and their
         turning use by this lane -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Approach <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that the keepOutList is typically the entire path unless traffic islands are to be described where users may stop. Typically this is conveyed with two data points, the start and end points of the path. This in the inverse of the data typically found for motorized vehicle paths where the keepOutList is typically absent or only present to denote segment of the roadway where vehicles may not stop or come to rest (such as "do not block" areas).

6.13 Data Frame: DF_DataParameters

Use: The DataParameters date frame is used to provide basic (static) information on how a map fragment was processed or determined.

ASN.1 Representation:

```
DataParameters ::= SEQUENCE {
   processMethod      IA5String(SIZE(1..255)) OPTIONAL,
   processAgency      IA5String(SIZE(1..255)) OPTIONAL,
   lastCheckedDate    IA5String(SIZE(1..255)) OPTIONAL,
   geiodUsed          IA5String(SIZE(1..255)) OPTIONAL,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="DataParameters" >
      <xs:sequence>
         <xs:element name="processMethod"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:string">
                  <xs:minLength value="1"/>
                  <xs:maxLength value="255"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="processAgency"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:string">
                  <xs:minLength value="1"/>
                  <xs:maxLength value="255"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="lastCheckedDate"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:string">
                  <xs:minLength value="1"/>
                  <xs:maxLength value="255"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="geiodUsed"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:string">
                  <xs:minLength value="1"/>
                  <xs:maxLength value="255"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="localDataParameters" type="local:DataParameters"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.14 Data Frame: DF_DDate

Use: The DSRC style date is a compound value consisting of finite-length sequences of integers (not characters) of the form: "yyyy, mm, dd" - as defined below. Because the length of each element is known, no inner element tagging is normally used in transmission. Thus, this data frame occupies 4 bytes in total.

ASN.1 Representation:

```
DDate ::= SEQUENCE {
   year    DYear,            -- 2 bytes
   month   DMonth,           -- 1 byte
   day     DDay              -- 1 byte
   }
```

XML Representation:

```
<xs:complexType name="DDate" >
      <xs:sequence>
         <xs:element name="year" type="DYear" />
         <!-- 2 bytes -->
         <xs:element name="month" type="DMonth" />
         <!-- 1 byte -->
         <xs:element name="day" type="DDay" />
         <!-- 1 byte -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.15 Data Frame: DF_DDateTime

Use: The DSRC style date is a compound value consisting of finite-length sequences of integers (not characters) of the form: "yyyy, mm, dd, hh, mm, ss (sss+)" - as defined below.

ASN.1 Representation:

```
DDateTime ::= SEQUENCE {
   year    DYear    OPTIONAL,    -- 2 bytes
   month   DMonth   OPTIONAL,    -- 1 byte
   day     DDay     OPTIONAL,    -- 1 byte
   hour    DHour    OPTIONAL,    -- 1 byte
   minute  DMinute  OPTIONAL,    -- 1 byte
   second  DSecond  OPTIONAL     -- 2 bytes
   }
```

XML Representation:

```
<xs:complexType name="DDateTime" >
      <xs:sequence>
         <xs:element name="year" type="DYear"  minOccurs="0"/>
         <!-- 2 bytes -->
         <xs:element name="month" type="DMonth"  minOccurs="0"/>
         <!-- 1 byte -->
         <xs:element name="day" type="DDay"  minOccurs="0"/>
         <!-- 1 byte -->
         <xs:element name="hour" type="DHour"  minOccurs="0"/>
         <!-- 1 byte -->
         <xs:element name="minute" type="DMinute"  minOccurs="0"/>
         <!-- 1 byte -->
         <xs:element name="second" type="DSecond"  minOccurs="0"/>
         <!-- 2 bytes -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that some elements of this structure may not be send when not needed.

6.16 Data Frame: DF_DFullTime

Use: The DSRC style full time is derived from complete entry date-time but with the seconds and fraction of a second removed (these are typically sent in another part of the same message). The full time is defined as a compound value consisting of finite-length sequences of integers (not characters) of the form: "yyyy, mm, dd, hh, mm" - as defined below. Because the length of each element is known, no inner element tagging is normally used in transmission. Thus, this data frame occupies 6 bytes in total.

ASN.1 Representation:

```
DFullTime ::= SEQUENCE {
   year    DYear,              -- 2 bytes
   month   DMonth,             -- 1 byte
   day     DDay,               -- 1 byte
   hour    DHour,              -- 1 byte
   minute  DMinute             -- 1 byte
   }
```

XML Representation:

```
<xs:complexType name="DFullTime" >
      <xs:sequence>
         <xs:element name="year" type="DYear" />
         <!-- 2 bytes -->
         <xs:element name="month" type="DMonth" />
         <!-- 1 byte -->
         <xs:element name="day" type="DDay" />
         <!-- 1 byte -->
         <xs:element name="hour" type="DHour" />
         <!-- 1 byte -->
         <xs:element name="minute" type="DMinute" />
         <!-- 1 byte -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.17 Data Frame: DF_DMonthDay

Use: The DSRC style month-day is a compound value consisting of finite-length sequences of integers (not characters) of the form: "mm, dd" - as defined below. Because the length of each element is known, no inner element tagging is normally used in transmission. Thus, this data frame occupies 2 bytes in total.

ASN.1 Representation:

```
DMonthDay ::= SEQUENCE {
   month   DMonth,            -- 1 byte
   day     DDay               -- 1 byte
   }
```

XML Representation:

```
<xs:complexType name="DMonthDay" >
      <xs:sequence>
         <xs:element name="month" type="DMonth" />
         <!-- 1 byte -->
         <xs:element name="day" type="DDay" />
         <!-- 1 byte -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.18 Data Frame: DF_DTime

Use: The DSRC style time is a compound value consisting of finite-length sequences of integers (not characters) of the form: "hh, mm, ss (sss+) (offset)" - as defined below. Because the length of each element is known, no inner element tagging is normally used in transmission. Thus, this data frame occupies 6 bytes in total, and 4 bytes when the time offset is not present. In typical use in DSRC applications there is no need to send the offset representing the local time zone, so the most common representation for the data frame occupies 4 bytes and provides a resolution of one millisecond over a range of one day.

ASN.1 Representation:

```
DTime ::= SEQUENCE {
   hour    DHour,             -- 1 byte
   minute  DMinute,           -- 1 byte
   second  DSecond            -- 2 bytes
   }
```

XML Representation:

```
<xs:complexType name="DTime" >
      <xs:sequence>
         <xs:element name="hour" type="DHour" />
         <!-- 1 byte -->
         <xs:element name="minute" type="DMinute" />
         <!-- 1 byte -->
         <xs:element name="second" type="DSecond" />
         <!-- 2 bytes -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.19 Data Frame: DF_DYearMonth

Use: The DSRC style year-month is a compound value consisting of finite-length sequences of integers (not characters) of the form: "yyyy, mm" - as defined below. Because the length of each element is known, no inner element tagging is normally used in transmission. Thus, this data frame occupies 3 bytes in total.

ASN.1 Representation:

```
DYearMonth ::= SEQUENCE {
   year     DYear,             -- 2 bytes
   month    DMonth             -- 1 byte
   }
```

XML Representation:

```
<xs:complexType name="DYearMonth" >
      <xs:sequence>
         <xs:element name="year" type="DYear" />
         <!-- 2 bytes -->
         <xs:element name="month" type="DMonth" />
         <!-- 1 byte -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.20 Data Frame: DF_FullPositionVector

Use: A complete report of the vehicle's position, speed, and heading. Used in the probe vehicle message as the initial position information (followed by shorter frames).

ASN.1 Representation:

```
FullPositionVector ::= SEQUENCE {
   utcTime             DDateTime OPTIONAL,   -- time with mSec precision
   long                Longitude,            -- 1/8th microdegree
   lat                 Latitude,             -- 1/8th microdegree
   elevation           Elevation OPTIONAL,   -- 3 bytes, 0.1 m
   heading             Heading OPTIONAL,
   speed               Speed OPTIONAL,
   posAccuracy         PositionalAccuracy OPTIONAL,
   timeConfidence      TimeConfidence OPTIONAL,
   posConfidence       PositionConfidenceSet OPTIONAL,
   speedConfidence     SpeedandHeadingConfidence OPTIONAL,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="FullPositionVector" >
      <xs:sequence>
         <xs:element name="utcTime" type="DDateTime"  minOccurs="0"/>
         <!-- time with mSec precision -->
         <xs:element name="long" type="Longitude" />
         <!-- 1/8th microdegree -->
         <xs:element name="lat" type="Latitude" />
         <!-- 1/8th microdegree -->
         <xs:element name="elevation" type="Elevation"  minOccurs="0"/>
         <!-- 3 bytes,  0.1 m -->
         <xs:element name="heading" type="Heading"  minOccurs="0"/>
         <xs:element name="speed" type="Speed"  minOccurs="0"/>
         <xs:element name="posAccuracy" type="PositionalAccuracy"  minOccurs="0"/>
         <xs:element name="timeConfidence" type="TimeConfidence"  minOccurs="0"/>
         <xs:element name="posConfidence" type="PositionConfidenceSet"  minOccurs="0"/>
         <xs:element name="speedConfidence" type="SpeedandHeadingConfidence"
minOccurs="0"/>
         <xs:element name="localFullPositionVector" type="local:FullPositionVector"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_Snapshot	<ASN>	<XML>, and
DF	DF_VehicleMotionTrail	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_ProbeVehicleData	<ASN>	<XML>, and
MSG	MSG_RoadSideAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: In edition one of the standard the first 2 bytes were a *DSecond* followed by *DFulTime* in 6 bytes. This produced a complete time value in 8 bytes. In this edition, these have been re-ordered into a single value, that of *DDateTime*. This changes the ordering (but not the size) encoded over the wire, and the ordering and the tags when expressed in XML.

6.21 Data Frame: DF_Intersection

Use: A complete description of an intersection's roadway geometry and its allowed navigational paths (independent of any additional regulatory restrictions that may apply over time or from user classification).

ASN.1 Representation:

```
Intersection ::= SEQUENCE {
   name        DescriptiveName OPTIONAL,
   id          IntersectionID,
                                  -- a gloablly unique value,
                                  -- the upper bytes of which may not
                                  -- be sent if the context is known
   refPoint    ReferencePoint OPTIONAL,
                                  -- the reference from which subsequent
                                  -- data points are offset untill a new
                                  -- point is used.
   refInterNum IntersectionID OPTIONAL,
                                  -- present only if this is a computed
                                  -- intersection instance
   orientation Heading OPTIONAL,
                                  -- present only if this is a computed
                                  -- intersection instance

   laneWidth   LaneWidth  OPTIONAL,
                                  -- reference width used by subsequent
                                  -- lanes until a new width is given
   type        IntersectionStatusObject OPTIONAL,
                                  -- data about the intersection type
   approaches SEQUENCE (SIZE(1..32)) OF
               ApproachObject,
                                  -- data about one or more approaches
                                  -- (lane data is found here)
   preemptZones SEQUENCE (SIZE(1..32)) OF
               SignalControlZone OPTIONAL,
                                  -- data about one or more
                                  -- preempt zones
   priorityZones SEQUENCE (SIZE(1..32)) OF
```

```
               SignalControlZone OPTIONAL,
                                  -- data about one or more
                                  -- priority zones
   ...
   }
```

XML Representation:

```
<xs:complexType name="Intersection" >
      <xs:sequence>
         <xs:element name="name" type="DescriptiveName"  minOccurs="0"/>
         <xs:element name="id" type="IntersectionID" />
         <!-- a gloablly unique value,
         the upper bytes of which may not
         be sent if the context is known -->
         <xs:element name="refPoint" type="ReferencePoint"  minOccurs="0"/>
         <!-- the reference from which subsequent
         data points are offset untill a new
         point is used. -->
         <xs:element name="refInterNum" type="IntersectionID"  minOccurs="0"/>
         <!-- present only if this is a computed
         intersection instance -->
         <xs:element name="orientation" type="Heading"  minOccurs="0"/>
         <!-- present only if this is a computed
         intersection instance -->
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <!-- reference width used by subsequent
         lanes until a new width is given -->
         <xs:element name="type" type="IntersectionStatusObject"  minOccurs="0"/>
         <!-- data about the intersection type -->
         <xs:element name="approaches" >
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="approache" type="ApproachObject" />
                  <!-- data about one or more approaches (lane data is found here) -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="preemptZones"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="preemptZone" type="SignalControlZone" />
                  <!-- data about one or more preempt zones -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="priorityZones"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="priorityZone" type="SignalControlZone" />
                  <!-- data about one or more priority zones -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that refInterNum and orientation are only present when a computed intersection is being described (a concept similar to a computed vehicle lane). The preemptZones and priorityZones are used to relate signal preempt and priority zones to specific request values.

6.22 Data Frame: DF_ITIS_Phrase_ExitService

Use: AAA An empty definition field.

ASN.1 Representation:

```
ExitService ::= SEQUENCE {
   -- need values, if this just itits and text?
   item1     INTEGER,
   item2     INTEGER OPTIONAL,
   item3     INTEGER OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="ExitService" >
      <xs:sequence>
         <!-- need values,  if this just itits and text? -->
         <xs:element name="item1" >
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item2"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item3"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.23 Data Frame: DF_ITIS_Phrase_GenericSignage

Use: AAA An empty definition field.

ASN.1 Representation:

```
GenericSignage ::= SEQUENCE {
   -- need values, if this just itits and text?
   item1     INTEGER,
   item2     INTEGER OPTIONAL,
   item3     INTEGER OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="GenericSignage" >
      <xs:sequence>
         <!-- need values,  if this just itits and text? -->
         <xs:element name="item1" >
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item2"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item3"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.24 Data Frame: DF_ITIS_Phrase_SpeedLimit

Use: AAA An empty definition field.

ASN.1 Representation:

```
SpeedLimit ::= SEQUENCE {
   -- need values, if this just itits and text?
   item1     INTEGER,
   item2     INTEGER OPTIONAL,
   item3     INTEGER OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="SpeedLimit" >
      <xs:sequence>
         <!-- need values,  if this just itits and text? -->
         <xs:element name="item1" >
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item2"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item3"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.25 Data Frame: DF_ITIS_Phrase_WorkZone

Use: AAA An empty definition field.

ASN.1 Representation:

```
WorkZone ::= SEQUENCE {
   -- need values, if this just itits and text?
   item1     INTEGER,
   item2     INTEGER OPTIONAL,
   item3     INTEGER OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="WorkZone" >
      <xs:sequence>
         <!-- need values,  if this just itits and text? -->
         <xs:element name="item1" >
            <xs:simpleType>
```

```
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item2"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
         <xs:element name="item3"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:int"/>
            </xs:simpleType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.26 Data Frame: DF_J1939-Data Items

Use: This a data frame used to sent various J1939 defined data elements from the vehicle.

ASN.1 Representation:

```
J1939data ::= SEQUENCE {
   -- Tire conditions
   tires SEQUENCE (SIZE(0..16)) OF SEQUENCE {
      location                TireLocation              OPTIONAL,
      pressure                TirePressure              OPTIONAL,
      temp                    TireTemp                  OPTIONAL,
      wheelSensorStatus       WheelSensorStatus         OPTIONAL,
      wheelEndElectFault      WheelEndElectFault        OPTIONAL,
      leakageRate             TireLeakageRate           OPTIONAL,
      detection               TirePressureThresholdDetection OPTIONAL,
      ...
      } OPTIONAL,
   -- Vehicle Weight by axel
   axle SEQUENCE (SIZE(0..16)) OF SEQUENCE {
      location                AxleLocation              OPTIONAL,
      weight                  AxleWeight                OPTIONAL,
      ...
      } OPTIONAL,
   trailerWeight              TrailerWeight             OPTIONAL,
   cargoWeight                CargoWeight               OPTIONAL,
   steeringAxleTemperature    SteeringAxleTemperature   OPTIONAL,
   driveAxleLocation          DriveAxleLocation         OPTIONAL,
   driveAxleLiftAirPressure   DriveAxleLiftAirPressure  OPTIONAL,
   driveAxleTemperature       DriveAxleTemperature      OPTIONAL,
   driveAxleLubePressure      DriveAxleLubePressure     OPTIONAL,
   steeringAxleLubePressure   SteeringAxleLubePressure  OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="J1939data" >
      <xs:sequence>
         <!-- Tire conditions -->
         <xs:element name="tires"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="16">
                  <xs:element name="tire" >
                     <xs:complexType>
                        <xs:sequence>
                           <xs:element name="location" type="TireLocation" 
minOccurs="0"/>
```

```
                           <xs:element name="pressure" type="TirePressure" 
minOccurs="0"/>
                           <xs:element name="temp" type="TireTemp"  minOccurs="0"/>
                           <xs:element name="wheelSensorStatus" type="WheelSensorStatus" 
minOccurs="0"/>
                           <xs:element name="wheelEndElectFault" 
type="WheelEndElectFault"  minOccurs="0"/>
                           <xs:element name="leakageRate" type="TireLeakageRate" 
minOccurs="0"/>
                           <xs:element name="detection" 
type="TirePressureThresholdDetection"  minOccurs="0"/>
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <!-- Vehicle Weight by axel -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="axle"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="16">
                  <xs:element name="axle-item" >
                     <xs:complexType>
                        <xs:sequence>
                           <xs:element name="location" type="AxleLocation" 
minOccurs="0"/>
                           <xs:element name="weight" type="AxleWeight"  minOccurs="0"/>
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="trailerWeight" type="TrailerWeight"  minOccurs="0"/>
         <xs:element name="cargoWeight" type="CargoWeight"  minOccurs="0"/>
         <xs:element name="steeringAxleTemperature" type="SteeringAxleTemperature" 
minOccurs="0"/>
         <xs:element name="driveAxleLocation" type="DriveAxleLocation"  minOccurs="0"/>
         <xs:element name="driveAxleLiftAirPressure" type="DriveAxleLiftAirPressure" 
minOccurs="0"/>
         <xs:element name="driveAxleTemperature" type="DriveAxleTemperature" 
minOccurs="0"/>
         <xs:element name="driveAxleLubePressure" type="DriveAxleLubePressure" 
minOccurs="0"/>
         <xs:element name="steeringAxleLubePressure" type="SteeringAxleLubePressure" 
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.27 Data Frame: DF_MovementState

Use: The MovementState data frame is used to convey various information about the current signal state of a designated collection of one or more lanes of a common type. Note that lanes types supported include both motorized vehicle lanes as well as pedestrian lanes and dedicated train and transit lanes. Of the reported data elements, the time to change (the time remaining in the current state) is often the most of value. Lanes with a common state (typically adjacent sets of lanes in an approach) in a signalized intersection will have individual lane values such as total vehicle counts, summed. It is used in the SPAT message to convey every movement in the approaches in a given intersections so that vehicles, when combined with certain map information, can determine the state of the signal lights.

ASN.1 Representation:

```
MovementState ::= SEQUENCE {
   -- The MovementNumber is contained in the enclosing DF.
   movementName      DescriptiveName OPTIONAL,
                     -- uniquely defines movement by nzame
   laneCnt           INTEGER (1..255) OPTIONAL,
                     -- the number of lanes to follow
   laneSet           LaneSet,
                     -- each encoded as a: LaneNumber,
                     -- the collection of lanes, by num,
                     -- to which this state data applies
  -- For the current movement State, you may CHOICE one of the below:
          currState      SignalLightState OPTIONAL,
                         -- the state of a Motorised lane
          pedState       PedestrianSignalState OPTIONAL,
                         -- the state of a Pedestrian type lane
          specialState   SpecialSignalState OPTIONAL,
                         -- the state of a special type lane
                         -- such as a deadicatd train lane

   timeToChange      TimeToChange,
                     -- Roy suggests abs. time here to avoid latency issues
                     -- and not using a time-to-live value,
                     -- we could put out one UTC time, then offset from it?
                     -- Damlr still wants count-down timers, so kept as is
                     -- untill this is settled for good.
   stateConfidence   StateConfidence  OPTIONAL,

   -- Yellow phase time intervals
   -- (used for motorised vehicle lanes and pedestrian lanes)
   -- For the yellow Signal State, you may CHOICE one of the below:
           yellState      SignalLightState OPTIONAL,
                          -- the next state of a
                          -- Motorised lane
           yellPedState   PedestrianSignalState OPTIONAL,
                          -- the next state of a
                          -- Pedestrian type lane

   yellTimeToChange     TimeToChange OPTIONAL,
   yellStateConfidence  StateConfidence  OPTIONAL,

   -- below items are all optinal based on use and context
   -- some are used only for ped lans
   vehicleCount  INTEGER (0..60000) OPTIONAL,
   pedDetect     PedestrianDetect  OPTIONAL,
                 -- true if ANY ped are detected crossing
                 -- the above lanes
   pedCount      INTEGER (0..60000) OPTIONAL,
                 -- est count of peds
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="MovementState" >
      <xs:sequence>
         <!-- The MovementNumber is contained in the enclosing DF. -->
         <xs:element name="movementName" type="DescriptiveName"  minOccurs="0"/>
         <!-- uniquely defines movement by nzame -->
         <xs:element name="laneCnt"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- the number of lanes to follow -->
         <xs:element name="laneSet" type="LaneSet" />
         <!-- each encoded as a: LaneNumber,
         the collection of lanes,  by num,
         to which this state data applies
         For the current movement State,  you may CHOICE one of the below: -->
         <xs:element name="currState" type="SignalLightState"  minOccurs="0"/>
         <!-- the state of a Motorised lane -->
         <xs:element name="pedState" type="PedestrianSignalState"  minOccurs="0"/>
         <!-- the state of a Pedestrian type lane -->
         <xs:element name="specialState" type="SpecialSignalState"  minOccurs="0"/>
         <!-- the state of a special type lane
         such as a deadicatd train lane -->
         <xs:element name="timeToChange" type="TimeToChange" />
         <!-- Roy suggests abs. time here to avoid latency issues
         and not using a time-to-live value,
         we could put out one UTC time,  then offset from it?
         Damlr still wants count-down timers,  so kept as is
         untill this is settled for good. -->
         <xs:element name="stateConfidence" type="StateConfidence"  minOccurs="0"/>
         <!-- Yellow phase time intervals
         (used for motorised vehicle lanes and pedestrian lanes)
         For the yellow Signal State,  you may CHOICE one of the below: -->
         <xs:element name="yellState" type="SignalLightState"  minOccurs="0"/>
         <!-- the next state of a
         Motorised lane -->
         <xs:element name="yellPedState" type="PedestrianSignalState"  minOccurs="0"/>
         <!-- the next state of a
         Pedestrian type lane -->
         <xs:element name="yellTimeToChange" type="TimeToChange"  minOccurs="0"/>
         <xs:element name="yellStateConfidence" type="StateConfidence"  minOccurs="0"/>
         <!-- below items are all optinal based on use and context
         some are used only for ped lans -->
         <xs:element name="vehicleCount"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedShort">
                  <xs:maxInclusive value="60000"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="pedDetect" type="PedestrianDetect"  minOccurs="0"/>
         <!-- true if ANY ped are detected crossing
         the above lanes -->
         <xs:element name="pedCount"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedShort">
                  <xs:maxInclusive value="60000"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- est count of peds -->
         <xs:element name="localMovementState" type="local:MovementState" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that the value given for the *time to change* will vary in many actuated signalized intersection based on the sensor data received during the phase. The data transmitted always reflects the then most current time value. Therefore, as an example, in a phase which may vary from 15 to 25 seconds of duration based on observed traffic flows, a time to change value of 15 seconds might be transmitted for many seconds on end (as many as 10 seconds) followed by decreasing values as the time runs out. During this entire period of time, the yellow time would also be sent. The *time to change* element can be regarded as a guaranteed minimum value of the time that will be elapse unless a preemption event occurs.

6.28 Data Frame: DF_NodeList

Use: The NodeList data structure provides the sequence of signed offset values for determining the Xs and Ys (and, possibly Width or Zs when present) using the then current ReferencePoint and NodeConfih objects to build a path for the enclosing ReferenceLane relating to a lane in the current intersection.

ASN.1 Representation:

```
NodeList ::= SEQUENCE (SIZE(1..64)) OF Offsets
   -- RefPointID was removed because in practice,
   -- you do not seem to need it and sending another ref point
   -- is shorter then having the index each time
```

XML Representation:

```
<xs:complexType name="NodeList" >
      <xs:sequence minOccurs="1" maxOccurs="64">
         <xs:element name="node" type="Offsets" />
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 7 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_BarrierLane	<ASN>	<XML>, and
DF	DF_CrosswalkLane	<ASN>	<XML>, and
DF	DF_ShapePointSet	<ASN>	<XML>, and
DF	DF_SignalControlZone	<ASN>	<XML>, and
DF	DF_SpecialLane	<ASN>	<XML>, and
DF	DF_VehicleComputedLane	<ASN>	<XML>, and
DF	DF_VehicleReferenceLane	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: When describing a path, the first node is the one closest to the intersection for the lane or the beginning point in a roadway segment. Typically, this is located on the stop line for approaches. Safety applications can use this to identify their stop line without having to consult the Intersection Message. For egresses, the first node indicates where the lane begins.

When the node list used to describe "non stopping areas" in a path (such as a stripped do not block area or a railroad crossing) then the offsets are taken in paired sets. The first offset provides the start of the area to be avoided, while the 2nd offset provides the end of that area. The path is presumed to follow the same linear path described by the node list for the lane.

Subsequent nodes provide points further and further away along the lane's driven line. Include as many as necessary to characterize lane curvature "within tolerance."

6.29 Data Frame: DF_Offsets

Use: The Offsets data structure provides one set of of signed offset values for determining the Xs and Ys (and, possibly Zs when present) using the then current ReferencePoint and NodeConfih objects to build a single point in a path for the enclosing ReferenceLane relating to a lane in the current intersection.

ASN.1 Representation:

```
Offsets ::= SEQUENCE {
   xOffset  INTEGER (-32767..32767),
   yOffset  INTEGER (-32767..32767),
   zOffset  INTEGER (-32767..32767) OPTIONAL,
   width    LaneWidth               OPTIONAL
            -- all in signed values where
            -- the LSB is in units of 1.0 cm

   }
```

XML Representation:

```
<xs:complexType name="Offsets" >
      <xs:sequence>
         <xs:element name="xOffset" >
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="yOffset" >
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="zOffset"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="width" type="LaneWidth"  minOccurs="0"/>
         <!-- all in signed values where
         the LSB is in units of 1.0 cm -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_NodeList <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that while lat and long and elevation values are provided in the reference point with respect to the common geiod, these offsets are given in absolute distance (units of 1.0 cm) of offset. When a value for zOffsret or for LaneWidth is given, that value persists until changed again for additional nodes in the list.

6.30 Data Frame: DF_Position2D

Use: A collection of the two 4 byte lat-long information elements used to build a complete 2D position set. No elevation data is sent in this 8 bytes data frame.

ASN.1 Representation:

```
Position2D ::= SEQUENCE {
   lat     Latitude,   -- in 1/8th micro degrees
   long    Longitude   -- in 1/8th micro degrees
   }
```

XML Representation:

```
<xs:complexType name="Position2D" >
      <xs:sequence>
         <xs:element name="lat" type="Latitude" />
         <!-- in 1/8th micro degrees -->
         <xs:element name="long" type="Longitude" />
         <!-- in 1/8th micro degrees -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.31 Data Frame: DF_Position3D

Use: A collection of the two 4 byte lat-long information elements and the one 2 byte elevation used to build a complete 3D position set in 10 bytes.

ASN.1 Representation:

```
Position3D ::= SEQUENCE {
   lat         Latitude,    -- in 1/8th micro degrees
   long        Longitude,   -- in 1/8th micro degrees
   elevation   Elevation    OPTIONAL
   }
```

XML Representation:

```
<xs:complexType name="Position3D" >
      <xs:sequence>
         <xs:element name="lat" type="Latitude" />
         <!-- in 1/8th micro degrees -->
         <xs:element name="long" type="Longitude" />
         <!-- in 1/8th micro degrees -->
         <xs:element name="elevation" type="Elevation"  minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_Circle	<ASN>	<XML>, and
DF	DF_RoadSignID	<ASN>	<XML>, and
DF	DF_ShapePointSet	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that this data frame is also used in defining a data blob.

6.32 Data Element: DF_PositionConfidenceSet

Use: A single byte long data frame combining multiple related bit fields into one byte.

ASN.1 Representation:

```
PositionConfidenceSet ::= OCTET STRING (SIZE(1))
-- To be encoded as:
-- SEQUENCE {
--   pos        PositionConfidence,
--              -x- 4 bits, for both hoz directions
--   elevation  ElevationConfidence
--              -x- 4 bits
--   }
```

XML Representation:

```
<xs:complexType name="PositionConfidenceSet" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be encoded as:
            SEQUENCE  {
            pos        PositionConfidence,
            -x- 4 bits,  for both hoz directions
            elevation  ElevationConfidence
            -x- 4 bits
            }
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="PositionConfidenceSet-string" >
```

```
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="PositionConfidenceSet-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_ConfidenceSet	<ASN>	<XML>, and
DF	DF_FullPositionVector	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

6.33 Data Frame: DF_ReferencePoint

Use: A data concept which provides a definitive and precise location in the WSG-84 coordinate systems from which short offsets are then used to create additional data using a flat earth geonimc (sp?) project centered from this point.. Typically used in the description of maps and intersections.

ASN.1 Representation:

```
ReferencePoint ::= SEQUENCE {
   -- pos      PositionLocal3D,
   lat         Latitude,           -- 4 bytes (1/8th micro degrees)
   long        Longitude,          -- 4 bytes
   elev        Elevation OPTIONAL, -- 3 bytes
   ...
   }
```

XML Representation:

```
<xs:complexType name="ReferencePoint" >
      <xs:sequence>
         <!-- pos      PositionLocal3D, -->
         <xs:element name="lat" type="Latitude" />
         <!-- 4 bytes  (1/8th micro degrees) -->
         <xs:element name="long" type="Longitude" />
         <!-- 4 bytes -->
         <xs:element name="elev" type="Elevation"  minOccurs="0"/>
         <!-- 3 bytes -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_ApproachesObject	<ASN>	<XML>, and
DF	DF_Intersection	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: In use, all subsequent offset value are added to this point in order to determine the absolute position to be described. In some data structures more than once ReferencePoint may be present. Data values are interpreted in a stream fashion. That is, until a new ReferencePoint is read, the value for the last one is used as the basis for all offset values found the same structure.

6.34 Data Frame: DF_RoadSignID

Use: The RoadSignID data frame is used to provide a precise location of one or more roadside signs.

ASN.1 Representation:

```
RoadSignID ::= SEQUENCE {
   position        Position3D,
                   -- Location of sign
   viewAngle       HeadingSlice,
                   -- Vehicle directinof travel while
                   -- facing active side of sign
   mutcdCodee      MUTCDCode OPTIONAL,
                   -- Tag for MUTCD code or "generic sign"
   crc             MsgCRC OPTIONAL
                   -- Used to provide a check sum
   }
```

XML Representation:

```
<xs:complexType name="RoadSignID" >
      <xs:sequence>
         <xs:element name="position" type="Position3D" />
         <!-- Location of sign -->
         <xs:element name="viewAngle" type="HeadingSlice" />
         <!-- Vehicle directinof travel while
         facing active side of sign -->
         <xs:element name="mutcdCodee" type="MUTCDCode"  minOccurs="0"/>
         <!-- Tag for MUTCD code or &quot;generic sign&quot; -->
         <xs:element name="crc" type="MsgCRC"  minOccurs="0"/>
         <!-- Used to provide a check sum -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.35 Data Frame: DF_Sample

Use: Allows the Probe Management message to apply its settings to a random sample of vehicles (all vehicles within the stated range). This uses the last single digit of the current probe segment number (PSN) to determine if probe management is to be used. [Ed note: or do we use the temp-mac value because some commercial fleet vehicles do not use the PSN at all] If the current PSN falls between these two (2) values, then the Probe Data Management policy should be applied. The numbers are inclusive e.g. using 0x10 and 0x20 would provide a 1/16th sample and the values 0x00 and 0x80 would provide a 50% sample.

ASN.1 Representation:

```
Sample ::= SEQUENCE {
   sampleStart  INTEGER(0..255),   --  Sample Starting Point
   sampleEnd    INTEGER(0..255)    --  Sample Ending Point
   }
```

XML Representation:

```
<xs:complexType name="Sample" >
      <xs:sequence>
         <xs:element name="sampleStart" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte"/>
            </xs:simpleType>
         </xs:element>
         <!-- Sample Starting Point -->
         <xs:element name="sampleEnd" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte"/>
            </xs:simpleType>
         </xs:element>
         <!-- Sample Ending Point -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: From the VII POC-A team, mod to use binary values better.

6.36 Data Frame: DF_ShapePointSet

Use: The DF_ShapePointSet DF use used to represent a short segment of described roadway. It is typically employed to define a region where signs or advisories would be valid.

ASN.1 Representation:

```
ShapePointSet ::= SEQUENCE {
   anchor           Position3D,
   laneWidth        LaneWidth  OPTIONAL, -- initial width
   nodeList         NodeList,            -- path details of the lane and width
   ...
   }
```

XML Representation:

```
<xs:complexType name="ShapePointSet" >
      <xs:sequence>
         <xs:element name="anchor" type="Position3D" />
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <!-- initial width -->
         <xs:element name="nodeList" type="NodeList" />
         <!-- path details of the lane and width -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_ValidRegion <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.37 Data Frame: DF_SignalControlZone

Use: A data frame used to relate the geo-physical region zones of an intersection to a numbering system used for an approaching vehicle to assert a *preempt* to a signal system or to assert a *priority* request for a signal. The regions work together with the map intersection object to describe the intersections and what SignalReqScheme value is needed to control it to obtain a given movement state.

ASN.1 Representation:

```
SignalControlZone ::= SEQUENCE {
   name           DescriptiveName OPTIONAL,
                  -- used ony for debugging
   pValue         SignalReqScheme,
                  -- peempt or prioty value (0..7),
                  -- and any stragery value to be used

   data           CHOICE {

         laneSet  SEQUENCE (SIZE(1..32)) OF LaneNumber,
                  -- a seq of of defined LaneNumbers,
                  -- to be used with this p value
                  -- see thier nodelsts for paths

         zones    SEQUENCE (SIZE(1..32)) OF SEQUENCE {

             enclosed  SEQUENCE (SIZE(1..32)) OF LaneNumber OPTIONAL,
                              -- lanes in this region
             laneWidth        LaneWidth  OPTIONAL,
             nodeList         NodeList,
                              -- path details of
                              -- the region starting from
                              -- the stop line
             ...
             }
             -- Note: unlike a nodelist for lanes,
             -- zones may overlap by a considerable degree
        },
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="SignalControlZone" >
      <xs:sequence>
         <xs:element name="name" type="DescriptiveName"  minOccurs="0"/>
         <!-- used ony for debugging -->
         <xs:element name="pValue" type="SignalReqScheme" />
         <!-- peempt or prioty value  (0..7) ,
         and any stragery value to be used -->
         <xs:element name="data" >
            <xs:complexType>
               <xs:choice>
                  <xs:element name="laneSet" >
                     <xs:complexType>
                        <xs:sequence minOccurs="1" maxOccurs="32">
                           <xs:element name="laneSet-item" type="LaneNumber" />
                           <!-- a seq of of defined LaneNumbers, to be used with this p
value see thier nodelsts for paths -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="zones" >
                     <xs:complexType>
                        <xs:sequence minOccurs="1" maxOccurs="32">
                           <xs:element name="zone" >
                              <xs:complexType>
                                 <xs:sequence>
                                    <xs:element name="enclosed"  minOccurs="0">
                                       <xs:complexType>
                                          <xs:sequence minOccurs="1" maxOccurs="32">
                                             <xs:element name="enclosed-item"
type="LaneNumber" />
                                             <!-- lanes in this region -->
                                          </xs:sequence>
                                       </xs:complexType>
                                    </xs:element>
                                    <xs:element name="laneWidth" type="LaneWidth"
minOccurs="0"/>
                                    <xs:element name="nodeList" type="NodeList" />
                                    <!-- path details of
                                    the region starting from
                                    the stop line -->
                                 </xs:sequence>
                              </xs:complexType>
                           </xs:element>
                           <!-- Note: unlike a nodelist for lanes, zones may overlap by a
considerable degree -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
               </xs:choice>
            </xs:complexType>
         </xs:element>
         <xs:element name="localSignalControlZone" type="local:SignalControlZone"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Intersection <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that both a *preempt* to a signal system and a *priority* for a signal system are described in the same terms here. The term signal control zone was created to cover both uses.

6.38 Data Frame: DF_SignalRequest

Use: The *SignalRequest* is used (as part of a request message) to request either a priority or a preemption service from a signalized intersection. It relates the intersection ID as well as the specific request (a value of 0~7 for the request and a value of 0~7 for the strategy requested - both in the SignalReqScheme data element). Additional information includes the approach and egress values or lanes to be used.

ASN.1 Representation:

```
SignalRequest ::= SEQUENCE {
   -- the regionally unique ID of the target intersection
   id      IntersectionID,  --  intersection ID

   -- Below present only when canceling a prior request
   isCancel    SignalReqScheme OPTIONAL,

   -- In typical use either a SignalReqScheme
   -- or a lane number would be given, this
   -- indicates the scheme to use or the
   -- path through the intersection
   -- to the degree it is known.
   -- Note that SignalReqScheme can hold either
   -- a preempt or a priority value.
   requestedActon  SignalReqScheme OPTIONAL,
                            --  preempt ID or the
                            --  priority ID
                            --  (and strategy)
   inLane       LaneNumber OPTIONAL,
                            --  approach Lane
   outLane      LaneNumber OPTIONAL,
                            --  egress Lane
   type         NTCIPVehicleclass,
                            --  Two 4 bit nibbles as:
                            --  NTCIP vehicle class type
                            --  NTCIP vehicle class level

   -- any validation string used by the system
   codeWord     CodeWord OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="SignalRequest" >
      <xs:sequence>
         <!-- the regionally unique ID of the target intersection -->
         <xs:element name="id" type="IntersectionID" />
         <!-- intersection ID
         Below present only when canceling a prior request -->
         <xs:element name="isCancel" type="SignalReqScheme"  minOccurs="0"/>
         <!-- In typical use either a SignalReqScheme
         or a lane number would be given,  this
         indicates the scheme to use or the
         path through the intersection
         to the degree it is known.
         Note that SignalReqScheme can hold either
         a preempt or a priority value. -->
         <xs:element name="requestedActon" type="SignalReqScheme"  minOccurs="0"/>
         <!-- preempt ID or the
         priority ID
         (and strategy) -->
         <xs:element name="inLane" type="LaneNumber"  minOccurs="0"/>
         <!-- approach Lane -->
         <xs:element name="outLane" type="LaneNumber"  minOccurs="0"/>
         <!-- egress Lane -->
         <xs:element name="type" type="NTCIPVehicleclass" />
         <!-- Two 4 bit nibbles as:
         NTCIP vehicle class type
         NTCIP vehicle class level
         any validation string used by the system -->
         <xs:element name="codeWord" type="CodeWord"  minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.39 Data Frame: DF_SnapshotDistance

Use: To allow Network Users to change the snapshot collection policy based on speed and distance. Two distances and two speeds are included in this Data Frame D1, S1 and D2, S2 to be used by the OBE as follows:

- If speed is ≤ S1 then distance to next snapshot is D1
- If speed is ≥ S2 then distance to next snapshot is D2
- If speed is > S1 and < S2 then distance to snapshot is linearly interpolated between D1 and D2

If S1 is set to zero then the distance to the next snapshot is always D1.

ASN.1 Representation:

```
SnapshotDistance ::= SEQUENCE {
   d1   INTEGER(0..999),   -- meters
   s1   INTEGER(0..50),    -- meters\second
   d2   INTEGER(0..999),   -- meters
   s2   INTEGER(0..50)     -- meters\second
   }
```

XML Representation:

```
<xs:complexType name="SnapshotDistance" >
      <xs:sequence>
         <xs:element name="d1" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedShort">
                  <xs:maxInclusive value="999"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- meters -->
         <xs:element name="s1" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:maxInclusive value="50"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- meters\second -->
         <xs:element name="d2" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedShort">
                  <xs:maxInclusive value="999"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- meters -->
         <xs:element name="s2" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:maxInclusive value="50"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- meters\second -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: From the VII POC-A team.

6.40 Data Frame: DF_Snapshot

Use: A report on one or more status elements in the vehicle which may have changed along with a set of position and heading elements representing the location of the report. Each report can contain status information on a number of defined vehicle devices.

ASN.1 Representation:

```
Snapshot ::= SEQUENCE {
   thePosition  FullPositionVector,
                -- data of the position and speed,
   datSet       SEQUENCE (SIZE(0..31)) OF VehicleStatus,
                -- a seq of data frames
                -- which encodes the data
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="Snapshot" >
      <xs:sequence>
         <xs:element name="thePosition" type="FullPositionVector" />
         <!-- data of the position and speed, -->
         <xs:element name="datSet" >
            <xs:complexType>
               <xs:sequence minOccurs="0" maxOccurs="31">
                  <xs:element name="datSet-item" type="VehicleStatus" />
                  <!-- a seq of data frames which encodes the data -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="localSnapshot" type="local:Snapshot" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_ProbeVehicleData <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.41 Data Frame: DF_SnapshotTime

Use: To allow Network Users to change the snapshot collection policy based in elapsed time. Two times and two speeds are included in the message T1, S1 and T2, S2 to be used by the OBE as follows:

- If speed is ≤ S1 then time to next snapshot is T1 - default 20 mph (8.9 m/s) and 6 secs
- If speed is ≥ S2 then time to next snapshot is T2 - default 60 mph (26.8 m/s) and 20 secs
- If speed is > S1 and < S2 then time to snapshot is linearly interpolated between T1 and T2

If S1 is set to zero then the time to the next snapshot is always T1

ASN.1 Representation:

```
SnapshotTime ::= SEQUENCE {
   t1   INTEGER(1..99),
        -- m/sec - the instantaneous speed when the
        -- calculation is performed
   s1   INTEGER(0..50),
        -- seconds
   t2   INTEGER(1..99),
        -- m/sec - the instantaneous speed when the
        -- calculation is performed
   s2   INTEGER(0..50)
        -- seconds
   }
```

XML Representation:

```
<xs:complexType name="SnapshotTime" >
      <xs:sequence>
         <xs:element name="t1" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="99"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- m/sec - the instantaneous speed when the
         calculation is performed -->
         <xs:element name="s1" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:maxInclusive value="50"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- seconds -->
         <xs:element name="t2" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="99"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- m/sec - the instantaneous speed when the
         calculation is performed -->
         <xs:element name="s2" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:maxInclusive value="50"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- seconds -->
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: From the VII POC-A team.

6.42 Data Frame: DF_SpecialLane

Use: A SpecialLane data structure provides lane number, lane width and lane attributes within an approach structure for special types of lanes including lanes for use by trains (tracked vehicles) and transit vehicles. The SpecialLaneAttributes data element denotes what generally type of lane it is. The nodeList data element provide a detailed set of offset values to map the path of the lane. The keepOutList (which is optional) denotes any segments along the path where users of the path can not safely stop.

ASN.1 Representation:

```
SpecialLane ::= SEQUENCE {
   laneNumber       LaneNumber,
   laneWidth        LaneWidth  OPTIONAL,
   laneAttributes   SpecialLaneAttributes,
   nodeList         NodeList,
                    -- path details of the lane and width
   keepOutList      NodeList OPTIONAL,
                    -- no stop points along the path
   connectsTo       ConnectsTo  OPTIONAL,
                    -- a list of other lanes and their
                    -- turning use by this lane
   ...
   }
```

XML Representation:

```
<xs:complexType name="SpecialLane" >
      <xs:sequence>
         <xs:element name="laneNumber" type="LaneNumber" />
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <xs:element name="laneAttributes" type="SpecialLaneAttributes" />
         <xs:element name="nodeList" type="NodeList" />
         <!-- path details of the lane and width -->
         <xs:element name="keepOutList" type="NodeList"  minOccurs="0"/>
         <!-- no stop points along the path -->
         <xs:element name="connectsTo" type="ConnectsTo"  minOccurs="0"/>
         <!-- a list of other lanes and their
         turning use by this lane -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Approach <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.43 Data Element: DF_SpeedandHeadingConfidence

Use: A single byte long data frame combining multiple related bit fields into one byte.

ASN.1 Representation:

```
SpeedandHeadingConfidence ::= OCTET STRING (SIZE(1))
-- to be packed as follows:
-- SEQUENCE {
--   heading   HeadingConfidence,   -x- 3 bits
--   speed     SpeedConfidence,     -x- 3 bits
--   throttle  ThrottleConfidence   -x- 2 bits
--   }
```

XML Representation:

```
<xs:complexType name="SpeedandHeadingConfidence" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            to be packed as follows:
            SEQUENCE  {
            heading   HeadingConfidence,    -x- 3 bits
            speed     SpeedConfidence,      -x- 3 bits
            throttle  ThrottleConfidence   -x- 2 bits
            }
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="SpeedandHeadingConfidence-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="SpeedandHeadingConfidence-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
```

```
</xs:simpleType >
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_ConfidenceSet	<ASN>	<XML>, and
DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

6.44 Data Frame: DF_UpdateVector

Use: A minimal report of the vehicles position, speed, and heading. Used in the probe vehicle message as one of the subsequent reports of position information (preceded by a longer frame with additional information which does not vary).

ASN.1 Representation:

```
UpdateVector ::= SEQUENCE {
   lastMin             DMinute,          -- 1 byte
   lastSec             DSecond,          -- 2 bytes
   long                Longitude,        -- 4 bytes, 1/8th microdegree
   lat                 Latitude,         -- 4 bytes, 1/8th microdegree
   heading             Heading,          -- 1 byte, 1.4 deg
   speed               Speed,            -- 1 byte
   elevation           Elevation,        -- 3 byte
   ... -- # LOCAL_CONTENT
   } -- a size of 16 bytes
```

XML Representation:

```
<xs:complexType name="UpdateVector" >
      <xs:annotation>
         <xs:documentation>
            a size of 16 bytes
         </xs:documentation>
      </xs:annotation>
      <xs:sequence>
         <xs:element name="lastMin" type="DMinute" />
         <!-- 1 byte -->
         <xs:element name="lastSec" type="DSecond" />
         <!-- 2 bytes -->
         <xs:element name="long" type="Longitude" />
         <!-- 4 bytes,  1/8th microdegree -->
         <xs:element name="lat" type="Latitude" />
         <!-- 4 bytes,  1/8th microdegree -->
         <xs:element name="heading" type="Heading" />
         <!-- 1 byte,  1.4 deg -->
         <xs:element name="speed" type="Speed" />
         <!-- 1 byte -->
         <xs:element name="elevation" type="Elevation" />
         <!-- 3 byte -->
         <xs:element name="localUpdateVector" type="local:UpdateVector" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

6.45 Data Frame: DF_ValidRegion

Use: The ValidRegion DF is used to describe one or more geographic locations to which a message (typically road signs or advisories of some sort) is applied or considered valid.

ASN.1 Representation:

```
ValidRegion ::= SEQUENCE {
   direction          HeadingSlice,
                      -- field of view over which this applies,
   extent             Extent OPTIONAL,
                      -- the spatial distance over which this
                      -- message applies and should be presented
                      -- to the driver
   area    CHOICE  {
      shapePointSet   ShapePointSet,
                      -- A short road segment
      circle          Circle
                      -- A point and radius
      }
   }
```

XML Representation:

```
<xs:complexType name="ValidRegion" >
      <xs:sequence>
         <xs:element name="direction" type="HeadingSlice" />
         <!-- field of view over which this applies, -->
         <xs:element name="extent" type="Extent"  minOccurs="0"/>
         <!-- the spatial distance over which this
         message applies and should be presented
         to the driver -->
         <xs:element name="area" >
            <xs:complexType>
               <xs:choice>
                  <xs:element name="shapePointSet" type="ShapePointSet" />
                  <!-- A short road segment -->
                  <xs:element name="circle" type="Circle" />
                  <!-- A point and radius -->
               </xs:choice>
            </xs:complexType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note: Be sure to copy final form to annex text.

6.46 Data Frame: DF_VehicleComputedLane

Use: A VehicleComputedLane data structure provides lane number, lane width and lane attributes within an approach structure for a drivable motorized vehicle lane. There is at least one ReferenceLane present and may be zero or more ComputedLane objects as well in the enclosing Approach structure. Each ComputedLane references a ReferenceLane found in the same intersection (using the index in which it is found?) and an offset values to map the path of the lane.

ASN.1 Representation:

```
VehicleComputedLane ::= SEQUENCE {
   laneNumber        LaneNumber,
   laneWidth         LaneWidth  OPTIONAL,
   laneAttributes    VehicleLaneAttributes  OPTIONAL,
                     -- if not present, same as ref lane
   refLaneNum        LaneNumber,
                     -- number of the ref lane to be used
                     -- can reuse the lane number here
                     -- or for we need a new type
   lineOffset        DrivenLineOffset,
   keepOutList       NodeList OPTIONAL,
                     -- no stop points along the path
   connectsTo        ConnectsTo  OPTIONAL,
                     -- a list of other lanes and their
```

```
                 -- turning use by this lane
   ...
   }
```

XML Representation:

```
<xs:complexType name="VehicleComputedLane" >
      <xs:sequence>
         <xs:element name="laneNumber" type="LaneNumber" />
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <xs:element name="laneAttributes" type="VehicleLaneAttributes"  minOccurs="0"/>
         <!-- if not present,  same as ref lane -->
         <xs:element name="refLaneNum" type="LaneNumber" />
         <!-- number of the ref lane to be used
         can reuse the lane number here
         or for we need a new type -->
         <xs:element name="lineOffset" type="DrivenLineOffset" />
         <xs:element name="keepOutList" type="NodeList"  minOccurs="0"/>
         <!-- no stop points along the path -->
         <xs:element name="connectsTo" type="ConnectsTo"  minOccurs="0"/>
         <!-- a list of other lanes and their
         turning use by this lane -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Approach <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: A Vehicle Computed Lane has its own lane number, width and attributes (see also the Reference Lane). The Reference Lane Number indicates which lane it parallels. The Driven Line Offset gives the distance between the computed lane with respect to. its reference lane. Lane Width indicates the width of the driven portion of the lane in decimeters. If the width is absence or set to zero, it is inherited from the Reference Lane.

6.47 Data Frame: DF_VehicleIdent

Use: The VehicleIdent data frame is used to provide identity information about a selected vehicle. This data frame is typical used with fleet type vehicles who can (or who must) safety release such information for use with probe measurements or with other interactions (such as a signal request). At least one of the optional data elements shall be preset in the data frame.

ASN.1 Representation:

```
VehicleIdent ::= SEQUENCE {
   name           DescriptiveName OPTIONAL,
                  -- a human readable name for debuging use
   vin            VINstring OPTIONAL,
                  -- vehicle VIN value
   ownerCode      IA5String(SIZE(1..32)) OPTIONAL,
                  -- vehicle owner code
   id             TemporaryID OPTIONAL,
                  -- same value used in the BSM

   vehicleType    VehicleType  OPTIONAL,
   vehicleClass   CHOICE
                  {
                  vGroup ITIS.VehicleGroupAffected,
                  rGroup ITIS.ResponderGroupAffected,
                  rEquip ITIS.IncidentResponseEquipment
                  } OPTIONAL,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="VehicleIdent" >
      <xs:sequence>
         <xs:element name="name" type="DescriptiveName"  minOccurs="0"/>
         <!-- a human readable name for debuging use -->
         <xs:element name="vin" type="VINstring"  minOccurs="0"/>
         <!-- vehicle VIN value -->
         <xs:element name="ownerCode"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:string">
                  <xs:minLength value="1"/>
                  <xs:maxLength value="32"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- vehicle owner code -->
         <xs:element name="id" type="TemporaryID"  minOccurs="0"/>
         <!-- same value used in the BSM -->
         <xs:element name="vehicleType" type="VehicleType"  minOccurs="0"/>
         <xs:element name="vehicleClass"  minOccurs="0">
            <xs:complexType>
               <xs:choice>
                  <xs:element name="vGroup" type="itis:VehicleGroupAffected" />
                  <xs:element name="rGroup" type="itis:ResponderGroupAffected" />
                  <xs:element name="rEquip" type="itis:IncidentResponseEquipment" />
               </xs:choice>
            </xs:complexType>
         </xs:element>
         <xs:element name="localVehicleIdent" type="local:VehicleIdent" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_ProbeVehicleData	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Issue: Should we make the signal request message use this frame to identify the requester (today it uses the VIN only) ?

6.48 Data Frame: DF_VehicleMotionTrail

Use: The VehicleMotionTrail data frame defines an adaptable set of bread crumbs reflecting recent vehicle movement over some period of time. This data frame allows creating a sequence of positions (typically a vehicle motion track) over a limited period of time. The current vehicle position is subtracted from each breadcrumb to create the previous position in the set. This position is then used to created the next bread crumb. In other words, the breadcrumbs proceed backwards to create previous positions in a track the vehicle has traveled. When the data frame is sent in the Part II section of the Basic Safety Message, the vehicle's current position is used (and the optional position elements shown in the below need not be sent).

The breadcrumb data itself allow many options variants of data to be encoded Each possible set of breadcrumb data elements is supported in a an octet blob style, and the sets of data in that type are sent in a single final octet blob (in other words each octet is made up of N or more sets of inner data, using the same encoding).

The lat-long offset units used in the breadcrumb stream support units of 1/8th micro degrees of lat and long. The vertical offset units are in 20cm units. The time is expressed in units of 0.1 milliseconds. The GPSstatus uses 4 bytes the relate the GDOP of the system. The heading and speed follow similar units to their data element counterparts. All of these items are defined further in the relevant data entry.

ASN.1 Representation:

```
VehicleMotionTrail ::= SEQUENCE {
   initialPosition  FullPositionVector   OPTIONAL,
   currGPSstatus    GPSstatus            OPTIONAL,
   itemCnt          INTEGER (1..32)      OPTIONAL,
   crumbData  CHOICE {
              -- select one of the possible data sets to be used

              verboseDataSet SEQUENCE (SIZE(1..32)) OF
                    BreadCrumbVersion-1,
                    -- a set of all data elements, it is
                    -- non-uniform in size, each item tagged in BER

              completeDataSet SEQUENCE (SIZE(13..416)) OF
                    BreadCrumbVersion-2,
                    -- a set of all data elements including:
                    -- lat, long, vert, time, accuracy, heading, and speed
                    -- sent as a packed blob of 13 bytes per crumb

              dataSet-3 SEQUENCE (SIZE(11..352)) OF
                    BreadCrumbVersion-3,
                    -- a set of the following data elements:
                    -- lat, long, vert, time, and accuracy
                    -- sent as a packed blob of 11 bytes per crumb

              dataSet-4 SEQUENCE (SIZE(7..224)) OF
                    BreadCrumbVersion-4,
                    -- a set of the following data elements:
                    -- lat, long, vert, and time
                    -- sent as a packed blob of 7 bytes per crumb

              dataSet-5 SEQUENCE (SIZE(13..416)) OF
                    BreadCrumbVersion-5,
                    -- a set of the following data elements:
                    -- lat, long, vert, and accuracy
                    -- sent as a packed blob of 13 bytes per crumb

              dataSet-6 SEQUENCE (SIZE(5..160)) OF
                    BreadCrumbVersion-6,
                    -- a set of the following data elements:
                    -- lat, long, and vert
                    -- sent as a packed blob of 5 bytes per crumb

              dataSet-7 SEQUENCE (SIZE(10..320)) OF
                    BreadCrumbVersion-7,
                    -- a set of the following data elements:
                    -- lat, long, time, and accuracy
                    -- sent as a packed blob of 10 bytes per crumb

              dataSet-8 SEQUENCE (SIZE(6..192)) OF
                    BreadCrumbVersion-8,
                    -- a set of the following data elements:
                    -- lat, long, and time
                    -- sent as a packed blob of 6 bytes per crumb

              dataSet-9 SEQUENCE (SIZE(8..256)) OF
                    BreadCrumbVersion-9,
                    -- a set of the following data elements:
                    -- lat, long, and accuracy
                    -- sent as a packed blob of 8 bytes per crumb

              dataSet-10 SEQUENCE (SIZE(4..324)) OF
                    BreadCrumbVersion-10
                    -- a set of the following data elements:
                    -- lat and long
                    -- sent as a packed blob of 4 bytes per crumb

              },
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:complexType name="VehicleMotionTrail" >
      <xs:sequence>
```

```
         <xs:element name="initialPosition" type="FullPositionVector"  minOccurs="0"/>
         <xs:element name="currGPSstatus" type="GPSstatus"  minOccurs="0"/>
         <xs:element name="itemCnt"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="32"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="crumbData" >
            <xs:complexType>
               <xs:choice>
                  <!-- select one of the possible data sets to be used -->
                  <xs:element name="verboseDataSet" >
                     <xs:complexType>
                        <xs:sequence minOccurs="1" maxOccurs="32">
                           <xs:element name="verboseDataSet-item"
type="BreadCrumbVersion-1" />
                           <!-- a set of all data elements,  it is non-uniform in size,
each item tagged in BER -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="completeDataSet" >
                     <xs:complexType>
                        <xs:sequence minOccurs="13" maxOccurs="416">
                           <xs:element name="completeDataSet-item"
type="BreadCrumbVersion-2" />
                           <!-- a set of all data elements including: lat,  long,  vert,
time,  accuracy,  heading,  and speed sent as a packed blob of 13 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-3" >
                     <xs:complexType>
                        <xs:sequence minOccurs="11" maxOccurs="352">
                           <xs:element name="dataSet-3-item" type="BreadCrumbVersion-3"
/>
                           <!-- a set of the following data elements: lat,  long,  vert,
time,  and accuracy sent as a packed blob of 11 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-4" >
                     <xs:complexType>
                        <xs:sequence minOccurs="7" maxOccurs="224">
                           <xs:element name="dataSet-4-item" type="BreadCrumbVersion-4"
/>
                           <!-- a set of the following data elements: lat,  long,  vert,
and time sent as a packed blob of 7 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-5" >
                     <xs:complexType>
                        <xs:sequence minOccurs="13" maxOccurs="416">
                           <xs:element name="dataSet-5-item" type="BreadCrumbVersion-5"
/>
                           <!-- a set of the following data elements: lat,  long,  vert,
and accuracy sent as a packed blob of 13 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-6" >
                     <xs:complexType>
                        <xs:sequence minOccurs="5" maxOccurs="160">
                           <xs:element name="dataSet-6-item" type="BreadCrumbVersion-6"
/>
```

```
                           <!-- a set of the following data elements: lat,  long,  and 
vert sent as a packed blob of 5 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-7" >
                     <xs:complexType>
                        <xs:sequence minOccurs="10" maxOccurs="320">
                           <xs:element name="dataSet-7-item" type="BreadCrumbVersion-7" 
/>
                           <!-- a set of the following data elements: lat,  long,  time, 
and accuracy sent as a packed blob of 10 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-8" >
                     <xs:complexType>
                        <xs:sequence minOccurs="6" maxOccurs="192">
                           <xs:element name="dataSet-8-item" type="BreadCrumbVersion-8" 
/>
                           <!-- a set of the following data elements: lat,  long,  and 
time sent as a packed blob of 6 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-9" >
                     <xs:complexType>
                        <xs:sequence minOccurs="8" maxOccurs="256">
                           <xs:element name="dataSet-9-item" type="BreadCrumbVersion-9" 
/>
                           <!-- a set of the following data elements: lat,  long,  and 
accuracy sent as a packed blob of 8 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
                  <xs:element name="dataSet-10" >
                     <xs:complexType>
                        <xs:sequence minOccurs="4" maxOccurs="324">
                           <xs:element name="dataSet-10-item" type="BreadCrumbVersion-10" 
/>
                           <!-- a set of the following data elements: lat and long sent 
as a packed blob of 4 bytes per crumb -->
                        </xs:sequence>
                     </xs:complexType>
                  </xs:element>
               </xs:choice>
            </xs:complexType>
         </xs:element>
         <xs:element name="localVehicleMotionTrail" type="local:VehicleMotionTrail" 
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

6.49 Data Frame: DF_VehicleReferenceLane

Use: A VehicleReferenceLane data structure provides lane number, lane width and lane attributes within an approach structure for a drivable lane for motor vehicles. There is typically at least one ReferenceLane present for each approach and may be zero or more VehicleComputedLane objects, barrier objects, and crosswalk objects as well in the enclosing approach structure. The nodeList provide a detailed set of offset values to map the path and width of the lane.

ASN.1 Representation:

```
VehicleReferenceLane ::= SEQUENCE {
   laneNumber       LaneNumber,
   laneWidth        LaneWidth  OPTIONAL,
   laneAttributes   VehicleLaneAttributes,
   nodeList         NodeList,
                    -- path details of the lane and width
   keepOutList      NodeList OPTIONAL,
                    -- no stop points along the path
   connectsTo       ConnectsTo  OPTIONAL,
                    -- a list of other lanes and their
                    -- turning use by this lane
   ...
   }
```

XML Representation:

```
<xs:complexType name="VehicleReferenceLane" >
      <xs:sequence>
         <xs:element name="laneNumber" type="LaneNumber" />
         <xs:element name="laneWidth" type="LaneWidth"  minOccurs="0"/>
         <xs:element name="laneAttributes" type="VehicleLaneAttributes" />
         <xs:element name="nodeList" type="NodeList" />
         <!-- path details of the lane and width -->
         <xs:element name="keepOutList" type="NodeList"  minOccurs="0"/>
         <!-- no stop points along the path -->
         <xs:element name="connectsTo" type="ConnectsTo"  minOccurs="0"/>
         <!-- a list of other lanes and their
         turning use by this lane -->
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Approach <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

6.50 Data Frame: DF_VehicleSize

Use: The VehicleSize is a data frame representing the vehicle length and vehicle width in a three byte value.

ASN.1 Representation:

```
VehicleSize ::= SEQUENCE {
   width     VehicleWidth,
   length    VehicleLength
   }  -- 3 bytes in length
```

XML Representation:

```
<xs:complexType name="VehicleSize" >
      <xs:annotation>
         <xs:documentation>
            3 bytes in length
         </xs:documentation>
      </xs:annotation>
      <xs:sequence>
         <xs:element name="width" type="VehicleWidth" />
         <xs:element name="length" type="VehicleLength" />
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_BasicSafetyMessage_Verbose <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that besides the width and length which are always present in the BSM Part I, other values data can also be sent in Part II including mass and bumper heights.

6.51 Data Frame: DF_VehicleStatusRequest

Use: The VehicleStatusRequest is used to request complex content along with threshold settings in the vehicle probe management process.

ASN.1 Representation:

```
VehicleStatusRequest ::= SEQUENCE {
   dataType             VehicleStatusDeviceTypeTag,
   subType              INTEGER (1..15)   OPTIONAL,
   sendOnLessThenValue  INTEGER (-32767..32767) OPTIONAL,
   sendOnMoreThenValue  INTEGER (-32767..32767) OPTIONAL,
   sendAll              BOOLEAN OPTIONAL,
   ...
   }
```

XML Representation:

```
<xs:complexType name="VehicleStatusRequest" >
      <xs:sequence>
         <xs:element name="dataType" type="VehicleStatusDeviceTypeTag" />
         <xs:element name="subType"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="15"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="sendOnLessThenValue"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="sendOnMoreThenValue"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:short">
                  <xs:minInclusive value="-32767"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <xs:element name="sendAll"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:boolean"/>
            </xs:simpleType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Range settings must match the range allowed by the subject data item. Units are as defined by the subject data item.

6.52 Data Frame: DF_VehicleStatus

Use: A data frame that is used to relate specific items of the vehicles status. This structure relates all the different types of information that can be related about the vehicle inside a probe message of in a BSM part II section. Typically these are used in data event snapshots which are gathered and periodically reported to an RSU or as part of the BSM Part II content.

Observe that this data structure makes use of other defined data elements and data frames, enclosing them in a sequence structure so that a number of such items can be sent within the VehicleStatus instance but that this data follows the definition of each defined elsewhere.

ASN.1 Representation:

```
VehicleStatus ::= SEQUENCE {
   -- data which follows must still fit within any message size limits

   events          EventFlags OPTIONAL,                     -- events

   lights          ExteriorLights OPTIONAL,                 -- Exterior Lights
   lightBar        LightbarInUse  OPTIONAL,                 -- PS Lights

   wipers   SEQUENCE {
         statusFront    WiperStatusFront,
         rateFront      WiperRate,
         statusRear     WiperStatusRear       OPTIONAL,
         rateRear       WiperRate             OPTIONAL
         } OPTIONAL,                                        -- Wipers

   brakeStatus  BrakeSystemStatus OPTIONAL,
                   -- 2 bytes with the following in it:
                   --   wheelBrakes        BrakeAppliedStatus,
                   --                      -x- 4 bits
                   --   traction           TractionControlState,
                   --                      -x- 2 bits
                   --   abs                AntiLockBrakeStatus,
                   --                      -x- 2 bits
                   --   scs                StablityControlStatus,
                   --                      -x- 2 bits
                   --   brakeBoost         BrakeBoostApplied,
                   --                      -x- 2 bits
                   --   spareBits
                   --                      -x- 4 bits
                   -- Note that is present in BSM Part I
                                                            -- Braking Data
   brakePressure   BrakeAppliedPressure  OPTIONAL,          -- Braking Pressure
   roadFriction    CoefficientOfFriction OPTIONAL,          -- Roadway Friciton


   sunData         SunSensor             OPTIONAL,          -- Sun Sensor
   rainData        RainSensor            OPTIONAL,          -- Rain Sensor
   airTemp         AmbientAirTemperature OPTIONAL,          -- Air Temperature
   airPres         AmbientAirPressure    OPTIONAL,          -- Air Pressure

   steering   SEQUENCE {
         angle      SteeringWheelAngle,
         confidence SteeringWheelAngleConfidence   OPTIONAL,
         rate       SteeringWheelAngleRateOfChange OPTIONAL,
         wheels     DrivingWheelAngle              OPTIONAL
         } OPTIONAL,                                        -- steering data

   accelSets  SEQUENCE {
         accell4way      AccelerationSet4Way           OPTIONAL,
         vertAccelThres  VerticalAccelerationThreshold OPTIONAL,
                                                       -- Wheel Exceeded point
         yawRateCon      YawRateConfidence             OPTIONAL,
                                                        -- Yaw Rate Confidence
         hozAccelCon     AccelerationConfidence        OPTIONAL,
                                                        -- Acceleration Confidence
         confidenceSet   ConfidenceSet                 OPTIONAL
                                                       -- is this one still wanted?
         } OPTIONAL, -- acceleration data
                                    -- acceleration data

   object     SEQUENCE {
         obDist          ObstacleDistance,          -- Obstacle Distance
         obDirect        ObstacleDirection,         -- Obstacle Direction
         dateTime        DDateTime                  -- time detected
         } OPTIONAL,                                        -- detected Obstacle data
fullPos         FullPositionVector OPTIONAL,     -- complete set of time and
                                                 -- position, speed, heading
position2D      Position2D OPTIONAL,             -- lat, long
position3D      Position3D OPTIONAL,             -- lat, long, elevation
speedHeadC      SpeedandHeadingConfidence OPTIONAL,
speedC          SpeedConfidence OPTIONAL,

vehicleData   SEQUENCE {
      height        VehicleHeight,
      bumpers       BumperHeights,
      mass          VehicleMass,
      trailerWeight TrailerWeight,
      type          VehicleType
      -- values for width and length are sent in BSM part I as well.
      } OPTIONAL,                                        -- vehicle data

vehicleIdent   VehicleIdent OPTIONAL,                    -- comm vehicle data

j1939data      J1939data OPTIONAL,           -- Various SAE J1938 data items

weatherReport SEQUENCE {
      isRaining        NTCIP.EssPrecipYesNo,
      rainRate         NTCIP.EssPrecipRate       OPTIONAL,
      precipSituation  NTCIP.EssPrecipSituation  OPTIONAL,
      solarRadiation   NTCIP.EssSolarRadiation   OPTIONAL,
      friction         NTCIP.EssMobileFriction   OPTIONAL
      } OPTIONAL,                                        -- local weather data

breadcrumbs    VehicleMotionTrail OPTIONAL,              -- vehicle trail

gpsStatus      GPSstatus          OPTIONAL,              -- vehicle's GPS

... -- # LOCAL_CONTENT OPTIONAL,
}
```

XML Representation:

```
<xs:complexType name="VehicleStatus" >
      <xs:sequence>
         <!-- data which follows must still fit within any message size limits -->
         <xs:element name="events" type="EventFlags"  minOccurs="0"/>
         <!-- events -->
         <xs:element name="lights" type="ExteriorLights"  minOccurs="0"/>
         <!-- Exterior Lights -->
         <xs:element name="lightBar" type="LightbarInUse"  minOccurs="0"/>
         <!-- PS Lights -->
         <xs:element name="wipers"  minOccurs="0">
            <xs:complexType>
               <xs:sequence>
                  <xs:element name="statusFront" type="WiperStatusFront" />
                  <xs:element name="rateFront" type="WiperRate" />
                  <xs:element name="statusRear" type="WiperStatusRear"  minOccurs="0"/>
                  <xs:element name="rateRear" type="WiperRate"  minOccurs="0"/>
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- Wipers -->
         <xs:element name="brakeStatus" type="BrakeSystemStatus"  minOccurs="0"/>
         <!-- 2 bytes with the following in it:
         wheelBrakes        BrakeAppliedStatus,
         -x- 4 bits
         traction           TractionControlState,
         -x- 2 bits
         abs                AntiLockBrakeStatus,
         -x- 2 bits
         scs                StablityControlStatus,
         -x- 2 bits
         brakeBoost         BrakeBoostApplied,
         -x- 2 bits
         spareBits
         -x- 4 bits
         Note that is present in BSM Part I
         Braking Data -->
         <xs:element name="brakePressure" type="BrakeAppliedPressure"  minOccurs="0"/>
         <!-- Braking Pressure -->
         <xs:element name="roadFriction" type="CoefficientOfFriction"  minOccurs="0"/>
         <!-- Roadway Friciton -->
         <xs:element name="sunData" type="SunSensor"  minOccurs="0"/>
         <!-- Sun Sensor -->
         <xs:element name="rainData" type="RainSensor"  minOccurs="0"/>
         <!-- Rain Sensor -->
         <xs:element name="airTemp" type="AmbientAirTemperature"  minOccurs="0"/>
         <!-- Air Temperature -->
         <xs:element name="airPres" type="AmbientAirPressure"  minOccurs="0"/>
         <!-- Air Pressure -->
         <xs:element name="steering"  minOccurs="0">
            <xs:complexType>
               <xs:sequence>
                  <xs:element name="angle" type="SteeringWheelAngle" />
                  <xs:element name="confidence" type="SteeringWheelAngleConfidence"
minOccurs="0"/>
                  <xs:element name="rate" type="SteeringWheelAngleRateOfChange"
minOccurs="0"/>
                  <xs:element name="wheels" type="DrivingWheelAngle"  minOccurs="0"/>
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- steering data -->
         <xs:element name="accelSets"  minOccurs="0">
            <xs:complexType>
               <xs:sequence>
                  <xs:element name="accel4way" type="AccelerationSet4Way"
minOccurs="0"/>
                  <xs:element name="vertAccelThres" type="VerticalAccelerationThreshold"
minOccurs="0"/>
                  <!-- Wheel Exceeded point -->
                  <xs:element name="yawRateCon" type="YawRateConfidence"  minOccurs="0"/>
                  <!-- Yaw Rate Confidence -->
                  <xs:element name="hozAccelCon" type="AccelerationConfidence"
minOccurs="0"/>
                  <!-- Acceleration Confidence -->
                  <xs:element name="confidenceSet" type="ConfidenceSet"  minOccurs="0"/>
                  <!-- is this one still wanted? -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- acceleration data
         acceleration data -->
         <xs:element name="object"  minOccurs="0">
            <xs:complexType>
               <xs:sequence>
                  <xs:element name="obDist" type="ObstacleDistance" />
                  <!-- Obstacle Distance -->
                  <xs:element name="obDirect" type="ObstacleDirection" />
                  <!-- Obstacle Direction -->
                  <xs:element name="dateTime" type="DDateTime" />
                  <!-- time detected -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- detected Obstacle data -->
         <xs:element name="fullPos" type="FullPositionVector"  minOccurs="0"/>
         <!-- complete set of time and
         position,  speed,  heading -->
         <xs:element name="position2D" type="Position2D"  minOccurs="0"/>
         <!-- lat,  long -->
         <xs:element name="position3D" type="Position3D"  minOccurs="0"/>
         <!-- lat,  long,  elevation -->
         <xs:element name="speedHeadC" type="SpeedandHeadingConfidence"  minOccurs="0"/>
         <xs:element name="speedC" type="SpeedConfidence"  minOccurs="0"/>
         <xs:element name="vehicleData"  minOccurs="0">
            <xs:complexType>
               <xs:sequence>
                  <xs:element name="height" type="VehicleHeight" />
                  <xs:element name="bumpers" type="BumperHeights" />
                  <xs:element name="mass" type="VehicleMass" />
                  <xs:element name="trailerWeight" type="TrailerWeight" />
                  <xs:element name="type" type="VehicleType" />
                  <!-- values for width and length are sent in BSM part I as well. -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- vehicle data -->
         <xs:element name="vehicleIdent" type="VehicleIdent"  minOccurs="0"/>
         <!-- comm vehicle data -->
         <xs:element name="j1939data" type="J1939data"  minOccurs="0"/>
         <!-- Various SAE J1938 data items -->
         <xs:element name="weatherReport"  minOccurs="0">
            <xs:complexType>
               <xs:sequence>
                  <xs:element name="isRaining" type="ntcip:EssPrecipYesNo" />
                  <xs:element name="rainRate" type="ntcip:EssPrecipRate"  minOccurs="0"/>
                  <xs:element name="precipSituation" type="ntcip:EssPrecipSituation"
minOccurs="0"/>
                  <xs:element name="solarRadiation" type="ntcip:EssSolarRadiation"
minOccurs="0"/>
                  <xs:element name="friction" type="ntcip:EssMobileFriction"
minOccurs="0"/>
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- local weather data -->
         <xs:element name="breadcrumbs" type="VehicleMotionTrail"  minOccurs="0"/>
         <!-- vehicle trail -->
         <xs:element name="gpsStatus" type="GPSstatus"  minOccurs="0"/>
         <!-- vehicle&apos;s GPS -->
         <xs:element name="localVehicleStatus" type="local:VehicleStatus" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_Snapshot	<ASN>	<XML>, and
MSG	MSG_Ala Carte	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

6.53 Data Frame: DF_WiperStatus

Use: The current status of the wiper systems on the subject vehicle, including front and rear wiper systems (where equipped)

ASN.1 Representation:

```
WiperStatus ::= SEQUENCE {
   statusFront     WiperStatusFront,
   rateFront       WiperRate,
   statusRear      WiperStatusRear      OPTIONAL,
   rateRear        WiperRate            OPTIONAL
   }
```

XML Representation:

```
<xs:complexType name="WiperStatus" >
      <xs:sequence>
         <xs:element name="statusFront" type="WiperStatusFront" />
         <xs:element name="rateFront" type="WiperRate" />
         <xs:element name="statusRear" type="WiperStatusRear"  minOccurs="0"/>
         <xs:element name="rateRear" type="WiperRate"  minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that when the state changes an event flag may be raised in the BSM and this data frame may be transmitted in Part II of that message to relate the new state.

7. Data Elements

Messages and data frames specified in Clauses 5 and 6 shall be composed of message elements. Any message or data frame specified in Clauses 6 or 7 shall have all of its DEs specified in this clause, except those DEs that are primitive ASN.1 data types or those that are adopted from other functional areas, or defined in other volumes of the family of standards. In the later cases, the referenced standards shall be consulted.

Regarding equivalent entries to be placed into a data registry. The mapping between data elements and analogous meta data entries have been explained in other ITS stds. In addition, some meta information is constant in this entire standard and need not be repeated with each entry here. These include the sponsor and steward of the entries [SAE], the registration status [registered once the standard is adopted] and the revision date [the date of the standards adoption]. The class name is always ITS.

The productions of ASN.1 which follow shall be considered normative in nature. While the majority of the normative content is reflected in the actual syntax of the ASN.1 some entries also have additional statements in the ASN.1 comments which shall be considered to be normative as well. In addition, the commentary provided with each entry may also provide additional normative restrictions on the proper use of the entry which shall be followed. The XML productions follow directly from the ASN.1 specifications and the same rules shall be applied.

7.1 Data Element: DE_Acceleration

Use: A data element representing the signed acceleration of the vehicle along some known axis in units of 0.01 meters per second squared. A range of over 2Gs is supported. Accelerations in the directions of forward and to the right are taken as positive. A 2 byte long value when sent.

Longitudinal acceleration is the acceleration along the X axis or the vehicle's direction of travel in parallel with a front to rear centerline. Negative values indicate braking action.

Lateral acceleration is the acceleration along the Y axis or perpendicular to the vehicle's direction of travel in parallel with a left-to right centerline. Negative values indicate left turning action and positive values indicate right-turning action.

ASN.1 Representation:

```
Acceleration ::= INTEGER (-2000..2000) -- LSB units are 0.01 m/s^2
```

XML Representation:

```
<xs:simpleType name="Acceleration" >
      <xs:annotation>
         <xs:documentation>
            LSB units are 0.01 m/s^2
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:short">
         <xs:minInclusive value="-2000"/>
         <xs:maxInclusive value="2000"/>
      </xs:restriction>
</xs:simpleType>
```

Remarks: The upper four bits of this 2 byte value are reserved and should not be used.

7.2 Data Element: DE_AccelerationConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_Acceleration, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
AccelerationConfidence ::= ENUMERATED {
   notEquipped  (0), -- B'000  Not Equipped
   accl-100-00  (1), -- B'001  100  meters / second squared
   accl-010-00  (2), -- B'010  10   meters / second squared
   accl-005-00  (3), -- B'011  5    meters / second squared
   accl-001-00  (4), -- B'100  1    meters / second squared
   accl-000-10  (5), -- B'101  0.1  meters / second squared
   accl-000-05  (6), -- B'110  0.05 meters / second squared
   accl-000-01  (7)  -- B'111  0.01 meters / second squared
   }
   -- Encoded as a 3 bit value
```

XML Representation:

```
<xs:simpleType name="AccelerationConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;000  Not Equipped
            accl 100 00 (1) -- B&apos;001  100  meters / second squared
            accl 010 00 (2) -- B&apos;010  10   meters / second squared
            accl 005 00 (3) -- B&apos;011  5    meters / second squared
            accl 001 00 (4) -- B&apos;100  1    meters / second squared
            accl 000 10 (5) -- B&apos;101  0.1  meters / second squared
            accl 000 05 (6) -- B&apos;110  0.05 meters / second squared
            accl 000 01 (7) -- B&apos;111  0.01 meters / second squared
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 3 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="accl 100 00"/>
               <xs:enumeration value="accl 010 00"/>
               <xs:enumeration value="accl 005 00"/>
               <xs:enumeration value="accl 001 00"/>
               <xs:enumeration value="accl 000 10"/>
               <xs:enumeration value="accl 000 05"/>
               <xs:enumeration value="accl 000 01"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF DF_AccelSteerYawRateConfidence <ASN> <XML>, and

DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.3 Data Element: DE_AmbientAirPressure (Barometric Pressure)

Use: This data element is used to relate the measured Ambient Pressure (Barometric Pressure) from a vehicle or other device. The value of zero shall be used when not equipped. The value of one indicates a pressure of 580 hPa.

ASN.1 Representation:

```
AmbientAirPressure ::= INTEGER (0..255)
   -- 8 Bits in hPa starting at 580 with a resolution of
   -- 2 hPa resulting in a range of 580 to 1,090
```

XML Representation:

```
<xs:simpleType name="AmbientAirPressure" >
      <xs:annotation>
         <xs:documentation>
            8 Bits in hPa starting at 580 with a resolution of
            2 hPa resulting in a range of 580 to 1, 090
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Definition: The pressure exerted by the weight of the earth's atmosphere, equal to one bar, 100 kilopascals, or 14.7 psi (often rounded off to 15 psi) at sea level. Barometric pressure changes with the weather and with altitude. Since it affects the density of the air entering the engine and ultimately the air/fuel ratio, some computerized emissions control systems use a barometric pressure sensor so that the spark advance and EGR flow can be regulated to control emissions more precisely.

To convert pounds per square inch to kilopascals, multiply the PSI value by 6.894757293168361.

To convert kilopascals to pounds per square inch, multiply the kpa value by .14503773773020923.

7.4 Data Element: DE_AmbientAirTemperature

Use: This data element is used to relate the measured Ambient Air Temperature from a vehicle or other device. Its measurement range and precession follows that defined by the relevant ODB-II standards. This provides for a precision of one degree centigrade and a range of -40 to +150 degrees encoded in a one byte value. The value of -40 deg C is encoded as zero and every degree above that increments the transmitted value by one resulting in a transmission range of 0 to 191. Hence, a measurement value representing 25 degrees centigrade is transmitted as 40+25=65 or Hex 0x41.

ASN.1 Representation:

```
AmbientAirTemperature ::= INTEGER (0..191) -- in deg C with a -40 offset
```

XML Representation:

```
<xs:simpleType name="AmbientAirTemperature" >
      <xs:annotation>
         <xs:documentation>
            in deg C with a -40 offset
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="191"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.5 Data Element: DE_AntiLockBrakeStatus

Use: This data element reflects the current state of the Anti-Lock Brake systems status. The "Anti-Lock Brake Status" Probe Data Element is intended to inform Probe Data Users as to whether or not the vehicles Anti-Lock Brake system was engaged/activated at the time the Probe Data snapshot was taken. The element merely indicates "Engaged" or "Not Engaged". An engaged/activated Anti-Lock Brake System could indicate an extreme braking condition or a slippery roadway condition. An engaged/activated Anti-Lock Brake system triggers the vehicle's Probe Data system to take a snapshot of all vehicle Probe Data elements.

ASN.1 Representation:

```
AntiLockBrakeStatus ::= ENUMERATED {
   notEquipped (0), -- B'00  Not Equipped
   off         (1), -- B'01  Off
   on          (2), -- B'10  On
   engaged     (3)  -- B'11  Engaged
   }
   -- Encoded as a 2 bit value
```

XML Representation:

```
<xs:simpleType name="AntiLockBrakeStatus" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;00  Not Equipped
            off (1) -- B&apos;01  Off
            on (2) -- B&apos;10  On
            engaged (3) -- B&apos;11  Engaged
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 2 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="on"/>
               <xs:enumeration value="engaged"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.6 Data Element: DE_ApproachNumber

Use: The ApproachNumber data concept coveys a unique index value for an approach or an egress in an intersection for the convenience of human users. It is typically used along with an optional human readable string name for the object. Note the ApproachNumber is not used in numbering the lanes, refer to the

LaneNumber data element and the ApproachesObject data structure for a description of how indexing works.

ASN.1 Representation:

```
ApproachNumber ::= INTEGER (0..127)
```

XML Representation:

```
<xs:simpleType name="ApproachNumber" >
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Approach <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.7 Data Element: DE_BarrierAttributes

Use: The BarrierAttributes data element relates the type of barrier being described. A barrier in this context is any described lane style of object which normal vehicle traffic can or can-not transverse.

ASN.1 Representation:

```
BarrierAttributes ::= ENUMERATED {
   noData                     (0),   -- ('0000-0000-0000-0000'B)
   median                     (1),   -- ('0000-0000-0000-0001'B)
   whiteLine                  (2),   -- ('0000-0000-0000-0010'B)
   strippedLines              (4),   -- ('0000-0000-0000-0100'B)
   doubleStrippedLines        (8),   -- ('0000-0000-0000-1000'B)
   trafficCones              (16),   -- ('0000-0000-0001-0000'B)
   constructionBarrier       (32),   -- ('0000-0000-0010-0000'B)
   trafficChannels           (63),   -- ('0000-0000-0100-0000'B)
   lowCurbs                 (128),   -- ('0000-0000-1000-0000'B)
   highCurbs                (256),   -- ('0000-0001-0000-0000'B)
   hovDoNotCross            (1024),  -- ('0000-0010-0000-0000'B)
   hovEntryAllowed          (2048),  -- ('0000-0100-0000-0000'B)
   hovExitAllowed           (4096),  -- ('0000-1000-0000-0000'B)
   notUsed2                 (8192)   -- ('0001-0000-0000-0000'B)
   } -- up to 2 bytes
```

XML Representation:

```
<xs:simpleType name="BarrierAttributes" >
      <xs:annotation>
         <xs:appinfo>
            noData (0) -- (&apos;0000-0000-0000-0000&apos;B)
            median (1) -- (&apos;0000-0000-0000-0001&apos;B)
            whiteLine (2) -- (&apos;0000-0000-0000-0010&apos;B)
            strippedLines (4) -- (&apos;0000-0000-0000-0100&apos;B)
            doubleStrippedLines (8) -- (&apos;0000-0000-0000-1000&apos;B)
            trafficCones (16) -- (&apos;0000-0000-0001-0000&apos;B)
            constructionBarrier (32) -- (&apos;0000-0000-0010-0000&apos;B)
            trafficChannels (63) -- (&apos;0000-0000-0100-0000&apos;B)
            lowCurbs (128) -- (&apos;0000-0000-1000-0000&apos;B)
            highCurbs (256) -- (&apos;0000-0001-0000-0000&apos;B)
            hovDoNotCross (1024) -- (&apos;0000-0010-0000-0000&apos;B)
            hovEntryAllowed (2048) -- (&apos;0000-0100-0000-0000&apos;B)
            hovExitAllowed (4096) -- (&apos;0000-1000-0000-0000&apos;B)
            notUsed2 (8192) -- (&apos;0001-0000-0000-0000&apos;B)
         </xs:appinfo>
         <xs:documentation>
            up to 2 bytes
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="8192"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="noData"/>
               <xs:enumeration value="median"/>
               <xs:enumeration value="whiteLine"/>
               <xs:enumeration value="strippedLines"/>
               <xs:enumeration value="doubleStrippedLines"/>
               <xs:enumeration value="trafficCones"/>
               <xs:enumeration value="constructionBarrier"/>
               <xs:enumeration value="trafficChannels"/>
               <xs:enumeration value="lowCurbs"/>
               <xs:enumeration value="highCurbs"/>
               <xs:enumeration value="hovDoNotCross"/>
               <xs:enumeration value="hovEntryAllowed"/>
               <xs:enumeration value="hovExitAllowed"/>
               <xs:enumeration value="notUsed2"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_BarrierLane <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Should this be encoded as a bit string?

7.8 Data Element: DE_BrakeAppliedPressure

Use: The applied pressure of the vehicle brake system.

ASN.1 Representation:

```
BrakeAppliedPressure ::= ENUMERATED {
   notEquipped  (0),  -- B'0000 Not Equipped
   minPressure  (1),  -- B'0001 Minimum Braking Pressure
   bkLvl-2      (2),  -- B'0010
   bkLvl-3      (3),  -- B'0011
   bkLvl-4      (4),  -- B'0100
   bkLvl-5      (5),  -- B'0101
   bkLvl-6      (6),  -- B'0110
   bkLvl-7      (7),  -- B'0111
   bkLvl-8      (8),  -- B'1000
   bkLvl-9      (9),  -- B'1001
   bkLvl-10     (10), -- B'1010
   bkLvl-11     (11), -- B'1011
   bkLvl-12     (12), -- B'1100
   bkLvl-13     (13), -- B'1101
   bkLvl-14     (14), -- B'1110
   maxPressure  (15)  -- B'1111 Maximum Braking Pressure
   }
   -- Encoded as a 4 bit value
```

XML Representation:

```
<xs:simpleType name="BrakeAppliedPressure" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;0000 Not Equipped
            minPressure (1) -- B&apos;0001 Minimum Braking Pressure
            bkLvl 2 (2) -- B&apos;0010
            bkLvl 3 (3) -- B&apos;0011
            bkLvl 4 (4) -- B&apos;0100
            bkLvl 5 (5) -- B&apos;0101
            bkLvl 6 (6) -- B&apos;0110
            bkLvl 7 (7) -- B&apos;0111
            bkLvl 8 (8) -- B&apos;1000
            bkLvl 9 (9) -- B&apos;1001
            bkLvl 10 (10) -- B&apos;1010
            bkLvl 11 (11) -- B&apos;1011
            bkLvl 12 (12) -- B&apos;1100
            bkLvl 13 (13) -- B&apos;1101
            bkLvl 14 (14) -- B&apos;1110
            maxPressure (15) -- B&apos;1111 Maximum Braking Pressure
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 4 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="minPressure"/>
               <xs:enumeration value="bkLvl 2"/>
               <xs:enumeration value="bkLvl 3"/>
               <xs:enumeration value="bkLvl 4"/>
               <xs:enumeration value="bkLvl 5"/>
               <xs:enumeration value="bkLvl 6"/>
               <xs:enumeration value="bkLvl 7"/>
               <xs:enumeration value="bkLvl 8"/>
               <xs:enumeration value="bkLvl 9"/>
               <xs:enumeration value="bkLvl 10"/>
               <xs:enumeration value="bkLvl 11"/>
               <xs:enumeration value="bkLvl 12"/>
               <xs:enumeration value="bkLvl 13"/>
               <xs:enumeration value="bkLvl 14"/>
               <xs:enumeration value="maxPressure"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.9 Data Element: DE_BrakeAppliedStatus

Use: A bit string enumerating the status of various brake systems (different wheels) of the vehicle. Brake applied status indicates when vehicle braking has occurred. This may be used by traffic management centers to determine that an incident or congestion may be present. It is possible for some vehicles to provide an indication of how hard the braking action is but at this time only an indication that braking has occurred is used.

ASN.1 Representation:

```
BrakeAppliedStatus ::= BIT STRING {
   allOff      (0), -- B'0000  The condition All Off
   leftFront   (1), -- B'0001  Left Front Active
   leftRear    (2), -- B'0010  Left Rear Active
   rightFront  (4), -- B'0100  Right Front Active
   rightRear   (8), -- B'1000  Right Rear Active
   allOn       (15) -- B'1111  The condition All On
   } -- to fit in 4 bits
```

XML Representation:

```
<xs:simpleType name="BrakeAppliedStatus-item" >
```

```
      <xs:annotation>
         <xs:appinfo>
            allOff (0) -- B&apos;0000  The condition All Off
            leftFront (1) -- B&apos;0001  Left Front Active
            leftRear (2) -- B&apos;0010  Left Rear Active
            rightFront (4) -- B&apos;0100  Right Front Active
            rightRear (8) -- B&apos;1000  Right Rear Active
            allOn (15) -- B&apos;1111  The condition All On
         </xs:appinfo>
         <xs:documentation>
            to fit in 4 bits
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="allOff"/>
               <xs:enumeration value="leftFront"/>
               <xs:enumeration value="leftRear"/>
               <xs:enumeration value="rightFront"/>
               <xs:enumeration value="rightRear"/>
               <xs:enumeration value="allOn"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="BrakeAppliedStatus">
   <xs:list itemType="BrakeAppliedStatus-item"/>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Current thinking of the committee members to deal with issue of trailer and long-axle style vehicle is to have another message which can be used in these cases and which would convey the overall length and style of the vehicle and trailer involved.

7.10 Data Element: DE_BrakeBoostApplied

Use: A data element which when set to "on" indicates emergency braking.

This data element is an on/off value which indicates engagement of the vehicle's brake boost assist function. Brake boost assist is available on some vehicles. It detects the potential of a situation requiring maximum braking and pre-charges the brake system even before the driver presses the brake pedal. This situation is detected either by measuring a rapid release of the accelerator pedal or via a forward sensing system. Some systems also apply full braking when the driver presses the pedal, even with a light force. Multiple probe data reports re activation of brake boost at the same location is an indication of an emergency situation on the road and is therefore of use to road authorities.

ASN.1 Representation:

```
BrakeBoostApplied ::= ENUMERATED {
     notEquipped   (0),
     off           (1),
     on            (2)
     }
```

XML Representation:

```
<xs:simpleType name="BrakeBoostApplied" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0)
            off (1)
            on (2)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="2"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="on"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.11 Data Element: DE_BrakeSystemStatus

Use: A single 2-byte long data element combining multiple related bit fields into one byte.

ASN.1 Representation:

```
BrakeSystemStatus ::= OCTET STRING (SIZE(2))
   -- Encoded with the packed content of:
   -- SEQUENCE {
   --    wheelBrakes        BrakeAppliedStatus,
   --                       -x- 4 bits
   --    traction           TractionControlState,
   --                       -x- 2 bits
   --    abs                AntiLockBrakeStatus,
   --                       -x- 2 bits
   --    scs                StablityControlStatus,
   --                       -x- 2 bits
   --    brakeBoost         BrakeBoostApplied,
   --                       -x- 2 bits
   --    spareBits
   --                       -x- 4 bits
   --    }
```

XML Representation:

```
<xs:complexType name="BrakeSystemStatus" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            Encoded with the packed content of:
            SEQUENCE  {
            wheelBrakes        BrakeAppliedStatus,
            -x- 4 bits
            traction           TractionControlState,
            -x- 2 bits
            abs                AntiLockBrakeStatus,
            -x- 2 bits
            scs                StablityControlStatus,
            -x- 2 bits
            brakeBoost         BrakeBoostApplied,
            -x- 2 bits
            spareBits
            -x- 4 bits
            }
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BrakeSystemStatus-string" >
```

```
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BrakeSystemStatus-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="3"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that when the state changes an event flag may be raised in the BSM and this data frame may be transmitted in Part II of that message to relate the new state.

7.12 Data Element: DE_BreadCrumbVersion-10

Use: The BreadCrumbVersion-10 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-10 ::= OCTET STRING (SIZE(4))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-10" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-10-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-10-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="6"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.13 Data Element: DE_BreadCrumbVersion-2

Use: The BreadCrumbVersion-2 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-2 ::= OCTET STRING (SIZE(13))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- zOffset    INTEGER (-127..127)
   -- time       INTEGER (1..32758)
   -- accuracy   PositionalAccuracy
   -- heading    INTEGER (-127..128)
   -- speed      INTEGER (-127..128)
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-2" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            zOffset    INTEGER  (-127..127)
            time       INTEGER  (1..32758)
            accuracy   PositionalAccuracy
            heading    INTEGER  (-127..128)
            speed      INTEGER  (-127..128)
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-2-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-2-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="18"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.14 Data Element: DE_BreadCrumbVersion-3

Use: The BreadCrumbVersion-3 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-3 ::= OCTET STRING (SIZE(11))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- zOffset    INTEGER (-127..127)
   -- time       INTEGER (1..32758)
   -- accuracy   PositionalAccuracy
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-3" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            zOffset    INTEGER  (-127..127)
            time       INTEGER  (1..32758)
            accuracy   PositionalAccuracy
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-3-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-3-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="15"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.15 Data Element: DE_BreadCrumbVersion-4

Use: The BreadCrumbVersion-4 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-4 ::= OCTET STRING (SIZE(7))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- zOffset    INTEGER (-127..127)
   -- time       INTEGER (1..32758)
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-4" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            zOffset    INTEGER  (-127..127)
            time       INTEGER  (1..32758)
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-4-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-4-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="10"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.16 Data Element: DE_BreadCrumbVersion-5

Use: The BreadCrumbVersion-5 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-5 ::= OCTET STRING (SIZE(13))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- zOffset    INTEGER (-127..127)
   -- accuracy   PositionalAccuracy
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-5" >
   <xs:simpleContent>
```

```
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            zOffset    INTEGER  (-127..127)
            accuracy   PositionalAccuracy
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-5-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-5-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="18"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.17 Data Element: DE_BreadCrumbVersion-6

Use: The BreadCrumbVersion-6 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-6 ::= OCTET STRING (SIZE(5))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- zOffset    INTEGER (-127..127)
   -- time       INTEGER (1..32758)
   -- accuracy   PositionalAccuracy
   -- heading    INTEGER (-127..128)
   -- speed      INTEGER (-127..128)
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-6" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            zOffset    INTEGER  (-127..127)
            time       INTEGER  (1..32758)
            accuracy   PositionalAccuracy
            heading    INTEGER  (-127..128)
            speed      INTEGER  (-127..128)
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-6-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-6-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="7"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.18 Data Element: DE_BreadCrumbVersion-7

Use: The BreadCrumbVersion-7 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-7 ::= OCTET STRING (SIZE(10))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- time       INTEGER (1..32758)
   -- accuracy   PositionalAccuracy
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-7" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            time       INTEGER  (1..32758)
            accuracy   PositionalAccuracy
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-7-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
```

```
<xs:simpleType name="BreadCrumbVersion-7-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="14"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.19 Data Element: DE_BreadCrumbVersion-8

Use: The BreadCrumbVersion-8 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-8 ::= OCTET STRING (SIZE(6))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- time       INTEGER (1..32758)
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-8" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            time       INTEGER  (1..32758)
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-8-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-8-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="8"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are

0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.20 Data Element: DE_BreadCrumbVersion-9

Use: The BreadCrumbVersion-9 data element one of a set of related items to carry breadcrumb data (typically vehicle trials). In use, sequences of this data set are sent (one per crumb), typically combined into a single final octet string.

ASN.1 Representation:

```
BreadCrumbVersion-9 ::= OCTET STRING (SIZE(8))
   -- To be made up of packed bytes as follows:
   -- longOffset INTEGER (-32767..32767)
   -- latOffset  INTEGER (-32767..32767)
   -- accuracy   PositionalAccuracy
```

XML Representation:

```
<xs:complexType name="BreadCrumbVersion-9" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            To be made up of packed bytes as follows:
            longOffset INTEGER  (-32767..32767)
            latOffset  INTEGER  (-32767..32767)
            accuracy   PositionalAccuracy
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="BreadCrumbVersion-9-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="BreadCrumbVersion-9-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="11"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleMotionTrail <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: The delta units used in the latOffset and Long offset are 1/8th micro degrees from the anchor point given by the full position vector. The delta units used in the zOffset are 0.1 meters from the elevation of the full position vector. The delta units of time used in the time offset are 0.1 mSec. The delta units used in the heading are units of 002136 deg. The delta units used in the speed are units of 0.05 m/Sec.

7.21 Data Element: DE_BumperHeightFront

Use: The DE_Bumper Height Front data element conveys the height of the front bumper of the vehicle. In cases of vehicles with complex bumper shapes, the center of the mass of the bumper (where the bumper can best absorb an impact) should be used.

ASN.1 Representation:

```
BumperHeightFront ::= INTEGER (0..127) -- in units of 0.01 meters from ground surface.
```

XML Representation:

```
<xs:simpleType name="BumperHeightFront" >
      <xs:annotation>
         <xs:documentation>
            in units of 0.01 meters from ground surface.
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_BumperHeights <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.22 Data Element: DE_BumperHeightRear

Use: The DE_Bumper Height Rear data element conveys the height of the rear bumper of the vehicle. In cases of vehicles with complex bumper shapes, the center of the mass of the bumper (where the bumper can best absorb an impact) should be used.

ASN.1 Representation:

```
BumperHeightRear ::= INTEGER (0..127) -- in units of 0.01 meters from ground surface.
```

XML Representation:

```
<xs:simpleType name="BumperHeightRear" >
      <xs:annotation>
         <xs:documentation>
            in units of 0.01 meters from ground surface.
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_BumperHeights <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.23 Data Element: DE_CodeWord

Use: The DE_CodeWord is used to convey a prior known string of bytes between systems, typically to establish trust or validity of the message request in which it is found. The use and setting of these words, as well as any policy regarding changing the value over time, is up to the participants.

ASN.1 Representation:

```
CodeWord ::= OCTET STRING (SIZE(1..16))
   -- any octect string up to 16 bytes
```

XML Representation:

```
<xs:complexType name="CodeWord" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            any octect string up to 16 bytes
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="CodeWord-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
            </xs:restriction>
         </xs:simpleType>
       </xs:attribute>
    </xs:extension>
  </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="CodeWord-string">
  <xs:restriction base="xs:base64Binary">
     <xs:minLength value="2"/>
     <xs:maxLength value="22"/>
  </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_SignalRequest <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.24 Data Element: DE_CoefficientOfFriction

Use: Coefficient of Friction of an object, typical a wheel in contact with the ground. This DE is typically used in sets where the value of each wheel is provided in turn as a measure of relative local traction.

ASN.1 Representation:

```
CoefficientOfFriction ::= INTEGER (0..50)  -- re-confirm this range
   -- where 0 = 0.00 micro (frictonless)
   -- and 50 = 0.98 micro, in steps of 0.02
```

XML Representation:

```
<xs:simpleType name="CoefficientOfFriction" >
      <xs:annotation>
         <xs:documentation>
            re-confirm this range
            where 0 = 0.00 micro  (frictonless)
            and 50 = 0.98 micro,  in steps of 0.02
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="50"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: I seem to recall the ESS people defined some of this for mobile field devices, we should compare with them and see what we can re-use.]

7.25 Data Element: DE_Collision Event Flag (remove now, use event flags)

Use: A data element used to denote the type of probable event relating to a possible Intersection Collision.

ASN.1 Representation:

```
CollisionEventFlag ::= ENUMERATED {
     unknown                (0),
     intersectionViolation  (1), -- Need other values from committte here
     itemThree              (2),
     itemFour               (3)
     }
```

XML Representation:

```
<xs:simpleType name="CollisionEventFlag" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0)
            intersectionViolation (1) -- Need other values from committte here
            itemThree (2)
            itemFour (3)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="intersectionViolation"/>
               <xs:enumeration value="itemThree"/>
               <xs:enumeration value="itemFour"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note: Is this item now overcome by the event flag item (the one that relates to passing the stop line), can we remove it and use that? Need to confirm with safety sub-committee first but is seems likely.

7.26 Data Element: DE_ColorState

Use: An enumerated state representing what the color and flashing state of a signal light is (regardless of any directional indication or arrow that may also be associated with that light). Typically used in an array to represent signal lights.

ASN.1 Representation:

```
ColorState ::= ENUMERATED {
   dark            (0),  -- (B0000) Dark, lights inactive
   green           (1),  -- (B0001)
   green-flashing  (9),  -- (B1001)

   yellow          (2),  -- (B0010)
   yellow-flashing (10), -- (B1010)

   red             (4),  -- (B0100)
   red-flashing    (12)  -- (B1100)

   } -- a 4 bit encoded value
     -- note that above may be combined
     -- to create additonal patterns
```

XML Representation:

```
<xs:simpleType name="ColorState" >
      <xs:annotation>
         <xs:appinfo>
            dark (0) -- (B0000)  Dark ,
            green (1) -- (B0001)
            green flashing (9) -- (B1001)
            yellow (2) -- (B0010)
            yellow flashing (10) -- (B1010)
            red (4) -- (B0100)
            red flashing (12) -- (B1100)
         </xs:appinfo>
         <xs:documentation>
            a 4 bit encoded value
            note that above may be combined
            to create additonal patterns
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="12"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="dark"/>
               <xs:enumeration value="green"/>
               <xs:enumeration value="green flashing"/>
               <xs:enumeration value="yellow"/>
               <xs:enumeration value="yellow flashing"/>
               <xs:enumeration value="red"/>
               <xs:enumeration value="red flashing"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Used inside the SignalState data value for each direction supported. Note that because multiple lights can in illuminated at the same time under odd conditions, this is supported.

7.27 Data Element: DE_CrosswalkLaneAttributes

Use: The CrosswalkLaneAttributes data element relates the type of cross walk that is being described. The term cross walk lane in this standard is generic and may include such items as a bicycle crossings and other non-motorized uses.

ASN.1 Representation:

```
CrosswalkLaneAttributes ::= ENUMERATED {
   noData                     (0),   -- ('0000000000000000'B)
   twoWayPath                 (1),   -- ('0000000000000001'B)
   pedestrianCrosswalk        (2),   -- ('0000000000000010'B)
   bikeLane                   (4),   -- ('0000000000000100'B)
   railRoadTrackPresent       (8),   -- ('0000000000001000'B)
   missing1                   (16),  -- ('0000000000010000'B)
   pedestrianCrosswalkTypeA   (32),  -- ('0000000000100000'B)
   pedestrianCrosswalkTypeB   (64),  -- ('0000000001000000'B)
   pedestrianCrosswalkTypeC   (128)  -- ('0000000010000000'B)
   } -- 1 byte
   -- MUTCD provides no real "types" to use here
```

XML Representation:

```
<xs:simpleType name="CrosswalkLaneAttributes" >
      <xs:annotation>
         <xs:appinfo>
            noData (0) -- (&apos;0000000000000000&apos;B)
            twoWayPath (1) -- (&apos;0000000000000001&apos;B)
            pedestrianCrosswalk (2) -- (&apos;0000000000000010&apos;B)
            bikeLane (4) -- (&apos;0000000000000100&apos;B)
            railRoadTrackPresent (8) -- (&apos;0000000000001000&apos;B)
            missing1 (16) -- (&apos;0000000000010000&apos;B)
            pedestrianCrosswalkTypeA (32) -- (&apos;0000000000100000&apos;B)
            pedestrianCrosswalkTypeB (64) -- (&apos;0000000001000000&apos;B)
            pedestrianCrosswalkTypeC (128) -- (&apos;0000000010000000&apos;B)
         </xs:appinfo>
         <xs:documentation>
            1 byte
            MUTCD provides no real &amp;quot;types&amp;quot; to use here
         </xs:documentation>
      </xs:annotation>
      <xs:union>
```

```
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="128"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="noData"/>
               <xs:enumeration value="twoWayPath"/>
               <xs:enumeration value="pedestrianCrosswalk"/>
               <xs:enumeration value="bikeLane"/>
               <xs:enumeration value="railRoadTrackPresent"/>
               <xs:enumeration value="missing1"/>
               <xs:enumeration value="pedestrianCrosswalkTypeA"/>
               <xs:enumeration value="pedestrianCrosswalkTypeB"/>
               <xs:enumeration value="pedestrianCrosswalkTypeC"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_CrosswalkLane <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.28 Data Element: DE_DDay

Use: The DSRC style day is a simple value consisting of integer values from zero to 31. The value of zero SHALL represent an unknown value.

ASN.1 Representation:

```
DDay ::= INTEGER (0..31)  -- units of days
```

XML Representation:

```
<xs:simpleType name="DDay" >
      <xs:annotation>
         <xs:documentation>
            units of days
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="31"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_DDate	<ASN>	<XML>, and
DF	DF_DDateTime	<ASN>	<XML>, and
DF	DF_DFullTime	<ASN>	<XML>, and
DF	DF_DMonthDay	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.29 Data Element: DE_DescriptiveName

Use: The DescriptiveName data concept is used in maps and intersections to provide an (optional) human readable name for the feature that follows. It is typically used only when debugging a data flow, as this information is not useful to the actual application at this time.

ASN.1 Representation:

```
DescriptiveName ::= IA5String (SIZE(1..63))
```

XML Representation:

```
<xs:simpleType name="DescriptiveName" >
      <xs:restriction base="xs:string">
         <xs:minLength value="1"/>
         <xs:maxLength value="63"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_Approach	<ASN>	<XML>, and
DF	DF_Intersection	<ASN>	<XML>, and
DF	DF_MovementState	<ASN>	<XML>, and
DF	DF_SignalControlZone	<ASN>	<XML>, and
DF	DF_VehicleIdent	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.30 Data Element: DE_DHour

Use: The DSRC style hour is a simple value consisting of integer values from zero to 23 representing the hours within a day. The value of 31 SHALL represent an unknown value, the range 24 to 30 is reserved.

ASN.1 Representation:

```
DHour ::= INTEGER (0..31) -- units of hours
```

XML Representation:

```
<xs:simpleType name="DHour" >
      <xs:annotation>
         <xs:documentation>
            units of hours
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="31"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_DDateTime	<ASN>	<XML>, and
DF	DF_DFullTime	<ASN>	<XML>, and
DF	DF_DTime	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.31 Data Element: DE_DMinute

Use: The DSRC style minute is a simple value consisting of integer values from zero to 59 representing the minutes within an hour. The value of 63 SHALL represent an unknown value, the range 60 to 62 is reserved.

ASN.1 Representation:

```
DMinute ::= INTEGER (0..63) -- units of minutes
```

XML Representation:

```
<xs:simpleType name="DMinute" >
      <xs:annotation>
         <xs:documentation>
            units of minutes
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="63"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_DDateTime	<ASN>	<XML>, and
DF	DF_DFullTime	<ASN>	<XML>, and
DF	DF_DTime	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.32 Data Element: DE_DMonth

Use: The DSRC style month is a simple value consisting of integer values from one to 12 representing the month within a year. The value of 15 SHALL represent an unknown value. The range 13 to 14 and the value zero are all reserved.

ASN.1 Representation:

```
DMonth ::= INTEGER (0..15) -- units of months
```

XML Representation:

```
<xs:simpleType name="DMonth" >
      <xs:annotation>
         <xs:documentation>
            units of months
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="15"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_DDate	<ASN>	<XML>, and
DF	DF_DDateTime	<ASN>	<XML>, and
DF	DF_DFullTime	<ASN>	<XML>, and
DF	DF_DMonthDay	<ASN>	<XML>, and
DF	DF_DYearMonth	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.33 Data Element: DE_DOffset

Use: The DSRC style (time zone) offset is a simple value consisting of a signed integer representing an hour and minute value set from -14:00 to +14:00 representing all the worlds local time zones in units of minutes. The value of zero (00:00) may represent an unknown value. Note some time zones are do not align to hourly boundaries.

ASN.1 Representation:

```
DOffset ::= INTEGER (-340..340) -- units of minutes from UTC time
```

XML Representation:

```
<xs:simpleType name="DOffset" >
      <xs:annotation>
         <xs:documentation>
            units of minutes from UTC time
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:short">
         <xs:minInclusive value="-340"/>
         <xs:maxInclusive value="340"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.34 Data Element: DE_DrivenLineOffset

Use: The DrivenLineOffset is an integer value expressing the perpendicular offset from a reference lane number that a computed lane is offset from. The measurement is taken from the reference lane center line to the new center line, independent of any width values. The units are a signed value with an LSB of 1 cm.

ASN.1 Representation:

```
DrivenLineOffset ::= INTEGER (-32767..32767)
   -- LSB units are 1 cm.
```

XML Representation:

```
<xs:simpleType name="DrivenLineOffset" >
      <xs:annotation>
         <xs:documentation>
            LSB units are 1 cm.
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:short">
         <xs:minInclusive value="-32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleComputedLane <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.35 Data Element: DE_DrivingWheelAngle

Use: The angle of the front (steering) wheel, expressed in a signed (to the right being positive) value with units of 0.3333 degrees and a range of plus or minus 42.33 degrees. The value of zero shall be when both wheels are pointed such as to drive the vehicle in a straight ahead direction (the tow-in angle of each side being equal and canceling each other out). A value of zero shall be sent when unknown.

ASN.1 Representation:

```
DrivingWheelAngle ::= INTEGER (-127..127)
   -- LSB units of 0.3333 degrees.
   -- a range of 42.33 degrees each way
```

XML Representation:

```
<xs:simpleType name="DrivingWheelAngle" >
      <xs:annotation>
         <xs:documentation>
            LSB units of 0.3333 degrees.
            a range of 42.33 degrees each way
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:byte">
         <xs:minInclusive value="-127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.36 Data Element: DE_DSecond

Use: The DSRC style second is a simple value consisting of integer values from zero to 61000 representing the milliseconds within a minute. A leap second is represented by the value range 60001 to 61000. The value of 65535 SHALL represent an unknown value in the range of the minute, other values from 61001 to 65534 are reserved.

ASN.1 Representation:

```
DSecond ::= INTEGER (0..65535) -- units of miliseconds
```

XML Representation:

```
<xs:simpleType name="DSecond" >
      <xs:annotation>
         <xs:documentation>
            units of miliseconds
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_DDateTime	<ASN>	<XML>, and
DF	DF_DTime	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: The need for a leap second arises from the difference between solar time and UTC time. Here is a useful reference on this topic: http://en.wikipedia.org/wiki/Leap_second

7.37 Data Element: DE_DSignalSeconds

Use: The DSRC style of signal seconds is a simple value consisting of an integer value from zero to 30,000 representing a time value of from 0 to 300 seconds in 10 millisecond units from the moment the message is issued.. The other values SHALL represent an unknown value, and are reserved at this time.

ASN.1 Representation:

```
DSignalSeconds ::= INTEGER (0..30000) -- units of 0.01 seconds
```

XML Representation:

```
<xs:simpleType name="DSignalSeconds" >
      <xs:annotation>
         <xs:documentation>
            units of 0.01 seconds
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="30000"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: An unknown of indeterminate value shall be set to zero.

7.38 Data Element: DE_DSRC MessageID

Use: The DSRC Message ID is an element used to define which type of message follows in the messages of this standard. The values for ACID and ACM of a given application are contained in a lower layer of the WSMP process, and along with the message itself, are presented to the application after being transported as a stream of bytes. This data element is typically the first value inside the sequence and is used to tell the receiving application how to interpret the remaining bytes (i.e. what message structure has been used).

ASN.1 Representation:

```
DSRCmsgID ::= ENUMERATED {
   reserved                         (0),
   alaCarteMessage                  (1),  -- ACM
   basicSafetyMessage               (2),  -- BSM, heartbeat msg
   basicSafetyMessageVerbose        (3),  -- keep as id?
   commonSafetyRequest              (4),  -- CSR
   emergencyVehicleAlert            (5),  -- EVA
   intersectionCollisionAlert       (6),  -- ICA
   mapData                          (7),  -- MAP, GID, intersections
   nemaCorrections                  (8),  -- NEMA
   probeDataManagement              (9),  -- PDM
   probeVehicleData                 (10), -- PVD
   roadSideAlert                    (11), -- RSA
   rtcmCorrections                  (12), -- RTCM
   signalPhaseAndTimingMessage      (13), -- SPAT
   signalRequestMessage             (14), -- SRM
   signalStatusMessage              (15), -- SSM
   travelerInformation              (16), -- TIM

   ... -- # LOCAL_CONTENT
   }
   -- values to 127 reserved for std use
   -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="DSRCmsgID" >
      <xs:annotation>
         <xs:appinfo>
            reserved (0)
            alaCarteMessage (1) -- ACM
            basicSafetyMessage (2) -- BSM ,
            basicSafetyMessageVerbose (3) -- keep as id?
            commonSafetyRequest (4) -- CSR
            emergencyVehicleAlert (5) -- EVA
            intersectionCollisionAlert (6) -- ICA
            mapData (7) -- MAP ,
            nemaCorrections (8) -- NEMA
            probeDataManagement (9) -- PDM
            probeVehicleData (10) -- PVD
            roadSideAlert (11) -- RSA
            rtcmCorrections (12) -- RTCM
            signalPhaseAndTimingMessage (13) -- SPAT
            signalRequestMessage (14) -- SRM
            signalStatusMessage (15) -- SSM
            travelerInformation (16) -- TIM
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="16"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="reserved"/>
               <xs:enumeration value="alaCarteMessage"/>
               <xs:enumeration value="basicSafetyMessage"/>
               <xs:enumeration value="basicSafetyMessageVerbose"/>
               <xs:enumeration value="commonSafetyRequest"/>
               <xs:enumeration value="emergencyVehicleAlert"/>
               <xs:enumeration value="intersectionCollisionAlert"/>
               <xs:enumeration value="mapData"/>
               <xs:enumeration value="nemaCorrections"/>
               <xs:enumeration value="probeDataManagement"/>
               <xs:enumeration value="probeVehicleData"/>
               <xs:enumeration value="roadSideAlert"/>
               <xs:enumeration value="rtcmCorrections"/>
               <xs:enumeration value="signalPhaseAndTimingMessage"/>
               <xs:enumeration value="signalRequestMessage"/>
               <xs:enumeration value="signalStatusMessage"/>
               <xs:enumeration value="travelerInformation"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:DSRCmsgID" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 10 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

MSG	MSG_Ala Carte	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>, and
MSG	MSG_NMEA_Corrections	<ASN>	<XML>, and
MSG	MSG_ProbeVehicleData	<ASN>	<XML>, and
MSG	MSG_RoadSideAlert	<ASN>	<XML>, and
MSG	MSG_RTCM_Corrections	<ASN>	<XML>, and
MSG	MSG_TravelerInformation	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note: The three letter abbreviations shown in the ASN comments at sometimes used as short hand terms for the subject messages in the documentation.

7.39 Data Element: DE_DYear

Use: The DSRC style year is a simple value consisting of integer values from zero to 9999 representing the year according to the Gregorian calendar date system. The value of zero SHALL represent an unknown value.

ASN.1 Representation:

```
DYear ::= INTEGER (0..9999) -- units of years
```

XML Representation:

```
<xs:simpleType name="DYear" >
      <xs:annotation>
         <xs:documentation>
            units of years
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="9999"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_DDate	<ASN>	<XML>, and
DF	DF_DDateTime	<ASN>	<XML>, and
DF	DF_DFullTime	<ASN>	<XML>, and
DF	DF_DYearMonth	<ASN>	<XML>, and
MSG	MSG_TravelerInformation	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.40 Data Element: DE_ElectronicStablityControlStatus REMOVE (dupe)

Use: A data element which when set to "on" indicates the state of an electoric stablity control system.

This data element is an on/off value which indicates engagement of the vehicle's electoric stablity control function.

ASN.1 Representation:

```
ElectronicStablityControlStatus ::= ENUMERATED {
     notEquipped   (0),
     off           (1),
     on            (2),
     active        (3)
     } -- in 2 bits
```

XML Representation:

```
<xs:simpleType name="ElectronicStablityControlStatus" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0)
            off (1)
            on (2)
            active (3)
         </xs:appinfo>
         <xs:documentation>
            in 2 bits
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
```

```
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="on"/>
               <xs:enumeration value="active"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.41 Data Element: DE_ElevationConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_Elevation, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
ElevationConfidence ::= ENUMERATED {
   notEquipped (0),   -- B'0000  Not Equipped
   elev-500-00 (1),   -- B'0001  (500 m)
   elev-200-00 (2),   -- B'0010  (200 m)
   elev-100-00 (3),   -- B'0011  (100 m)
   elev-050-00 (4),   -- B'0100  (50 m)
   elev-020-00 (5),   -- B'0101  (20 m)
   elev-010-00 (6),   -- B'0110  (10 m)
   elev-005-00 (7),   -- B'0111  (5 m)
   elev-002-00 (8),   -- B'1000  (2 m)
   elev-001-00 (9),   -- B'1001  (1 m)
   elev-000-50 (10),  -- B'1010  (50 cm)
   elev-000-20 (11),  -- B'1011  (20 cm)
   elev-000-10 (12),  -- B'1100  (10 cm)
   elev-000-05 (13),  -- B'1101  (5 cm)
   elev-000-02 (14),  -- B'1110  (2 cm)
   elev-000-01 (15)   -- B'1111  (1 cm)
   }
   -- Encoded as a 4 bit value
```

XML Representation:

```
<xs:simpleType name="ElevationConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;0000  Not Equipped
            elev 500 00 (1) -- B&apos;0001   (500 m)
            elev 200 00 (2) -- B&apos;0010   (200 m)
            elev 100 00 (3) -- B&apos;0011   (100 m)
            elev 050 00 (4) -- B&apos;0100   (50 m)
            elev 020 00 (5) -- B&apos;0101   (20 m)
            elev 010 00 (6) -- B&apos;0110   (10 m)
            elev 005 00 (7) -- B&apos;0111   (5 m)
            elev 002 00 (8) -- B&apos;1000   (2 m)
            elev 001 00 (9) -- B&apos;1001   (1 m)
            elev 000 50 (10) -- B&apos;1010   (50 cm)
            elev 000 20 (11) -- B&apos;1011   (20 cm)
            elev 000 10 (12) -- B&apos;1100   (10 cm)
            elev 000 05 (13) -- B&apos;1101   (5 cm)
            elev 000 02 (14) -- B&apos;1110   (2 cm)
            elev 000 01 (15) -- B&apos;1111   (1 cm)
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 4 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="elev 500 00"/>
               <xs:enumeration value="elev 200 00"/>
               <xs:enumeration value="elev 100 00"/>
               <xs:enumeration value="elev 050 00"/>
               <xs:enumeration value="elev 020 00"/>
               <xs:enumeration value="elev 010 00"/>
               <xs:enumeration value="elev 005 00"/>
               <xs:enumeration value="elev 002 00"/>
               <xs:enumeration value="elev 001 00"/>
               <xs:enumeration value="elev 000 50"/>
               <xs:enumeration value="elev 000 20"/>
               <xs:enumeration value="elev 000 10"/>
               <xs:enumeration value="elev 000 05"/>
               <xs:enumeration value="elev 000 02"/>
               <xs:enumeration value="elev 000 01"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.42 Data Element: DE_Elevation

Use: Elevation, a value of 2 bytes expressed in decimeters above the reference ellipsoid (typically WSG-84) with the offset signed value encoding as follows. The elevation is a partly signed 16-bit integer value with a roll over point of 0xF000. Values from 0 to 6143.9m are treated as simple unsigned values. Values from -409.5m to 0.1m are treated as two's compliment negative values with the roll over point of 61440 (0xF000 in hex).

This offset provides the ability to cover a range from -409.5 meters to +6143.9 meters. Examples of this encoding are: Given a value of 0 meters, it would be encoded as 0x0000. Given a value of -0.1 meters, it would be encoded as 0xFFFF. Given a value of +100.0 meters, it would be encoded as 0x03E8. Given a value of -409.5 meters, it would be encoded as 0xF001. The largest allowed value, that of 6143.9 meters, is encoded as 0x0EFFF.

ASN.1 Representation:

```
Elevation ::= OCTET STRING (SIZE(2))
   -- 10 cm LSB with an offset at 0xF000
   -- treat as a 2 byte signed value
```

XML Representation:

```
<xs:complexType name="Elevation" >
   <xs:simpleContent>
```

```
      <xs:annotation>
         <xs:documentation>
            10 cm LSB with an offset at 0xF000
            treat as a 2 byte signed value
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="Elevation-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="Elevation-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="3"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_Position3D	<ASN>	<XML>, and
DF	DF_ReferencePoint	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: The value of zero SHALL be used when an unknown elevation must be sent. The value 61439 (hex 0xEFFF) SHALL be used for any value over 6143.9 meters. The Elevation shall be taken from the spatial center of the vehicle, when a vehicle is being measured.

7.43 Data Element: DE_EmergencyDetails

Use: The EmergencyDetails data element combines several bit level items into a single word for efficient transmission.

ASN.1 Representation:

```
EmergencyDetails ::= INTEGER (0..63)
   -- First two bit (MSB set to zero.
   -- Combining these 3 items in the remaning 6 bits
   -- sirenUse         SirenInUse
   -- lightsUse        LightbarInUse
   -- multi            MultiVehicleReponse
```

XML Representation:

```
<xs:simpleType name="EmergencyDetails" >
      <xs:annotation>
         <xs:documentation>
            First two bit  (MSB set to zero.
            Combining these 3 items in the remaning 6 bits
            sirenUse        SirenInUse
            lightsUse       LightbarInUse
            multi           MultiVehicleReponse
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
```

```
         <xs:maxInclusive value="63"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_EmergencyVehicleAlert <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.44 Data Element: DE_EventFlags

Use: The DE_EventFlags data element is used to denote when various events have been detected in the sending vehicle. The presence of this value (i.e. the presence and any bits sets to ones) indicates that some unusual event has either been detected or predicted in the sending vehicles. Other vehicles receiving this information may wish to process the message in which it is found in differing ways to detect potential safety or hazard issues. When an event flag is present in a message, other optional data elements may also be present. Consult the each specific application for further details and rules.

Further normative definitions of when the assert each event are given below.

- Handbrake Active: Any auxiliary braking system is active for more than 400mSec.
- Hood Open: The engine compartment hood is not closed (may indicate breakdown event).
- Air Bag Deployment: At least one airbag has been deployed .
- Hazard Lights: The hazard lights are active.
- Stop Line Violation: The vehicle anticipates it will pass the line with coming to a full stop before reaching it.
- Hazardous Materials The vehicle known to be carrying hazardous material and is placarded as such.
- Emergency Response: The vehicle is a properly authorized public safety vehicle type and is engaged in a service call at this time where accelerated driving is present (lights and sirens may not be evident).
- Hard Breaking: The vehicle has (or is) decelerated at a rate of greater then 0.3g for a period exceeding 250 mSec.
- Other Breaking: The vehicle has decelerated with an active breaking system. One or more of the following are active: brake boost, traction control, or ant-lock braking.
- Lights Changed: The status of the external lighting of the vehicle has changed recently (the new state of the lights is presented in another element).
- Wipers Changed: The status of wipers (font or rear) of the vehicle has changed recently (the new state of the wipers is presented in another element).
- Control Loss: A loss of control in the vehicle traction system exceeding 400 mSec in length.

ASN.1 Representation:

```
EventFlags ::= BIT STRING {
   eventHandbrakeActive          (1), -- or parking brake active
   eventHoodOpen                 (2),
   eventAirBagDeployment         (3),
   eventHazardLights             (4),
   eventStopLineViolation        (5), -- Intersection Violation
   eventTransmissionInPark       (6), -- of in-neutral for manual transmissions
   eventHazardousMaterials       (7),
   eventEmergencyResponse        (8),
   eventHardBraking              (9),
   eventOtherBraking            (10),
   eventLightsChanged           (11),
   eventWipersChanged           (12),
   eventFlatTire                (13),
   eventControlLoss            (14)

   } -- (SIZE(2))
```

XML Representation:

```
<xs:simpleType name="EventFlags-item" >
      <xs:annotation>
         <xs:appinfo>
            eventHandbrakeActive (1) -- or parking brake active
            eventHoodOpen (2)
            eventAirBagDeployment (3)
            eventHazardLights (4)
            eventStopLineViolation (5) -- Intersection Violation
            eventTransmissionInPark (6) -- of in-neutral for manual transmissions
            eventHazardousMaterials (7)
            eventEmergencyResponse (8)
            eventHardBraking (9)
            eventOtherBraking (10)
            eventLightsChanged (11)
            eventWipersChanged (12)
            eventFlatTire (13)
            eventControlLoss (14)
         </xs:appinfo>
         <xs:documentation>
            (SIZE (2) )
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="1"/>
               <xs:maxInclusive value="14"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="eventHandbrakeActive"/>
               <xs:enumeration value="eventHoodOpen"/>
               <xs:enumeration value="eventAirBagDeployment"/>
               <xs:enumeration value="eventHazardLights"/>
               <xs:enumeration value="eventStopLineViolation"/>
               <xs:enumeration value="eventTransmissionInPark"/>
               <xs:enumeration value="eventHazardousMaterials"/>
               <xs:enumeration value="eventEmergencyResponse"/>
               <xs:enumeration value="eventHardBraking"/>
               <xs:enumeration value="eventOtherBraking"/>
               <xs:enumeration value="eventLightsChanged"/>
               <xs:enumeration value="eventWipersChanged"/>
               <xs:enumeration value="eventFlatTire"/>
               <xs:enumeration value="eventControlLoss"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="EventFlags">
   <xs:list itemType="EventFlags-item"/>
</xs:simpleType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: This data element appears as the first optional element it the Pat II section of the BSM, and is expected to be present when various potential dangerous events (such as hard breaking) have been declared by the sender. Additional data elements in the message may provide more detail on the cause of this event.

7.45 Data Element: DE_Extent

Use: The spatial distance over which this message applies and should be presented to the driver. Under certain conditions some messages may never be shown to the driver of a vehicle if they are short in duration and other conflicting needs supercede the display until such time as the subject message is no longer relevant.

ASN.1 Representation:

```
Extent ::= ENUMERATED {
    useInstantlyOnly   (0),
    useFor3meters      (1),
    useFor10meters     (2),
    useFor50meters     (3),
    useFor100meters    (4),
    useFor500meters    (5),
    useFor1000meters   (6),
    useFor5000meters   (7),
    useFor10000meters  (8),
    useFor50000meters  (9),
    useFor100000meters (10),
    forever            (127)  -- very wide area
    }
    -- encode as a single byte
```

XML Representation:

```
<xs:simpleType name="Extent" >
      <xs:annotation>
         <xs:appinfo>
            useInstantlyOnly (0)
            useFor3meters (1)
            useFor10meters (2)
            useFor50meters (3)
            useFor100meters (4)
            useFor500meters (5)
            useFor1000meters (6)
            useFor5000meters (7)
            useFor10000meters (8)
            useFor50000meters (9)
            useFor100000meters (10)
            forever (127) -- very wide area
         </xs:appinfo>
         <xs:documentation>
            encode as a single byte
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="127"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="useInstantlyOnly"/>
               <xs:enumeration value="useFor3meters"/>
               <xs:enumeration value="useFor10meters"/>
               <xs:enumeration value="useFor50meters"/>
               <xs:enumeration value="useFor100meters"/>
               <xs:enumeration value="useFor500meters"/>
               <xs:enumeration value="useFor1000meters"/>
               <xs:enumeration value="useFor5000meters"/>
               <xs:enumeration value="useFor10000meters"/>
               <xs:enumeration value="useFor50000meters"/>
               <xs:enumeration value="useFor100000meters"/>
               <xs:enumeration value="forever"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_ValidRegion	<ASN>	<XML>, and
MSG	MSG_RoadSideAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.46 Data Element: DE_ExteriorLights

Use: The status of various exterior lights encoded in a bit string which can be used to relate the current vehicle settings.

The "Vehicle Exterior Lights" Probe Data Element provides the status of all exterior lights on the vehicle. As currently defined, these are: parking lights, headlights (*lo* and *hi* beam, automatic light control), fog lights, daytime running lights, turn signals (right / left) and hazard signals. Should the need for additional types of light be needed, a new data element will be added.

ASN.1 Representation:

```
ExteriorLights ::= BIT STRING {
   allLightsOff               (0), -- B'0000-0000
   lowBeamHeadlightsOn        (1), -- B'0000-0001
   highBeamHeadlightsOn       (2), -- B'0000-0010
   leftTurnSignalOn           (4), -- B'0000-0100
   rightTurnSignalOn          (8), -- B'0000-1000
   hazardSignalOn            (12), -- B'0000-1100
   automaticLightControlOn   (16), -- B'0001-0000
   daytimeRunningLightsOn    (32), -- B'0010-0000
   fogLightOn                (64), -- B'0100-0000
   parkingLightsOn          (128)  -- B'1000-0000
   } -- to fit in 8 bits
```

XML Representation:

```
<xs:simpleType name="ExteriorLights-item" >
      <xs:annotation>
         <xs:appinfo>
            allLightsOff (0) -- B&apos;0000-0000
            lowBeamHeadlightsOn (1) -- B&apos;0000-0001
            highBeamHeadlightsOn (2) -- B&apos;0000-0010
            leftTurnSignalOn (4) -- B&apos;0000-0100
            rightTurnSignalOn (8) -- B&apos;0000-1000
            hazardSignalOn (12) -- B&apos;0000-1100
            automaticLightControlOn (16) -- B&apos;0001-0000
            daytimeRunningLightsOn (32) -- B&apos;0010-0000
            fogLightOn (64) -- B&apos;0100-0000
            parkingLightsOn (128) -- B&apos;1000-0000
         </xs:appinfo>
         <xs:documentation>
            to fit in 8 bits
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="128"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="allLightsOff"/>
               <xs:enumeration value="lowBeamHeadlightsOn"/>
               <xs:enumeration value="highBeamHeadlightsOn"/>
               <xs:enumeration value="leftTurnSignalOn"/>
               <xs:enumeration value="rightTurnSignalOn"/>
               <xs:enumeration value="hazardSignalOn"/>
               <xs:enumeration value="automaticLightControlOn"/>
               <xs:enumeration value="daytimeRunningLightsOn"/>
               <xs:enumeration value="fogLightOn"/>
               <xs:enumeration value="parkingLightsOn"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="ExteriorLights">
   <xs:list itemType="ExteriorLights-item"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: There is a request - suggestion (by the Traffic Info Group) to add "rear fog lights" to this list. This will make the value set larger then the current 8 bytes. Another note suggests replacing **automaticLightControlOn** with the new **rearFogLights**, and re-labeling existing one to indicate *front* fog lights.]

7.47 Data Element: DE_FurtherInfoID

Use: This data element provides a link number to other messages (described here and in other message set standards) which relate to the same event. Use zero when unkown or not present.

ASN.1 Representation:

```
FurtherInfoID ::= OCTET STRING (SIZE(2))
   -- a link to any other incident
   -- information data that may be available
   -- in the normal ATIS incident description
   -- or other messages
   -- two value bytes in length
```

XML Representation:

```
<xs:complexType name="FurtherInfoID" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            a link to any other incident
            information data that may be available
            in the normal ATIS incident description
            or other messages
            two value bytes in length
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="FurtherInfoID-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="FurtherInfoID-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="3"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

MSG	MSG_RoadSideAlert	<ASN>	<XML>, and
MSG	MSG_TravelerInformation	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Some message sets allow a request of other relevant messages by use of this ID, some others do not. Some messages do not yet support this ID and force the message receiver to sort the recovered message to align event geographically. This is expected to be an area of harmonization. Developers should also note that data from different source agencies can vary with the numbering used as well.

7.48 Data Element: DE_GPSstatus

Use: The DE_GPSstatus data element is used to relate the current stae of a GPS systems in terms of its general health, lock on satellites in view, and use of any correction information. Various bits can be asserted to reflect these values.

ASN.1 Representation:

```
GPSstatus ::= BIT STRING {
   unHealthy                  (1),
   unMonitored                (2),
   aFixedBaseStation          (3),
   aMovingBaseStation         (4),
   aPDOPofUnder5              (5),
                              -- a dilution of precision greater then 5
   inViewOfUnder5             (6),
                              -- less then 5 satellites in view
   localCorrectionsPresent    (7),
   networkCorrectionsPresent  (8)
   } -- (SIZE(1))
```

XML Representation:

```
<xs:simpleType name="GPSstatus-item" >
      <xs:annotation>
         <xs:appinfo>
            unHealthy (1)
            unMonitored (2)
            aFixedBaseStation (3)
            aMovingBaseStation (4)
            aPDOPofUnder5 (5) -- a dilution of precision greater then 5
            inViewOfUnder5 (6) -- less then 5 satellites in view
            localCorrectionsPresent (7)
            networkCorrectionsPresent (8)
         </xs:appinfo>
         <xs:documentation>
            (SIZE (1) )
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="1"/>
               <xs:maxInclusive value="8"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unHealthy"/>
               <xs:enumeration value="unMonitored"/>
               <xs:enumeration value="aFixedBaseStation"/>
               <xs:enumeration value="aMovingBaseStation"/>
               <xs:enumeration value="aPDOPofUnder5"/>
               <xs:enumeration value="inViewOfUnder5"/>
               <xs:enumeration value="localCorrectionsPresent"/>
               <xs:enumeration value="networkCorrectionsPresent"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="GPSstatus">
   <xs:list itemType="GPSstatus-item"/>
</xs:simpleType>
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleMotionTrail	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_RTCM_Corrections	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: A GPS set with unknown health and not tracking or corrections would be represented by all zeros.

7.49 Data Element: DE_HeadingConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_Heading, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
HeadingConfidence ::= ENUMERATED {
   notEquipped (0), -- B'000  Not Equipped
   prec45deg   (1), -- B'001  45   degrees
   prec10deg   (2), -- B'010  10   degrees
   prec05deg   (3), -- B'011  5    degrees
   prec01deg   (4), -- B'100  1    degrees
   prec0-1deg  (5), -- B'101  0.1  degrees
   prec0-05deg (6), -- B'110  0.05 degrees
   prec0-01deg (7)  -- B'111  0.01 degrees
   }
   -- Encoded as a 3 bit value
```

XML Representation:

```
<xs:simpleType name="HeadingConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;000  Not Equipped
            prec45deg (1) -- B&apos;001  45   degrees
            prec10deg (2) -- B&apos;010  10   degrees
            prec05deg (3) -- B&apos;011  5    degrees
            prec01deg (4) -- B&apos;100  1    degrees
            prec0 1deg (5) -- B&apos;101  0.1  degrees
            prec0 05deg (6) -- B&apos;110  0.05 degrees
            prec0 01deg (7) -- B&apos;111  0.01 degrees
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 3 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="prec45deg"/>
               <xs:enumeration value="prec10deg"/>
               <xs:enumeration value="prec05deg"/>
               <xs:enumeration value="prec01deg"/>
               <xs:enumeration value="prec0 1deg"/>
               <xs:enumeration value="prec0 05deg"/>
               <xs:enumeration value="prec0 01deg"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.50 Data Element: DE_Heading

Use: The current heading of the vehicle, expressed in unsigned units of 0.010986328 degrees from North (such that 32767 such degrees represent 359.98900 degrees). North shall be defined as the axis defined by the WSG-84 coordinate system and its reference ellipsoid. Headings "to the east" are defined as the positive direction. A 2 byte value.

ASN.1 Representation:

```
Heading ::= INTEGER (0..32767) -- LSB of 0.010986328 degrees
```

XML Representation:

```
<xs:simpleType name="Heading" >
      <xs:annotation>
         <xs:documentation>
            LSB of 0.010986328 degrees
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_Intersection	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that a one byte heading data elements are found in other parts of ITS.

7.51 Data Element: DE_HeadingSlice

Use: A DE used to define a set of sixteen 22.5 degree slices of a unit circle (defined as 0~360 degrees of heading) which, when set to one, indicate that travel or motion along that angle is allowed. Typically used to indicate a gross direction of travel to which the enclosing message or data frame applies. For example a value of 0x8181 would indicate travel both directions due East and due West. A 2 byte value.

ASN.1 Representation:

```
HeadingSlice ::= OCTET STRING (SIZE(2))
   -- Each bit 22.5 degree starting from
   -- North and moving Eastward (clockwise)

   --  Define global enums for this entry
   noHeading                HeadingSlice ::= '0000'H
   allHeadings              HeadingSlice ::= 'FFFF'H

   from000-0to022-5degrees  HeadingSlice ::= '0001'H
   from022-5to045-0degrees  HeadingSlice ::= '0002'H
   from045-0to067-5degrees  HeadingSlice ::= '0004'H
   from067-5to090-0degrees  HeadingSlice ::= '0008'H

   from090-0to112-5degrees  HeadingSlice ::= '0010'H
   from112-5to135-0degrees  HeadingSlice ::= '0020'H
   from135-0to157-5degrees  HeadingSlice ::= '0040'H
   from157-5to180-0degrees  HeadingSlice ::= '0080'H

   from180-0to202-5degrees  HeadingSlice ::= '0100'H
   from202-5to225-0degrees  HeadingSlice ::= '0200'H
   from225-0to247-5degrees  HeadingSlice ::= '0400'H
   from247-5to270-0degrees  HeadingSlice ::= '0800'H

   from270-0to292-5degrees  HeadingSlice ::= '1000'H
   from292-5to315-0degrees  HeadingSlice ::= '2000'H
   from315-0to337-5degrees  HeadingSlice ::= '4000'H
   from337-5to360-0degrees  HeadingSlice ::= '8000'H
```

XML Representation:

```
<xs:complexType name="HeadingSlice" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            Each bit 22.5 degree starting from
            North and moving Eastward  (clockwise)
            Define global enums for this entry
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="HeadingSlice-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="HeadingSlice-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="3"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_RoadSignID	<ASN>	<XML>, and
DF	DF_ValidRegion	<ASN>	<XML>, and
MSG	MSG_RoadSideAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: See also the heading DE used to define a specific single heading value found in other parts of the DSRC message set.

7.52 Data Element: DE_Intersection Status Object

Use: The Intersection Status Object contains Advanced Traffic Controller (ATC) status information that may be sent to local OBUs as part of the SPAT process.

ASN.1 Representation:

```
IntersectionStatusObject ::= OCTET STRING (SIZE(1))
   -- with bits set as follows Bit #:
   -- 0    Manual Control is enabled.  Timing reported is per
   --      programmed values, etc but person at cabinet can
   --      manually request that certain intervals are terminated
   --      early (e.g. green).
   -- 1    Stop Time is activated and all counting/timing has stopped.
   -- 2    Intersection is in Conflict Flash.
   -- 3    Preempt is Active
   -- 4    Transit Signal Priority (TSP) is Active
   -- 5    Reserved
   -- 6    Reserved
   -- 7    Reserved as zero
```

XML Representation:

```
<xs:complexType name="IntersectionStatusObject" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            with bits set as follows Bit #:
            0    Manual Control is enabled.  Timing reported is per
            programmed values,  etc but person at cabinet can
            manually request that certain intervals are terminated
            early  (e.g. green) .
            1    Stop Time is activated and all counting/timing has stopped.
            2    Intersection is in Conflict Flash.
            3    Preempt is Active
            4    Transit Signal Priority  (TSP)  is Active
            5    Reserved
            6    Reserved
            7    Reserved as zero
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="IntersectionStatusObject-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="IntersectionStatusObject-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_Intersection <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: All zero indicates normal operating mode.

7.53 Data Element: DE_IntersectionID

Use: The IntersectionID is used to globally and uniquely define an intersection within a country or region in a 32 bit field. Need some words about using the upper bytes with some common sense here.

ASN.1 Representation:

```
IntersectionID ::= OCTET STRING (SIZE(2..4))
   -- note that often only the lower 16 bits of this value
   -- will be send as the operational region (state etc) will
   -- be known and not sent each time
```

XML Representation:

```
<xs:complexType name="IntersectionID" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            note that often only the lower 16 bits of this value
            will be send as the operational region  (state etc)  will
            be known and not sent each time
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="IntersectionID-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="IntersectionID-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="3"/>
      <xs:maxLength value="6"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_Intersection	<ASN>	<XML>, and
DF	DF_SignalRequest	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Values with the first three bytes set as zero are reserved for use as reference IntersectionIDs (intersection which may be reused in other places by providing an ID and an anchor point to locate them).

7.54 Data Element: DE_J1939-71-Axle Location

Use: Encoded as: Low order 4 bits represent a position number, counting left to right when facing the direction of normal vehicle travel. The high order 4 bits represent a position number, counting front to back on the vehicle. 256 states/8 bit, 0 offset, Range: 0-255

ASN.1 Representation:

```
AxleLocation ::= INTEGER (0..127)
```

XML Representation:

```
<xs:simpleType name="AxleLocation" >
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.55 Data Element: DE_J1939-71-Axle Weight

Use: Encoded as: 0.5kg/bit, 0deg offset Range: 0 - 32,127.5kg

ASN.1 Representation:

```
AxleWeight ::= INTEGER (0..65535)
```

XML Representation:

```
<xs:simpleType name="AxleWeight" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.56 Data Element: DE_J1939-71-Cargo Weight

Use: Encoded as: 2kg/bit, 0deg offset Range: 0 - 128,510kg

ASN.1 Representation:

```
CargoWeight ::= INTEGER (0..65535)
```

XML Representation:

```
<xs:simpleType name="CargoWeight" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.57 Data Element: DE_J1939-71-Drive Axle Lift Air Pressure

Use: Encoded as: Units of kPa/bit, 0 offset, 0-1000kPa

ASN.1 Representation:

```
DriveAxleLiftAirPressure ::= INTEGER (0..1000)
```

XML Representation:

```
<xs:simpleType name="DriveAxleLiftAirPressure" >
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="1000"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.58 Data Element: DE_J1939-71-Drive Axle Location

Use: Encoded as: Low order 4 bits represent a position number, counting left to right when facing the direction of normal vehicle travel. The high order 4 bits represent a position number, counting front to back on the vehicle. 256 states/8 bit, 0 offset, Range: 0-255

ASN.1 Representation:

```
DriveAxleLocation ::= INTEGER (0..255)
```

XML Representation:

```
<xs:simpleType name="DriveAxleLocation" >
      <xs:restriction base="xs:unsignedByte"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.59 Data Element: DE_J1939-71-Drive Axle Lube Pressure

Use: Encoded as: 4 kPa/bit, 0 offset, 0-1000kPa

ASN.1 Representation:

```
DriveAxleLubePressure ::= INTEGER (0..1000)
```

XML Representation:

```
<xs:simpleType name="DriveAxleLubePressure" >
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="1000"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.60 Data Element: DE_J1939-71-Drive Axle Temperature

Use: Encoded as: 1 deg C/bit, -40 deg C/bit offset -40 - 210 deg C

ASN.1 Representation:

```
DriveAxleTemperature ::= INTEGER (-40..210)
```

XML Representation:

```
<xs:simpleType name="DriveAxleTemperature" >
      <xs:restriction base="xs:short">
         <xs:minInclusive value="-40"/>
         <xs:maxInclusive value="210"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.61 Data Element: DE_J1939-71-Steering Axle Lube Pressure

Use: Encoded as: 4 kPa/bit, 0 offset, 0-1000kPa

ASN.1 Representation:

```
SteeringAxleLubePressure ::= INTEGER (0..255)
```

XML Representation:

```
<xs:simpleType name="SteeringAxleLubePressure" >
      <xs:restriction base="xs:unsignedByte"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.62 Data Element: DE_J1939-71-Steering Axle Temperature

Use: Encoded as: 1 deg C/bit, -40 deg C/bit offset -40 - 210 deg C

ASN.1 Representation:
```
SteeringAxleTemperature ::= INTEGER (0..255)
```

XML Representation:
```
<xs:simpleType name="SteeringAxleTemperature" >
      <xs:restriction base="xs:unsignedByte"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.63 Data Element: DE_J1939-71-Tire Leakage Rate

Use: Encoded as: 0.1 Pa/s per bit, 0 offset, Range: 0 Pa/s - 6425.5 Pa/s

ASN.1 Representation:
```
TireLeakageRate ::= INTEGER (0..65535)
```

XML Representation:
```
<xs:simpleType name="TireLeakageRate" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.64 Data Element: DE_J1939-71-Tire Location

Use: Encoded as: Low order 4 bits represent a position number, counting left to right when facing the direction of normal vehicle travel. The high order 4 bits represent a position number, counting front to back on the vehicle. 256 states/8 bit, 0 offset, Range: 0-255

ASN.1 Representation:
```
TireLocation ::= INTEGER (0..255)
```

XML Representation:
```
<xs:simpleType name="TireLocation" >
      <xs:restriction base="xs:unsignedByte"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.65 Data Element: DE_J1939-71-Tire Pressure Threshold Detection

Use: A measure of the relative tire pressure observed. Encoded as per the value set used in SAE J1939

ASN.1 Representation:
```
TirePressureThresholdDetection ::= ENUMERATED {
   noData                (0),   -- B'000'
   overPressure          (1),   -- B'001'
   noWarningPressure     (2),   -- B'010'
   underPressure         (3),   -- B'011'
   extremeUnderPressure  (4),   -- B'100'
   undefined             (5),  -- B'101'
   errorIndicator        (6),  -- B'110'
   notAvailable          (7),  -- B'111'
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:simpleType name="TirePressureThresholdDetection" >
      <xs:annotation>
         <xs:appinfo>
            noData (0) -- B&apos;000&apos;
            overPressure (1) -- B&apos;001&apos;
            noWarningPressure (2) -- B&apos;010&apos;
            underPressure (3) -- B&apos;011&apos;
            extremeUnderPressure (4) -- B&apos;100&apos;
            undefined (5) -- B&apos;101&apos;
            errorIndicator (6) -- B&apos;110&apos;
            notAvailable (7) -- B&apos;111&apos;
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="noData"/>
               <xs:enumeration value="overPressure"/>
               <xs:enumeration value="noWarningPressure"/>
               <xs:enumeration value="underPressure"/>
               <xs:enumeration value="extremeUnderPressure"/>
               <xs:enumeration value="undefined"/>
               <xs:enumeration value="errorIndicator"/>
               <xs:enumeration value="notAvailable"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:TirePressureThresholdDetection" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: In another input, the Traffic Info group asked for tire pressure status in similar, but not quite alike terms. They also have a "slow leak" concept.]

7.66 Data Element: DE_J1939-71-Tire Pressure

Use: Encoded as: 4 kPa/bit, 0 offset, 0-1000kPa

ASN.1 Representation:

```
TirePressure ::= INTEGER (0..255)
```

XML Representation:

```
<xs:simpleType name="TirePressure" >
      <xs:restriction base="xs:unsignedByte"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: In another input the Traffic Info group asked for tire pressure in units of 1~255 PSI.]

7.67 Data Element: DE_J1939-71-Tire Temp

Use: Encoded as: .03125 deg C/bit, -273 deg C offset, Range: -273 - 1735 deg C

ASN.1 Representation:

```
TireTemp ::= INTEGER (0..65535)
```

XML Representation:

```
<xs:simpleType name="TireTemp" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.68 Data Element: DE_J1939-71-Trailer Weight

Use: Encoded as: 2kg/bit, 0deg offset Range: 0 - 128,510kg

ASN.1 Representation:

```
TrailerWeight ::= INTEGER (0..65535)
```

XML Representation:

```
<xs:simpleType name="TrailerWeight" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_J1939-Data Items	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: The term "weight" is used in J1939, while the term "mass" is used in J2735.

7.69 Data Element: DE_J1939-71-Wheel End Elect. Fault

Use: An empty definition field, need data here.

ASN.1 Representation:

```
WheelEndElectFault ::= BIT STRING {
   bitOne      (1),
   bitTwo      (2)
   } (SIZE(3))
```

XML Representation:

```
<xs:simpleType name="WheelEndElectFault-item" >
      <xs:annotation>
         <xs:appinfo>
            bitOne (1)
            bitTwo (2)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="1"/>
               <xs:maxInclusive value="2"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="bitOne"/>
               <xs:enumeration value="bitTwo"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="WheelEndElectFault">
   <xs:list itemType="WheelEndElectFault-item"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.70 Data Element: DE_J1939-71-Wheel Sensor Status

Use: Encoded as: 00:Off, 01:On, 10: Not defined, 11: Not supported

ASN.1 Representation:

```
WheelSensorStatus ::= ENUMERATED {
     off           (0),
     on            (1),
     notDefined    (2),
     notSupoprted  (3)
     }
```

XML Representation:

```
<xs:simpleType name="WheelSensorStatus" >
      <xs:annotation>
         <xs:appinfo>
            off (0)
            on (1)
            notDefined (2)
            notSupoprted (3)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="off"/>
               <xs:enumeration value="on"/>
               <xs:enumeration value="notDefined"/>
               <xs:enumeration value="notSupoprted"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_J1939-Data Items <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.71 Data Element: DE_LaneManeuverCode

Use: The LaneManeuverCode data element is used to describe the specific use of a single lane from the point of view of the lane description that contains it. In the use in the "connects to" case this means the way in which the subject lanes is used by the the the lane that is being described. For example, a given lane may represent the lane that a vehicle would enter when making a "left turn" from its current lane. More than one lane may be the "left turn lane" so the use of these values among the set of lanes is not exclusive. However, every lane can be only of one type at a time (from the perspective of the lane description that contains it).

ASN.1 Representation:

```
LaneManeuverCode ::= ENUMERATED {
   unknown          (0),  -- used for N.A. as well
   uTurn            (1),
   leftTurn         (2),
   rightTurn        (3),
   straightAhead    (4),
   softLeftTurn     (5),
   softRightTurn    (6),
   ...
   }
   -- values to 127 reserved for std use
   -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="LaneManeuverCode" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0) -- used for N.A. as well
            uTurn (1)
            leftTurn (2)
            rightTurn (3)
            straightAhead (4)
            softLeftTurn (5)
            softRightTurn (6)
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="6"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="uTurn"/>
               <xs:enumeration value="leftTurn"/>
               <xs:enumeration value="rightTurn"/>
               <xs:enumeration value="straightAhead"/>
               <xs:enumeration value="softLeftTurn"/>
               <xs:enumeration value="softRightTurn"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note: We reserve the upper bits for any other defined indications to be defined in the future, such as enter a freeway or entering a private drive   Treated as an octet byte when used in the packed octets of the "Connects To" data frame (no BER tagging is present in this small blob).

7.72 Data Element: DE_LaneNumber

Use: The LaneNumber data element conveys a unique index value for a lane used to refer to that lane by other objects in the intersection map data structure. Lanes may be ingress (inbound traffic) or egress (outbound traffic) in nature, as well as barriers and other types of specialty lanes. All lanes are numbered. The LaneNumber, in conjunction with the intersection ID, forms a regionally unique way to address a specific lane in that intersection.

ASN.1 Representation:

```
LaneNumber ::= OCTET STRING (SIZE(1))
```

XML Representation:

```
<xs:complexType name="LaneNumber" >
   <xs:simpleContent>
      <xs:extension base="LaneNumber-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="LaneNumber-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 8 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_BarrierLane	<ASN>	<XML>, and
DF	DF_CrosswalkLane	<ASN>	<XML>, and
DF	DF_SignalControlZone	<ASN>	<XML>, and
DF	DF_SignalRequest	<ASN>	<XML>, and
DF	DF_SpecialLane	<ASN>	<XML>, and
DF	DF_VehicleComputedLane	<ASN>	<XML>, and
DF	DF_VehicleReferenceLane	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: If a globally unique lane number is needed, this can be obtained by combining the complete intersection ID with the lane number.

7.73 Data Element: DE_LaneSet

Use: The LaneSet data element is a sequence of one ot more octets, where each octet represents one of the lanes in an intersection.

ASN.1 Representation:

```
LaneSet ::= OCTET STRING (SIZE(1..127))
    -- each byte encoded as a: LaneNumber,
    -- the collection of lanes, by num,
    -- to which some state data applies
```

XML Representation:

```
<xs:complexType name="LaneSet" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            each byte encoded as a: LaneNumber,
            the collection of lanes,  by num,
            to which some state data applies
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="LaneSet-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="LaneSet-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="2"/>
      <xs:maxLength value="170"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.74 Data Element: DE_LaneWidth

Use: The LaneWidth data concept coveys the width of a lane in LSB units of 1 cm. Maximum value would be a lane of over 327 meters.

ASN.1 Representation:

```
LaneWidth ::= INTEGER (0..32767) -- units of 1 cm
```

XML Representation:

```
<xs:simpleType name="LaneWidth" >
      <xs:annotation>
         <xs:documentation>
            units of 1 cm
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 10 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_ApproachesObject	<ASN>	<XML>, and
DF	DF_BarrierLane	<ASN>	<XML>, and
DF	DF_CrosswalkLane	<ASN>	<XML>, and
DF	DF_Intersection	<ASN>	<XML>, and
DF	DF_Offsets	<ASN>	<XML>, and
DF	DF_ShapePointSet	<ASN>	<XML>, and
DF	DF_SignalControlZone	<ASN>	<XML>, and
DF	DF_SpecialLane	<ASN>	<XML>, and
DF	DF_VehicleComputedLane	<ASN>	<XML>, and
DF	DF_VehicleReferenceLane	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that one half the lane width is use to find the "edge" of the lane, as measured from its center, described by the offsets found in its node list.

7.75 Data Element: DE_Latitude

Use: The geographic latitude of a node, expressed in 1/8th integer microdegrees, as a 32 bit value and with reference to the horizontal datum specified by horizontalDatum.

ASN.1 Representation:

```
Latitude ::= INTEGER (-720000000..720000000)
   -- in LSB = 1/8 micro degree
   -- Providing a range of plus-minus 90 degrees
```

XML Representation:

```
<xs:simpleType name="Latitude" >
      <xs:annotation>
         <xs:documentation>
            in LSB = 1/8 micro degree
            Providing a range of plus-minus 90 degrees
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:int">
         <xs:minInclusive value="-720000000"/>
         <xs:maxInclusive value="720000000"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 6 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_Position2D	<ASN>	<XML>, and
DF	DF_Position3D	<ASN>	<XML>, and
DF	DF_ReferencePoint	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note the value range was in error in the past few editions, now corrected.]

7.76 Data Element: DE_LayerID

Use: The LayerID is a data concept used uniquely identity the layer of a geographic map fragment such as an intersection. Note that the layer type is used simply as a means to express a layer within a transmitted message, it has no value as a unique or permanent naming system for the map object (such as an intersection or any of its component parts).

ASN.1 Representation:

```
LayerID ::= INTEGER (0..100)
```

XML Representation:

```
<xs:simpleType name="LayerID" >
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="100"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.77 Data Element: DE_LayerType

Use: The LayerType is a data concept used uniquely identity the type of information to be found in a layer of a geographic map fragment such as an intersection.

ASN.1 Representation:

```
LayerType ::= ENUMERATED {
     none                 (0),
     mixedContent         (1), -- two or more of the below types
     generalMapData       (2),
     intersectionData     (3),
     curveData            (4),
     roadwaySectionData   (5),
     parkingAreaData      (6),
     sharedLaneData       (7),
     ... -- # LOCAL_CONTENT
     }
     -- values to 127 reserved for std use
     -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="LayerType" >
      <xs:annotation>
         <xs:appinfo>
            none (0)
            mixedContent (1) -- two or more of the below types
            generalMapData (2)
            intersectionData (3)
            curveData (4)
            roadwaySectionData (5)
            parkingAreaData (6)
            sharedLaneData (7)
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="none"/>
               <xs:enumeration value="mixedContent"/>
               <xs:enumeration value="generalMapData"/>
               <xs:enumeration value="intersectionData"/>
               <xs:enumeration value="curveData"/>
               <xs:enumeration value="roadwaySectionData"/>
               <xs:enumeration value="parkingAreaData"/>
               <xs:enumeration value="sharedLaneData"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:LayerType" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.78 Data Element: DE_LightbarInUse

Use: A data element which is set if any sort of additional visible lighting-alerting system is currently in use. This includes light bars and the various symbols they can indicate as well as arrow boards, flashing lights, (including back up alerts) and any other form of lighting not found on normal vehicles of this type or related to safety systems.

Used to reflect any type or style of visual alerting when a vehicle is progressing and transmitting DSRC messages to others nearby vehicles about its path.

Suggest a better encoding would have some provision for type of light beyond the on/off flashing mindset and include the "move left-right" flashes which are increasingly set up when the response vehicle is used as the "first cone" of the event when on scene. Also transportation response vehicles often have small arrow or sign boards on them.

ASN.1 Representation:

```
LightbarInUse ::= ENUMERATED {
     notEquipped         (0),
     notInUse            (1),  -- none active
     inUse               (2),
 --    sirenInUse          (3),  To be removed !
     yellowCautionLights (4),
     schooldBusLights    (5),
     arrowSignsActive    (6),
     slowMovingVehicle   (7),
     freqStops           (8),
     reserved            (9)  -- for future use
     }
```

XML Representation:

```
<xs:simpleType name="LightbarInUse" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0)
            notInUse (1) -- none active
            inUse (2) -- sirenInUse           (3)  ,   To be removed !
            yellowCautionLights (4)
            schooldBusLights (5)
            arrowSignsActive (6)
            slowMovingVehicle (7)
            freqStops (8)
            reserved (9) -- for future use
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="9"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="notInUse"/>
               <xs:enumeration value="inUse"/>
               <xs:enumeration value="yellowCautionLights"/>
               <xs:enumeration value="schooldBusLights"/>
               <xs:enumeration value="arrowSignsActive"/>
               <xs:enumeration value="slowMovingVehicle"/>
               <xs:enumeration value="freqStops"/>
               <xs:enumeration value="reserved"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: See also the entry for ExteriorLights.

7.79 Data Element: DE_Longitude

Use: The geographic longitude of a node, expressed in 1/8th integer microdegrees, as a 32 bit value and with reference to the horizontal datum specified by horizontalDatum.

ASN.1 Representation:

```
Longitude ::= INTEGER (-1440000000..1440000000)
   -- in LSB = 1/8 micro degree
   -- Providing a range of plus-minus 180 degrees
```

XML Representation:

```
<xs:simpleType name="Longitude" >
      <xs:annotation>
         <xs:documentation>
            in LSB = 1/8 micro degree
            Providing a range of plus-minus 180 degrees
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:int">
         <xs:minInclusive value="-1440000000"/>
         <xs:maxInclusive value="1440000000"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 6 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_Position2D	<ASN>	<XML>, and
DF	DF_Position3D	<ASN>	<XML>, and
DF	DF_ReferencePoint	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.80 Data Element: DE_MAYDAY_Location_quality_code

Use: A value representing the "goodness" of the position estimate (accuracy). The element is used to convey the relative quality of a GPS generated location. This quality value is enumerated as shown, as follows below.

ASN.1 Representation:

```
Location-quality ::= ENUMERATED {
     loc-qual-bt1m       (0), -- quality better than 1 meter
     loc-qual-bt5m       (1), -- quality better than 5 meters
     loc-qual-bt12m      (2), -- quality better than 12.5 meters
     loc-qual-bt50m      (3), -- quality better than 50 meters
     loc-qual-bt125m     (4), -- quality better than 125 meters
     loc-qual-bt500m     (5), -- quality better than 500 meters
     loc-qual-bt1250m    (6), -- quality better than 1250 meters
     loc-qual-unknown    (7) -- quality value unknown
     } -- 3 bits, appends with loc-tech to make one octet (0..7)
```

XML Representation:

```
<xs:simpleType name="Location-quality" >
      <xs:annotation>
         <xs:appinfo>
            loc qual bt1m (0) -- quality better than 1 meter
            loc qual bt5m (1) -- quality better than 5 meters
            loc qual bt12m (2) -- quality better than 12.5 meters
            loc qual bt50m (3) -- quality better than 50 meters
            loc qual bt125m (4) -- quality better than 125 meters
            loc qual bt500m (5) -- quality better than 500 meters
            loc qual bt1250m (6) -- quality better than 1250 meters
            loc qual unknown (7) -- quality value unknown
         </xs:appinfo>
         <xs:documentation>
            3 bits,  appends with loc-tech to make one octet  (0..7)
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="loc qual bt1m"/>
               <xs:enumeration value="loc qual bt5m"/>
               <xs:enumeration value="loc qual bt12m"/>
               <xs:enumeration value="loc qual bt50m"/>
               <xs:enumeration value="loc qual bt125m"/>
               <xs:enumeration value="loc qual bt500m"/>
               <xs:enumeration value="loc qual bt1250m"/>
               <xs:enumeration value="loc qual unknown"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: This element was originally defined in J2313. From Section 8.35 "Location-Quality." This element is used by the IEEE IM effort relating to the accuracy of location information.

7.81 Data Element: DE_MAYDAY_Location_tech_code

Use: The technology used to determine the position of the vehicle. This element is used to convey what type of technology was used to determine the position (other elements it is used with in messages). The nav-system flag in the sender flag word shall be set to reflect the device technologies available.

ASN.1 Representation:

```
Location-tech ::= ENUMERATED {
     loc-tech-unknown    (0), -- technology type unknown
     loc-tech-GPS        (1), -- GPS technology only
     loc-tech-DGPS       (2), -- differential GPS (DGPS) technology
     loc-tech-drGPS      (3), -- dead reckoning system w/GPS
     loc-tech-drDGPS     (4), -- dead reckoning system w/DGPS
     loc-tech-dr         (5), -- dead reckoning only
     loc-tech-nav        (6), -- autonomous navigation system on-board
     ...,
     loc-tech-fault      (31) -- feature is not working
     }    -- (0..31) 5 bits, appends with loc-quality to make one octet
```

XML Representation:

```
<xs:simpleType name="Location-tech" >
      <xs:annotation>
         <xs:appinfo>
```

```
            loc tech unknown (0) -- technology type unknown
            loc tech GPS (1) -- GPS technology only
            loc tech DGPS (2) -- differential GPS  (DGPS)  technology
            loc tech drGPS (3) -- dead reckoning system w/GPS
            loc tech drDGPS (4) -- dead reckoning system w/DGPS
            loc tech dr (5) -- dead reckoning only
            loc tech nav (6) -- autonomous navigation system on-board
            loc tech fault (31) -- feature is not working
         </xs:appinfo>
         <xs:documentation>
            (0..31)  5 bits,  appends with loc-quality to make one octet
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="31"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="loc tech unknown"/>
               <xs:enumeration value="loc tech GPS"/>
               <xs:enumeration value="loc tech DGPS"/>
               <xs:enumeration value="loc tech drGPS"/>
               <xs:enumeration value="loc tech drDGPS"/>
               <xs:enumeration value="loc tech dr"/>
               <xs:enumeration value="loc tech nav"/>
               <xs:enumeration value="loc tech fault"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: This element was originally defined in J2313. From Section 8.15 "Location-Tech."

7.82 Data Element: DE_MinuteOfTheYear

Use: The DE_MinuteOfTheYear is used to set the value of the current minute within the current year (used to establish start and end times) for sending messages to travelers.

ASN.1 Representation:

```
MinuteOfTheYear ::= INTEGER (0..525960)
```

XML Representation:

```
<xs:simpleType name="MinuteOfTheYear" >
      <xs:restriction base="xs:unsignedInt">
         <xs:maxInclusive value="525960"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.83 Data Element: DE_MinutesDuration

Use: The duration, in units of whole minutes, that a object persists for. A value of 32000 means that the object persists forever. The range 0..32000 provide for about 22.2 days of maximum duration.

ASN.1 Representation:

```
MinutesDuration ::= INTEGER (0..32000) -- units of minutes
```

XML Representation:

```
<xs:simpleType name="MinutesDuration" >
      <xs:annotation>
         <xs:documentation>
            units of minutes
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32000"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Notre also the DE_Extent element used for spatial duration.

7.84 Data Element: DE_MsgCount

Use: The DE_MsgCount data element is used (typically as the 2nd payload word of each message) to provide a sequence number for all messages of the same type. Sequential messages of the same type (and from the same sending device) are expected to have sequential numbering advancing by one with each new message (regardless of the number of applications that may be involved in the creation or use). The receipt of a non-sequential number implies that a stream of messages from that sending device has been lost. Note that the sequence is tied to each message type, not the application, nor the device. The value rolls over from 127 to zero. The value send may restart any time the device has not transmitted a messages of that type for more than 10 seconds.

ASN.1 Representation:

```
MsgCount ::= INTEGER (0..127)
```

XML Representation:

```
<xs:simpleType name="MsgCount" >
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>, and
MSG	MSG_RoadSideAlert	<ASN>	<XML>, and
MSG	MSG_RTCM_Corrections	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.85 Data Element: DE_MsgCRC

Use: A two byte data element calculated over the payload bytes of the message (starting with the initial sequence and ending with the last data element before the CRC itself and including all tag, length, and values bytes found in between). Typically placed as the every last data element in the message. The generating polynomial used is the "CRC-CCITT" commonly expressed as x^16 + x^12 + x^5 + 1. An initial seed value of zero shall be used. Note that because the first byte of every DSRC message is never zero (it is 0x30), framing errors due to incorrectly clocking initial zero values can not occur. Note that the MSB byte is always transmitted first, following the typical ASN bytes order. When a well formed DSRC message (including its last two bytes holding the CRC value) is decoded and input to the CRC process, the resulting CRC should always be the value zero.

ASN.1 Representation:

```
MsgCRC ::= OCTET STRING (SIZE(2)) -- created with the CRC-CCCITT polynomial
```

XML Representation:

```
<xs:complexType name="MsgCRC" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            created with the CRC-CCCITT polynomial
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="MsgCRC-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="MsgCRC-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="3"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_RoadSignID	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>, and
MSG	MSG_RoadSideAlert	<ASN>	<XML>, and
MSG	MSG_TravelerInformation	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.86 Data Element: DE_MultiVehicleReponse

Use: A data element which is set if the vehicle transmitting believes that more than one vehicle (regardless of the dispatch or command and control organization of those vehicles or their agency) are currently in-route or involved in the response to the event. When received in a message by another vehicle OBU, this data element indicates to other vehicles that addition response vehicles may be converging to the same location and that addition caution is warranted.

Used to indicate that more that one vehicle is responding and traveling in a closely aligned fashion (one after the other in a loose platoon formation). This DE is intended to be used with the DSRC public safety vehicle operating in the area use case.

ASN.1 Representation:

```
MultiVehicleReponse ::= ENUMERATED {
     notEquipped   (0),
     singleVehicle (1),
     multiVehicle  (2),
     reserved      (3)  -- for future use
     }
```

XML Representation:

```
<xs:simpleType name="MultiVehicleReponse" >
      <xs:annotation>
```

```
         <xs:appinfo>
            notEquipped (0)
            singleVehicle (1)
            multiVehicle (2)
            reserved (3) -- for future use
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="singleVehicle"/>
               <xs:enumeration value="multiVehicle"/>
               <xs:enumeration value="reserved"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.87 Data Element: DE_MUTCDCode

Use: Yet to be defined,. may be used in traveler signs and directions uses with MUTCD codes are added (if not handled by the ITIS sub groups).

ASN.1 Representation:

```
MUTCDCode ::= INTEGER (0..127)  -- the MUTCDCode,
          -- Tag for MUTCD code or "generic sign"
```

XML Representation:

```
<xs:simpleType name="MUTCDCode" >
      <xs:annotation>
         <xs:documentation>
            the MUTCDCode,
            Tag for MUTCD code or &amp;quot;generic sign&amp;quot;
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_RoadSignID <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: If sent, a value of zero shall be used (for "generic sign") until further definitions are provided.

7.88 Data Element: DE_NEMA_Revision

Use: The specific revision of the NMEA standard which is being used (if present). This is needed to know precisely the mapping of the messages types to their definitions, as well as some minor transport layer ordering details when received in the mobile unit.

ASN.1 Representation:

```
NMEA-Revision ::= ENUMERATED {
     unknown       (0),
     reserved      (1),
     -- to be determined

     ... -- # LOCAL_CONTENT
     }
     -- values to 127 reserved for std use
     -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="NMEA-Revision" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0)
            reserved (1) -- to be determined
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="1"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="reserved"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:NMEA-Revision" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_NMEA_Corrections <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.89 Data Element: DE_NMEA_MsgType

Use: The NMEA-MsgType provides the--- value defined in the NMEA standards for each message.

ASN.1 Representation:

```
NMEA-MsgType ::= INTEGER (0..32767)
```

XML Representation:

```
<xs:simpleType name="NMEA-MsgType" >
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_NMEA_Corrections <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.90 Data Element: DE_NMEA_Payload

Use: The NMEA Payload element contains the stream so of bytes in the actual NMEA message that is being sent.

ASN.1 Representation:

```
NMEA-Payload ::= OCTET STRING (SIZE(1..1023))
```

XML Representation:

```
<xs:complexType name="NMEA-Payload" >
   <xs:simpleContent>
      <xs:extension base="NMEA-Payload-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="NMEA-Payload-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="2"/>
      <xs:maxLength value="1364"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_NMEA_Corrections <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.91 Data Element: DE_NTCIPVehicleclass,

Use: The DE_NTCIP Vehicle class data element is constructed of two 4-bit nibbles defined by the guidelines of NTCIP 1211 (Object Definitions for Signal Control and Prioritization (SCP)) except that the range is extended to be 0..15 for each.

NTCIP Clause 3.1.1.1.4 defines Priority Request Vehicle Class Type as follows: *This object is the 'PRG requested' class type (relative priority of a request). The order of precedence is by class type with 1 highest and 10* (15 for this system) *lowest. A request with a higher class type will override a lower class type.*

NTCIP Clause 3.1.1.1.5 defines Priority Request Vehicle Class Level as follows: *This object is the 'PRG requested' class level (relative priority of a request within each class of request). The order of precedence is by class type and then class level.*

1 is highest and 10 (15 for this system) *lowest. A request with a higher class level does NOT override a lower class level.*

Note that the value zero is not in fact defined in the NTCIP system.

ASN.1 Representation:

```
NTCIPVehicleclass ::= OCTET STRING (SIZE(1))
   -- With bits set as per NTCIP values
   -- Priority Request Vehicle Class Type
   -- in the upper nibble
   -- Priority Request Vehicle Class Level
   -- in the lower nibble
```

XML Representation:

```
<xs:complexType name="NTCIPVehicleclass" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            With bits set as per NTCIP values
            Priority Request Vehicle Class Type
            in the upper nibble
            Priority Request Vehicle Class Level
            in the lower nibble
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="NTCIPVehicleclass-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="NTCIPVehicleclass-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_SignalRequest <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that the integer value range of 1..10 has been extended to become 0..15 in a one byte octet in the DSRC use of this item.

7.92 Data Element: DE_ObstacleDirection

Use: As a companion data element to Obstacle Distance, this data element draws from the output of a forward sensing system to report the obstacle direction from the vehicle detecting and reporting the obstacle. The data is expressed in degrees as azimuth relative to forward direction of vehicle.

ASN.1 Representation:

```
ObstacleDirection ::= Heading -- Use the header DE for this unless it proves different.
```

XML Representation:

```
<xs:simpleType name="ObstacleDirection" >
      <xs:annotation>
         <xs:documentation>
            Use the header DE for this unless it proves different.
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base ="Heading"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.93 Data Element: DE_ObstacleDistance

Use: This data element draws from the output of a forward sensing system to report the presence of an obstacle and its measured distance from the vehicle detecting and reporting the obstacle. This information can be used by road authorities to investigate and remove the obstacle, as well as by other vehicles in advising drivers or on-board systems of the obstacle location. Distance is expressed in meters.

ASN.1 Representation:

```
ObstacleDistance ::= INTEGER (0..32767) -- LSB units of meters
```

XML Representation:

```
<xs:simpleType name="ObstacleDistance" >
      <xs:annotation>
         <xs:documentation>
            LSB units of meters
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.94 Data Element: DE_PayloadData

Use: A stream of octets to be exchanged.

ASN.1 Representation:

```
PayloadData ::= OCTET STRING (SIZE(1..2048))
```

XML Representation:

```
<xs:complexType name="PayloadData" >
   <xs:simpleContent>
      <xs:extension base="PayloadData-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="PayloadData-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="2"/>
      <xs:maxLength value="2731"/>
   </xs:restriction>
</xs:simpleType >
```

In addition, this item may be used by data structures in other ITS standards.

7.95 Data Element: DE_Payload

Use: A data element to convey bulk information as a stream of bytes.

ASN.1 Representation:

```
Payload ::= OCTET STRING (SIZE(1..64))
```

XML Representation:

```
<xs:complexType name="Payload" >
   <xs:simpleContent>
      <xs:extension base="Payload-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="Payload-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="2"/>
      <xs:maxLength value="86"/>
   </xs:restriction>
</xs:simpleType >
```

In addition, this item may be used by data structures in other ITS standards.

7.96 Data Element: DE_PedestrianDetect

Use: A date element indicating the (possible) presence of one or more pedestrians or other objects in the walk area, independent of the technology used to determine this.

ASN.1 Representation:

```
PedestrianDetect ::= ENUMERATED {
   none       (0), -- (B00000001)
   maybe      (1), -- (B00000010)
   one        (2), -- (B00000100)
   some       (3), -- (B00001000) Indicates more than one
   etc        (4), -- (B00010000)
                     -- Please suggest
                     -- suitable terms here
   ...
   } -- one byte
```

XML Representation:

```
<xs:simpleType name="PedestrianDetect" >
      <xs:annotation>
         <xs:appinfo>
            none (0) -- (B00000001)
            maybe (1) -- (B00000010)
            one (2) -- (B00000100)
            some (3) -- (B00001000)  Indicates more than one
            etc (4) -- (B00010000)
             -- Please suggest
             -- suitable terms here
         </xs:appinfo>
         <xs:documentation>
            one byte
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="4"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="none"/>
               <xs:enumeration value="maybe"/>
               <xs:enumeration value="one"/>
               <xs:enumeration value="some"/>
               <xs:enumeration value="etc"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.97 Data Element: DE_PedestrianSignalState

Use: A date element indicating either the **current** or the **next** signal state of a particular known pedestrian lane (depending on usage context). Used in the SPAT message. The data element is a 8-bit encoded string, allowing multiple values to be indicated.

ASN.1 Representation:

```
PedestrianSignalState ::= ENUMERATED {
   unknown    (0),
   stop       (1), -- (B00000001) do not walk
   caution    (2), -- (B00000010) flashing dont walk sign
   walk       (3), -- (B00000100) walk active
   othersHere (4), -- (B00001000) what else?
   ...
   } -- one byte
```

XML Representation:

```
<xs:simpleType name="PedestrianSignalState" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0)
            stop (1) -- (B00000001)  do not walk
            caution (2) -- (B00000010)  flashing dont walk sign
            walk (3) -- (B00000100)  walk active
            othersHere (4) -- (B00001000)  what else?
         </xs:appinfo>
         <xs:documentation>
            one byte
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="4"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="stop"/>
               <xs:enumeration value="caution"/>
               <xs:enumeration value="walk"/>
               <xs:enumeration value="othersHere"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.98 Data Element: DE_PositionalAccuracy

Use: The DE_ Positional Accuracy element is a 4 byte octet of packed data consisting of various parameters of quality used to model the accuracy of the positional determination with respect of a each given axis. Note that because the 3 data elements are packed as one single data object, this is treated as a data element not a data frame.

ASN.1 Representation:

```
PositionalAccuracy ::= OCTET STRING (SIZE(4))
  -- And the bytes defined as folllows
  -- Byte 1: semi-major accuracy at one standard dev
  -- (signed range 0-12.7 meter. 0xFF=any value equal
  -- or greater than 12.7 meter)
  -- Byte 2: semi-minor accuracy at one standard dev
  -- (signed range 0-12.7 meter. 0xFF=any value equal
  -- or greater than 12.7 meter)
  -- Bytes 3-4: orientation of semi-major axis
  -- relative to true north (0-360 degree)
  -- (In NMEA GPGST)
```

XML Representation:

```
<xs:complexType name="PositionalAccuracy" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            And the bytes defined as folllows
            Byte 1: semi-major accuracy at one standard dev
            (signed range 0-12.7 meter. 0xFF=any value equal
            or greater than 12.7 meter)
            Byte 2: semi-minor accuracy at one standard dev
            (signed range 0-12.7 meter. 0xFF=any value equal
            or greater than 12.7 meter)
            Bytes 3-4: orientation of semi-major axis
            relative to true north  (0-360 degree)
            (In NMEA GPGST)
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="PositionalAccuracy-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="PositionalAccuracy-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="6"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_BreadCrumbVersion-1	<ASN>	<XML>, and
DF	DF_FullPositionVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.99 Data Element: DE_PositionConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of entries such as the DE_Position entries, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. It is used in the horizontal plane. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
PositionConfidence ::= ENUMERATED {
   notEquipped (0),   -- B'0000  Not Equipped
   a500m   (1), -- B'0001  500m  or about 5 * 10 ^ -3 decimal degrees
   a200m   (2), -- B'0010  200m  or about 2 * 10 ^ -3 decimal degrees
   a100m   (3), -- B'0011  100m  or about 1 * 10 ^ -3 decimal degrees
   a50m    (4), -- B'0100  50m   or about 5 * 10 ^ -4 decimal degrees
   a20m    (5), -- B'0101  20m   or about 2 * 10 ^ -4 decimal degrees
   a10m    (6), -- B'0110  10m   or about 1 * 10 ^ -4 decimal degrees
   a5m     (7), -- B'0111  5m    or about 5 * 10 ^ -5 decimal degrees
   a2m     (8), -- B'1000  2m    or about 2 * 10 ^ -5 decimal degrees
   a1m     (9), -- B'1001  1m    or about 1 * 10 ^ -5 decimal degrees
   a50cm  (10), -- B'1010  0.50m or about 5 * 10 ^ -6 decimal degrees
   a20cm  (11), -- B'1011  0.20m or about 2 * 10 ^ -6 decimal degrees
   a10cm  (12), -- B'1100  0.10m or about 1 * 10 ^ -6 decimal degrees
   a5cm   (13), -- B'1101  0.05m or about 5 * 10 ^ -7 decimal degrees
   a2cm   (14), -- B'1110  0.02m or about 2 * 10 ^ -7 decimal degrees
   a1cm   (15)  -- B'1111  0.01m or about 1 * 10 ^ -7 decimal degrees
   }
   -- Encoded as a 4 bit value
```

XML Representation:

```
<xs:simpleType name="PositionConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;0000  Not Equipped
            a500m (1) -- B&apos;0001  500m  or about 5 * 10 ^ -3 decimal degrees
            a200m (2) -- B&apos;0010  200m  or about 2 * 10 ^ -3 decimal degrees
            a100m (3) -- B&apos;0011  100m  or about 1 * 10 ^ -3 decimal degrees
            a50m (4) -- B&apos;0100  50m   or about 5 * 10 ^ -4 decimal degrees
            a20m (5) -- B&apos;0101  20m   or about 2 * 10 ^ -4 decimal degrees
            a10m (6) -- B&apos;0110  10m   or about 1 * 10 ^ -4 decimal degrees
            a5m (7) -- B&apos;0111  5m    or about 5 * 10 ^ -5 decimal degrees
            a2m (8) -- B&apos;1000  2m    or about 2 * 10 ^ -5 decimal degrees
            a1m (9) -- B&apos;1001  1m    or about 1 * 10 ^ -5 decimal degrees
            a50cm (10) -- B&apos;1010  0.50m or about 5 * 10 ^ -6 decimal degrees
            a20cm (11) -- B&apos;1011  0.20m or about 2 * 10 ^ -6 decimal degrees
            a10cm (12) -- B&apos;1100  0.10m or about 1 * 10 ^ -6 decimal degrees
            a5cm (13) -- B&apos;1101  0.05m or about 5 * 10 ^ -7 decimal degrees
            a2cm (14) -- B&apos;1110  0.02m or about 2 * 10 ^ -7 decimal degrees
            a1cm (15) -- B&apos;1111  0.01m or about 1 * 10 ^ -7 decimal degrees
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 4 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="a500m"/>
               <xs:enumeration value="a200m"/>
               <xs:enumeration value="a100m"/>
               <xs:enumeration value="a50m"/>
               <xs:enumeration value="a20m"/>
               <xs:enumeration value="a10m"/>
               <xs:enumeration value="a5m"/>
               <xs:enumeration value="a2m"/>
               <xs:enumeration value="a1m"/>
               <xs:enumeration value="a50cm"/>
               <xs:enumeration value="a20cm"/>
               <xs:enumeration value="a10cm"/>
               <xs:enumeration value="a5cm"/>
               <xs:enumeration value="a2cm"/>
               <xs:enumeration value="a1cm"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Observe that the relationships between degrees of latitude or longitude and the distances given are for the general area of North America. These values will, of course, change with the exact position of the user on the face of the earth.

7.100 Data Element: DE_PreemptState

Use: The PreemptState data element is used to relate the current preemption state of a signal system. Note that this data element follows the values and definitions of the *preemptState* object of NTCIP 1202 v2.19f as its starting point and adds values of 0 and 10.

ASN.1 Representation:

```
PreemptState ::= ENUMERATED {
   none                       (0), -- No preemption (same as value = 2)
   other                      (1), -- Other
   notActive                  (2), -- Not Active (same as value = 0)
   notActiveWithCall          (3), -- Not Active With Call
   entryStarted               (4), -- Entry Started
   trackService               (5), -- Track Service
   dwell                      (6), -- Dwell
   linkActive                 (7), -- Link Active
   existStarted               (8), -- Exit Started
   maximumPresence            (9), -- Max Presence
   ackowledgedButOverridden (10), -- Ackowledged but Over-ridden
   ... -- # LOCAL_CONTENT
   }
   -- To use 4 bits,
   -- typically packed with other items in a BYTE
```

XML Representation:

```
<xs:simpleType name="PreemptState" >
      <xs:annotation>
         <xs:appinfo>
            none (0) -- No preemption  (same as value = 2)
            other (1) -- Other
            notActive (2) -- Not Active  (same as value = 0)
            notActiveWithCall (3) -- Not Active With Call
            entryStarted (4) -- Entry Started
            trackService (5) -- Track Service
            dwell (6) -- Dwell
            linkActive (7) -- Link Active
            existStarted (8) -- Exit Started
            maximumPresence (9) -- Max Presence
            ackowledgedButOverridden (10) -- Ackowledged but Over-ridden
         </xs:appinfo>
         <xs:documentation>
            To use 4 bits,
            typically packed with other items in a INTEGER  (-128..127)
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="10"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="none"/>
               <xs:enumeration value="other"/>
               <xs:enumeration value="notActive"/>
               <xs:enumeration value="notActiveWithCall"/>
               <xs:enumeration value="entryStarted"/>
               <xs:enumeration value="trackService"/>
               <xs:enumeration value="dwell"/>
               <xs:enumeration value="linkActive"/>
               <xs:enumeration value="existStarted"/>
               <xs:enumeration value="maximumPresence"/>
               <xs:enumeration value="ackowledgedButOverridden"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:PreemptState" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Used in the *SignalState* definition (a complex octet encoding).

7.101 Data Element: DE_Priority

Use: A priority for the alert message, giving urgency of this message. A relative degree of merit compared with other similar messages for this type (not other message being sent by the device, nor a priority of display urgency at the receiver).

At this time, the lower five bits are reserved and shall be set to zero. This effectively reduces the number of priority levels to eight. The value of all zeros shall be used for "routine" messages such as roadside signage where not displaying the message to the drive is of only modest impact. The value 111xxxxx shall be the highest level of priority and shall be consider the most important level. When choices of display order or transmission order are considered, messages with this level of priority shall be given precedence. The remaining 6 levels shall be used as determined by local conventions.

ASN.1 Representation:

```
Priority ::= OCTET STRING (SIZE(1))
    -- Follow definition notes on setting these bits
```

XML Representation:

```
<xs:complexType name="Priority" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            Follow definition notes on setting these bits
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="Priority-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="Priority-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_RoadSideAlert <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that a well chosen roadway with a set of priority schemes chosen to be very well managed can be thrown into chaos when an incident event occurs in it and when emergency response equipment enters the transmission zone during the response to the event. Local agreements on practices, including road side unit (RSU) placement, will be needed to insure correct operation.

7.102 Data Element: DE_PriorityState

Use: The PriorityState data element is used to relate the current priority state of a signal system. TSP stands for Transit Signal Priority, a term used in NTCIP and in TCIP. Note that this data element follows the values defined in the *tspInputStatus* object defned in the NYC ASTC2 traffic controller effort.

ASN.1 Representation:

```
PriorityState ::= ENUMERATED {
   noneActive         (0), -- No signal priority (same as value = 1)
   none               (1), -- TSP None
   requested          (2), -- TSP Requested
   active             (3), -- TSP Active
   activeButIhibitd   (4), -- TSP Reservice (active but inhibited)
   seccess            (5), -- TSP Success
   removed            (6), -- TSP Removed
   clearFail          (7), -- TSP Clear Fail
   detectFail         (8), -- TSP Detect Fail
   detectClear        (9), -- TSP Detect Clear
   abort             (10), -- TSP Abort (needed to remain on-line)
   delayTiming       (11), -- TSP Delay Timing
   extendTiming      (12), -- TSP Extend Timing
   preemptOverride   (13), -- TSP Preempt Over-ride
   adaptiveOverride  (14), -- TSP Adaptive Over-ride
   reserved          (15),
   ... -- # LOCAL_CONTENT
   }
   -- To use 4 bits,
   -- typically packed with other items in a BYTE
```

XML Representation:

```
<xs:simpleType name="PriorityState" >
      <xs:annotation>
         <xs:appinfo>
            noneActive (0) -- No signal priority  (same as value = 1)
            none (1) -- TSP None
            requested (2) -- TSP Requested
            active (3) -- TSP Active
            activeButIhibitd (4) -- TSP Reservice  (active but inhibited)
            seccess (5) -- TSP Success
            removed (6) -- TSP Removed
            clearFail (7) -- TSP Clear Fail
            detectFail (8) -- TSP Detect Fail
            detectClear (9) -- TSP Detect Clear
            abort (10) -- TSP Abort  (needed to remain on-line)
            delayTiming (11) -- TSP Delay Timing
            extendTiming (12) -- TSP Extend Timing
            preemptOverride (13) -- TSP Preempt Over-ride
            adaptiveOverride (14) -- TSP Adaptive Over-ride
            reserved (15)
         </xs:appinfo>
         <xs:documentation>
            To use 4 bits,
            typically packed with other items in a INTEGER  (-128..127)
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="noneActive"/>
               <xs:enumeration value="none"/>
               <xs:enumeration value="requested"/>
               <xs:enumeration value="active"/>
               <xs:enumeration value="activeButIhibitd"/>
               <xs:enumeration value="seccess"/>
               <xs:enumeration value="removed"/>
               <xs:enumeration value="clearFail"/>
               <xs:enumeration value="detectFail"/>
               <xs:enumeration value="detectClear"/>
               <xs:enumeration value="abort"/>
               <xs:enumeration value="delayTiming"/>
               <xs:enumeration value="extendTiming"/>
               <xs:enumeration value="preemptOverride"/>
               <xs:enumeration value="adaptiveOverride"/>
               <xs:enumeration value="reserved"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:PriorityState" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Used in the *SignalState* definition (a complex octet encoding).

7.103 Data Element: DE_ProbeSegmentNumber

Use: The PSN enables users to identify vehicle trajectory for a limited amount of time or over a limited distance. It is randomly generated by a vehicle every 120 seconds or 1km, whichever comes last. The interval between PSN changes is a random number of seconds between 0 and 10s or a random distance between 0 and 200m, whichever comes last. When sending messages containing a PSN, each message must contain a single PSN.

For Example when using the PSN in a Probe Data snapshot, all snapshots contained within a single message must contain the same PSN. All remaining Snapshots with a PSN that has already been sent to an RSE will be purged when the RSE communication link is broken. Event based Snapshots will not contain a PSN.

ASN.1 Representation:

```
ProbeSegmentNumber ::= INTEGER (0..32767)
   -- value determined by local device
   -- as per standard
```

XML Representation:

```
<xs:simpleType name="ProbeSegmentNumber" >
      <xs:annotation>
         <xs:documentation>
            value determined by local device
            as per standard
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_ProbeVehicleData <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.104 Data Element: DE_RainSensor

Use: A general sensor of rain intensity which requires further interpretation by the OEM for precise semantic meaning.

The "Rain Sensor" Probe Data Element is intended to inform Probe Data Users as to how hard it was raining/snowing in the area the vehicle was traveling at the time the Probe Data snapshot was taken. The value of the Rain Sensor data element ranges from 0-7, with 0 indicating "No Rain/Snow", 1 indicating "Light Mist", and 7 indicating "Heavy Downpour". This information could be sent to vehicles approaching the area to warn drives of raining/snowing conditions ahead or it could provide Traffic Operation Centers with locations most likely in need of a snowplow.

ASN.1 Representation:

```
RainSensor ::= ENUMERATED {
     none                (0),
     lightMist           (1),
     heavyMist           (2),
     lightRainOrDrizzle  (3),
     rain                (4),
     moderateRain        (5),
     heavyRain           (6),
     heavyDownpour       (7)
     }
```

XML Representation:

```
<xs:simpleType name="RainSensor" >
      <xs:annotation>
         <xs:appinfo>
            none (0)
            lightMist (1)
            heavyMist (2)
            lightRainOrDrizzle (3)
            rain (4)
            moderateRain (5)
            heavyRain (6)
            heavyDownpour (7)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="none"/>
               <xs:enumeration value="lightMist"/>
               <xs:enumeration value="heavyMist"/>
               <xs:enumeration value="lightRainOrDrizzle"/>
               <xs:enumeration value="rain"/>
               <xs:enumeration value="moderateRain"/>
               <xs:enumeration value="heavyRain"/>
               <xs:enumeration value="heavyDownpour"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: It is recommended that Automotive Manufacturers divide the range of their Rain Sensors into 8 resistance ranges corresponding to the above scale. For Example: a sensor that has a resistance range from

12K Ohms (Max Rain Fall) to 250 Ohms (No Rain Fall) will have the following resistance value ranges:

# 0=250 to 1749 Ohms

# 1=1750 to 3249 Ohms

# 2=3250 to 4749 Ohms

# 3=4750 to 6249 Ohms

# 4=6250 to 7749 Ohms

# 5=7750 to 9249 Ohms

# 6=9250 to 10749 Ohms

# 7= 10501 to 12000 Ohms

7.105 Data Element: DE_RequestedItem

Use: The Requested Item data element is used to specify what item (or items) is being requested in a CommonSafetyRequest message sent to other vehicles. The request item may be broadcast by other vehicles the Part II content of the BSM or the ala carte message that they transmit.

ASN.1 Representation:

```
RequestedItem ::= ENUMERATED {
   reserved      (0),
   itemA         (1),
        -- consisting of 2 elements:
        -- lights          ExteriorLights
        -- lightBar        LightbarInUse

   itemB         (2),
        -- consisting of:
        -- wipers  a SEQUENCE

   itemC         (3),
        -- consisting of:
        -- brakeStatus  BrakeSystemStatus

   itemD         (4),
        -- consisting of 2 elements:
        -- brakePressure   BrakeAppliedPressure
        -- roadFriction    CoefficientOfFriction

   itemE         (5),
        -- consisting of 4 elements:
        -- sunData         SunSensor
        -- rainData        RainSensor
        -- airTemp         AmbientAirTemperature
        -- airPres         AmbientAirPressure

   itemF         (6),
        -- consisting of:
        -- steering  a SEQUENCE

   itemG         (7),
        -- consisting of:
        -- accelSets a SEQUENCE

   itemH         (8),
        -- consisting of:
        -- object a SEQUENCE


   itemI         (9),
        -- consisting of:
        -- fullPos         FullPositionVector
   itemJ         (10),
        -- consisting of:
        -- position2D      Position2D

   itemK         (11),
        -- consisting of:
        -- position3D      Position3D

   itemL         (12),
        -- consisting of 2 elements:
        -- speedHeadC      SpeedandHeadingConfidence
        -- speedC          SpeedConfidence

   itemM         (13),
        -- consisting of:
        -- vehicleData a SEQUENCE

   itemN         (14),
        -- consisting of:
        -- vehicleIdent   VehicleIdent

   itemO         (15),
        -- consisting of:
        -- weatherReport a SEQUENCE

   itemP         (16),
        -- consisting of:
        -- breadcrumbs    VehicleMotionTrail

   itemQ         (17),
        -- consisting of:
        -- gpsStatus      GPSstatus

   ... -- # LOCAL_CONTENT OPTIONAL,
   }
   -- values to 127 reserved for std use
   -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="RequestedItem" >
      <xs:annotation>
         <xs:appinfo>
            reserved (0)
            itemA (1) -- consisting of 2 elements:
             -- lights          ExteriorLights
             -- lightBar        LightbarInUse
            itemB (2) -- consisting of:
             -- wipers  a SEQUENCE
            itemC (3) -- consisting of:
             -- brakeStatus  BrakeSystemStatus
            itemD (4) -- consisting of 2 elements:
             -- brakePressure   BrakeAppliedPressure
             -- roadFriction    CoefficientOfFriction
            itemE (5) -- consisting of 4 elements:
             -- sunData         SunSensor
             -- rainData        RainSensor
             -- airTemp         AmbientAirTemperature
             -- airPres         AmbientAirPressure
            itemF (6) -- consisting of:
             -- steering  a SEQUENCE
            itemG (7) -- consisting of:
             -- accelSets a SEQUENCE
            itemH (8) -- consisting of:
             -- object a SEQUENCE
            itemI (9) -- consisting of:
             -- fullPos         FullPositionVector
            itemJ (10) -- consisting of:
             -- position2D      Position2D
            itemK (11) -- consisting of:
             -- position3D      Position3D
            itemL (12) -- consisting of 2 elements:
             -- speedHeadC      SpeedandHeadingConfidence
             -- speedC          SpeedConfidence
            itemM (13) -- consisting of:
             -- vehicleData a SEQUENCE
            itemN (14) -- consisting of:
             -- vehicleIdent   VehicleIdent
            itemO (15) -- consisting of:
             -- weatherReport a SEQUENCE
            itemP (16) -- consisting of:
             -- breadcrumbs    VehicleMotionTrail
            itemQ (17) -- consisting of:
             -- gpsStatus      GPSstatus
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="17"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="reserved"/>
               <xs:enumeration value="itemA"/>
               <xs:enumeration value="itemB"/>
               <xs:enumeration value="itemC"/>
               <xs:enumeration value="itemD"/>
               <xs:enumeration value="itemE"/>
               <xs:enumeration value="itemF"/>
               <xs:enumeration value="itemG"/>
               <xs:enumeration value="itemH"/>
               <xs:enumeration value="itemI"/>
               <xs:enumeration value="itemJ"/>
               <xs:enumeration value="itemK"/>
               <xs:enumeration value="itemL"/>
               <xs:enumeration value="itemM"/>
               <xs:enumeration value="itemN"/>
               <xs:enumeration value="itemO"/>
               <xs:enumeration value="itemP"/>
               <xs:enumeration value="itemQ"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:RequestedItem" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.106 Data Element: DE_ResponseType

Use: The response type which this vehicle is engaged in at the time an alerting message is being sent. A this time only emergency and non-emergency are defined; however other types of operational modes are expected to be added.

The type of response which a public safety, or other type of vehicle, is engaged in when transmitting emergency alerts. Intended to be used as part of the DSRC safety message for public safety vehicles operating in the area.

ASN.1 Representation:

```
ResponseType ::= ENUMERATED {
   notInUseOrNotEquipped     (0),
   emergency                 (1),
   nonEmergency              (2),
   pursuit                   (3)
   -- all others Future Use
   }
   -- values to 127 reserved for std use
   -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="ResponseType" >
      <xs:annotation>
         <xs:appinfo>
            notInUseOrNotEquipped (0)
            emergency (1)
            nonEmergency (2)
            pursuit (3) -- all others Future Use
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notInUseOrNotEquipped"/>
               <xs:enumeration value="emergency"/>
               <xs:enumeration value="nonEmergency"/>
               <xs:enumeration value="pursuit"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_EmergencyVehicleAlert <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: There are remaining issues with this data element, and changes may occur after serious review by a number of different agencies types. For example, codes (such as NEMSIS codes) are not really uniform and understood (even within a single service); the urgency of a "code 3" run is different in different parts of the world. Perhaps the common element here is what action the receiving driver is supposed to do (nothing, follow flagman, be alert, pull over, etc.). See also some of the "mandatory" ITIS advice codes like this. For some applications, some slow speed maneuvering type codes are likely added in future editions (moving a fire truck or tow truck around an incident scene, for example).

7.107 Data Element: DE_RTCM_ID

Use: The RTCM-MsgType provides the 12 bit value defined in the RTCM standards for each message. In this standard this is rounded to 16 bits (2 bytes) and the upper four bits are defined as zero when one of the RTCM messages are used. Any bit being set to one in this range would indicate a locally defined (non national standard) meaning. Note that the RTCM message standard itself defines some private proprietary message types (in the range 4001 to 4095 in the 12 bit system) and these are also supported. Refer to the the RTCM for the latest list of these assignments and uses.

ASN.1 Representation:

```
RTCM-ID ::= INTEGER (0..32767)
```

XML Representation:

```
<xs:simpleType name="RTCM-ID" >
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_RTCM_Corrections <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.108 Data Element: DE_RTCM_Payload (REMOVE)

Use: The RTCM_Payload element contains the stream so of bytes in the actual RTCM message that is being sent.

ASN.1 Representation:

```
RTCM-Payload ::= OCTET STRING (SIZE(1..1023))
```

XML Representation:

```
<xs:complexType name="RTCM-Payload" >
   <xs:simpleContent>
      <xs:extension base="RTCM-Payload-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="RTCM-Payload-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="2"/>
      <xs:maxLength value="1364"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_RTCM_Corrections <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.109 Data Element: DE_RTCM_Revision (REMOVE)

Use: The specific revision of the RTCM standard which is being used. This is needed to know precisely the mapping of the messages types to their definitions, as well as some minor transport layer ordering details when received in the mobile unit.

ASN.1 Representation:

```
RTCM-Revision ::= ENUMERATED {
     unknown       (0),
     reserved      (1),
     rtcmCMR       (2),
     rtcmCMR-Plus  (3),
     rtcmSAPOS     (4),
     rtcmSAPOS-Adv (5),
     rtcmRTCA      (6),
     rtcmRAW       (7),
     rtcmRINEX     (8),
     rtcmSP3       (9),
     rtcmBINEX     (10),
     rtcmRev2-x    (19), -- Used when specific rev is not known
     rtcmRev2-0    (20),
     rtcmRev2-1    (21),
     rtcmRev2-3    (23), -- Std 10402.3
     rtcmRev3-0    (30),
     rtcmRev3-1    (31), -- Std 10403.1
     ... -- # LOCAL_CONTENT
     }
     -- values to 127 reserved for std use
     -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="RTCM-Revision" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0)
            reserved (1)
            rtcmCMR (2)
            rtcmCMR Plus (3)
            rtcmSAPOS (4)
            rtcmSAPOS Adv (5)
            rtcmRTCA (6)
            rtcmRAW (7)
            rtcmRINEX (8)
            rtcmSP3 (9)
            rtcmBINEX (10)
            rtcmRev2 x (19) -- Used when specific rev is not known
            rtcmRev2 0 (20)
            rtcmRev2 1 (21)
            rtcmRev2 3 (23) -- Std 10402.3
            rtcmRev3 0 (30)
            rtcmRev3 1 (31) -- Std 10403.1
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="31"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="reserved"/>
               <xs:enumeration value="rtcmCMR"/>
               <xs:enumeration value="rtcmCMR Plus"/>
               <xs:enumeration value="rtcmSAPOS"/>
               <xs:enumeration value="rtcmSAPOS Adv"/>
               <xs:enumeration value="rtcmRTCA"/>
               <xs:enumeration value="rtcmRAW"/>
               <xs:enumeration value="rtcmRINEX"/>
               <xs:enumeration value="rtcmSP3"/>
               <xs:enumeration value="rtcmBINEX"/>
               <xs:enumeration value="rtcmRev2 x"/>
               <xs:enumeration value="rtcmRev2 0"/>
               <xs:enumeration value="rtcmRev2 1"/>
               <xs:enumeration value="rtcmRev2 3"/>
               <xs:enumeration value="rtcmRev3 0"/>
               <xs:enumeration value="rtcmRev3 1"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
```

```
            <xs:restriction base="local:RTCM-Revision" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_RTCM_Corrections <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: In order to fully support the use of networked transport of RTCM corrections (so-called Ntrip systems), the enumerated list of protocol types provides for all the common types outlined in RTCM Standard 10410.0, Appendix B. It is anticipated that revisions 3.x and 2.3 will predominate in practice.

7.110 Data Element: DE_SignalLightState

Use: A data element indicating the **current** (or the next) signal state of all lights pertaining to a particular known lane or movement (set of lanes). Encoded as per the table below. Used in the SPAT frame. The data element is an integer value which is typically encoded with only the necessary lower bits of significance being sent, therefore allowing shorter payload byte counts when used. Observe that soft right and left arrows and U-turn indications will require 3 and 4 bytes, while simple balls require only 1 byte, and left, right and through arrows will require 2 bytes. A dark state would be indicated by the value zero.

Signal Phase Indications Encoding

	Green	Yellow	Red	Flashing
Ball	0x00000001	0x00000002	0x00000004	0x00000008
Left Arrow	0x00000010	0x00000020	0x00000040	0x00000080
Right Arrow	0x00000100	0x00000200	0x00000400	0x00000800
Straight Arrow	0x00001000	0x00002000	0x00004000	0x00008000
Soft Left Arrow	0x00010000	0x00020000	0x00040000	0x00080000
Soft Right Arrow	0x00100000	0x00200000	0x00400000	0x00800000
U-Turn Arrow	0x01000000	0x02000000	0x04000000	0x08000000

* Note: DARK = 0x00000000

The Signal Light State value is built by ORing the various bitmasks together for that approach.

Examples: Solid Green Ball = 0x00000001, transmitted as 0x01

Flashing Green Ball = 0x00000009, transmitted as 0x09

Solid Red Ball with Green Right Arrow = 0x00000104, transmitted as 0x0104

ASN.1 Representation:

```
SignalLightState ::= INTEGER (0..536870912)
  -- The above bit ranges map to each type of direction
  -- using the bits defined by the above table of the standard.
```

XML Representation:

```
<xs:simpleType name="SignalLightState" >
      <xs:annotation>
```

```
         <xs:documentation>
            The above bit ranges map to each type of direction
            using the bits defined by the above table of the standard.
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedInt">
         <xs:maxInclusive value="536870912"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that when used in the movement data frames the signal state appears twice for motorized vehicle lanes, once for the current state, and once for the next "yellow" phase (when the current state is not simply red). For stopped signals (red states) no yellow phase data is needed, nor is it present for lanes states which deal with trains. Pedestrian lanes also have two such signal states, one for the period of the walk time and one for the warning time at the end of walk. Pedestrian lanes should use the "ball" entry in the table above unless an arrow is indicated.

7.111 Data Element: DE_SignalReqScheme

Use: The SignalReqScheme data element is used in a *priority* or *preempt* request frame to select which preempt or priority controller sequence is to be activated. The data element has either a priority value or a preemption value, depending on the setting of the MSB and what data frame it is used in.

A value of B'1111' indicates a request for cabinet flash when the data element is used in a preempt. The value B'0111' is reserved when used for a priority request. The value B'000' is reserved.

ASN.1 Representation:

```
SignalReqScheme ::= OCTET STRING (SIZE(1))
    -- Encoded as follows:
   -- upper nibble:  Preempt #:
    -- Bit 7 (MSB) 1 =  Preempt and 0 =  Priority
    -- Remaining 3 bits:
    -- Range of 0..7. The values of 1..6 represent
    -- the respective controller preempt or Priority
    -- to be activated. The value of 7 represents a
    -- request for a cabinet flash prempt,
    -- while the value of 0 is reserved.

   -- lower nibble:  Strategy #:
    -- Range is 0..15 and is used to specify a desired
    -- strategy (if available).
    -- Currently no strategies are defined and this
    -- should be zero.
```

XML Representation:

```
<xs:complexType name="SignalReqScheme" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            Encoded as follows:
            upper nibble:  Preempt #:
            Bit 7  (MSB)  1 =  Preempt and 0 =  Priority
            Remaining 3 bits:
            Range of 0..7. The values of 1..6 represent
            the respective controller preempt or Priority
            to be activated. The value of 7 represents a
            request for a cabinet flash prempt,
            while the value of 0 is reserved.
            lower nibble:  Strategy #:
            Range is 0..15 and is used to specify a desired
            strategy  (if available) .
            Currently no strategies are defined and this
            should be zero.
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="SignalReqScheme-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="SignalReqScheme-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_SignalControlZone	<ASN>	<XML>, and
DF	DF_SignalRequest	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: In use, the the vehicle must determine which preempt number or priority number to request by analyzing its location relative to the map layer information.

Note: if we get rid of having two complete request messages in favor of only one; we could use the MSB bit here to differentiate between priority and preemption use cases.

7.112 Data Element: DE_SignalState

Use: The SignalState data element is used to reflect the current general state of the signal system in question. This is how *preemption* and *priority* states are acknowledged, and in this case a single signal system (and intersection) may have multiple states to relate. This data element is typically used as part of the SPAT message.

ASN.1 Representation:

```
SignalState ::= OCTET STRING (SIZE(1))
    -- With bits set as follows:

    -- Bit 7 (MSB) Set if the state is currently active
    -- only one active state can exist at a time, and
    -- this state should be sent first in any sequences

    -- Bits 6~4 The preempt or priority value that is
    -- being described.

    -- Bits 3~0 the state bits, indicating either a
    -- preemption or a priority use as follows:

    -- If a preemption: to follow the
    -- preemptState object of NTCIP 1202 v2.19f
    -- See PreemptState for bit definitions.

    -- If a prioirty to follow the
    -- tspInputStatus object utilized in the
    -- NYC ASTC2 traffic controller
    -- See PriorityState for bit definitions
```

XML Representation:

```
<xs:complexType name="SignalState" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            With bits set as follows:
            Bit 7  (MSB)  Set if the state is currently active
            only one active state can exist at a time,  and
            this state should be sent first in any sequences
            Bits 6~4 The preempt or priority value that is
            being described.
            Bits 3~0 the state bits,  indicating either a
            preemption or a priority use as follows:
            If a preemption: to follow the
            preemptState object of NTCIP 1202 v2.19f
            See PreemptState for bit definitions.
            If a prioirty to follow the
            tspInputStatus object utilized in the
            NYC ASTC2 traffic controller
            See PriorityState for bit definitions
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="SignalState-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="SignalState-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note that in use this object is enclosed in an outer sequence which identifies if it is describing a preemption or a priority use.

7.113 Data Element: DE_SignPrority

Use: The relative importance of the sign, a scale from zero (least important) to seven (most important).

ASN.1 Representation:

```
SignPrority ::= INTEGER (0..7)
   -- 0 as least, 7 as most
```

XML Representation:

```
<xs:simpleType name="SignPrority" >
      <xs:annotation>
         <xs:documentation>
            0 as least,  7 as most
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="7"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.114 Data Element: DE_SirenInUse

Use: A data element which is set if any sort of audible alarm is being emitted from the vehicle. This includes various common sirens as well as backup up beepers and other slow speed maneuvering alerts.

Used to reflect any type or style of audio alerting when a vehicle is progressing and transmitting DSRC messages to others about its path. Intended to be used as part of the DSRC safety message for public safety vehicles operating in the area.

ASN.1 Representation:

```
SirenInUse ::= ENUMERATED {
     notEquipped   (0),
     notInUse      (1),
     inUse         (2),
     reserved      (3)  -- for future use
     }
```

XML Representation:

```
<xs:simpleType name="SirenInUse" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0)
            notInUse (1)
            inUse (2)
            reserved (3) -- for future use
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="notInUse"/>
               <xs:enumeration value="inUse"/>
               <xs:enumeration value="reserved"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.115 Data Element: DE_SpecialLaneAttributes

Use: The SpecialLaneAttributes data element relates the types and allowed (possible) movements from a special vehicle lane. Typically this deals with lanes describing trains (all forms of tracked vehicles) and transit vehicles (buses and other public transport) that are part of an intersection shared with motorized vehicle lanes.

ASN.1 Representation:

```
SpecialLaneAttributes ::= ENUMERATED {
   noData                    (0), -- ('0000000000000000'B)
   egressPath                (1), -- ('0000000000000001'B)
       -- a two-way path or an outbound path is described
   railRoadTrack             (2), -- ('0000000000000010'B)
   transitOnlyLane           (4), -- ('0000000000000100'B)
   hovLane                   (8), -- ('0000000000001000'B)
   busOnly                  (16), -- ('0000000000010000'B)
   vehiclesEntering         (32), -- ('0000000000100000'B)
   vehiclesLeaving          (64), -- ('0000000001000000'B)
   reserved                (128)  -- ('0000000010000000'B)
   } -- 1 byte
```

XML Representation:

```
<xs:simpleType name="SpecialLaneAttributes" >
      <xs:annotation>
         <xs:appinfo>
            noData (0) -- (&apos;0000000000000000&apos;B)
            egressPath (1) -- (&apos;0000000000000001&apos;B)
             -- a two-way path or an outbound path is described
            railRoadTrack (2) -- (&apos;0000000000000010&apos;B)
            transitOnlyLane (4) -- (&apos;0000000000000100&apos;B)
            hovLane (8) -- (&apos;0000000000001000&apos;B)
            busOnly (16) -- (&apos;0000000000010000&apos;B)
            vehiclesEntering (32) -- (&apos;0000000000100000&apos;B)
            vehiclesLeaving (64) -- (&apos;0000000001000000&apos;B)
            reserved (128) -- (&apos;0000000010000000&apos;B)
         </xs:appinfo>
         <xs:documentation>
            1 byte
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="128"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="noData"/>
               <xs:enumeration value="egressPath"/>
               <xs:enumeration value="railRoadTrack"/>
               <xs:enumeration value="transitOnlyLane"/>
               <xs:enumeration value="hovLane"/>
               <xs:enumeration value="busOnly"/>
               <xs:enumeration value="vehiclesEntering"/>
               <xs:enumeration value="vehiclesLeaving"/>
               <xs:enumeration value="reserved"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_SpecialLane <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.116 Data Element: DE_SpecialSignalState

Use: A date element indicating the **current** signal state of a particular known special lane type (such as a train). Used in the the SPAT frame. The data element is a 8-bit encoded string, allowing multiple values to be indicated. Note: is there ever a need for this?

ASN.1 Representation:

```
SpecialSignalState ::= ENUMERATED {
   unknown    (0),
   notInUse   (1), -- (B00000001) default state, empty, not in use
   arriving   (2), -- (B00000010) track-lane about to be occupied
   present    (3), -- (B00000100) track-lane is occupied with vehicle
   departing  (4), -- (B00001000) track-lane about to be empty
   ...
   } -- one byte
```

XML Representation:

```
<xs:simpleType name="SpecialSignalState" >
      <xs:annotation>
```

```
         <xs:appinfo>
            unknown (0)
            notInUse (1) -- (B00000001)  default state ,
            arriving (2) -- (B00000010)  track-lane about to be occupied
            present (3) -- (B00000100)  track-lane is occupied with vehicle
            departing (4) -- (B00001000)  track-lane about to be empty
         </xs:appinfo>
         <xs:documentation>
            one byte
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="4"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="notInUse"/>
               <xs:enumeration value="arriving"/>
               <xs:enumeration value="present"/>
               <xs:enumeration value="departing"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.117 Data Element: DE_SpeedConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_Speed, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
SpeedConfidence ::= ENUMERATED {
   notEquipped (0), -- B'000  Not Equipped
   prec100ms   (1), -- B'001  100  meters / sec
   prec10ms    (2), -- B'010  10   meters / sec
   prec5ms     (3), -- B'011  5    meters / sec
   prec1ms     (4), -- B'100  1    meters / sec
   prec0-1ms   (5), -- B'101  0.1  meters / sec
   prec0-05ms  (6), -- B'110  0.05 meters / sec
   prec0-01ms  (7)  -- B'111  0.01 meters / sec
   }
   -- Encoded as a 3 bit value
```

XML Representation:

```
<xs:simpleType name="SpeedConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;000  Not Equipped
            prec100ms (1) -- B&apos;001  100  meters / sec
            prec10ms (2) -- B&apos;010  10   meters / sec
            prec5ms (3) -- B&apos;011  5    meters / sec
            prec1ms (4) -- B&apos;100  1    meters / sec
            prec0 1ms (5) -- B&apos;101  0.1  meters / sec
            prec0 05ms (6) -- B&apos;110  0.05 meters / sec
            prec0 01ms (7) -- B&apos;111  0.01 meters / sec
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 3 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="prec100ms"/>
               <xs:enumeration value="prec10ms"/>
               <xs:enumeration value="prec5ms"/>
               <xs:enumeration value="prec1ms"/>
               <xs:enumeration value="prec0 1ms"/>
               <xs:enumeration value="prec0 05ms"/>
               <xs:enumeration value="prec0 01ms"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.118 Data Element: DE_Speed

Use: The vehicle speed expressed in unsigned units of 0.01 meters per second. Negative values can be imply but using the heading data element to indicate that the vehicle is moving in reverse.

ASN.1 Representation:

```
Speed ::= INTEGER (0..32765) -- Units of 0.01 m/s
```

XML Representation:

```
<xs:simpleType name="Speed" >
      <xs:annotation>
         <xs:documentation>
            Units of 0.01 m/s
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="32765"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_FullPositionVector	<ASN>	<XML>, and
DF	DF_UpdateVector	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.119 Data Element: DE_StabilityControlStatus (DUPE)

Use: This data element reflects the current state of the stability control systems status.

The "Stability Control Status" Probe Data Element is intended to inform Probe Data Users whether the vehicle's stability control unit was engaged at the time a Probe Data snapshot was taken. A typical stability control unit uses the vehicle's yaw rate to determine how far off-axis a vehicle is while taking a turn. This data is correlated with wheel speed, steering angle and acceleration position. If the vehicle is determined to be too far off-axis, corrective action is taken by automatically applying braking force to separate wheels independent of the driver's actions. The element informs the user if the vehicle is NOT equipped with a stability control system. If the vehicle is equipped with a stability control system, the element reports whether the system is Off, or in an Active state.

ASN.1 Representation:

```
StabilityControlStatus ::= ENUMERATED {
   notEquipped (0), -- B'00  Not Equipped
   off         (1), -- B'01  Off
   on          (2)  -- B'10  On or active (engaged)

   }
   -- Encoded as a 2 bit value
```

XML Representation:

```
<xs:simpleType name="StabilityControlStatus" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;00  Not Equipped
            off (1) -- B&apos;01  Off
            on (2) -- B&apos;10  On or active  (engaged)
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 2 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="2"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="on"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Seems to be a dupe with another entry, remove one of them.

7.120 Data Element: DE_StateConfidence

Use: The StateConfidence data element is used to relate additional data about the confidence of the current movement phase and its estimated time values.

ASN.1 Representation:

```
StateConfidence ::= ENUMERATED {
   unKnownEstimate        (0),
   minTime                (1),
   maxTime                (2),
   timeLikeklyToChange    (3),
   ... -- # LOCAL_CONTENT
   }
     -- values to 127 reserved for std use
     -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="StateConfidence" >
      <xs:annotation>
         <xs:appinfo>
            unKnownEstimate (0)
            minTime (1)
            maxTime (2)
            timeLikeklyToChange (3)
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unKnownEstimate"/>
               <xs:enumeration value="minTime"/>
               <xs:enumeration value="maxTime"/>
               <xs:enumeration value="timeLikeklyToChange"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:StateConfidence" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.121 Data Element: DE_StdTagList OUTDATED

Use: Due to the use of BER encoding the below list will no longer be used or needed. Such encoding s handled by the native ASN encoding layer.

~~A set of enumerated values (one byte long) which assigns the tag value for each data element or data frame defined in the standard which could be transmitted in the WSM encoding format of encoded bytes.~~

ASN.1 Representation:

```
StdTagList ::= ENUMERATED {
   -- pick any single item/group below,
   reserved                         (0),
   accelandYawConfidence            (1),
   acceleration                     (2),
   accelerationSet4Way              (3),
   accelerationConfidence           (4),
   airBagCount                      (5),
   ambientAirTemperature          (6),
   antiLockBrakeStatus            (7),
   appContextMark                 (8),
   brakeAppliedPressure           (9),
   brakeAppliedStatus             (10),
   brakeBoostApplied              (11),
   brakeSystemStatus              (12),
   dDate                          (13),
   dDateTime                      (14),
   dDay                           (15),
   dFullTime                      (16),
   dHour                          (17),
   dMinute                        (18),
   dMonth                         (19),
   dMonthDay                      (20),
   drivingWheelAngle              (21),
   dSecond                        (22),
   dSRCmsgID                      (23),
   dTime                          (24),
   dYear                          (25),
   dYearMonth                     (26),
   elevation                      (27),
   elevationConfidence            (28),
   exteriorLights                 (29),
   fullPositionVector             (30),
   heading                        (31),
   headingConfidence              (32),
   lightbarInUse                  (33),
   latitude                       (34),
   longitude                      (35),
   --   elevation                 (36),
   --   longLatitude              (34),
   --   longLongitude             (35),
   --   longElevation             (36),
   multiVehicleReponse            (37),
   obstacleDirection              (38),
   obstacleDistance               (39),
   position2D                     (140),
   position3D                     (240),
   --   positionLong              (40),
   positionConfidence             (41),
   positionConfidenceSet          (42),
   --   positionShort             (43),
   confidenceSet                  (44),
   rainSensor                     (45),
   responseType                   (46),
   --   shortLatitude             (47),
   --   shortLongitude            (48),
   --   shortElevation            (49),
   sirenInUse                     (50),
   snapshot                       (51),
   speed                          (52),
   speedandHeadingConfidence      (53),
   speedConfidence                (54),
   stabilityControlStatus         (55),
   stdTagList                     (56),
   steeringWheelAngle             (57),
   steeringWheelAngleConfidence   (58),
   steeringWheelAngleRateOfChange (59),
   sunSensor                      (60),
   temporaryID                    (61),
   throttlePosition               (62),
   throttleConfidence             (63),
   timeConfidence                 (64),
   tractionControlState           (65),
   updateVector                   (66),
   -- removed: vehicleElevation   (67),
   vehicleHeight                  (68),
   --   vehicleLatitude           (69),
   vehicleLength                  (70),
   --   vehicleLongitude          (71),
   vehicleMass                    (72),
   vehicleSize                    (73),
   vehicleStatusDeviceType        (74),
   vehicleType                    (75),
   vehicleWidth                   (76),
   verticalAcceleration           (77),
   verticalAccelerationThreshold  (78),
   wiperRate                      (79),
   wiperStatus                    (80),
   yawRate                        (81),
   yawRateConfidence              (82),
   ...
   }
```

XML Representation:

```
<xs:simpleType name="StdTagList" >
      <xs:annotation>
         <xs:appinfo>
             -- pick any single item/group below ,
            reserved (0)
            accelandYawConfidence (1)
            acceleration (2)
            accelerationSet4Way (3)
            accelerationConfidence (4)
            airBagCount (5)
            ambientAirTemperature (6)
            antiLockBrakeStatus (7)
            appContextMark (8)
            brakeAppliedPressure (9)
            brakeAppliedStatus (10)
            brakeBoostApplied (11)
            brakeSystemStatus (12)
            dDate (13)
            dDateTime (14)
            dDay (15)
            dFullTime (16)
            dHour (17)
            dMinute (18)
            dMonth (19)
            dMonthDay (20)
            drivingWheelAngle (21)
            dSecond (22)
            dSRCmsgID (23)
            dTime (24)
            dYear (25)
            dYearMonth (26)
            elevation (27)
            elevationConfidence (28)
            exteriorLights (29)
            fullPositionVector (30)
            heading (31)
            headingConfidence (32)
            lightbarInUse (33)
            latitude (34)
            longitude (35) -- elevation                  (36)  ,
             -- longLatitude              (34)  ,
             -- longLongitude             (35)  ,
             -- longElevation             (36)  ,
            multiVehicleReponse (37)
            obstacleDirection (38)
            obstacleDistance (39)
            position2D (140)
            position3D (240) -- positionLong               (40)  ,
            positionConfidence (41)
            positionConfidenceSet (42) -- positionShort              (43)  ,
            confidenceSet (44)
            rainSensor (45)
            responseType (46) -- shortLatitude              (47)  ,
             -- shortLongitude             (48)  ,
             -- shortElevation             (49)  ,
            sirenInUse (50)
            snapshot (51)
            speed (52)
            speedandHeadingConfidence (53)
            speedConfidence (54)
            stabilityControlStatus (55)
            stdTagList (56)
            steeringWheelAngle (57)
            steeringWheelAngleConfidence (58)
            steeringWheelAngleRateOfChange (59)
            sunSensor (60)
            temporaryID (61)
            throttlePosition (62)
            throttleConfidence (63)
            timeConfidence (64)
            tractionControlState (65)
            updateVector (66) -- removed: vehicleElevation    (67)  ,
            vehicleHeight (68) -- vehicleLatitude            (69)  ,
            vehicleLength (70) -- vehicleLongitude           (71)  ,
            vehicleMass (72)
            vehicleSize (73)
            vehicleStatusDeviceType (74)
            vehicleType (75)
            vehicleWidth (76)
            verticalAcceleration (77)
            verticalAccelerationThreshold (78)
            wiperRate (79)
            wiperStatus (80)
            yawRate (81)
            yawRateConfidence (82)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="240"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="reserved"/>
               <xs:enumeration value="accelandYawConfidence"/>
               <xs:enumeration value="acceleration"/>
               <xs:enumeration value="accelerationSet4Way"/>
               <xs:enumeration value="accelerationConfidence"/>
               <xs:enumeration value="airBagCount"/>
               <xs:enumeration value="ambientAirTemperature"/>
               <xs:enumeration value="antiLockBrakeStatus"/>
               <xs:enumeration value="appContextMark"/>
               <xs:enumeration value="brakeAppliedPressure"/>
               <xs:enumeration value="brakeAppliedStatus"/>
               <xs:enumeration value="brakeBoostApplied"/>
               <xs:enumeration value="brakeSystemStatus"/>
               <xs:enumeration value="dDate"/>
               <xs:enumeration value="dDateTime"/>
               <xs:enumeration value="dDay"/>
               <xs:enumeration value="dFullTime"/>
               <xs:enumeration value="dHour"/>
               <xs:enumeration value="dMinute"/>
               <xs:enumeration value="dMonth"/>
               <xs:enumeration value="dMonthDay"/>
               <xs:enumeration value="drivingWheelAngle"/>
               <xs:enumeration value="dSecond"/>
               <xs:enumeration value="dSRCmsgID"/>
               <xs:enumeration value="dTime"/>
```

```
               <xs:enumeration value="dYear"/>
               <xs:enumeration value="dYearMonth"/>
               <xs:enumeration value="elevation"/>
               <xs:enumeration value="elevationConfidence"/>
               <xs:enumeration value="exteriorLights"/>
               <xs:enumeration value="fullPositionVector"/>
               <xs:enumeration value="heading"/>
               <xs:enumeration value="headingConfidence"/>
               <xs:enumeration value="lightbarInUse"/>
               <xs:enumeration value="latitude"/>
               <xs:enumeration value="longitude"/>
               <xs:enumeration value="multiVehicleReponse"/>
               <xs:enumeration value="obstacleDirection"/>
               <xs:enumeration value="obstacleDistance"/>
               <xs:enumeration value="position2D"/>
               <xs:enumeration value="position3D"/>
               <xs:enumeration value="positionConfidence"/>
               <xs:enumeration value="positionConfidenceSet"/>
               <xs:enumeration value="confidenceSet"/>
               <xs:enumeration value="rainSensor"/>
               <xs:enumeration value="responseType"/>
               <xs:enumeration value="sirenInUse"/>
               <xs:enumeration value="snapshot"/>
               <xs:enumeration value="speed"/>
               <xs:enumeration value="speedandHeadingConfidence"/>
               <xs:enumeration value="speedConfidence"/>
               <xs:enumeration value="stabilityControlStatus"/>
               <xs:enumeration value="stdTagList"/>
               <xs:enumeration value="steeringWheelAngle"/>
               <xs:enumeration value="steeringWheelAngleConfidence"/>
               <xs:enumeration value="steeringWheelAngleRateOfChange"/>
               <xs:enumeration value="sunSensor"/>
               <xs:enumeration value="temporaryID"/>
               <xs:enumeration value="throttlePosition"/>
               <xs:enumeration value="throttleConfidence"/>
               <xs:enumeration value="timeConfidence"/>
               <xs:enumeration value="tractionControlState"/>
               <xs:enumeration value="updateVector"/>
               <xs:enumeration value="vehicleHeight"/>
               <xs:enumeration value="vehicleLength"/>
               <xs:enumeration value="vehicleMass"/>
               <xs:enumeration value="vehicleSize"/>
               <xs:enumeration value="vehicleStatusDeviceType"/>
               <xs:enumeration value="vehicleType"/>
               <xs:enumeration value="vehicleWidth"/>
               <xs:enumeration value="verticalAcceleration"/>
               <xs:enumeration value="verticalAccelerationThreshold"/>
               <xs:enumeration value="wiperRate"/>
               <xs:enumeration value="wiperStatus"/>
               <xs:enumeration value="yawRate"/>
               <xs:enumeration value="yawRateConfidence"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.122 Data Element: DE_SteeringWheelAngleConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_SteeringWheelAngle, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
SteeringWheelAngleConfidence ::= ENUMERATED {
   notEquipped (0), -- B'00  Not Equipped
   prec10deg   (1), -- B'01  2 degrees
   prec1deg    (2), -- B'10  1 degree
   prec0-02deg (3)  -- B'11  0.02 degrees
   }
   -- Encoded as a 2 bit value
```

XML Representation:

```
<xs:simpleType name="SteeringWheelAngleConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;00  Not Equipped
            prec10deg (1) -- B&apos;01  2 degrees
            prec1deg (2) -- B&apos;10  1 degree
            prec0 02deg (3) -- B&apos;11  0.02 degrees
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 2 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="prec10deg"/>
               <xs:enumeration value="prec1deg"/>
               <xs:enumeration value="prec0 02deg"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 3 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_AccelSteerYawRateConfidence	<ASN>	<XML>, and
DF	DF_ConfidenceSet	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.123 Data Element: DE_SteeringWheelAngleRateOfChange

Use: The rate of change of the angle of the steering wheel, expressed in signed units of 3 degrees/second over a range of 381degrees in either direction. To the right being positive.

ASN.1 Representation:

```
SteeringWheelAngleRateOfChange ::= INTEGER (-127..127)
   -- LSB is 3 degrees per second
```

XML Representation:

```
<xs:simpleType name="SteeringWheelAngleRateOfChange" >
      <xs:annotation>
         <xs:documentation>
            LSB is 3 degrees per second
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:byte">
         <xs:minInclusive value="-127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: This element may be used by road maintenance operations to determine presence of an obstruction or pothole in the roadway.

[Note: Traffic info committee proposes new values of: *4/7/06 Steering Wheel angle is defined in Degrees with a Resolution of 1 Degree-signed, a Min Value of - 780, and a Max Value of +780. Steering Wheel Angle Rate-of-Change is defined in Degrees per Second with a Resolution of 4 Degrees-Signed, a Min Value of -1433, and a Max Value of +1433.*]

7.124 Data Element: DE_SteeringWheelAngle

Use: The angle of the steering wheel, expressed in a signed (to the right being positive) value with units of 0.02 degrees.

ASN.1 Representation:

```
SteeringWheelAngle ::= INTEGER (-32767..32767)
   -- LSB units of 0.02 degrees.
   -- a range of 655.36 degrees each way
   -- (1.82 full rotations in either direction)
```

XML Representation:

```
<xs:simpleType name="SteeringWheelAngle" >
      <xs:annotation>
         <xs:documentation>
            LSB units of 0.02 degrees.
            a range of 655.36 degrees each way
            (1.82 full rotations in either direction)
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:short">
         <xs:minInclusive value="-32767"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.125 Data Element: DE_SunSensor

Use: The "Sun Sensor" Probe Data Element is intended to inform Probe Data Users as to the level of Sun Light in the area the vehicle was traveling at the time the Probe Data snapshot was taken. The value of the Sun Sensor data element ranges from 0-7, with 0 indicating "Complete Darkness", 1 indicating "Minimal Sun Light", and 7 indicating "Maximum Sun Light". This information could be sent to vehicles approaching the area to tell drives to be prepared for sunny/clouding conditions ahead or a Weather Server for monitoring weather conditions in the area.

ASN.1 Representation:

```
SunSensor ::= INTEGER (0..1000)
   -- units of watts / m2
```

XML Representation:

```
<xs:simpleType name="SunSensor" >
      <xs:annotation>
         <xs:documentation>
            units of watts / m2
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="1000"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: It is recommended that Automotive Manufacturers divide the range of their Sun Sensors into 8 resistance ranges corresponding to the above scale. For Example: a sensor that has a resistance range from 12K Ohms (No Light) to 250 Ohms (Max Light) will have the following resistance value ranges:

- # 0= 10501 to 12000 Ohms
- # 1=9250 to 10749 Ohms
- # 2=7750 to 9249 Ohms
- # 3=6250 to 7749 Ohms
- # 4=4750 to 6249 Ohms
- # 5=3250 to 4749 Ohms
- # 6=1750 to 3249 Ohms
- # 7=250 to 1749 Ohms

7.126 Data Element: DE_TemporaryID

Use: This is the 6 byte random MAC/IP address, called the temporary ID, since the MAC address is randomly generated at various times according to a timer, or vehicle start-up, or possibly other events. In essence, the MAC value for a mobile OBU device (unlike a typical wireless or wired 802 device) will periodically change to ensure the overall anonymity of the vehicle. Because this value is used as a means to identify the local vehicles that are interacting during an encounter, it is used in the message set.

ASN.1 Representation:

```
TemporaryID ::= OCTET STRING (SIZE(4)) -- a 4 byte string array
```

XML Representation:

```
<xs:complexType name="TemporaryID" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            a 4 byte string array
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="TemporaryID-string" >
         <xs:attribute name="EncodingType" use="required">
            <xs:simpleType>
               <xs:restriction base="xs:NMTOKEN">
                  <xs:enumeration value="base64Binary"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="TemporaryID-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="6"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is directly used by the following 5 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleIdent	<ASN>	<XML>, and
MSG	MSG_Ala Carte	<ASN>	<XML>, and
MSG	MSG_BasicSafetyMessage_Verbose	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>, and
DF	MSG_IntersectionCollisionAvoidance	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Note: Edited to become 4 bytes (from 6) by recent VSC-A proposal. Need to determine if this really is treated as a "mac" and reword the description when this is decided.

7.127 Data Element: DE_TerminationDistance

Use: Provides a Distance-to-Live type of time-out. Allows users to provide the distance driven until the probe management process ceases and the default condition is applied.

ASN.1 Representation:

```
TermDistance ::= INTEGER (1..30000)   -- units in meters
```

XML Representation:

```
<xs:simpleType name="TermDistance" >
      <xs:annotation>
         <xs:documentation>
            units in meters
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:minInclusive value="1"/>
         <xs:maxInclusive value="30000"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Provided by VII POC-A team.

7.128 Data Element: DE_TerminationTime

Use: Provides a Time-to-Live type of time-out. Allows users to provide the number of seconds at which time the probe management process ceases and the default condition is applied.

ASN.1 Representation:

```
TermTime ::= INTEGER (1..1800) -- units of sec
```

XML Representation:

```
<xs:simpleType name="TermTime" >
      <xs:annotation>
         <xs:documentation>
```

```
            units of sec
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:minInclusive value="1"/>
         <xs:maxInclusive value="1800"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Provided by VII POC-A team.

7.129 Data Element: DE_ThrottleConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_Throttle, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

ASN.1 Representation:

```
ThrottleConfidence ::= ENUMERATED {
   notEquipped     (0), -- B'00  Not Equipped
   prec10percent   (1), -- B'01  10  percent
   prec1percent    (2), -- B'10  1   percent
   prec0-5percent  (3)  -- B'11  0.5 percent
   }
   -- Encoded as a 2 bit value
```

XML Representation:

```
<xs:simpleType name="ThrottleConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;00  Not Equipped
            prec10percent (1) -- B&apos;01  10  percent
            prec1percent (2) -- B&apos;10  1   percent
            prec0 5percent (3) -- B&apos;11  0.5 percent
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 2 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="prec10percent"/>
               <xs:enumeration value="prec1percent"/>
               <xs:enumeration value="prec0 5percent"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_ConfidenceSet <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.130 Data Element: DE_ThrottlePosition

Use: The position of the throttle in the vehicle, expressed in units of 0.5 percent of range of travel, unsigned.

ASN.1 Representation:

```
ThrottlePosition ::= INTEGER (0..200) -- LSB units are 0.5 percent
```

XML Representation:

```
<xs:simpleType name="ThrottlePosition" >
      <xs:annotation>
         <xs:documentation>
            LSB units are 0.5 percent
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="200"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Used in some blobs.

7.131 Data Element: DE_TimeConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of time, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate the value. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

ASN.1 Representation:

```
TimeConfidence ::= ENUMERATED {
   notEquipped              (0), -- Not Equipped
   time-100-000             (1), -- Better then  100 Seconds
   time-050-000             (2), -- Better then  50 Seconds
   time-020-000             (3), -- Better then  20 Seconds
   time-010-000             (4), -- Better then  10 Seconds
   time-002-000             (5), -- Better then  2 Seconds
   time-001-000             (6), -- Better then  1 Second
   time-000-500             (7), -- Better then  0.5 Seconds
   time-000-200             (8), -- Better then  0.2 Seconds
   time-000-100             (9), -- Better then  0.1 Seconds
   time-000-050            (10), -- Better then  0.05 Seconds
   time-000-020            (11), -- Better then  0.02 Seconds
   time-000-010            (12), -- Better then  0.01 Seconds
   time-000-005            (13), -- Better then  0.005 Seconds
   time-000-002            (14), -- Better then  0.002 Seconds
   time-000-001            (15), -- Better then  0.001 Seconds
                                 -- Better then one milisecond
   time-000-000-5          (16), -- Better then  0.000,5 Seconds
   time-000-000-2          (17), -- Better then  0.000,2 Seconds
   time-000-000-1          (18), -- Better then  0.000,1 Seconds
   time-000-000-05         (19), -- Better then  0.000,05 Seconds
   time-000-000-02         (20), -- Better then  0.000,02 Seconds
   time-000-000-01         (21), -- Better then  0.000,01 Seconds
   time-000-000-005        (22), -- Better then  0.000,005 Seconds
   time-000-000-002        (23), -- Better then  0.000,002 Seconds
   time-000-000-001        (24), -- Better then  0.000,001 Seconds
                                 -- Better then one micro second
   time-000-000-000-5      (25), -- Better then  0.000,000,5 Seconds
   time-000-000-000-2      (26), -- Better then  0.000,000,2 Seconds
   time-000-000-000-1      (27), -- Better then  0.000,000,1 Seconds
   time-000-000-000-05     (28), -- Better then  0.000,000,05 Seconds
   time-000-000-000-02     (29), -- Better then  0.000,000,02 Seconds
   time-000-000-000-01     (30), -- Better then  0.000,000,01 Seconds
   time-000-000-000-005    (31), -- Better then  0.000,000,005 Seconds
   time-000-000-000-002    (32), -- Better then  0.000,000,002 Seconds
   time-000-000-000-001    (33), -- Better then  0.000,000,001 Seconds
                                 -- Better then one nano second
   time-000-000-000-000-5  (34), -- Better then  0.000,000,000,5 Seconds
   time-000-000-000-000-2  (35), -- Better then  0.000,000,000,2 Seconds
   time-000-000-000-000-1  (36), -- Better then  0.000,000,000,1 Seconds
   time-000-000-000-000-05 (37), -- Better then  0.000,000,000,05 Seconds
   time-000-000-000-000-02 (38), -- Better then  0.000,000,000,02 Seconds
   time-000-000-000-000-01 (39)  -- Better then  0.000,000,000,01 Seconds
   }
```

XML Representation:

```
<xs:simpleType name="TimeConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- Not Equipped
            time 100 000 (1) -- Better then  100 Seconds
            time 050 000 (2) -- Better then  50 Seconds
            time 020 000 (3) -- Better then  20 Seconds
            time 010 000 (4) -- Better then  10 Seconds
            time 002 000 (5) -- Better then  2 Seconds
            time 001 000 (6) -- Better then  1 Second
            time 000 500 (7) -- Better then  0.5 Seconds
            time 000 200 (8) -- Better then  0.2 Seconds
            time 000 100 (9) -- Better then  0.1 Seconds
            time 000 050 (10) -- Better then  0.05 Seconds
            time 000 020 (11) -- Better then  0.02 Seconds
            time 000 010 (12) -- Better then  0.01 Seconds
            time 000 005 (13) -- Better then  0.005 Seconds
            time 000 002 (14) -- Better then  0.002 Seconds
            time 000 001 (15) -- Better then  0.001 Seconds
             -- Better then one milisecond
            time 000 000 5 (16) -- Better then  0.000 ,
            time 000 000 2 (17) -- Better then  0.000 ,
            time 000 000 1 (18) -- Better then  0.000 ,
            time 000 000 05 (19) -- Better then  0.000 ,
            time 000 000 02 (20) -- Better then  0.000 ,
            time 000 000 01 (21) -- Better then  0.000 ,
            time 000 000 005 (22) -- Better then  0.000 ,
            time 000 000 002 (23) -- Better then  0.000 ,
            time 000 000 001 (24) -- Better then  0.000 ,
             -- Better then one micro second
            time 000 000 000 5 (25) -- Better then  0.000 ,
            time 000 000 000 2 (26) -- Better then  0.000 ,
            time 000 000 000 1 (27) -- Better then  0.000 ,
            time 000 000 000 05 (28) -- Better then  0.000 ,
            time 000 000 000 02 (29) -- Better then  0.000 ,
            time 000 000 000 01 (30) -- Better then  0.000 ,
            time 000 000 000 005 (31) -- Better then  0.000 ,
            time 000 000 000 002 (32) -- Better then  0.000 ,
            time 000 000 000 001 (33) -- Better then  0.000 ,
             -- Better then one nano second
            time 000 000 000 000 5 (34) -- Better then  0.000 ,
            time 000 000 000 000 2 (35) -- Better then  0.000 ,
            time 000 000 000 000 1 (36) -- Better then  0.000 ,
            time 000 000 000 000 05 (37) -- Better then  0.000 ,
            time 000 000 000 000 02 (38) -- Better then  0.000 ,
            time 000 000 000 000 01 (39) -- Better then  0.000 , 000 , 000 , 01 Seconds
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="39"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="time 100 000"/>
               <xs:enumeration value="time 050 000"/>
               <xs:enumeration value="time 020 000"/>
               <xs:enumeration value="time 010 000"/>
               <xs:enumeration value="time 002 000"/>
               <xs:enumeration value="time 001 000"/>
               <xs:enumeration value="time 000 500"/>
               <xs:enumeration value="time 000 200"/>
               <xs:enumeration value="time 000 100"/>
               <xs:enumeration value="time 000 050"/>
               <xs:enumeration value="time 000 020"/>
               <xs:enumeration value="time 000 010"/>
               <xs:enumeration value="time 000 005"/>
               <xs:enumeration value="time 000 002"/>
               <xs:enumeration value="time 000 001"/>
               <xs:enumeration value="time 000 000 5"/>
               <xs:enumeration value="time 000 000 2"/>
               <xs:enumeration value="time 000 000 1"/>
               <xs:enumeration value="time 000 000 05"/>
               <xs:enumeration value="time 000 000 02"/>
               <xs:enumeration value="time 000 000 01"/>
               <xs:enumeration value="time 000 000 005"/>
               <xs:enumeration value="time 000 000 002"/>
               <xs:enumeration value="time 000 000 001"/>
               <xs:enumeration value="time 000 000 000 5"/>
               <xs:enumeration value="time 000 000 000 2"/>
               <xs:enumeration value="time 000 000 000 1"/>
               <xs:enumeration value="time 000 000 000 05"/>
               <xs:enumeration value="time 000 000 000 02"/>
               <xs:enumeration value="time 000 000 000 01"/>
               <xs:enumeration value="time 000 000 000 005"/>
               <xs:enumeration value="time 000 000 000 002"/>
               <xs:enumeration value="time 000 000 000 001"/>
               <xs:enumeration value="time 000 000 000 000 5"/>
               <xs:enumeration value="time 000 000 000 000 2"/>
               <xs:enumeration value="time 000 000 000 000 1"/>
               <xs:enumeration value="time 000 000 000 000 05"/>
               <xs:enumeration value="time 000 000 000 000 02"/>
               <xs:enumeration value="time 000 000 000 000 01"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_ConfidenceSet	<ASN>	<XML>, and
DF	DF_FullPositionVector	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.132 Data Element: DE_TimeToChange,

Use: The TimeToChange data element is used to relate the duration time remaining in a signal phase in units of 1/10 of a second. Note that for the values of zero, and 251 through 255 there are reserved meanings for each value. Therefore a time duration of from 0.1 up to 25.0 seconds can be expressed in this data element. A value of zero is taken to mean no time remaining (or less then 0.1 seconds), while a value of 255 is taken to main a period of time longer than 25.0 seconds is remaining. The values 251 to 254 are reserved for future use.

ASN.1 Representation:

```
TimeToChange ::= OCTET STRING (SIZE(1))
   -- treat as an unsigned int with units of 1/10 second
   -- the following values have reserved meanings:
   -- 0, 251, 252, 253, 254, and 255.
```

XML Representation:

```
<xs:complexType name="TimeToChange" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            treat as an unsigned int with units of 1/10 second
            the following values have reserved meanings:
            0,  251,  252,  253,  254,  and 255.
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="TimeToChange-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="TimeToChange-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_MovementState <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.133 Data Element: DE_TractionControlState

Use: The status of the vehicle traction system. The "Traction Control Status" Probe Data Element is intended to inform Probe Data Users whether one or more of the vehicle's drive wheels was slipping during an acceleration at the time the Probe Data snapshot was taken. The element informs the user if the vehicle is NOT equipped with a traction control system. If the vehicle is equipped with a traction control system, the element reports whether the system is in an Off, On or Engaged state.

ASN.1 Representation:

```
TractionControlState ::= ENUMERATED {
   notEquipped (0), -- B'00  Not Equipped
   off         (1), -- B'01  Off
   on          (2), -- B'10  On
   engaged     (3)  -- B'11  Engaged
   }
   -- Encoded as a 2 bit value
```

XML Representation:

```
<xs:simpleType name="TractionControlState" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;00  Not Equipped
            off (1) -- B&apos;01  Off
            on (2) -- B&apos;10  On
            engaged (3) -- B&apos;11  Engaged
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 2 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="on"/>
               <xs:enumeration value="engaged"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.134 Data Element: DE_TransistStatus

Use: The TransitStatus data element is used to relate basic information about the transit run in progress. This is typically used in a priority request to a signalized system and becomes part of the input processing for how that system will respond to the request.

ASN.1 Representation:

```
TransitStatus ::= BIT STRING {
    none        (0), -- nothing is active
    anADAuse    (1), -- an ADA access is in progress (wheelchairs, kneling, etc.)
    aBikeLoad   (2), -- loading of a bicyle is in progress
    doorOpen    (3), -- a vehcile door is open for passenger access
    bitFour     (4),
    bitFive     (5)
    -- bit four and five are used to relate the
    -- the relative occupancy of the vehicle, with
    -- 0  as least full and 11 indicating a
    -- close-to or full conditon
    } (SIZE(6))
```

XML Representation:

```
<xs:simpleType name="TransitStatus-item" >
      <xs:annotation>
         <xs:appinfo>
            none (0) -- nothing is active
            anADAuse (1) -- an ADA access is in progress  (wheelchairs ,
            aBikeLoad (2) -- loading of a bicyle is in progress
            doorOpen (3) -- a vehcile door is open for passenger access
            bitFour (4)
            bitFive (5) -- bit four and five are used to relate the
             -- the relative occupancy of the vehicle ,  with
             -- 0  as least full and 11 indicating a
             -- close-to or full conditon
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="5"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="none"/>
               <xs:enumeration value="anADAuse"/>
               <xs:enumeration value="aBikeLoad"/>
               <xs:enumeration value="doorOpen"/>
               <xs:enumeration value="bitFour"/>
               <xs:enumeration value="bitFive"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="TransitStatus">
   <xs:list itemType="TransitStatus-item"/>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Most of these values are used to detect that the transit vehicle in not in a state where movement can occur (and that therefore any priority signal should be be ignored until the vehicle is again ready to depart). Two bits (bits x and y) are used to relate the relative occupancy of the vehicle.

7.135 Data Element: DE_TransitPreEmptionRequest

Use: The TransitPreEmptionRequest data element will be used to enumerate various type of preemption events.

ASN.1 Representation:

```
TransitPreEmptionRequest ::= ENUMERATED {
     itemOne       (0),
     itemTwo       (1), -- add any comments here
     itemThree     (2),
     itemFour      (3),
     ... -- # LOCAL_CONTENT
     }
     -- values to 127 reserved for std use
     -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="TransitPreEmptionRequest" >
      <xs:annotation>
         <xs:appinfo>
            itemOne (0)
            itemTwo (1) -- add any comments here
            itemThree (2)
            itemFour (3)
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="itemOne"/>
               <xs:enumeration value="itemTwo"/>
               <xs:enumeration value="itemThree"/>
               <xs:enumeration value="itemFour"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:TransitPreEmptionRequest" />
         </xs:simpleType>
      </xs:union>
```

```
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

7.136 Data Element: DE_TransmitInterval

Use: Defines time interval between actions or events. (defines the interval between transmissions of probe messages.)

ASN.1 Representation:

```
TxTime ::= INTEGER (1..20)   -- units of seconds
```

XML Representation:

```
<xs:simpleType name="TxTime" >
      <xs:annotation>
         <xs:documentation>
            units of seconds
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:minInclusive value="1"/>
         <xs:maxInclusive value="20"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: Provided by VII POC-A team.

7.137 Data Element: DE_TravelerInfoType

Use: The traveler information DE (the type of message if you prefer) to follow in the rest of the message frame structure, used in the traveler information message, which may contain several such strcutures.

ASN.1 Representation:

```
TravelerInfoType ::= ENUMERATED {
     unknown            (0),
     advisory           (1),
     roadSignage        (2),
     commericalSignage  (3),
     ... -- # LOCAL_CONTENT
     }
     -- values to 127 reserved for std use
     -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="TravelerInfoType" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0)
            advisory (1)
            roadSignage (2)
            commericalSignage (3)
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="advisory"/>
               <xs:enumeration value="roadSignage"/>
               <xs:enumeration value="commericalSignage"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:TravelerInfoType" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.138 Data Element: DE_UniqueMSG_ID

Use: A message link value used to connect to other supporting messages in other formats.

ASN.1 Representation:

```
UniqueMSGID ::= OCTET STRING (SIZE(9))
```

XML Representation:

```
<xs:complexType name="UniqueMSGID" >
   <xs:simpleContent>
      <xs:extension base="UniqueMSGID-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="UniqueMSGID-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="12"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.139 Data Element: DE_URL_Base

Use: A valid internet style URI / URL in the form of a text string which will form the base of a compound string which, when combined with the URL-Short data element, will link to the designated resource. The string is to be interpreted as case-insensitive . Lower case is recommended. The protocol to be used (such as http) should be given in the string, The very last letter of the string may be used to differentiate multiple URL-Base values in a single system. This allows for a total of up to 26+10= 36 such base addresses to exist. This last letter is then used to differentiate which base a given short value is to be used with (a matching first letter in the URL-Short value is also used). These letters are stripped from both the base and short data elements before combining to create the final URL/URI value.

ASN.1 Representation:

```
URL-Base ::= IA5String (SIZE(1..45))
```

XML Representation:

```
<xs:simpleType name="URL-Base" >
      <xs:restriction base="xs:string">
         <xs:minLength value="1"/>
         <xs:maxLength value="45"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: It is the responsibility of the local deployment to ensure that all parties can reach the URL given over their own networks, and that the protocols used are acceptable to all.

7.140 Data Element: DE_URL_Link

Use: A valid internet style URI / URL in the form of a text string which will link to the designated resource.

ASN.1 Representation:

```
URL-Link ::= IA5String (SIZE(1..255))
```

XML Representation:

```
<xs:simpleType name="URL-Link" >
      <xs:restriction base="xs:anyURI">
         <xs:minLength value="1"/>
         <xs:maxLength value="255"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: It is the responsibility of the local deployment to ensure that all parties can reach the URL given over their own networks, and that the protocols used are acceptable to all.

7.141 Data Element: DE_URL_Short

Use: A valid internet style URI / URL in the form of a text string which will be used as the final portion of a compound string which, when combined with the URL-Base data element, will link to the designated resource. The string is to be interpreted as case-insensitive . Lower case is recommended. The very first letter of the string shall be used to differentiate which one of multiple URL-Base values in a single system is to b used. This allows for a total of up to 26+10= 36 such base addresses to exist. This initial letter is then stripped off and used to differentiate which base a given short value is to be used with.

ASN.1 Representation:

```
URL-Short ::= IA5String (SIZE(1..15))
```

XML Representation:

```
<xs:simpleType name="URL-Short" >
      <xs:restriction base="xs:string">
         <xs:minLength value="1"/>
         <xs:maxLength value="15"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: It is the responsibility of the local deployment to ensure that all parties can reach the URL given over their own networks, and that the protocols used are acceptable to all.

7.142 Data Element: DE_VehicleHeight

Use: The height of the vehicle, measured from the ground to the highest surface, excluding any antenna(s), and expressed in units of 5 cm. In cases of vehicles with adjustable ride heights, camper shells, and other devices which may cause the overall height to vary, the largest possible height will be used.

ASN.1 Representation:

```
VehicleHeight ::= INTEGER (0..127)
    -- the height of the vehicle
    -- LSB units of 5 cm, range to 6.35 meters
```

XML Representation:

```
<xs:simpleType name="VehicleHeight" >
      <xs:annotation>
         <xs:documentation>
            the height of the vehicle
            LSB units of 5 cm,  range to 6.35 meters
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Observe that this data element is often combined with DE_VehicleWidth when used.

7.143 Data Element: DE_VehicleLaneAttributes

Use: The VehicleLaneAttributes data element relates the allowed (possible) movements from a motorized vehicle lane. Note that in practice these values may be further restricted by vehicle class, local regulatory environment and other changing conditions.

ASN.1 Representation:

```
VehicleLaneAttributes ::= BIT STRING {
    noData                      (0), -- ('0000000000000000'B)
    egressPath                  (1), -- ('0000000000000001'B)
       -- a two-way path or an outbound path is described
    maneuverStraightAllowed     (2), -- ('0000000000000010'B)
    maneuverLeftAllowed         (4), -- ('0000000000000100'B)
    maneuverRightAllowed        (8), -- ('0000000000001000'B)
    yield                      (16), -- ('0000000000010000'B)
    maneuverNoUTurn            (32), -- ('0000000000100000'B)
    maneuverNoTurnOnRed        (64), -- ('0000000001000000'B)
    maneuverNoStop            (128), -- ('0000000010000000'B)
    noStop                    (256), -- ('0000000100000000'B)
    noTurnOnRed               (512), -- ('0000001000000000'B)
    hovLane                  (1024), -- ('0000010000000000'B)
    busOnly                  (2048), -- ('0000100000000000'B)
    busAndTaxiOnly           (4096), -- ('0001000000000000'B)
    maneuverHOVLane          (8192), -- ('0010000000000000'B)
    maneuverSharedLane      (16384)  -- ('0100000000000000'B)
       -- a "TWLTL" (two way left turn lane)
    -- maneuverBikeLane     (32768)     ('1000000000000000'B)
    } -- 2 bytes
```

XML Representation:

```
<xs:simpleType name="VehicleLaneAttributes-item" >
      <xs:annotation>
         <xs:appinfo>
            noData (0) -- (&apos;0000000000000000&apos;B)
            egressPath (1) -- (&apos;0000000000000001&apos;B)
             -- a two-way path or an outbound path is described
            maneuverStraightAllowed (2) -- (&apos;0000000000000010&apos;B)
            maneuverLeftAllowed (4) -- (&apos;0000000000000100&apos;B)
            maneuverRightAllowed (8) -- (&apos;0000000000001000&apos;B)
            yield (16) -- (&apos;0000000000010000&apos;B)
            maneuverNoUTurn (32) -- (&apos;0000000000100000&apos;B)
            maneuverNoTurnOnRed (64) -- (&apos;0000000001000000&apos;B)
            maneuverNoStop (128) -- (&apos;0000000010000000&apos;B)
            noStop (256) -- (&apos;0000000100000000&apos;B)
            noTurnOnRed (512) -- (&apos;0000001000000000&apos;B)
            hovLane (1024) -- (&apos;0000010000000000&apos;B)
            busOnly (2048) -- (&apos;0000100000000000&apos;B)
            busAndTaxiOnly (4096) -- (&apos;0001000000000000&apos;B)
            maneuverHOVLane (8192) -- (&apos;0010000000000000&apos;B)
            maneuverSharedLane (16384) -- (&apos;0100000000000000&apos;B)
             -- a &quot;TWLTL&quot;  (two way left turn lane)
             -- maneuverBikeLane     (32768)       (&apos;1000000000000000&apos;B)
         </xs:appinfo>
         <xs:documentation>
            2 bytes
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="16384"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="noData"/>
               <xs:enumeration value="egressPath"/>
               <xs:enumeration value="maneuverStraightAllowed"/>
               <xs:enumeration value="maneuverLeftAllowed"/>
               <xs:enumeration value="maneuverRightAllowed"/>
               <xs:enumeration value="yield"/>
               <xs:enumeration value="maneuverNoUTurn"/>
               <xs:enumeration value="maneuverNoTurnOnRed"/>
               <xs:enumeration value="maneuverNoStop"/>
               <xs:enumeration value="noStop"/>
               <xs:enumeration value="noTurnOnRed"/>
               <xs:enumeration value="hovLane"/>
               <xs:enumeration value="busOnly"/>
               <xs:enumeration value="busAndTaxiOnly"/>
               <xs:enumeration value="maneuverHOVLane"/>
               <xs:enumeration value="maneuverSharedLane"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="VehicleLaneAttributes">
   <xs:list itemType="VehicleLaneAttributes-item"/>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleComputedLane	<ASN>	<XML>, and
DF	DF_VehicleReferenceLane	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: If the VehicleLaneAttributes bit for egressPath is set, then the described path represents the out-bound flow of traffic from the approach. In rare cases and for very small intersections, this bit may also indicate bi-directional flow of traffic along the lane, although this is more often seen in other types of lanes (such as when describing a pedestrian lane).

7.144 Data Element: DE_VehicleLength

Use: The length of the vehicle expressed in centimeters, unsigned. Note that this is a 1.5 byte value and it is combined with a 1.5 byte value to form a 3 byte data frame. When sent alone it shall occupy 2 bytes with the upper bits being set to zero.

ASN.1 Representation:

```
VehicleLength ::= INTEGER (0..4095) -- LSB units are 1 cm
```

XML Representation:

```
<xs:simpleType name="VehicleLength" >
      <xs:annotation>
         <xs:documentation>
            LSB units are 1 cm
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="4095"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleSize <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.145 Data Element: DE_VehicleMass

Use: The mass of the vehicle. With an LSB of 50 kg, this produces a max range of 6350kg (about 14,00 lbs). Mass should reflect current gross mass of vehicle and contents if known, otherwise an average laden value should be established. If cases where the mass is greater then 6350 Kg then the value of 127 shall be used.

ASN.1 Representation:

```
VehicleMass ::= INTEGER (1..127) -- mass with an LSB of 50 Kg
```

XML Representation:

```
<xs:simpleType name="VehicleMass" >
      <xs:annotation>
         <xs:documentation>
            mass with an LSB of 50 Kg
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:minInclusive value="1"/>
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: There is debate in the Traffic Info group to change the value range used here to allow up to 40 tons. The normal privacy and tracking concerns apply.]

7.146 Data Element: DE_VehicleRequestStatus

Use: The VehicleRequestStatus data element is used to relate status information about a vehicle when requesting service from a signalized intersection. It relates some basic information about the requester which can be used by the signal systems in its response with changes to the timing plan in use. Note that this status is used in both *priority* and *preemption* use cases but that the information mapped into the lower 4 bits varies with each.

ASN.1 Representation:

```
VehicleRequestStatus ::= OCTET STRING (SIZE(1))
  -- With bits set as follows:
  -- Bit 7 (MSB)  Brakes-on, see notes for use
  -- Bit 6 Emergency Use or operation
  -- Bit 5 Lights in use (see also the light bar element)
  -- Bits 5~0
  -- when a priority, map the values of
  -- LightbarInUse to the lower 4 bits
  -- and set the 5th bit to zero
  -- when a preemption, map the values of
  -- TransistStatus to the lower 5 bits
```

XML Representation:

```
<xs:complexType name="VehicleRequestStatus" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            With bits set as follows:
            Bit 7  (MSB)   Brakes-on,  see notes for use
            Bit 6 Emergency Use or operation
            Bit 5 Lights in use  (see also the light bar element)
            Bits 5~0
            when a priority,  map the values of
            LightbarInUse to the lower 4 bits
            and set the 5th bit to zero
            when a preemption,  map the values of
            TransistStatus to the lower 5 bits
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="VehicleRequestStatus-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="VehicleRequestStatus-string">
   <xs:restriction base="xs:base64Binary">
      <xs:length value="2"/>
   </xs:restriction>
</xs:simpleType >
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: The MSB bit (the brakes-on bit) is used in the general sense of a vehicle which is not moving or proceeding towards to light. Examples of use would be a response vehicle that has stopped short of the light, but more typically a transit vehicle making a stop to load/unload before reaching the light. This bit can be used by the signal system to disregard a request.

7.147 Data Element: DE_VehicleStatusDeviceTypeTag

Use: The VehicleStatusDeviceTypeTag element is an enumeration of every possible value which can be found in the VehicleStatusDeviceType data frame. It is used to denote that value (and hence also the length) of the data which follows it.

ASN.1 Representation:

```
VehicleStatusDeviceTypeTag ::= ENUMERATED {
   unknown            (0),
   lights             (1),  -- Exterior Lights
   wipers             (2),  -- Wipers
   brakes             (3),  -- Brake Applied
   stab               (4),  -- Stability Control
   trac               (5),  -- Traction Control
   abs                (6),  -- Anti-Lock Brakes
   sunS               (7),  -- Sun Sensor
   rainS              (8),  -- Rain Sensor
   airTemp            (9),  -- Air Temperature
   steering           (10),
   vertAccelThres     (11), -- Wheel that Exceeded the
   vertAccel          (12), -- Vertical g Force Value
   hozAccelLong       (13), -- Longitudinal Acceleration
   hozAccelLat        (14), -- Lateral Acceleration
   hozAccelCon        (15), -- Acceleration Confidence
   accel4way          (16),
   confidenceSet      (17),
   obDist             (18), -- Obstacle Distance
   obDirect           (19), -- Obstacle Direction
   yaw                (20), -- Yaw Rate
   yawRateCon         (21), -- Yaw Rate Confidence
   dateTime           (22), -- complete time
   fullPos            (23), -- complete set of time and
                            -- position, speed, heading
   position2D         (24), -- lat, long
   position3D         (25), -- lat, long, elevation
   vehicle            (26), -- height, mass, type
   speedHeadC         (27),
   speedC             (28),

   ... -- # LOCAL_CONTENT
   }
   -- values to 127 reserved for std use
   -- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="VehicleStatusDeviceTypeTag" >
      <xs:annotation>
         <xs:appinfo>
            unknown (0)
            lights (1) -- Exterior Lights
            wipers (2) -- Wipers
            brakes (3) -- Brake Applied
            stab (4) -- Stability Control
            trac (5) -- Traction Control
            abs (6) -- Anti-Lock Brakes
            sunS (7) -- Sun Sensor
            rainS (8) -- Rain Sensor
            airTemp (9) -- Air Temperature
            steering (10)
            vertAccelThres (11) -- Wheel that Exceeded the
            vertAccel (12) -- Vertical g Force Value
            hozAccelLong (13) -- Longitudinal Acceleration
            hozAccelLat (14) -- Lateral Acceleration
            hozAccelCon (15) -- Acceleration Confidence
            accel4way (16)
            confidenceSet (17)
            obDist (18) -- Obstacle Distance
            obDirect (19) -- Obstacle Direction
            yaw (20) -- Yaw Rate
            yawRateCon (21) -- Yaw Rate Confidence
            dateTime (22) -- complete time
            fullPos (23) -- complete set of time and
             -- position ,  speed ,  heading
            position2D (24) -- lat ,
            position3D (25) -- lat ,
            vehicle (26) -- height ,
            speedHeadC (27)
```

```
               speedC (28)
            </xs:appinfo>
            <xs:documentation>
               values to 127 reserved for std use
               values 128 to 255 reserved for local use
            </xs:documentation>
         </xs:annotation>
         <xs:union>
            <xs:simpleType>
               <xs:restriction base="xs:unsignedInt">
                  <xs:minInclusive value="0"/>
                  <xs:maxInclusive value="28"/>
               </xs:restriction>
            </xs:simpleType>
            <xs:simpleType>
               <xs:restriction base="xs:string">
                  <xs:enumeration value="unknown"/>
                  <xs:enumeration value="lights"/>
                  <xs:enumeration value="wipers"/>
                  <xs:enumeration value="brakes"/>
                  <xs:enumeration value="stab"/>
                  <xs:enumeration value="trac"/>
                  <xs:enumeration value="abs"/>
                  <xs:enumeration value="sunS"/>
                  <xs:enumeration value="rainS"/>
                  <xs:enumeration value="airTemp"/>
                  <xs:enumeration value="steering"/>
                  <xs:enumeration value="vertAccelThres"/>
                  <xs:enumeration value="vertAccel"/>
                  <xs:enumeration value="hozAccelLong"/>
                  <xs:enumeration value="hozAccelLat"/>
                  <xs:enumeration value="hozAccelCon"/>
                  <xs:enumeration value="accell4way"/>
                  <xs:enumeration value="confidenceSet"/>
                  <xs:enumeration value="obDist"/>
                  <xs:enumeration value="obDirect"/>
                  <xs:enumeration value="yaw"/>
                  <xs:enumeration value="yawRateCon"/>
                  <xs:enumeration value="dateTime"/>
                  <xs:enumeration value="fullPos"/>
                  <xs:enumeration value="position2D"/>
                  <xs:enumeration value="position3D"/>
                  <xs:enumeration value="vehicle"/>
                  <xs:enumeration value="speedHeadC"/>
                  <xs:enumeration value="speedC"/>
               </xs:restriction>
            </xs:simpleType >
            <xs:simpleType>
               <xs:restriction base="local:VehicleStatusDeviceTypeTag" />
            </xs:simpleType>
         </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatusRequest <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.148 Data Element: DE_VehicleType

Use: The type (classification) of the vehicle in DSRC terms of overall size.

ASN.1 Representation:

```
VehicleType ::= ENUMERATED {
   none                 (0),   -- Not Equipped, Not known
   unknown              (1),   -- Does not fit any other category
   special              (2),   -- Special use
   moto                 (3),   -- Motorcycle
car                  (4),  -- Passenger car
carOther             (5),  -- Four tire single units
bus                  (6),  -- Buses
axleCnt2             (7),  -- Two axle, six tire single units
axleCnt3             (8),  -- Three axle, single units
axleCnt4             (9),  -- Four or more axle, single unit
axleCnt4Trailer      (10), -- Four or less axle, single trailer
axleCnt5Trailer      (11), -- Five or less axle, single trailer
axleCnt6Trailer      (12), -- Six or more axle, single trailer
axleCnt5MultiTrailer (13), -- Five or less axle, multi-trailer
axleCnt6MultiTrailer (14), -- Six axle, multi-trailer
axleCnt7MultiTrailer (15),  -- Seven or more axle, multi-trailer
... -- # LOCAL_CONTENT
}
-- values to 127 reserved for std use
-- values 128 to 255 reserved for local use
```

XML Representation:

```
<xs:simpleType name="VehicleType" >
      <xs:annotation>
         <xs:appinfo>
            none (0) -- Not Equipped ,
            unknown (1) -- Does not fit any other category
            special (2) -- Special use
            moto (3) -- Motorcycle
            car (4) -- Passenger car
            carOther (5) -- Four tire single units
            bus (6) -- Buses
            axleCnt2 (7) -- Two axle ,
            axleCnt3 (8) -- Three axle ,
            axleCnt4 (9) -- Four or more axle ,
            axleCnt4Trailer (10) -- Four or less axle ,
            axleCnt5Trailer (11) -- Five or less axle ,
            axleCnt6Trailer (12) -- Six or more axle ,
            axleCnt5MultiTrailer (13) -- Five or less axle ,
            axleCnt6MultiTrailer (14) -- Six axle ,
            axleCnt7MultiTrailer (15) -- Seven or more axle ,
         </xs:appinfo>
         <xs:documentation>
            values to 127 reserved for std use
            values 128 to 255 reserved for local use
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="none"/>
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="special"/>
               <xs:enumeration value="moto"/>
               <xs:enumeration value="car"/>
               <xs:enumeration value="carOther"/>
               <xs:enumeration value="bus"/>
               <xs:enumeration value="axleCnt2"/>
               <xs:enumeration value="axleCnt3"/>
               <xs:enumeration value="axleCnt4"/>
               <xs:enumeration value="axleCnt4Trailer"/>
               <xs:enumeration value="axleCnt5Trailer"/>
               <xs:enumeration value="axleCnt6Trailer"/>
               <xs:enumeration value="axleCnt5MultiTrailer"/>
               <xs:enumeration value="axleCnt6MultiTrailer"/>
               <xs:enumeration value="axleCnt7MultiTrailer"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:VehicleType" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 4 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleIdent	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>, and
MSG	MSG_ProbeVehicleData	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.149 Data Element: DE_VehicleWidth

Use: The width of the vehicle expressed in centimeters, unsigned. Note that this is a 10 bit value and it is combined with a 14 bit value to form a 3 byte data frame. When sent alone it shall occupy 2 bytes with the upper six bits being set to zero. The width shall be the widest point of the vehicle with all factory installed equipment.

ASN.1 Representation:

```
VehicleWidth ::= INTEGER (0..1023) -- LSB units are 1 cm
```

XML Representation:

```
<xs:simpleType name="VehicleWidth" >
      <xs:annotation>
         <xs:documentation>
            LSB units are 1 cm
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedShort">
         <xs:maxInclusive value="1023"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleSize <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Observe that this data element is often combined with DE_VehicleHeight when used.

7.150 Data Element: DE_VerticalAccelerationThreshold

Use: A bit string enumerating when a preset threshold for vertical acceleration is exceeded at each wheel.

The "Wheel that exceeded Vertical G Threshold" Probe Data Element is intended to inform Probe Data Users which vehicle wheel has exceeded a pre-determined threshold of a percent change in vertical G acceleration per second at the time a Probe Data snapshot was taken. This element is primarily intended to be used in the detection of potholes and similar road abnormalities. This element only provides information for four wheeled vehicles. The element informs the user if the vehicle is NOT equipped with accelerometers on its wheels or that the system is off. When a wheel does exceed the threshold, the element provides details on the particular wheel by specifying Left Front, Left Rear, Right Front and Right Rear.

ASN.1 Representation:

```
VerticalAccelerationThreshold ::= BIT STRING {
   allOff      (0), -- B'0000  The condition All Off or not equipped
   leftFront   (1), -- B'0001  Left Front Event
   leftRear    (2), -- B'0010  Left Rear Event
   rightFront  (4), -- B'0100  Right Front Event
   rightRear   (8)  -- B'1000  Right Rear Event
   } -- to fit in 4 bits
```

XML Representation:

```
<xs:simpleType name="VerticalAccelerationThreshold-item" >
      <xs:annotation>
         <xs:appinfo>
            allOff (0) -- B&apos;0000  The condition All Off or not equipped
            leftFront (1) -- B&apos;0001  Left Front Event
            leftRear (2) -- B&apos;0010  Left Rear Event
            rightFront (4) -- B&apos;0100  Right Front Event
            rightRear (8) -- B&apos;1000  Right Rear Event
         </xs:appinfo>
         <xs:documentation>
            to fit in 4 bits
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:int">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="8"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="allOff"/>
               <xs:enumeration value="leftFront"/>
               <xs:enumeration value="leftRear"/>
               <xs:enumeration value="rightFront"/>
               <xs:enumeration value="rightRear"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
<xs:simpleType name="VerticalAccelerationThreshold">
   <xs:list itemType="VerticalAccelerationThreshold-item"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note there is a suggestion to fill a complete byte with this DE, this need to be done in conjunction with the final encoding to be used.]

7.151 Data Element: DE_VerticalAcceleration

Use: A data element representing the signed vertical acceleration of the vehicle along the vertical axis in units of 0.080 meters per second squared. This provides a range of over 1G in each direction in a one byte value.

ASN.1 Representation:

```
VerticalAcceleration ::= INTEGER (-127..127) -- LSB units are 0.080 m/s^2
```

XML Representation:

```
<xs:simpleType name="VerticalAcceleration" >
      <xs:annotation>
         <xs:documentation>
            LSB units are 0.080 m/s^2
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:byte">
```

```
         <xs:minInclusive value="-127"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: Traffic Info group wants resolution to be 0.1 ms^2 So new max value moves form 0.08 *127 = 10.16G to be 0.1 * 127 = 12,70 Gs, anybody else care about this change?]

7.152 Data Element: DE_VINstring,

Use: The VINstring, data element is used to convey a unique identifying string about the vehicle. This may be the vehicles VIN proper assignment, or it may be another string selected by the owner-operator for fleet needs. A shorter value is in general preferred to save bandwidth.

ASN.1 Representation:

```
VINstring ::= OCTET STRING (SIZE(1..17))
   -- A legal VIN or a shorter value
   -- to provide an ident of the vehicle
   -- If a VIN is sent, then IA5 encoding
   -- shall be used
```

XML Representation:

```
<xs:complexType name="VINstring" >
   <xs:simpleContent>
      <xs:annotation>
         <xs:documentation>
            A legal VIN or a shorter value
            to provide an ident of the vehicle
            If a VIN is sent,  then IA5 encoding
            shall be used
         </xs:documentation>
      </xs:annotation>
      <xs:extension base="VINstring-string" >
         <xs:attribute name="EncodingType" use="required">
           <xs:simpleType>
              <xs:restriction base="xs:NMTOKEN">
                 <xs:enumeration value="base64Binary"/>
              </xs:restriction>
           </xs:simpleType>
         </xs:attribute>
      </xs:extension>
   </xs:simpleContent>
</xs:complexType>
<xs:simpleType name="VINstring-string">
   <xs:restriction base="xs:base64Binary">
      <xs:minLength value="2"/>
      <xs:maxLength value="23"/>
   </xs:restriction>
</xs:simpleType >
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleIdent <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

7.153 Data Element: DE_WiperRate

Use: The current rate at which wiper sweeps are taking place on the subject vehicle. In units of sweeps per minute. Use a value of 1 for any sweep rate with a period greater than 60 seconds.

ASN.1 Representation:

```
WiperRate ::= INTEGER (0..127) -- units of sweeps per minute
```

XML Representation:

```
<xs:simpleType name="WiperRate" >
```

```
      <xs:annotation>
         <xs:documentation>
            units of sweeps per minute
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="127"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
DF	DF_WiperStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: [Note: There is debate in the Traffic Info group to change the value system used here to be "motor on time" rather then sweeps - swipes per unit time.]

7.154 Data Element: DE_WiperStatusFront

Use: The current status of the wiper system on the front of the subject vehicle.

The "Wiper Status" Probe Data Element is intended to inform Probe Data Users whether or not it was raining/snowing at the vehicles location at the time the Probe Data snapshot was taken. The element also provides an indication as to how hard it was raining/snowing by including the "Swipes Per Minute" of the wiper blades across the windshield. The higher the "Swipes Per Minute", the harder it was raining/snowing. The element also includes whether the wipers were turned on manually (driver activated) or automatically (rain sensor activated) to provide additional information as to driving conditions in the area of the vehicle.

ASN.1 Representation:

```
WiperStatusFront ::= ENUMERATED {
     notEquipped         (0),
     off                 (1),
     intermittent        (2),
     low                 (3),
     high                (4),
     washerInUse       (126), -- washing solution being used
     automaticPresent  (127), -- Auto wipper equipped
     ... -- # LOCAL_CONTENT
     }
```

XML Representation:

```
<xs:simpleType name="WiperStatusFront" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0)
            off (1)
            intermittent (2)
            low (3)
            high (4)
            washerInUse (126) -- washing solution being used
            automaticPresent (127) -- Auto wipper equipped
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="127"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
```

```
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="intermittent"/>
               <xs:enumeration value="low"/>
               <xs:enumeration value="high"/>
               <xs:enumeration value="washerInUse"/>
               <xs:enumeration value="automaticPresent"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:WiperStatusFront" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
DF	DF_WiperStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: See also the data element WiperRate which conveys the current sweep rate of wiper strokes.

7.155 Data Element: DE_WiperStatusRear

Use: The current status of the wiper system on the rear of the subject vehicle.

The "Wiper Status" Probe Data Element is intended to inform Probe Data Users whether or not it was raining/snowing at the vehicles location at the time the Probe Data snapshot was taken. The element also provides an indication as to how hard it was raining/snowing by including the "Swipes Per Minute" of the wiper blades across the windshield. The higher the "Swipes Per Minute", the harder it was raining/snowing. The element also includes whether the wipers were turned on manually (driver activated) or automatically (rain sensor activated) to provide additional information as to driving conditions in the area of the vehicle.

ASN.1 Representation:

```
WiperStatusRear ::= ENUMERATED {
     notEquipped         (0),
     off                 (1),
     intermittent        (2),
     low                 (3),
     high                (4),
     washerInUse       (126), -- washing solution being used
     automaticPresent  (127), -- Auto wipper equipped
     ... -- # LOCAL_CONTENT
     }
```

XML Representation:

```
<xs:simpleType name="WiperStatusRear" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0)
            off (1)
            intermittent (2)
            low (3)
            high (4)
            washerInUse (126) -- washing solution being used
            automaticPresent (127) -- Auto wipper equipped
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
```

```
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="127"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="off"/>
               <xs:enumeration value="intermittent"/>
               <xs:enumeration value="low"/>
               <xs:enumeration value="high"/>
               <xs:enumeration value="washerInUse"/>
               <xs:enumeration value="automaticPresent"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="local:WiperStatusRear" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleStatus	<ASN>	<XML>, and
DF	DF_WiperStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: See also the data element WiperRate which conveys the current sweep rate of wiper strokes.

7.156 Data Element: DE_YawRateConfidence

Use: This DE is used to provide to listeners the confidence interval of the 95% confidence level for the currently reported value of DE_YAWRate, taking into account the current calibration and precision of the sensor(s) used to measure and/or calculate yaw rate. This data element is only to provide the listener with information on the limitations of the sensing system; not to support any type of automatic error correction or to imply a guaranteed maximum error. This data element should not be used for fault detection or diagnosis, but if a vehicle is able to detect a fault, the confidence interval should be increased accordingly.

The frame of references and axis of rotation used shall be accordance with that defined in SAE J670, Issued 1976-07 and its successors. Note the definitions provided in Figure 1 (Tire Axis System) and Figure 2 (Directional Control Axis Systems).

ASN.1 Representation:

```
YawRateConfidence ::= ENUMERATED {
   notEquipped     (0), -- B'000  Not Equipped
   degSec-100-00  (1), -- B'001  100  deg/sec
   degSec-010-00  (2), -- B'010  10   deg/sec
   degSec-005-00  (3), -- B'011  5    deg/sec
   degSec-001-00  (4), -- B'100  1    deg/sec
   degSec-000-10  (5), -- B'101  0.1  deg/sec
   degSec-000-05  (6), -- B'110  0.05 deg/sec
   degSec-000-01  (7)  -- B'111  0.01 deg/sec
   }
   -- Encoded as a 3 bit value
```

XML Representation:

```
<xs:simpleType name="YawRateConfidence" >
      <xs:annotation>
         <xs:appinfo>
            notEquipped (0) -- B&apos;000  Not Equipped
            degSec 100 00 (1) -- B&apos;001  100  deg/sec
            degSec 010 00 (2) -- B&apos;010  10   deg/sec
            degSec 005 00 (3) -- B&apos;011  5    deg/sec
            degSec 001 00 (4) -- B&apos;100  1    deg/sec
            degSec 000 10 (5) -- B&apos;101  0.1  deg/sec
            degSec 000 05 (6) -- B&apos;110  0.05 deg/sec
            degSec 000 01 (7) -- B&apos;111  0.01 deg/sec
         </xs:appinfo>
         <xs:documentation>
            Encoded as a 3 bit value
         </xs:documentation>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="0"/>
               <xs:maxInclusive value="7"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="notEquipped"/>
               <xs:enumeration value="degSec 100 00"/>
               <xs:enumeration value="degSec 010 00"/>
               <xs:enumeration value="degSec 005 00"/>
               <xs:enumeration value="degSec 001 00"/>
               <xs:enumeration value="degSec 000 10"/>
               <xs:enumeration value="degSec 000 05"/>
               <xs:enumeration value="degSec 000 01"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_AccelSteerYawRateConfidence	<ASN>	<XML>, and
DF	DF_VehicleStatus	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

7.157 Data Element: DE_YawRate

Use: The Yaw Rate of the vehicle, a signed value (to the right being positive) and expressed in 0.01 degrees per second. The "Yaw Rate" Probe Data Element is used in conjunction with the "Yaw Rate Confidence" Probe Data Element to inform Probe Data Users on the amount of a vehicle's rotation about it's longitudinal axis within a certain time period at the time a Probe Data snapshot was taken. The Yaw Rate Element reports the vehicle's rotation in degrees per second with the Yaw Rate Confidence Element providing additional information on the coarseness of the Yaw Rate element also in degrees per second

ASN.1 Representation:

```
YawRate ::= INTEGER (-32765..32765)
   -- LSB units of 0.01 degrees per second (signed)
```

XML Representation:

```
<xs:simpleType name="YawRate" >
      <xs:annotation>
         <xs:documentation>
            LSB units of 0.01 degrees per second  (signed)
         </xs:documentation>
      </xs:annotation>
      <xs:restriction base="xs:short">
         <xs:minInclusive value="-32765"/>
         <xs:maxInclusive value="32765"/>
      </xs:restriction>
</xs:simpleType>
```

In addition, this item may be used by data structures in other ITS standards.

Remarks: NOTE: Needs to be a signed value to be used correctly, must fix.

VSC has raised concerns about removing bias in this element before use.

8. External Data Entries

Data entries specified in Clauses 6 and 7 are also composed of message elements defined by other standards bodies. These "foreign" elements are defined in the sections which follow. These definitions were taken from the then-current adopted standards of these organizations when possible, and from the best available sources when not. The referenced standards shall be consulted for further information regarding their proper use. Unless otherwise noted in each entry, the below ASN.1 and XML definitions shall be taken as the governing definition when used in this standard, even when a more current standard is adopted by the issuing organization. Deployment needs to approach the elements in this section with caution as they are subject to change and can be difficult to coordinate. It is important that the deployment have a firm grasp of the definitions to be used in this area. When changes and improvements are made, ensure that all parties are involved and coordinated.

The productions of ASN.1 which follow shall be considered normative in nature. While the majority of the normative content is reflected in the actual syntax of the ASN.1 some entries also have additional statements in the ASN.1 comments which shall be considered to be normative as well. In addition, the commentary provided with each entry may also provide additional normative restrictions on the proper use of the entry which shall be followed. The XML productions follow directly from the ASN.1 specifications and the same rules shall be applied.

8.1 Data Element: DE_Incident Response Equipment [ITIS]

Use: The ITIS enumeration list commonly refered to as "Incident Response Equipment," is assigned the upper byte value of [39] (which provides for value ranges from 9984 to 10239, inclusive). This list is formally called "IncidentResponseEquipment" in the ASN.1 and XML productions. The items in this enumeration list are not allowed to be used as an event category classification. This list contains a total of 72 different phrases. The remaining 55 values up to the lower byte value of [127] are reserved for additional "national" phrases in this byte range. Local phrases may be added to the list starting with the lower byte value of 128 and proceeding upward from there (in other words, the first value assigned for any local additions to this list would be given the value 10112).

ASN.1 Representation:

```
IncidentResponseEquipment ::= ENUMERATED {
   ground-fire-suppression          (9985),
   heavy-ground-equipment           (9986),
   aircraft                         (9988),
   marine-equipment                 (9989),
   support-equipment                (9990),
   medical-rescue-unit              (9991),
   other                            (9993),   -- Depreciated by fire standards, do not
                                              -- use
   ground-fire-suppression-other    (9994),
   engine                           (9995),
   truck-or-aerial                  (9996),
   quint                            (9997),   -- A five-function type of fire apparatus.
                                              -- The units in the movie Backdraft were
                                              -- quints
   tanker-pumper-combination        (9998),
   brush-truck                      (10000),
   aircraft-rescue-firefighting     (10001),
   heavy-ground-equipment-other     (10004),
   dozer-or-plow                    (10005),
   tractor                          (10006),
   tanker-or-tender                 (10008),
   aircraft-other                   (10024),
   aircraft-fixed-wing-tanker       (10025),
   helitanker                       (10026),
   helicopter                        (10027),
   marine-equipment-other            (10034),
   fire-boat-with-pump               (10035),
   boat-no-pump                      (10036),
   support-apparatus-other           (10044),
   breathing-apparatus-support       (10045),
   light-and-air-unit                (10046),
   medical-rescue-unit-other         (10054),
   rescue-unit                       (10055),
   urban-search-rescue-unit          (10056),
   high-angle-rescue                 (10057),
   crash-fire-rescue                 (10058),
   bLS-unit                          (10059),
   aLS-unit                          (10060),
   mobile-command-post               (10075),  -- Depreciated, do not use
   chief-officer-car                 (10076),
   hAZMAT-unit                       (10077),
   type-i-hand-crew                  (10078),
   type-ii-hand-crew                 (10079),
   privately-owned-vehicle           (10083),  -- (Often found in volunteer fire teams)
   other-apparatus-resource          (10084),  -- (Remapped from fire code zero)
   ambulance                         (10085),
   bomb-squad-van                    (10086),
   combine-harvester                 (10087),
   construction-vehicle              (10088),
   farm-tractor                      (10089),
   grass-cutting-machines            (10090),
   hAZMAT-containment-tow            (10091),
   heavy-tow                         (10092),
   light-tow                         (10094),
   flatbed-tow                       (10114),
   hedge-cutting-machines            (10093),
   mobile-crane                      (10095),
   refuse-collection-vehicle         (10096),
   resurfacing-vehicle               (10097),
   road-sweeper                      (10098),
   roadside-litter-collection-crews  (10099),
   salvage-vehicle                   (10100),
   sand-truck                        (10101),
   snowplow                          (10102),
   steam-roller                      (10103),
   swat-team-van                     (10104),
   track-laying-vehicle              (10105),
   unknown-vehicle                   (10106),
   white-lining-vehicle              (10107),  -- Consider using Roadwork "road marking
                                               -- operations" unless the objective is to
                                               -- refer to the specific vehicle of this
                                               -- type.  Alternative Rendering: line
                                               -- painting vehicle
   dump-truck                        (10108),
   supervisor-vehicle                (10109),
   snow-blower                       (10110),
   rotary-snow-blower                (10111),
   road-grader                       (10112),  -- Alternative term: motor grader
   steam-truck                       (10113),  -- A special truck that thaws culverts and
                                               -- storm drains
   ... -- # LOCAL_CONTENT_ITIS
   }
```

XML Representation:

```
<xs:simpleType name="IncidentResponseEquipment" >
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="9984"/>
               <xs:maxInclusive value="10239"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
```

```
<xs:restriction base="xs:string">
   <xs:enumeration value="ground fire suppression" id="_9985"/>
   <xs:enumeration value="heavy ground equipment" id="_9986"/>
   <xs:enumeration value="aircraft" id="_9988"/>
   <xs:enumeration value="marine equipment" id="_9989"/>
   <xs:enumeration value="support equipment" id="_9990"/>
   <xs:enumeration value="medical rescue unit" id="_9991"/>
   <xs:enumeration value="other" id="_9993"/>
   <xs:enumeration value="ground fire suppression other" id="_9994"/>
   <xs:enumeration value="engine" id="_9995"/>
   <xs:enumeration value="truck or aerial" id="_9996"/>
   <xs:enumeration value="quint" id="_9997"/>
   <xs:enumeration value="tanker pumper combination" id="_9998"/>
   <xs:enumeration value="brush truck" id="_10000"/>
   <xs:enumeration value="aircraft rescue firefighting" id="_10001"/>
   <xs:enumeration value="heavy ground equipment other" id="_10004"/>
   <xs:enumeration value="dozer or plow" id="_10005"/>
   <xs:enumeration value="tractor" id="_10006"/>
   <xs:enumeration value="tanker or tender" id="_10008"/>
   <xs:enumeration value="aircraft other" id="_10024"/>
   <xs:enumeration value="aircraft fixed wing tanker" id="_10025"/>
   <xs:enumeration value="helitanker" id="_10026"/>
   <xs:enumeration value="helicopter" id="_10027"/>
   <xs:enumeration value="marine equipment other" id="_10034"/>
   <xs:enumeration value="fire boat with pump" id="_10035"/>
   <xs:enumeration value="boat no pump" id="_10036"/>
   <xs:enumeration value="support apparatus other" id="_10044"/>
   <xs:enumeration value="breathing apparatus support" id="_10045"/>
   <xs:enumeration value="light and air unit" id="_10046"/>
   <xs:enumeration value="medical rescue unit other" id="_10054"/>
   <xs:enumeration value="rescue unit" id="_10055"/>
   <xs:enumeration value="urban search rescue unit" id="_10056"/>
   <xs:enumeration value="high angle rescue" id="_10057"/>
   <xs:enumeration value="crash fire rescue" id="_10058"/>
   <xs:enumeration value="bLS unit" id="_10059"/>
   <xs:enumeration value="aLS unit" id="_10060"/>
   <xs:enumeration value="mobile command post" id="_10075"/>
   <xs:enumeration value="chief officer car" id="_10076"/>
   <xs:enumeration value="hAZMAT unit" id="_10077"/>
   <xs:enumeration value="type i hand crew" id="_10078"/>
   <xs:enumeration value="type ii hand crew" id="_10079"/>
   <xs:enumeration value="privately owned vehicle" id="_10083"/>
   <xs:enumeration value="other apparatus resource" id="_10084"/>
   <xs:enumeration value="ambulance" id="_10085"/>
   <xs:enumeration value="bomb squad van" id="_10086"/>
   <xs:enumeration value="combine harvester" id="_10087"/>
   <xs:enumeration value="construction vehicle" id="_10088"/>
   <xs:enumeration value="farm tractor" id="_10089"/>
   <xs:enumeration value="grass cutting machines" id="_10090"/>
   <xs:enumeration value="hAZMAT containment tow" id="_10091"/>
   <xs:enumeration value="heavy tow" id="_10092"/>
   <xs:enumeration value="light tow" id="_10094"/>
   <xs:enumeration value="flatbed tow" id="_10114"/>
   <xs:enumeration value="hedge cutting machines" id="_10093"/>
   <xs:enumeration value="mobile crane" id="_10095"/>
   <xs:enumeration value="refuse collection vehicle" id="_10096"/>
   <xs:enumeration value="resurfacing vehicle" id="_10097"/>
   <xs:enumeration value="road sweeper" id="_10098"/>
   <xs:enumeration value="roadside litter collection crews" id="_10099"/>
   <xs:enumeration value="salvage vehicle" id="_10100"/>
   <xs:enumeration value="sand truck" id="_10101"/>
   <xs:enumeration value="snowplow" id="_10102"/>
   <xs:enumeration value="steam roller" id="_10103"/>
   <xs:enumeration value="swat team van" id="_10104"/>
   <xs:enumeration value="track laying vehicle" id="_10105"/>
   <xs:enumeration value="unknown vehicle" id="_10106"/>
   <xs:enumeration value="white lining vehicle" id="_10107"/>
   <xs:enumeration value="dump truck" id="_10108"/>
   <xs:enumeration value="supervisor vehicle" id="_10109"/>
```

```
               <xs:enumeration value="snow blower" id="_10110"/>
               <xs:enumeration value="rotary snow blower" id="_10111"/>
               <xs:enumeration value="road grader" id="_10112"/>
               <xs:enumeration value="steam truck" id="_10113"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:pattern value="\[.+\].*"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="local:IncidentResponseEquipment" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleIdent	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

8.2 Data Element: DE_ITIS_Text [ITIS]

Use: Simple text used with ITIS codes.

ASN.1 Representation:

```
ITIStext ::= IA5String (SIZE(1..500))
```

XML Representation:

```
<xs:simpleType name="ITIStext" >
      <xs:restriction base="xs:string">
         <xs:minLength value="1"/>
         <xs:maxLength value="500"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_ITIS-Codes_And_Text <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

8.3 Data Element: DE_Responder Group Affected [ITIS]

Use: The ITIS enumeration list commonly refered to as "Responder Group Affected," is assigned the upper byte value of [38] (which provides for value ranges from 9728 to 9983, inclusive). This list is formally called "ResponderGroupAffected" in the ASN.1 and XML productions. Items from this enumeration list can be used as an event category classification. This list contains a total of 14 different phrases. The remaining 113 values up to the lower byte value of [127] are reserved for additional "national" phrases in this byte range. Local phrases may be added to the list starting with the lower byte value of 128 and proceeding upward from there (in other words, the first value assigned for any local additions to this list would be given the value 9856).

ASN.1 Representation:

```
ResponderGroupAffected ::= ENUMERATED  {
   emergency-vehicle-units           (9729),  -- Default phrase, to be used when one of
                                              -- the below does not fit better
   federal-law-enforcement-units     (9730),
   state-police-units                (9731),
   county-police-units               (9732),  -- Hint: also sheriff response units
   local-police-units                (9733),
   ambulance-units                   (9734),
   rescue-units                      (9735),
   fire-units                        (9736),
   hAZMAT-units                      (9737),
   light-tow-unit                    (9738),
   heavy-tow-unit                    (9739),
   freeway-service-patrols           (9740),
   transportation-response-units     (9741),
   private-contractor-response-units (9742),
   ... -- # LOCAL_CONTENT_ITIS
   }
   -- These groups are used in coordinated response and staging area information
   -- (rather than typically consumer related)
```

XML Representation:

```
<xs:simpleType name="ResponderGroupAffected" >
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="9728"/>
               <xs:maxInclusive value="9983"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="emergency vehicle units" id="_9729"/>
               <xs:enumeration value="federal law enforcement units" id="_9730"/>
               <xs:enumeration value="state police units" id="_9731"/>
               <xs:enumeration value="county police units" id="_9732"/>
               <xs:enumeration value="local police units" id="_9733"/>
               <xs:enumeration value="ambulance units" id="_9734"/>
               <xs:enumeration value="rescue units" id="_9735"/>
               <xs:enumeration value="fire units" id="_9736"/>
               <xs:enumeration value="hAZMAT units" id="_9737"/>
               <xs:enumeration value="light tow unit" id="_9738"/>
               <xs:enumeration value="heavy tow unit" id="_9739"/>
               <xs:enumeration value="freeway service patrols" id="_9740"/>
               <xs:enumeration value="transportation response units" id="_9741"/>
               <xs:enumeration value="private contractor response units" id="_9742"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:pattern value="\[.+\].*"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="local:ResponderGroupAffected" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleIdent	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

8.4 Data Element: DE_Vehicle Groups Affected [ITIS]

Use: The ITIS enumeration list commonly refered to as "Vehicle Groups Affected," is assigned the upper byte value of [36] (which provides for value ranges from 9216 to 9471, inclusive). This list is formally called "VehicleGroupAffected" in the ASN.1 and XML productions. Items from this enumeration list can be used as an event category classification. This list contains a total of 35 different phrases. The remaining 92 values up to the lower byte value of [127] are reserved for additional "national" phrases in this byte range. Local phrases may be added to the list starting with the lower byte value of 128 and proceeding upward from there (in other words, the first value assigned for any local additions to this list would be given the value 9344).

ASN.1 Representation:

```
VehicleGroupAffected ::= ENUMERATED  {
   all-vehicles                               (9217),
   bicycles                                   (9218),
   motorcycles                                (9219),  -- to include mopeds as well
   cars                                       (9220),  -- (remapped from ERM value of
                                                       -- zero)
   light-vehicles                             (9221),
   cars-and-light-vehicles                    (9222),
   cars-with-trailers                         (9223),
   cars-with-recreational-trailers            (9224),
   vehicles-with-trailers                     (9225),
   heavy-vehicles                             (9226),
   trucks                                     (9227),
   buses                                      (9228),
   articulated-buses                          (9229),
   school-buses                               (9230),
   vehicles-with-semi-trailers                (9231),
   vehicles-with-double-trailers              (9232),  -- Alternative Rendering:  western
                                                       -- doubles
   high-profile-vehicles                      (9233),
   wide-vehicles                              (9234),
   long-vehicles                              (9235),
   hazardous-loads                            (9236),
   exceptional-loads                          (9237),
   abnormal-loads                             (9238),
   convoys                                    (9239),
   maintenance-vehicles                       (9240),
   delivery-vehicles                          (9241),
   vehicles-with-even-numbered-license-plates (9242),
   vehicles-with-odd-numbered-license-plates  (9243),
   vehicles-with-parking-permits              (9244),
   vehicles-with-catalytic-converters         (9245),
   vehicles-without-catalytic-converters      (9246),
   gas-powered-vehicles                       (9247),
   diesel-powered-vehicles                    (9248),
   lPG-vehicles                               (9249),
   military-convoys                           (9250),
   military-vehicles                          (9251),
   ... -- # LOCAL_CONTENT_ITIS
   }
   -- Classification of vehicles and types of transport
```

XML Representation:

```
<xs:simpleType name="VehicleGroupAffected" >
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="9216"/>
               <xs:maxInclusive value="9471"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="all vehicles" id="_9217"/>
               <xs:enumeration value="bicycles" id="_9218"/>
               <xs:enumeration value="motorcycles" id="_9219"/>
               <xs:enumeration value="cars" id="_9220"/>
               <xs:enumeration value="light vehicles" id="_9221"/>
               <xs:enumeration value="cars and light vehicles" id="_9222"/>
               <xs:enumeration value="cars with trailers" id="_9223"/>
               <xs:enumeration value="cars with recreational trailers" id="_9224"/>
               <xs:enumeration value="vehicles with trailers" id="_9225"/>
               <xs:enumeration value="heavy vehicles" id="_9226"/>
               <xs:enumeration value="trucks" id="_9227"/>
               <xs:enumeration value="buses" id="_9228"/>
               <xs:enumeration value="articulated buses" id="_9229"/>
               <xs:enumeration value="school buses" id="_9230"/>
               <xs:enumeration value="vehicles with semi trailers" id="_9231"/>
               <xs:enumeration value="vehicles with double trailers" id="_9232"/>
               <xs:enumeration value="high profile vehicles" id="_9233"/>
               <xs:enumeration value="wide vehicles" id="_9234"/>
               <xs:enumeration value="long vehicles" id="_9235"/>
               <xs:enumeration value="hazardous loads" id="_9236"/>
               <xs:enumeration value="exceptional loads" id="_9237"/>
               <xs:enumeration value="abnormal loads" id="_9238"/>
               <xs:enumeration value="convoys" id="_9239"/>
               <xs:enumeration value="maintenance vehicles" id="_9240"/>
               <xs:enumeration value="delivery vehicles" id="_9241"/>
               <xs:enumeration value="vehicles with even numbered license plates"
id="_9242"/>
               <xs:enumeration value="vehicles with odd numbered license plates"
id="_9243"/>
               <xs:enumeration value="vehicles with parking permits" id="_9244"/>
               <xs:enumeration value="vehicles with catalytic converters" id="_9245"/>
               <xs:enumeration value="vehicles without catalytic converters" id="_9246"/>
               <xs:enumeration value="gas powered vehicles" id="_9247"/>
               <xs:enumeration value="diesel powered vehicles" id="_9248"/>
               <xs:enumeration value="lPG vehicles" id="_9249"/>
               <xs:enumeration value="military convoys" id="_9250"/>
               <xs:enumeration value="military vehicles" id="_9251"/>
            </xs:restriction>
         </xs:simpleType >
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:pattern value="\[.+\].*"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="local:VehicleGroupAffected" />
         </xs:simpleType>
      </xs:union>
</xs:simpleType>
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

DF	DF_VehicleIdent	<ASN>	<XML>, and
MSG	MSG_EmergencyVehicleAlert	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

8.5 Data Frame: DF_ITIS-Codes_And_Text [ITIS]

Use: The use of ITIS codes interspersed with free text. The complete set of ITIS codes can be found in Volume Two of the J2540 Standard. This is a set of nealry 1,500 items which are used to encode common events and list items in ITS.

ASN.1 Representation:

```
ITIScodesAndText ::= SEQUENCE (SIZE(1..100)) OF SEQUENCE {
  item CHOICE    {
       itis ITIScodes,
       text ITIStext
       } -- # UNTAGGED
  }
```

XML Representation:
```
<xs:complexType name="ITIScodesAndText" >
   <xs:sequence minOccurs="1" maxOccurs="100">
      <xs:choice >
         <xs:element name="itis" type="ITIScodes" />
         <xs:element name="text" type="ITIStext" />
      </xs:choice>
   </xs:sequence>
</xs:complexType>
```

Used By: This entry is used directly by one other data structure in this standard, a MSG called MSG_TravelerInformation <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Refer to the SAE ITIS entry ITIScodes for the complete (and lengthy) listing of these codes and for an XML rendering.

8.6 Data Element: ESS_EssMobileFriction [NTCIP]

Use: Indicates measured coefficient of friction in percent. The value 101 shall indicate an error condition or missing value.

ASN.1 Representation:
```
EssMobileFriction ::= INTEGER (0..101)
```

XML Representation:
```
<xs:simpleType name="EssMobileFriction" >
      <xs:restriction base="xs:unsignedByte">
         <xs:maxInclusive value="101"/>
      </xs:restriction>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

8.7 Data Element: ESS_EssPrecipRate_quantity [NTCIP]

Use: The rainfall, or water equivalent of snow, rate in tenths of grams per square meter per second (for rain, this is approximately to 0.36 mm/hr). A value of 65535 shall indicate an error condition or missing value.

ASN.1 Representation:
```
EssPrecipRate ::= INTEGER (0..65535)
```

XML Representation:
```
<xs:simpleType name="EssPrecipRate" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

8.8 Data Element: ESS_EssPrecipSituation_code [NTCIP]

Use: Describes the weather situation in terms of precipitation.

ASN.1 Representation:
```
EssPrecipSituation ::= ENUMERATED {
   other (1),
   unknown (2),
   noPrecipitation (3),
   unidentifiedSlight (4),
   unidentifiedModerate (5),
   unidentifiedHeavy (6),
   snowSlight (7),
   snowModerate (8),
   snowHeavy (9),
   rainSlight (10),
   rainModerate (11),
   rainHeavy (12),
   frozenPrecipitationSlight (13),
   frozenPrecipitationModerate (14),
   frozenPrecipitationHeavy (15)
   }
```

XML Representation:

```
<xs:simpleType name="EssPrecipSituation" >
      <xs:annotation>
         <xs:appinfo>
            other (1)
            unknown (2)
            noPrecipitation (3)
            unidentifiedSlight (4)
            unidentifiedModerate (5)
            unidentifiedHeavy (6)
            snowSlight (7)
            snowModerate (8)
            snowHeavy (9)
            rainSlight (10)
            rainModerate (11)
            rainHeavy (12)
            frozenPrecipitationSlight (13)
            frozenPrecipitationModerate (14)
            frozenPrecipitationHeavy (15)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="1"/>
               <xs:maxInclusive value="15"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="other"/>
               <xs:enumeration value="unknown"/>
               <xs:enumeration value="noPrecipitation"/>
               <xs:enumeration value="unidentifiedSlight"/>
               <xs:enumeration value="unidentifiedModerate"/>
               <xs:enumeration value="unidentifiedHeavy"/>
               <xs:enumeration value="snowSlight"/>
               <xs:enumeration value="snowModerate"/>
               <xs:enumeration value="snowHeavy"/>
               <xs:enumeration value="rainSlight"/>
               <xs:enumeration value="rainModerate"/>
               <xs:enumeration value="rainHeavy"/>
               <xs:enumeration value="frozenPrecipitationSlight"/>
               <xs:enumeration value="frozenPrecipitationModerate"/>
               <xs:enumeration value="frozenPrecipitationHeavy"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

8.9 Data Element: ESS_EssPrecipYesNo_code [NTCIP]

Use: Indicates whether or not moisture is detected by the sensor.

ASN.1 Representation:

```
EssPrecipYesNo ::= ENUMERATED {precip (1), noPrecip (2), error (3)}
```

XML Representation:

```
<xs:simpleType name="EssPrecipYesNo" >
      <xs:annotation>
         <xs:appinfo>
            precip (1)
            noPrecip (2)
            error (3)
         </xs:appinfo>
      </xs:annotation>
      <xs:union>
         <xs:simpleType>
            <xs:restriction base="xs:unsignedInt">
               <xs:minInclusive value="1"/>
               <xs:maxInclusive value="3"/>
            </xs:restriction>
         </xs:simpleType>
         <xs:simpleType>
            <xs:restriction base="xs:string">
               <xs:enumeration value="precip"/>
               <xs:enumeration value="noPrecip"/>
               <xs:enumeration value="error"/>
            </xs:restriction>
         </xs:simpleType >
      </xs:union>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

Remarks: Used in ATIS to gross coverage area reports, not just point sensor measurements.

8.10 Data Element: ESS_EssSolarRadiation_quantity [NTCIP]

Use: The direct solar radiation integrated over the 24 hours preceding the observation in Joules, per square meter. A value of 65535 shall indicate a missing value.

ASN.1 Representation:

```
EssSolarRadiation ::= INTEGER (0..65535)
```

XML Representation:

```
<xs:simpleType name="EssSolarRadiation" >
      <xs:restriction base="xs:unsignedShort"/>
</xs:simpleType>
```

Used By: This entry is used directly by one other data structure in this standard, a DF called DF_VehicleStatus <ASN> <XML>. In addition, this item may be used by data structures in other ITS standards.

8.11 Data Element: EXT_ITIS_Codes [ITIS]

Use: The complete set of ITIS codes can be found in Volume Two of the J2540 Standard. This is a set of over 1,000 items which are used to encode common events and list items in ITS.

ASN.1 Representation:

```
ITIScodes ::= INTEGER (0..65565)
-- The defined list of ITIS codes are too long to list here
-- Many smaller lists use a sub-set of these codes as defined elements
-- Also enumerated values expressed as text constant are very common,
-- and in many deployment the list codes are used as a shorthand for
-- this text.  Also the XML expressions commonly use a union of the
-- code values and the textual expressions.
-- Consult SAE J2540 for further details.
```

Used By: This entry is directly used by the following 2 other data structures in this standard (record type, descriptive name, ASN.1, and XML name (if present) of each):

MSG	MSG_RoadSideAlert	<ASN>	<XML>, and
DF	DF_ITIS-Codes_And_Text	<ASN>	<XML>.

In addition, this item may be used by data structures in other ITS standards.

Remarks: Refer to the SAE ITIS documents for the complete (and lengthy) listing of these codes and for an XML rendering. An XML schema is also available in the "itis" namespace for this element. Note the "over the wire" format of items in these lists is a 16-bit value in some systems, hence, the use of INTEGER above, however, it is a numbered union of values and phrases in other systems such as XML.

9. Coming Attractions, Data Concepts

The following data frames and data elements are still in development in this edition of the standard. They are not recommended for use in new systems and are presented here for reference because there may be deployed systems which make use on of them or which depend on them (both in deployments of DSRC and in other ITS standards). These entries may in turn use definitions taken from other standards that were taken from the then current adopted standards of these organizations. The referenced standards shall be consulted for further information regarding their proper use. Unless otherwise noted in each entry, the below ASN.1 and XML definitions shall be taken as the governing definition when used in this standard, even when a more current revision of the standard is adopted by the issuing organization. In subsequent editions of this standard, these entries may not longer be present.

9.1 Message: MSG_CommonSafetyRequest

Use: The Common Safety Request message provides a means by which a vehicle participating in the exchange of the basic safety message can unicast requests to other vehicles for addition information which it requires for the safety applications it is actively running. Responding vehicles will (or may) add this information to the appropriate place in the basic safety message when they broadcast it. Additional operational concepts are explained further in other clauses of this standard.

Addition information (data elements and data frames) can be requested by this message to be placed into the Part II sections of the basic safety message (Part I contains selected information that is always present in every message without exception).

When a device receives a request for a data element it does not understand or support, or from a vehicle with a spatial position or heading that it may choose to ignore, then that request is simply ignored.

ASN.1 Representation:

```
CommonSafetyRequest ::= SEQUENCE {
   msgID       DSRCmsgID,
   msgCnt      MsgCount OPTIONAL,
   id          TemporaryID OPTIONAL,

   -- Note: Uses the same request as probe management
   requests    SEQUENCE (SIZE(1..32)) OF RequestedItem,

   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="commonSafetyRequest" type="CommonSafetyRequest"/>
<xs:complexType name="CommonSafetyRequest" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="msgCnt" type="MsgCount"  minOccurs="0"/>
         <xs:element name="id" type="TemporaryID"  minOccurs="0"/>
         <!-- Note: Uses the same request as probe management -->
         <xs:element name="requests" >
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="request" type="RequestedItem" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="localCommonSafetyRequest" type="local:CommonSafetyRequest"
minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

9.2 Message: MSG_MapData (GID Layer)

Use: The MapData message is used as wrapper object to relates all the types of maps defined in the standard. This includes such items as complex intersection descriptions (used with the SPAT message), high speed curve outlines (used in curve safety alerts), and segment of roadway (used in platoon applications). The contents of this message are at time informally referred to as the *GID layer*.

ASN.1 Representation:

```
MapData ::= SEQUENCE {
   msgID           DSRCmsgID,
   msgCnt          MsgCount,
                   -- updated when message content changes
   name            DescriptiveName OPTIONAL,
   layerType       LayerType  OPTIONAL,
   layerID         LayerID  OPTIONAL,
   intersections   SEQUENCE (SIZE(1..32)) OF
                   Intersection OPTIONAL,

   -- other objects may be added at this layer, tbd,
   -- this might become a nested CHOICE statement
   -- roadSegments    SEQUENCE (SIZE(1..32)) OF
   --                 RoadSegments OPTIONAL,
   -- curveSegments   SEQUENCE (SIZE(1..32)) OF
   --                 curveSegments OPTIONAL,

   -- wanted: some type of data frame describing how
   -- the data was determined/processed to go here
   dataParameters   DataParameters OPTIONAL,
   crc              MsgCRC,
   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="mapData" type="MapData"/>
<xs:complexType name="MapData" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="msgCnt" type="MsgCount" />
         <!-- updated when message content changes -->
         <xs:element name="name" type="DescriptiveName"  minOccurs="0"/>
         <xs:element name="layerType" type="LayerType"  minOccurs="0"/>
         <xs:element name="layerID" type="LayerID"  minOccurs="0"/>
         <xs:element name="intersections"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="intersection" type="Intersection" />
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <!-- other objects may be added at this layer,  tbd,
         this might become a nested CHOICE statement
         roadSegments    SEQUENCE  (SIZE (1..32) )  OF
         RoadSegments  OPTIONAL ,
         curveSegments   SEQUENCE  (SIZE (1..32) )  OF
         curveSegments  OPTIONAL ,
         wanted: some type of data frame describing how
         the data was determined/processed to go here -->
         <xs:element name="dataParameters" type="DataParameters"  minOccurs="0"/>
         <xs:element name="crc" type="MsgCRC" />
         <xs:element name="localMapData" type="local:MapData" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Remarks: Issues: Not clear how multiple intersections would really be used in this concept. It may be that complex intersections must be broken down this way. It may be that sending sets of locally nearby intersections (although each is independent may be the answer).

9.3 Message: MSG_ProbeDataManagement

Use: Taken at a defined snapshot event to define RSU coverage patterns such as the moment an OBU joins or becomes associated with an RSU and can send probe data.

ASN.1 Representation:

```
ProbeDataManagement ::= SEQUENCE {
   msgID                DSRCmsgID,         -- This is a unique message
                                           -- identifier, NOT related to
                                           -- the PSID\PSC
   sample               Sample,            -- identifies vehicle
                                           -- population affected
   directions           HeadingSlice,
                                           -- Applicable headings/directions
   term CHOICE {
      termtime          TermTime,          -- Terminate management process
                                           -- based on Time-to-Live
      termDistance      TermDistance       -- Terminate management process
                                           -- based on Distance-to-Live
      },
   snapshot CHOICE {
      snapshotTime      SnapshotTime,      -- Collect snapshots based on time
      snapshotDistance  SnapshotDistance   -- Collect snapshots based on Distance
      },
   txInterval           TxTime,            -- Time Interval at which to send snapshots
   cntTthreshold        INTEGER (1..32),   -- number of thresholds that will be changed
   dataElements SEQUENCE (SIZE(1..32)) OF
                        VehicleStatusRequest,
                                           -- a data frame and its assoc thresholds

   ...
   }
```

XML Representation:

```
<xs:element name="probeDataManagement" type="ProbeDataManagement"/>
<xs:complexType name="ProbeDataManagement" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <!-- This is a unique message
         identifier,  NOT related to
         the PSID\PSC -->
         <xs:element name="sample" type="Sample" />
         <!-- identifies vehicle
         population affected -->
         <xs:element name="directions" type="HeadingSlice" />
         <!-- Applicable headings/directions -->
         <xs:element name="term" >
            <xs:complexType>
               <xs:choice>
                  <xs:element name="termtime" type="TermTime" />
                  <!-- Terminate management process
                  based on Time-to-Live -->
                  <xs:element name="termDistance" type="TermDistance" />
                  <!-- Terminate management process
                  based on Distance-to-Live -->
               </xs:choice>
            </xs:complexType>
         </xs:element>
         <xs:element name="snapshot" >
            <xs:complexType>
               <xs:choice>
                  <xs:element name="snapshotTime" type="SnapshotTime" />
                  <!-- Collect snapshots based on time -->
                  <xs:element name="snapshotDistance" type="SnapshotDistance" />
                  <!-- Collect snapshots based on Distance -->
               </xs:choice>
            </xs:complexType>
         </xs:element>
         <xs:element name="txInterval" type="TxTime" />
         <!-- Time Interval at which to send snapshots -->
         <xs:element name="cntTthreshold" >
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
                  <xs:maxInclusive value="32"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- number of thresholds that will be changed -->
         <xs:element name="dataElements" >
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="32">
                  <xs:element name="dataElement" type="VehicleStatusRequest" />
                  <!-- a data frame and its assoc thresholds -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
      </xs:sequence>
</xs:complexType>
```

Remarks: Provided by VII POC-A team.

9.4 Message: MSG_SignalPhaseAndTimingMessage (SPAT)

Use: The Signal Phase and Timing (SPAT) message is used to convey the current status of a signalized intersection. Along with the MSG_MapData message (which conveys a full geometric layout of the intersection in question) the receiver of this message can determine the state of the signal phasing and when the expected next phase will occur.

The SPAT message sends the current movement state of each active phase in the system as needed (values of what lights are active and values of for what durations the light is expected to continue). The state of un-active movements (typically all red) is not normally transmitted. Movements are mapped to specific lanes and approaches by use of the lane numbers present in the message. These lane numbers correspond to the specific lanes described in the MAP message for that intersection.

The current signal preemption and priority status values (when present or active) are also sent. A more complete summary of any pending priority or preemption events can be found in the Signal Status message.

ASN.1 Representation:

```
SPAT ::= SEQUENCE {
   msgID       DSRCmsgID,

   name        DescriptiveName OPTIONAL,

   id          IntersectionID,
               -- this provided a uniq mapping to the
               -- intersection map in question
               -- which provides complete location
               -- and appoach/move/lane data
   status      IntersectionStatusObject,
               -- general status of the controller
   lanesCnt    INTEGER(1..255) OPTIONAL,
               -- number of states to follow (not always
               -- one per lane because sign states may be shared)
   states      SEQUENCE (SIZE(1..255)) OF MovementState,
               -- each active Movement/lane is given in turn
               -- and contains its state, and seconds
               -- to the next event etc.
   priority    SignalState OPTIONAL,
               -- the active priority state data, if present
   prempt      SignalState OPTIONAL,
               -- the active preemption state data, if present

   ... -- # LOCAL_CONTENT
   }
```

XML Representation:

```
<xs:element name="sPAT" type="SPAT"/>
<xs:complexType name="SPAT" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="name" type="DescriptiveName"  minOccurs="0"/>
         <xs:element name="id" type="IntersectionID" />
         <!-- this provided a uniq mapping to the
         intersection map in question
         which provides complete location
         and appoach/move/lane data -->
         <xs:element name="status" type="IntersectionStatusObject" />
         <!-- general status of the controller -->
         <xs:element name="lanesCnt"  minOccurs="0">
            <xs:simpleType>
               <xs:restriction base="xs:unsignedByte">
                  <xs:minInclusive value="1"/>
               </xs:restriction>
            </xs:simpleType>
         </xs:element>
         <!-- number of states to follow  (not always
         one per lane because sign states may be shared) -->
         <xs:element name="states" >
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="255">
                  <xs:element name="state" type="MovementState" />
                  <!-- each active Movement/lane is given in turn and contains its state,
and seconds to the next event etc. -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="priority" type="SignalState"  minOccurs="0"/>
         <!-- the active priority state data,  if present -->
         <xs:element name="prempt" type="SignalState"  minOccurs="0"/>
         <!-- the active preemption state data,  if present -->
         <xs:element name="localSPAT" type="local:SPAT" minOccurs="0"/>
      </xs:sequence>
</xs:complexType>
```

Remarks: Note: There is no reason this message could not nest multiple intersections worth of data at once, may ask membership if they want any such nesting (would save a few bytes), Ed.

9.5 Message: MSG_SignalRequestMessage

Use: The Signal Request Message is a message sent by a vehicle to the RSU in a signalized intersection. It is used for either a priority signal request tr a preemption signal request depending the way the message flag is set. In either case, the identifies itself (using its VIN or another method supported by the VehicleIdent data frame), its current speed, heading and location (using the Blob of the BSM), and make a specific request for service (Vehicle Request) as well as an anticipated time of service (a start time and end time in seconds from the present). The specific request for service is typically based on previously decoding and examining the list of supported zones for that intersection (sent in the map messages). The outcome of the all pending requests to a signal can be found in the Signal Status Message, and may be reflected in the SPAT message contents if successful.

ASN.1 Representation:

```
SignalRequestMsg ::= SEQUENCE {
   msgID            DSRCmsgID,
   msgCnt           MsgCount,

   -- Request Data
   request         SignalRequest,
                   -- the specific request to the intersection
                   -- contains IntersectionID, cancel flags,
                   -- requested action, optional lanes data
   timeOfService  DSignalSeconds  OPTIONAL,
                  -- the time in the near future when service is
                  -- requested to start

   endOfService   DSignalSeconds OPTIONAL,
                  -- the time in the near future when service is
                  -- requested to end

   transitStatus  TransitStatus OPTIONAL,
                  -- additional information pertaining
                  -- to transit events

   -- User Data
   vehicleVIN     VehicleIdent  OPTIONAL,
                  -- a set of unique strings to identify the requesting vehicle

   vehicleData    BSMblob,
                  -- current position data about the vehicle

   status         VehicleRequestStatus  OPTIONAL,
                  -- current status data about the vehicle

   ...
   }
```

XML Representation:

```
<xs:complexType name="SignalRequestMsg" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="msgCnt" type="MsgCount" />
         <!-- Request Data -->
         <xs:element name="request" type="SignalRequest" />
         <!-- the specific request to the intersection
         contains IntersectionID,  cancel flags,
         requested action,     OPTIONAL    lanes data -->
         <xs:element name="timeOfService" type="DSignalSeconds"  minOccurs="0"/>
         <!-- the time in the near future when service is
         requested to start -->
         <xs:element name="endOfService" type="DSignalSeconds"  minOccurs="0"/>
         <!-- the time in the near future when service is
         requested to end -->
         <xs:element name="transitStatus" type="TransitStatus"  minOccurs="0"/>
         <!-- additional information pertaining
         to transit events
         User Data -->
         <xs:element name="vehicleVIN" type="VehicleIdent"  minOccurs="0"/>
         <!-- a set of unique strings to identify the requesting vehicle -->
         <xs:element name="vehicleData" type="BSMblob" />
         <!-- current position data about the vehicle -->
         <xs:element name="status" type="VehicleRequestStatus"  minOccurs="0"/>
         <!-- current status data about the vehicle -->
      </xs:sequence>
</xs:complexType>
```

9.6 Message: MSG_SignalStatusMessage

Use: The Signal Status Message is a message sent by a an RSU in a signalized intersection. It is used to relate the current status of the signal and any collection of pending or active preemption or priority events acknowledged by the controller. The data contained in this message allow other users to determine their "ranking" for any request they have made as well as see the currently active events. When there have been no recently received requests for service messages, this message may not be sent. The outcome of the all pending requests to a signal can be found in the Signal Status Message, and the current event may also be reflected in the SPAT message contents if successful.

ASN.1 Representation:

```
SignalStatusMessage ::= SEQUENCE {
   msgID         DSRCmsgID,
   msgCnt        MsgCount,
                 -- updated when message content changes
   id            IntersectionID,
                 -- this provides a unique mapping to the
                 -- intersection map in question
                 -- which provides complete location
                 -- and approach/move/lane data
                 -- as well as zones for priority/preemption
   status        IntersectionStatusObject,
                 -- general status of the signal controller
   priority      SEQUENCE (SIZE(1..7)) OF SignalState OPTIONAL,
                 -- all active priority state data
                 -- is found here
   priorityCause VehicleIdent  OPTIONAL,
                 -- vehicle that requested
                 -- the current priority
   prempt        SEQUENCE (SIZE(1..7)) OF SignalState OPTIONAL,
                 -- all active preemption state data
                 -- is found here
   preemptCause  VehicleIdent  OPTIONAL,
                 -- vehicle that requested
                 -- the current preempt
   transitStatus TransitStatus OPTIONAL,
                 -- additional information pertaining
                 -- to transit event, if that is the active event
   ...
   }
```

XML Representation:

```
<xs:complexType name="SignalStatusMessage" >
      <xs:sequence>
         <xs:element name="msgID" type="DSRCmsgID" />
         <xs:element name="msgCnt" type="MsgCount" />
         <!-- updated when message content changes -->
         <xs:element name="id" type="IntersectionID" />
         <!-- this provides a unique mapping to the
         intersection map in question
         which provides complete location
         and approach/move/lane data
         as well as zones for priority/preemption -->
         <xs:element name="status" type="IntersectionStatusObject" />
         <!-- general status of the signal controller -->
         <xs:element name="priority"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="7">
                  <xs:element name="priority-item" type="SignalState" />
                  <!-- all active priority state data is found here -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="priorityCause" type="VehicleIdent"  minOccurs="0"/>
         <!-- vehicle that requested
         the current priority -->
         <xs:element name="prempt"  minOccurs="0">
            <xs:complexType>
               <xs:sequence minOccurs="1" maxOccurs="7">
                  <xs:element name="prempt-item" type="SignalState" />
                  <!-- all active preemption state data is found here -->
               </xs:sequence>
            </xs:complexType>
         </xs:element>
         <xs:element name="preemptCause" type="VehicleIdent"  minOccurs="0"/>
         <!-- vehicle that requested
         the current preempt -->
         <xs:element name="transitStatus" type="TransitStatus"  minOccurs="0"/>
         <!-- additional information pertaining
         to transit event,  if that is the active event -->
      </xs:sequence>
```

```
</xs:complexType>
```

10. Conformance

Since this SAE Standard specifies standard message sets, data frames and data elements for use by applications intended to utilize the DSRC communications systems, an application will be judged to be in conformance with this Standard by demonstrating functional interoperability with other conformant applications. The level of interoperability possible will initially be limited to applications that can effectively use the initial representative message sets, data frames and data elements specified in this Standard.

11. Other Application Notes (Informative)

11.1 On the use of TIME

The representation of time in the DSRC standard follows the methodology defined in the ISO 8601 standards for representing time. Unless specifically indicated in the definition of a data element, data frame, or message, the time reference shall be Coordinated Universal Time (UTC) with the time zone of Greenwich Mean Time (GMT). In this regard it follows the conventions of other ITS standards, however there are some minor unique points that should be pointed out. First, the resolution of time in DSRC is universally kept and expressed with a precision of one millisecond. This value (and its modulo derivatives) is commonly used in many DSRC applications and forms the basis of many “short” forms of time. Time within the current UTC minute is therefore expressed in a 2 bytes value (range 0 to 60,000 milliseconds) in many messages. The rest of the elements of time (minutes, hours, days, month years etc..) are expressed in the normative definition provided by ISO 8601 including a local time zone, although the time zones is not used in most DSRC messages. Leap-seconds and other periodic approbations are handled in the normal ISO 8601 way. In many DSRC messages there is only a need to send relative time (such as the current minute or second) and the full (absolute) moment of time is only sent once or periodically when actually needed. It should also be pointed out that component elements of the time in DSRC are sent as integer values (i.e. Jan is sent as Hex 0x01) and not as ASCII strings as is found in some representations (for example, ISO 8601 expressed as XML where Jan is represented as the ASCII pattern for “01” or Hex 0x3031). In addition, some unknown values have been mapped to the last value in the range. This is at odds with some other standards that use zero for both a legal value of time and as an unknown value.

11.2 Persistence of the temporary MAC ID field

The MAC address used by OBUs is randomly generated at various times according to a timer, or vehicle start-up, or possibly other events. This random MAC address is called the Temporary ID in DSRC messages. The reason for having a non-permanent MAC address, and avoiding any other long-term identification that is publicly available, is to preserve privacy through anonymity. The MAC value for a mobile OBU device (unlike a typical wireless or wired 802 device) will therefore periodically change to a new random value to ensure the overall anonymity of the vehicle. Because this value is used as a means to identify the local vehicles that are interacting during an encounter, it is used in the message set.

11.3 URLs used in the standard

The standard makes use of URL strings in various places to link to other information. At times the data elements used to convey the full URL break the string up into component parts. This is done to save payload bytes in the transmitted message. The data element *URL-Short* must be combined with the contents of the data element *URL-Base* to create a valid URL string in such cases.

Annex A Message Framework

Introduction

This annex is intended as a guide for message framework issues.

Message Common Header

A message common header element is a data element in a message that is common to all messages. It is part of the transmitted message, is not changed by any lower levels and is required and used by a receiving application or applications. The only identified message common header element in this standard is the message ID included as the first word of content in all messages.

Application Programming Interface

An Application Programming Interface (API) is required to process common management information not included in a message (Application Protocol Data Unit). This message related information is not transmitted as part of the message set. An API for J2735 purposes is either information provided by an application which is required by the application's lower layers or is information required by an application and provided by the application's lower layers. The mechanism of communication is not considered in scope for J2735 and may or may not be provided by other standards. Any J2735 API should include the transmitted power level and the message priority.

Temporary ID

The Temporary ID, an element of the Basic Safety Message, might occasionally need to be changed for purposes of privacy. The Temporary ID value should be chosen randomly and is separate from any other identifier in the vehicle. Thus any relationship it might have with any other identifier is out of scope for the J2735 standard. A vehicle should refrain from changing the temporary vehicle ID when event flags are set. A mechanism for when and how the Temporary ID changes and how the changes are coordinated between layers is yet to be determined. The change mechanism itself is considered out of scope for the J2735 standard.

PSC/PSID

The PSC/PSID is an example of information shared by application and its lower layers. It is considered out of scope for the J2735 standard.

Message Priority

Prioritization of messages and message sets is provided so that systems can dynamically permit transmission based upon the urgency and/or importance of messages.

Priority Related Terms

It is important for this discussion to note the meanings and differences between some terms used in various standards:

- **Message Transmission Priority:** As described within IEEE WG 1609 (1609.3 and 1609.4), a three bit field represents Message Transmission Priority (sometimes called 'User Priority') which determines how a given Medium Access Control (MAC) sub layer frame competes with other MAC frames for access to the wireless medium. The priorities range from zero to seven (0-7) where 7 is highest. Transmission priority 0 is higher than transmission priorities 2 and 1 due to historical IEEE development evolution as a way to add a 'new' lowest priority. Note that the default transmission priority is 0. Please note that J2735 priorities are not limited to the case where messages are carried in 1609 packet.

- **Access Category:** As defined in the IEEE WG 1609 standard, an access category is related to the transmission priority and ranges from 0 to 3 where 3 is highest. Access Category is related to transmission priority as follows:

    - Transmission Priorities 7 and 6 are Access Category 3.
    - Transmission Priorities 5 and 4 are Access Category 2.
    - Transmission Priorities 3 and 0 are Access Category 1.
    - Transmission Priorities 2 and 1 are Access Category 0.

    The following table lists all Transmission Priorities from highest to lowest as well as their corresponding Access Category:

Priority		Access Category
7	Highest	AC3
6		
5		AC2
4		
3		AC1
0		
2		AC0
1	Lowest	

- **Message Priority (as considered in this annex):** Philosophically, no high level stack layer should have to know or actually know anything about lower layers. Given this, the applications, rather than referring to the transmission priority or the access category from IEEE WG 1609.3, use a common header byte for J2735 defined message priority. This byte is named the Message Priority and is an integer with a range from 1 to 7 with 7 being the highest. To avoid any confusion, a message priority of 0 is never used. Whether the protocol layers represented by IEEE

1609.3 and 1609.4 copy the J2735 defined application layer message priority to the MAC transmission priority, should not concern the application designer and/or developer.

- **Provider Service Identifier (PSID):** As described within IEEE WG 1609.3, the PSID is a number that identifies a service provided by an application. A PSID has no relevance for the J2735 defined message priority. It is related to service priority and is considered out of scope here.

批注 **[FP1]:** Is this true? Couldn't different PSID's have different Message Priorities? Example, a message with the Safety PSID should have a higher priority than say a message with the Traveler Info PSID. This would prevent a Traveler info message from having a higher priority than a Safety Message

- **Resource Manager Message Priority:** As described in IEEE WG 1609.1, a Resource Manager Message format consists of a header and message contents. Each Resource Manager message priority is in the range of 0 to 3 where messages of priority 0 are of highest priority, or most urgent (if the Resource Manager Message Priority is specified as being from 4 to 255, it is treated as being Resource Manager Message Priority 3).

- **Display Priority:** A receiver may define a priority associated with displaying messages. This would likely be proprietary to the OEM deploying the receiver and is out of scope for this discussion.

Message Priority Enforcement

This annex is intended only to provide guidance for recommended priority assignments to messages and message sets. It is informative only.

Neither the Technical Committee nor its associated subcommittees are chartered to police or enforce the J2735 defined application layer priorities detailed here; such enforcement will be, in all likelihood, the responsibility of an empowered governmental agency. This annex and its associated table are simply a tool to promote harmony and communication within a DSRC community.

Message Priority Table

J2735 Message Priority is based upon a balance between the importance and urgency of a message to be transmitted; the interpretation of the terms being as follows:

- **IMPORTANCE:** The first level of priority is associated with societal and/or safety impact, and prioritizes safety above all other applications and/or communications. The greater the potential for saving life or preventing injury, the higher the importance the message and message sets receive. Though this is as per the USA Federal Communications Commission, there is no intent to limit this guideline to any single country.

- **URGENCY:** Many applications are predicated upon allowable communications latency. The range of that latency defines the urgency of the message; if the message requires quick transfer from sender to listener, it has a higher associated urgency.

Each row in the Message Priorities table includes an example application and suggested message priority. In addition, an estimate of the allowable latency is provided as an indication of urgency.

Adjusting Priority

Although the J2735 defined message priority table indicates a single priority for each message set, in practice priority is an attribute of a specific message. The priority of a specific message can be raised or lowered, compared to the default priority in the table, according to the policies of the transmitting device. For example, the priority of a Basic Safety Message (BSM) that includes a "hard brake" status might be set higher than the priority of a BSM without such an indication.

Latency Ranges

In this annex, three latency (urgency) ranges are used:

- Less than 10 ms
- Between 10 and 20 ms
- Greater than 20 ms

In some cases the transmission channel may be unavailable upon the occurrence of an event, e.g. if a device occasionally switches to another channel. In general, the latency interval begins at the later of the event time and the channel availability time.

General Message Priority Scheme

The general message priority scheme is:

Importance		**Urgency**	
	< 10 msec	**from 10 to 20 msec**	**>20 msec**
Safety of Life	**7**	**5**	**3**
Public Safety	**6**	**4**	**3**
Non-Priority	**2**	**1**	**1**

Table 1 - General Message Priority Scheme

Message Priority Table

The message priority table incorporates the current and probable message sets (designated as examples):

Importance Level from USA FCC Policy	Description (When to apply a specific urgency level)	Latency for Reception (Urgency)	J2735 Message Sets and Example(s)	Default Message Priority
1 = Safety of Life Applies to those Messages and Message Sets associated with societal and/or safety impact related to human life.	Emergency Impact mitigation and injury avoidance/mitigation	< 10 ms	Crash-Pending Notification (Example)	7
	Emergency Potential-event impact and/or injury mitigation and avoidance	< 10 ms	Pre-Crash (Example)	7
	Urgent Warning Events (using Event Flags)	< 10 ms	Basic Safety + Hard-Brake (Collision Warning, EEBL, Anti -Lock, etc.)	7
	Urgent warning of impending local situation	10 to 20 ms	Emergency Vehicle Alert	5
	Situation-based status information of uninvolved local interest	10 to 20 ms	ATIS Roadside Alerts (e.g. Accident)	5
	Potential-situation information of uninvolved local interest	> 20 ms	ATIS Probable-situation (e.g. Rapidly deteriorating dangerous conditions)	3
2 = Public Safety (Safety not in 1) Applies to Road Side Units (RSU) and On-Board Units (OBUs) operated by state or local governmental entities presumptively engaged in public safety priority communications. (Includes Mobility and Traffic Management Features)	Urgent public safety downloads (Intersection Information)	< 10 ms	SPAT (Signal Phase and Timing)	6
	Public safety data transactions, exchanges	< 10 ms	Electronic Toll Collection (Example)	6
	Periodic public safety status information	< 10 ms	Basic Safety	4
	Public safety geospatial context information	10 to 20 ms	GID message (Geospatial Context)	4
	Semi-urgent public safety link establishment	10 to 20 ms	Lane Coordination; Cooperative ACC (Example)	4
	Public safety RTCM GPS correction information	10 to 20 ms	RTCM GPSC (GPS Correction)	4
	Semi-urgent public safety data and application enabler	> 20 ms	Services Table, Digital Map Download (Example)	3
	Important Traffic Management status information enabler	> 20 ms	ATIS Alerts (e.g. Highway Closed Ahead)	3
	Important Announcement of Services	> 20 ms	WSA message (Wave Service Announcement)	3
	Non-urgent Traffic Management Foundational Data	> 20 ms	Probe Messages, Localized warning zones update	3
3 = Non-Priority Communications (Not in 1 or 2) Applies to Fleet Management, Traveler Information Services and Private Systems.	Urgent, private mobility message	< 10 ms	On-Board Navigation Reroute Instructions	2
	Urgent, private and commercial electronic transactions	< 10 ms	Electronic Payments	2
	Semi-Urgent, private mobility data and electronic transactions	10 to 20 ms	Commercial applications (e.g., GPS driving instructions)	1
	Important, private and commercial electronic transactions	10 to 20 ms	Large commercial transactions (E-Commerce)	1
	Background, private mobility data downloads and upgrades	> 20 ms	Area map or database download or upgrade	1

Table 2 - Message Priorities

(above table will need to be in B/W to keep SAE pubs happy)

Common Message Header

All messages defined by this standard use elements from a common message header to some degree. In some messages these elements are defined as optional and may not be present. However, if the defined data element is sent in the message it SHALL appear in the order and with the structure defined for it in the common message header for that message. These elements appear in-line and without any form of encoding structure (such as a sequence) in order to conserve payload bytes. The specific form of each message is defined by the preceding sections. Unless the term `OPTIONAL` appears in the ASN definition for a given data element, that data element is required to be present.

For a generic message, the common message header elements are defined as shown below.

```
-- Generic Message Structure
AnExampleMessage ::=  SEQUENCE {
   -- Header items
   msgID        DSRCmsgID,
   msgCnt       MsgCount,
   id           TemporaryID,

   -- Message Content itself is defined here
   -- Message Content itself is defined here
   -- Message Content itself is defined here

   ... -- # LOCAL_CONTENT

   -- Final header item
   crc          MsgCRC OPTIONAL
   }
```

Of the above four elements, only the msgID element (of type `DSRCmsgID`) SHALL be mandatory at all times. This element is used to detect and determine what the content of the rest of the message is (as defined by the ASN and XML this standard). See the entry in the preceding section for its definition and usage notes.

The `MsgCount` element MAY optionally be present in those message definitions that require it. See the entry in the preceding section for its definition and usage notes.

The `TemporaryID` element MAY optionally be present in those message definitions that require it. See the entry in the preceding section for its definition and usage notes.

The crc element (of type `CRCvalue`) MAY optionally be present in those message definitions that require it and the value SHALL always occupy the last two bytes of the message payload.[4] This element is transmitted when the underlying protocols will not expressly provide a suitable CRC value for each recovered (received) message. The purpose of this data element is not to ensure message reception correctness (which the lower layers are presumed to handle) but rather as a message level hash value of the preceding payload content.

When handing a message payload off to the lower layers (or when recovering one) there is additional data also exchanged with that layer. This information (generically called *common management information*) is specified elsewhere in this annex when it is defined by the standard.

[4] In fact the T-L-V of this data element occupies the last 4 bytes of the message payload, but only the last two bytes contain the actual crc value itself.

Annex B The Safety Message Handler (Informative)

Annex C describes examples of vehicle safety applications aimed at preventing collisions. The Safety Message Handler is focused on that same type of safety application, though it can also be applied more broadly. These safety applications generally compare the state of a host vehicle with the states of remote vehicles, and take some action, e.g. driver warning, when a threat of collision is detected. Each application tracks a set of state variables, many of which are of common concern to other applications, and some of which are application-specific. As the name implies, the Basic Safety Message (BSM) [5.x] is designed to support the collective communication needs of a set of safety applications. Rather than transmit a series of single-application messages, a vehicle sends one BSM whose contents convey all aspects of the vehicle's current state that are relevant to at least one application. This feature of the communication architecture saves bandwidth resources by suppressing redundant information and avoiding extra per-packet protocol overhead. It also saves processing resources in the sender and especially in the receiver. Finally, it simplifies application designs by separating them from details of the communication system like message structure and data element format.

批注 **[RS2]:** Is this restricted to V2V. Does the handler really do the comparison referred to here? Seems more of a smart switch. See C 1 below – Intersection message

This separation of the applications from the communication system implies an intermediate function. The purpose of this annex is to describe at a high level how that function, which is called here a Safety Message Handler (MH), could be designed to send and receive messages in support of safety applications.

A given vehicle both transmits its state and receives state updates from other vehicles. As noted in Annex C, the state information from each vehicle might be updated via periodic broadcasts of the BSM. The message period could be modified in response to network conditions or changing application requirements. The periodic messages could also be supplemented by an occasional message upon the occurrence of a specific event (e.g. hard-brake event).

Each application running on a vehicle has requirements for the state information that it needs to communicate to other vehicles. For each state element, the application also has a requirement for the broadcast update frequency. The job of the MH on the sender side is to compose and dispatch messages with contents and at intervals that satisfy the collective needs of the applications. This process is illustrated in Figure 1[5]. Three applications are shown on the left of the figure. For each, a set of data elements is listed; these represent the state information that each application requires to be broadcast. The MH composes messages whose content represents the union of the required elements. Note that an element like Position that is required by multiple applications is sent only once in each message.

The MH might use a BSM to send the required information. In that case, any required element that is included in Part I of the BSM is automatically sent. Any required element that is not included in Part I of the BSM is explicitly included in Part II. Alternatively, a MH might use an A La Carte (ALC) message to send the required information. The ALC has all of the flexibility of the BSM, but with no mandatory part; Part I of the ALC message is similar to Part II of the BSM. If the MH chose to send an ALC message, every required element is explicitly included. The choice of whether to use a BSM or an ALC may depend on how much of the BSM Part I information is in the set of required information. Part I of the BSM is specifically designed to include the information most likely to be useful for safety applications, so one can expect the BSM to be a good message choice for a MH most of the time.

The transmit and receive parts of each application running on a vehicle have a dual structure. Just as the transmit part has requirements for information to be sent, the receive part has a set of elements that it desires to receive. The receive side of the MH shown in Figure 1 performs an inverse operation of the send side. Upon receipt of a safety message, the MH parses the message to extract the component elements. Every received element is provided to each application that desires to receive it. Received elements that no application needs are ignored.

[5] In this annex, all references to specific applications, data elements, and message rates are purely illustrative.

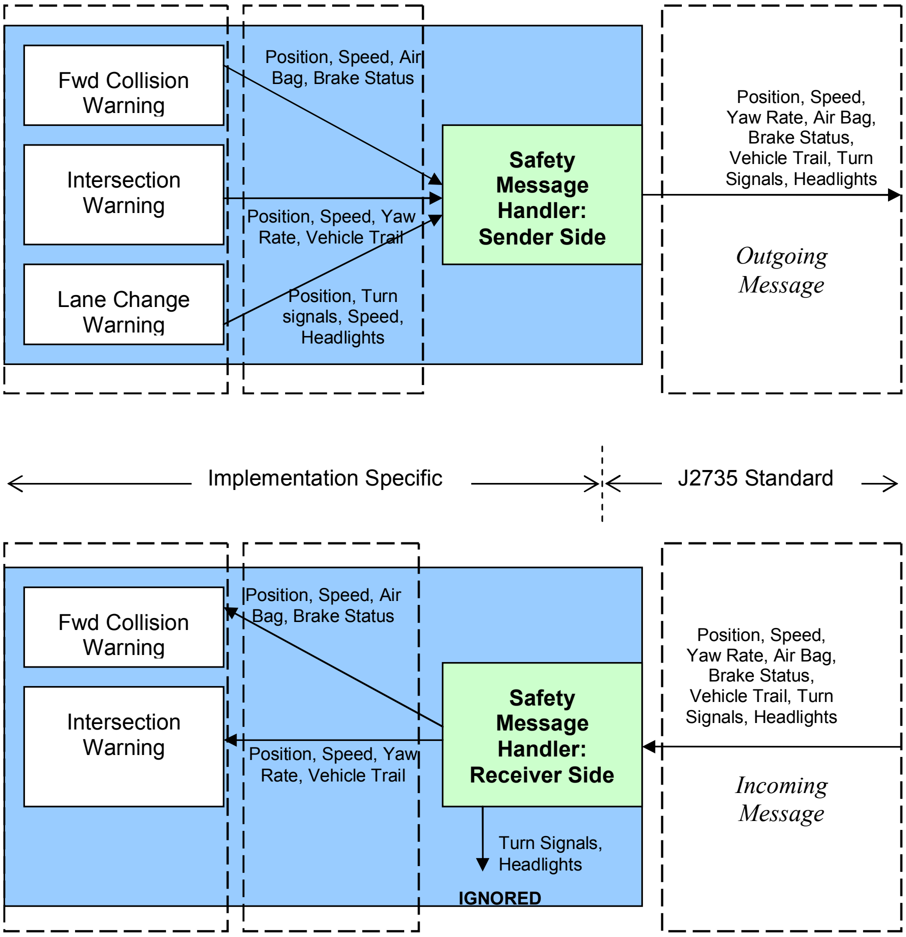

Fwd Collision Warning
Intersection Warning
Lane Change Warning
Position, Speed, Air Bag, Brake Status
Position, Speed, Yaw Rate, Vehicle Trail
Position, Turn signals, Speed, Headlights
Safety Message Handler: Sender Side
Position, Speed, Yaw Rate, Air Bag, Brake Status, Vehicle Trail, Turn Signals, Headlights
Outgoing Message
Implementation Specific
J2735 Standard
Fwd Collision Warning
Intersection Warning
Position, Speed, Air Bag, Brake Status
Position, Speed, Yaw Rate, Vehicle Trail
Safety Message Handler: Receiver Side
Turn Signals, Headlights
IGNORED
Position, Speed, Yaw Rate, Air Bag, Brake Status, Vehicle Trail, Turn Signals, Headlights
Incoming Message

Figure 1: Example Vehicle DSRC Safety System with Safety Message Handler

Figure 1 illustrates how a MH chooses outgoing message content based on the collective requirements of the vehicle's safety applications. An aspect of the MH functionality not shown is the determination of message transmission time. The simplest case is a regular message schedule with uniform content in each message. A more complex case arises if some information is sent more frequently than others. A MH may opt to compose messages with different content to match the specific information rate requirements of the applications. For example, if in Figure 1 the Lane Change Warning application only requires half the information rate as the Forward Collision Warning and Intersection Warning applications, the message shown on the right side of the figure might be sent every other message interval, interleaved with messages that omit the Turn Signals and Headlights data elements.

Annex C Operation with the Vehicle Basic Safety Message

1. Application Background

The Basic Safety Message in this Standard was developed based on analysis of communications requirements for seven high-priority vehicle-to-vehicle application scenarios with significant anticipated safety benefits. These application scenarios are:

- C.1 Intersection Collision Warning
- C.2 Emergency Electronic Brake Lights
- C.3 Pre-Crash Sensing
- C.4 Cooperative Forward Collision Warning
- C.5 Left Turn Assistant
- C.6 Stop Sign Movement Assistance
- C.7 Lane Change Warning

The use of the Basic Safety Message in the relevant vehicle safety application scenarios is described in this annex in Sections C-1 through C-7. These sections of the annex present vehicle safety application scenarios and are meant to illustrate the use of the Basic Safety Message specified in this Standard, rather than to specify or prescribe these applications or to recommend the best way to deploy these applications. It is expected that the message sets in this standard will fully or partially enable the development of additional vehicle safety applications. Illustrations of such applications may be added to this annex in future versions of this Standard.

Future vehicle safety applications may require additional message sets, data frames and data elements that have not yet been specified in this Standard. The intention of the DSRC Technical Committee is for these additional elements to be identified by the Technical Committee, analyzed, specified and added to future versions of this Standard in order to support interoperability for an increasingly diverse range of vehicle safety applications. These additions are likely to be especially noticeable in the area of future vehicle-to/from-infrastructure safety applications that are envisioned. Some of these will likely be vehicle safety applications and others are likely to be public safety applications. The technical committee intends for this Standard to support the interoperability of all these safety applications between and among vehicles from different manufacturers and roadside infrastructure operators/manufacturers throughout the entire region of expected vehicle travel.

The basic premise of the initial vehicle safety applications is the use of frequent broadcasts of basic information about each individual vehicle to enhance the awareness of vehicles that are in the vicinity. The frequency of these broadcasts is expected to at least meet the requirements of vehicle safety systems implemented using this technology, and if possible to exceed these requirements in order to compensate for the inherently unreliable nature of radio frequency communications.

Due to the potential cumulative effect of many vehicles broadcasting within the same local area (in particular during heavy traffic conditions), the DSRC communication channel is likely to encounter excessive channel loading on occasion. For this reason, it has been the focus of the technical committee to limit the required information in these common messages to a concise set, and to provide effective coding to minimize the size of the message payload. The common message set that was developed by the committee to meet the requirements of the initial vehicle safety application scenarios is the MSG_BasicSafetyMessage, which has a mandatory section (Part I) and an optional section (Part II):

Part I of the MSG_BasicSafetyMessage contains a fixed data structure comprising the information that must be updated most frequently or which must be known to determine the meaning of the frequently-

批注 [JBK3]: This annex only uses the BSM, so it would be confusing to refer more generally to plural message sets.

批注 [JBK4]: ACID is obsolete.

批注 [JBK5]: Here I'm leaving the more general plural since this is open ended and speculative changing data. Part I is mandatory in the Basic Safety Message, and so might be broadcast more frequently than the optional Part II. The transmission frequency of the Basic Safety Message might be chosen so that it provides an update rate that is consistent with the scan rates for on-board vehicle safety system sensors.

Part II of the MSG_BasicSafetyMessage is optional, and so might be included in only a subset of the messages. The additional data provided in Part II is either required less frequently by vehicle safety applications, or is less important, or both. Part II information, when present, might vary from message to message. Part II can be included periodically or triggered by an event or a request. Locally defined content can be sent in Part II as well, although this requires additional definition in the ASN and XML used.

批注 **[JBK6]:** I don't understand this. What is required? Definition where?

~~MSG_BasicSafetyMessage Frame, Part III, which contains additional data frames or data elements with open-ended tags. Part III is added on an 'as required' basis to allow the communication of data that is not included in Part I or Part II.~~

2. Applicable documents

A detailed description of the identification and selection of the high-priority vehicle safety applications, as well as the background descriptions of the application scenarios, are included in the "Vehicle Safety Communications Project Task 3 Final Report: Identify Intelligent Vehicle Safety Applications Enabled by DSRC", published by the National Highway Traffic Safety Administration in March 2005 and publicly available from National Technical Information Service, Springfield, Virginia 22161 (or online at www.nrd.nhtsa.dot.gov/pdf/nrd-12/1665CAMP3web/images/CAMP3scr.pdf).

3. Application message sequences

The repetitive broadcast of vehicle safety messages is expected to increase the range of vehicle environmental awareness beyond the range of any on-board sensors. Each vehicle will broadcast its relevant information frequently via the MSG_BasicSafetyMessage and receive the equivalent messages from all DSRC-equipped vehicles in the immediate vicinity. Messages from other vehicles can then be analyzed by on-board processors to identify impending situations that would warrant warning the driver or initiating other actions, for example, pre-tensioning of seat belts.

4. Application use with DSRC

Basic Safety Messages will usually be transmitted using the Wave Short Message Protocol (WSM) stack on a pre-agreed channel, to other devices (typically other mobile on-board units (OBUs)) which have determined to receive this type of message. It will not be necessary for a sender to advertise a service, nor for a receiver to undertake any confirm or join operation.

Receivers are expected to process all such messages. Upon receipt, a Basic Safety Message is examined for message content and relevance at the application layer of the protocol stack.

Basic Safety Messages are expected to be broadcast at a rate sufficient to provide a level of data quality, including data freshness, similar to that provided by on-board sensors used for vehicle safety systems. However, to help prevent the possibility of vehicle broadcast messages congesting a channel, the frequency of transmissions may need to be adjusted in dense traffic environments based on speed, number of vehicles in close proximity or other parameters (e.g., a toll plaza).

In all seven of the following application scenarios, a working GPS unit[6] and a connection to the vehicle data bus, in addition to a DSRC radio unit, are necessary to send out the correct information to, and receive the necessary information from, other vehicles.

[6] Which is presumed to be able to provide position, velocity, and current time values for the vehicle.

Annex C-1 Intersection Collision Warning

Application Description

This application warns drivers when a side-impact or straight crossing path collision at an intersection is probable. DSRC communications can be used to allow a vehicle approaching an intersection to detect all nearby vehicles, their position, velocity, acceleration, and turning status. The in-vehicle unit analyzes these parameters for the other vehicles as contained in their MSG_BasicSafetyMessages and projects future vectors for these vehicles. If this analysis determines that a collision is likely, an appropriate warning is issued to the driver.

Flow of Events

Flow of events					
1. Vehicle "A" sends MSG_BasicSafetyMessage,					
2. Vehicle "B" receives message					
3. Vehicle "B" processes the message from Vehicle A and determines that Vehicle A's message is relevant (crossing road segment via map and/or heading)					
4. Vehicle "B" alerts its driver to a straight crossing path hazard.					
Hardware Devices:	DSRC radio Positional and vehicle sensors Human-Machine Interface				
Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**		**Service Provider**	**Road Department**
		Driver	**Passenger**		
	X	**X**			
Support information:	CAMP-VSC Task 3 Report, 2003				

批注 **[JBK7]:** I suggest we reformat to remove the Passenger, Service Provider, and Road Department table headings since we don't use them in any of these examples.

Concept of Operations

For this application, it is assumed that all identified subject vehicles would be equipped with DSRC units. It is also assumed that messages from each vehicle would be received by conflicting vehicles on other intersection legs, a process that might involve high transmission power or relaying techniques if the transmitter and receiver do not have clear line of sight.

Upon receipt of each MSG_BasicSafetyMessage, the recipient needs to implement an algorithm to determine if a crossing path conflict is present. Once a conflict is determined the vehicle could use appropriate human machine interface (HMI) techniques aboard the vehicle to issue a warning to the driver.

Sensors and Other System Needs

A map database could help to provide information about whether crossing path vehicles are in the vicinity of an intersection. If lane resolution is possible, lane position of the crossing path vehicle can be used in the algorithm, e.g., if a crossing path vehicle is in a left-turn pocket and it is known in advance that the left-turn and straight-through phases are different, then the left-turning vehicle is no longer a likely threat.

Annex C-2 Emergency Electronic Brake Lights

Application Description

When a vehicle brakes hard, the Emergency Electronic Brake Light application conveys this information to surrounding vehicles via one or more Basic Safety Messages. This application will help the driver of a following vehicle by giving an early notification that the lead vehicle is braking hard even when the driver's visibility is limited (e.g. a large truck blocks the driver's view, heavy fog, rain).

The current brake lamp goes on when the driver applies the brake. The Emergency Electronic Brake Light application might not only enhance the range of a hard braking message but also might provide important information such as acceleration/deceleration rate and duration. At present, brake lamps do not differentiate level of deceleration and are only useful as far rearward as line of sight allows.

Flow of Events

<table>
<tr><th colspan="6">Flow of events</th></tr>
<tr><td colspan="6">1. Vehicle "A" sends MSG_BasicSafetyMessage, possibly with additional data associated with the hard braking event, such as a hard-braking event flag</td></tr>
<tr><td colspan="6">2. Vehicle "B" receives message</td></tr>
<tr><td colspan="6">3. Vehicle "B" processes the message from Vehicle A and determines that Vehicle A's message is relevant (similar heading in advance of Vehicle B's path) and a significant braking event is occurring per the message information (e.g. deceleration, brake pressure, event flag).</td></tr>
<tr><td colspan="6">4. Vehicle "B" alerts its driver to the braking event and provides some indication of braking severity.</td></tr>
<tr><td><b>Hardware Devices:</b></td><td colspan="5">DSRC radio
Positional and vehicle sensors
Human-Machine Interface</td></tr>
<tr><td rowspan="3"><b>Actors:</b> (What entities play an active role in use)</td><td rowspan="2"><b>Vehicle System</b></td><td colspan="2"><b>Occupant</b></td><td rowspan="2"><b>Service Provider</b></td><td rowspan="2"><b>Road Department</b></td></tr>
<tr><td><b>Driver</b></td><td><b>Passenger</b></td></tr>
<tr><td>X</td><td>X</td><td></td><td></td><td></td></tr>
<tr><td><b>Support information:</b></td><td colspan="5">CAMP-VSC Task 3 Report, 2003</td></tr>
</table>

Concept of Operation

For this application, it is assumed that the vehicle in a hard braking situation would be equipped with a DSRC unit. It is also assumed that the message from the vehicle would be received by the following vehicles, including any that could have a collision with the braking vehicle.

The message sender needs to have an algorithm to decide if a hard brake was performed (for example: deceleration greater than 0.4g), and if a non-routine event message transmission is advisable. If a vehicle determines that it is braking hard then it could inform the surrounding vehicles by sending a MSG_BasicSafetyMessage, possibly including an optional "hard-brake" event flag. The message could be sent at the next scheduled transmission time, or earlier, and it could use a higher priority level than the routine broadcast of a MSG_BasicSafetyMessage.

In order to determine if a hard braking message is relevant, the listening vehicle needs to know the relative location from which the message originated (e.g., front, rear, left, right). This can be done based on its GPS information and the GPS information of the braking vehicle. The listening vehicle may not necessarily inform the driver of such an event if the braking vehicle is traveling in an adjacent lane.

Sensors and Other System Needs

A map database, where available, may help to provide specific, relevant information related to current road segments. This could allow, for example, intersection geometry or road curvature to be taken into account when an application host vehicle evaluates the received MSG_BasicSafetyMessage to see if an alert to the driver is necessary.

Annex C-3 Pre-crash Sensing

Application Description

Pre-crash sensing can be used to prepare for imminent, unavoidable collisions. This application could use DSRC communication in combination with other sensors to mitigate the severity of a crash. Countermeasures may include pre-tightening of seatbelts, airbag pre-arming, front bumper extension, etc.

Flow of Events

Flow of events					
1. Vehicle "A" sends MSG_BasicSafetyMessage					
2. Vehicle "B" receives message					
3. Vehicle "B" processes the message from Vehicle A and determines that Vehicle A's message is relevant and, per the message information (e.g. location, speed, heading, deceleration, brake pressure, etc.), that trajectories of Vehicles "A" and "B" will likely intersect imminently.					
4. Vehicle "B" automatically initiates pre-crash countermeasure(s).					
Hardware Devices:	DSRC radio Positional and vehicle sensors Human-Machine Interface				
Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**		**Service Provider**	**Road Department**
		Driver	**Passenger**		
	X				
Support information:	CAMP-VSC Task 3 Report, 2003				

Concept of Operations

As in most of the other vehicle safety application scenarios, DSRC communications is used to allow the host vehicle to detect position, velocity, heading, acceleration, and control parameters for all equipped vehicles in the immediate vicinity. The in-vehicle unit analyzes these parameters for the other vehicles as contained in their MSG_BasicSafetyMessages and projects future vectors for these vehicles. If this analysis determines that a collision is imminent and unavoidable, the vehicle may deploy countermeasures, such as pre-tightening of seatbelts. This further information might be used for such potential purposes as determining the need to lower the bumper on a high-profile vehicle to minimize the damage to a smaller, lower vehicle, or to support a sensor-based decision to pre-deploy side-impact airbags if the collision vector determination indicates an imminent side-impact.

批注 [JBK8]: Why is this described as a second stage following seatbelt pre-tightening? The analysis that leads to pre-tightening would also lead to these other decisions. Maybe I'm missing something.

Sensors and Other System Needs

On-board sensors, such as airbag accelerometers or radar systems, could be used to confirm the imminent collision determination derived from the DSRC communications analysis.

Annex C-4 Cooperative Forward Collision Warning

Application Description

The cooperative forward collision warning (CFCW) system application is a vehicle-to-vehicle (V2V) communication-based safety feature that issues a warning to the driver of the host vehicle in case of an impending front-end collision with a vehicle ahead in traffic in the same lane and direction of travel. CFCW will help drivers in avoiding or mitigating front-to-rear vehicle collisions in the forward path of travel. The system does not attempt to control the host vehicle in order to avoid an impending collision.

批注 [JBK9]: If the collision is with a vehicle ahead in traffic, wouldn't that be a "front-end" collision?

Flow of Events

Flow of events					
1. Vehicle "A" sends MSG_BasicSafetyMessage, periodically					
2. Vehicle "B" receives and processes messages, and determines if Vehicle A is traveling ahead in traffic in the same lane and direction of travel.					
3. If so determined, Vehicle "B" processes the message information further to determine the threat level of a front-end crash with Vehicle A.					
4. Based on the threat level determined, Vehicle "B" warns its driver of the potential front-end crash.					
Hardware Devices:	DSRC radio Positional and vehicle sensors Human-Machine Interface				
Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**		**Service Provider**	**Road Department**
		Driver	**Passenger**		
	X	X			
Support information:	CAMP-VSC Task 3 Report, 2003				

Concept of Operations

This application is similar to the Emergency Electronic Brake Light scenario (Annex C-2). In the Cooperative Forward Collision Warning scenario, however, the application warns the driver when the possibility of a collision with a vehicle in front of the host vehicle becomes likely, whereas the brake light application simply informs the driver of the onset of “hard” braking based on an indication of braking rate. The concept of operation of the CFCW application can be explained as follows: Every vehicle that is equipped with DSRC will broadcast the MSG_BasicSafetyMessage, including the optional path history, at a certain frequency (path history might be included in a subset of all MSG_BasicSafetyMessages). The CFCW application in the host vehicle receives safety messages and uses the contents to track the state (i.e., position, velocity, and acceleration, etc.) of remote vehicles within its communication range. Using such information, along with its own state and its assessment of the relevance of the target location, the host vehicle determines the likelihood of a front-end collision with a remote vehicle ahead in its lane and calculates the threat level. The threat level is used to further determine the appropriate warning through the vehicle’s driver vehicle interface.

Sensors and Other System Needs

On-board sensors, such as radar or lidar systems, could be used to confirm the collision determination derived from the DSRC communications analysis.

批注 **[JBK10]:** We used “imminent” in pre-crash, so I don’t think we should use it here.

A map database, where available, may help to provide specific, relevant information related to current road segments. This could allow, for example, intersection geometry or road curvature to be taken into account.

Annex C-5 Left Turn Assistant

Application Description

The Left Turn Assistant provides information to drivers about gaps and speeds of oncoming cars to help them make a left turn across traffic safely. This application warns drivers when a collision is probable if the left turn movement is initiated.

Flow of Events

<table>
<tr><th colspan="7">Flow of events</th></tr>
<tr><td colspan="7">1. Oncoming Vehicle “A” sends MSG_BasicSafetyMessage.</td></tr>
<tr><td colspan="7">2. Turning Vehicle “B” receives message</td></tr>
<tr><td colspan="7">3. Vehicle “B” processes the message from Vehicle A and determines that Vehicle A’s message is relevant (crossing road segment via map and/or heading and indication of turn)</td></tr>
<tr><td colspan="7">4. Vehicle “B” alerts its driver to an oncoming vehicle hazard.</td></tr>
<tr><td><b>Hardware Devices:</b></td><td colspan="6">DSRC radio
Positional and vehicle sensors
Human-Machine Interface</td></tr>
<tr><td rowspan="2"><b>Actors:</b> (What entities play an active role in use)</td><td rowspan="2"><b>Vehicle System</b></td><td colspan="2"><b>Occupant</b></td><td rowspan="2"><b>Service Provider</b></td><td rowspan="2"><b>Road Department</b></td></tr>
<tr><td><b>Driver</b></td><td><b>Passenger</b></td></tr>
</table>

	X	**X**			
Support information:	CAMP-VSC Task 3 Report, 2003				

Concept of Operations

DSRC communications is used to allow the turning vehicle to detect all equipped vehicles in the vicinity. Furthermore, it allows the turning vehicle to receive the position, velocity, acceleration, and control parameters, among others, for potential threat vehicles. The in-vehicle unit, based upon the host vehicle's left turn signal initiation (and/or possibly other control parameters such as steering wheel angle or yaw rate) constructs a predicted travel path for the host vehicle and analyzes the received parameters for the approaching vehicles . The unit also constructs expected future travel path for these vehicles. If this analysis determines that a collision would be likely if the left turn movement is initiated, an appropriate warning is issued to the driver

Sensors and Other System Needs

On-board sensors to determine the host vehicle's intent to turn left, e.g., left turn signal or other control parameters, may be required.

A map database could help to provide information about whether vehicles are in the vicinity of an intersection. If lane resolution is possible, lane position of left-turning and opposite path vehicles can be used in the algorithm, e.g., if a left-turning vehicle is in a left-turn pocket and the opposite path vehicle is in a through lane, then the left-turn warning should actuate.

Annex C-6 Stop Sign Movement Assistance

Application Description

This application provides a warning to a vehicle that is about to cross through an intersection after having stopped at a stop sign. This may prevent collisions with traffic approaching the intersection. In particular, this application warns drivers when a collision is probable if the indicated start-from-stop is initiated.

Flow of Events

Flow of events
1. Vehicle "A", starting from stop, sends MSG_BasicSafetyMessage
2. Vehicle "B" receives message
3. Vehicle "B" recognizes that Vehicle A's message is relevant and, per the message information (e.g. location, speed, heading, acceleration, throttle position, etc.), that trajectories of Vehicles "A" and "B" will likely intersect.
4. Vehicle "B" alerts its driver to a straight crossing path hazard.
5. Vehicle "B" sends MSG_BasicSafetyMessage
6. Vehicle "A" receives message.
7. Vehicle "A" processes the message from Vehicle A and determines that Vehicle B's message is relevant (crossing road segment via map and/or heading)
8. Vehicle "A" alerts its driver to a start-from-stop hazard.

批注 [JBK11]: I think it would be better if we could show the two message event flows in parallel somehow. This flow seems to imply that B won't send the BSM unless it first alerts its driver in step 4. Alternately, steps 1-4 could be omitted since they don't directly relate to this application. A note could be added to say that Vehicle B also issues an intersection collision warning, as described in C-1, based on messages it receives from Vehicle A

Hardware Devices:	DSRC radio Positional and vehicle sensors Human-Machine Interface				
Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**		**Service Provider**	**Road Department**
		Driver	**Passenger**		
	X	X			
Support information:	CAMP-VSC Task 3 Report, 2003				

Concept of Operations

DSRC communications is used to allow the stopped vehicle to be informed of the presence of other vehicles in the immediate vicinity. The frequently broadcast MSG_BasicSafetyMessages from vehicles in the area allow the stopped vehicle to receive the position, velocity, acceleration, and control parameters, among others, from these vehicles. The in-vehicle unit, based upon the host vehicle's stopped condition and combination of release of brake and application of throttle, for example, constructs a predicted travel path for the host vehicle and also constructs expected travel path for the other detected vehicles by analyzing their received parameters. If the in-vehicle unit determines that a collision would be likely if the start-from-stop maneuver is initiated, an appropriate warning is issued to the driver.

Sensors and Other System Needs

On-board sensors to determine the host vehicle's stopped condition and combination of release of brake and application of throttle are also needed.

A map database could help to provide information whether crossing path vehicles are in the vicinity of an intersection. If lane resolution is possible, lane position of the crossing path vehicle can be determined and used in the algorithm.

Annex C-7 Lane Change Warning

Application Description

This application provides a warning to a vehicle that is about to change lanes. The warning is provided in order to avoid a collision with vehicles in the intended lane destination of the host vehicle.

Flow of Events

Flow of events
1. Overtaking Vehicle "A" sends MSG_BasicSafetyMessage
2. Lane-changing Vehicle "B" receives message
3. Vehicle "B" processes the message from Vehicle A and determines that Vehicle A's message is relevant (by location in adjacent lane, proximity or rate of overtaking)
4. Based upon the host vehicle's turn signal indication and /or possibly other control parameters like steering movements, Vehicle "B" alerts its driver to a potential overtaking vehicle hazard.

Hardware Devices:	DSRC radio Positional and vehicle sensors Human-Machine Interface				
Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**		**Service Provider**	**Road Department**
		Driver	**Passenger**		
	X	**X**			
Support information:	CAMP-VSC Task 3 Report, 2003				

Concept of Operations

As with the other vehicle safety application scenarios in this annex, DSRC communications is used to allow the host vehicle to detect all equipped vehicles in the immediate vicinity. As well, the lane-changing vehicle receives the position, velocity, acceleration, and control parameters, among others, for all these vehicles through their MSG_BasicSafetyMessages. The in-vehicle unit, based upon the host vehicle’s turn signal and/or possibly other control parameters like steering wheel movements, constructs a potential vector for the host vehicle and analyzes the received parameters to construct expected future vectors for other vehicles in the immediate vicinity. If the in-vehicle unit determines that a collision would be likely if the indicated lane change maneuver is initiated, an appropriate warning is issued to the driver.

Sensors and Other System Needs

On-board sensors to determine the host vehicle’s intent to change lanes, e.g., turn signal or other control parameters, will also be needed.

A map database, if available, could help to provide information about whether vehicles are in adjacent lanes. In addition, the road curvature can be taken into account when an application host vehicle evaluates the presence of an approaching or existing vehicle in the adjacent lane.

Annex D: Traveler Information Message Use and Operation

Traveler Information Introduction

Traveler Information is designed to enable broadcast advisory messages to the vehicle driver based upon location and situation relevant information. Messages are prioritized both for delivery and presentation based on the type of the advisory. Presentation to the driver may be in the form of text, graphics, or audio cues.

Examples include traveler advisories (traffic information, traffic incidents, major events, evacuations, etc.) and road signs. Traveler advisories are dynamic and temporary in nature. Conversely, road sign messages emulate their physical counterparts and are static in nature. Differences are discussed in this document.

The message, developed by the SAE-DSRC Traffic and Traveler Information Subcommittee discussed earlier in this standard, describes the payload of the Traveler Information Message. This Annex describes how~~when~~ the On-Board ~~Equipment~~ Unit (OBU) will receive traveler information as well as how an OBU[7] could utilize the data prior to presentation to the driver. The format and mode of the presentation to the driver is left to the developer.

批注 [CH12]: We don't describe when the OBU will receive. Just how.

批注 [RS13]: Do we?

批注 [RS14]: Insert . The format and mode of the presentation to the driver is left to the developer.

Traveler Information ~~Message~~ Packet Structure

The following text describes the format of a packet containing multiple individual advisories or road signs. (Refer to Figure 1: Packet Format, on the following pages)

Packet Structure

Multiple traveler advisories or road signs may be packaged into a single ~~message~~ packet for transmission. However, it is recommended practice not to mix advisories and road signs within the same packet since road signs are essentially stable whereas advisories require frequent updates. ~~Additionally, it is advisable to only couple similar road signs. For example, in a specific geographic area, combine all the speed limit signs into one packet and all the exit services signs into a different packet.~~

批注 [RS15]: why?

批注 [CH16]: This had been a normative part of the standard in the past. Along the way, it was opened up so that all signs in a packet didn't HAVE to be of the same MUTCD code. As I look at it now, the agency should create their own policy for partitioning roadsigns into packets. Let's strike these last two sentences.

Each packet has a unique Packet ID. If a vehicle's OBU has processed a packet with a particular ID, it can then ignore subsequent packets with that same ID, updated packets will have a different ID. The recommended Packet ID structure is an octet string which is a combination of an ~~assigned jurisdictional value (in the most significant bytes) and a locally defined ranges (determined by state and local policies). The locally defined range allows for assigning further groups of users (data issuers) as well as a unique value for each packet. This process, and recommended practices, is discussed further in Annex TBD.~~ agency identifier in the most significant byte and timestamp in the subsequent bytes. An example of this recommended Packet ID structure in shown below.

批注 [RS17]: when?

批注 [CH18]: The subcommittee decided not to restrict the format of the Packet ID. A complicated hierarchial model had been proposed before. The sample ASN representation and examples show the one-byte agency ID and timestamp and label it specifically as recommended.

```
packetID                OCTET STRING (SIZE(9)),               -- PacketID (9-Byte ID)
--Recommended packetID structure
```

Byte 1	Bytes 2-3	Byte 4	Byte 5	Byte6	Byte7	Bytes 8-9
Agency ID	DYear	DMonth	DDay	DHour	DMinute	DSecond

Data Frame Header

[7] Here OBE is used, elsewhere OBU is used, pick one and stick with it.

All individual message (data frame) headers are of a common format. However, individual messages are either of type "advisory" or "road sign". If it is an advisory, the message ID consists of a 2-byte Advisory Number. This Advisory Number can be used to connect to additional message content transmitted in the ATIS message format over the TCIP/IP stack, if available. If it is a road sign, the message ID is a combination of 3D position, direction and an MUTCD code. In addition to a message ID, the header contains a start time, duration time, and priority. This allows the advisory style of message to be similar to Dynamic Message Sign (DMS) content or to ATIS event message content (and therefore dynamic), whereas currently a road sign is typically painted (and therefore static).

Data Frame Valid Regions

Up to 8 valid regions may be used to geographically define where each message is useful to the driver. Multiple regions are used to describe precise segments of roadway where the message[8] applies, such as east and west bound lanes approaching an intersection or interchange.

Data Frame Content

~~SAE J2266, Location Referencing Message Specification (LRMS), describes a profile for a road link location.~~ All advisory content consists of multiple ITIS code/text fields and ~~an optional LRMS-type location description,~~ an optional ~~image~~ URL to images or additional information~~, and multiple ITIS code/text fields~~.

The format of road sign content depends on the MUTCD code for the sign. Existing formats for road sign content include – speed limit, work zone warning, and exit services. Additional content formats will be defined in further editions of this standard. These future formats will couple similar types of road signs into broad categories. Each broad category of road signs will share a common content format. The general format follows the established rules for using ITIS text and phrases, but with minor presumptions or restrictions for DSRC needs.

A provision also exists for a generic road sign category. The list of valid MUTCD codes (DE_MutcdTagList) includes a "generic" value. All generic road sign content also allows a text field and an optional ~~image~~ URL[9] pointing to additional information. In general free text is avoided in the DRSC message set work, but here limited means are provided to allow some free text (often needed for local street and place names).

批注 **[cah19]:** In the main standard, we need to add an offset-from-starting-node into this data frame (DF_Location)

批注 **[CH20]:** I didn't realize that we had deleted the DF_Location part of advisories. Frank, do you remember when this was done. Ram may want to review this deletion. I took it out of Figure 2 below. But again, we may want to see if Ram knew this was removed.

批注 **[CH21]:** I don't know how to deal with this footnote and the corresponding Punch out item #6. I don't see section 11.3 anywhere in this standard.

批注 **[RS22]:** Re footnote is multi strings the same as pages which is the word used in CMS descriptions – if so then yes – these should be included but they are just one message the pages are used because signs are limited.

[8] DCK: Small terminology issue to resolve here. The term "message": is being used to describe both the "inner" message and the "outer" (up to sets of 8) message. Need to address this, and ID vs Time issues.

[9] Bring up the concept of a base URL/URI to be found in another periodically sent "background" message here. Will need yet another short annex to further develop this concept. Does the committee want to support NTCIP "MULTI" strings from CMS/VMS signs here as well?

Packet Format Diagram

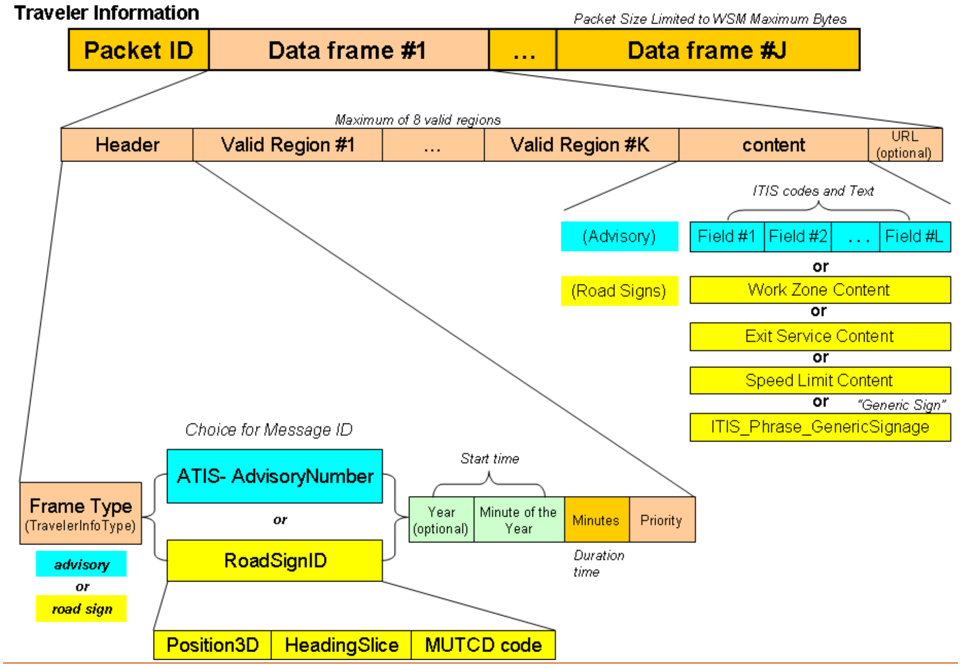


Figure 2: Packet Format

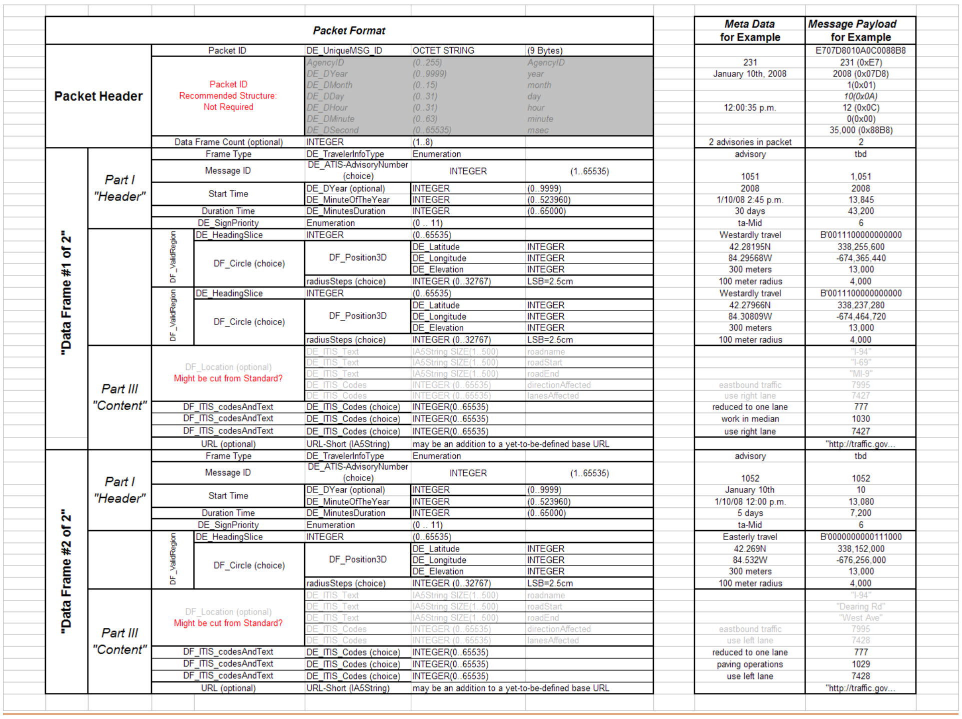
The ASN presention of the message (`TravlerIformaiton`) can be found in seciton 5 of document (along with its XML form) .

Traveler Advisory Example

This sample packet contains two data frames, and they are both advisories that indicate traffic is reduced to one lane. The first advisory has two circular activation regions, begins on January 10th 2008, lasts for 30 days~~lasts until January 31st 2008~~, and warns drivers to use the right lane. The second advisory has one circular activation region, begins on January 10th 2008, lasts for 5 days,~~lasts until January 20th 2008,~~ and warns drivers to use the left lane.

Both advisories have the optional LRMS-type location populated. Some vehicles may have the capability to present this information to the driver. Some vehicles with on-board maps may also be able to use this data to determine the affected geographic location of the advisory.

Both advisories also support the optional off-board URL for a descriptive image. Again, some vehicles may be able to retrieve this image through an alternative mechanism – WiMax, WiFi, Cellular modem, etc. or by way of the TCIP/IP stack over DSRC.



Packet Format							***Meta Data*** **for Example**	***Message Payload*** **for Example**
Packet Header		Packet ID		DE_UniqueMSG_ID	OCTET STRING	(9 Bytes)		E707D8010A0C0088B8
		Packet ID Recommended Structure: Not Required		*AgencyID*	*(0..255)*	*AgencyID*	231	231 (0xE7)
				DE_DYear	*(0..9999)*	*year*	January 10th, 2008	2008 (0x07D8)
				DE_DMonth	*(0..15)*	*month*		1(0x01)
				DE_DDay	*(0..31)*	*day*		*10(0x0A)*
				DE_DHour	*(0..31)*	*hour*	12:00:35 p.m.	12 (0x0C)
				DE_DMinute	*(0..63)*	*minute*		0(0x00)
				DE_DSecond	*(0..65535)*	*msec*		35,000 (0x88B8)
		Data Frame Count (optional)		INTEGER	(1..8)		2 advisories in packet	2
"Data Frame #1 of 2"	*Part I "Header"*	Frame Type		DE_TravelerInfoType	Enumeration		advisory	tbd
		Message ID		DE_ATIS-AdvisoryNumber (choice)	INTEGER	(1..65535)	1051	1,051
		Start Time		DE_DYear (optional)	INTEGER	(0..9999)	2008	2008
				DE_MinuteOfTheYear	INTEGER	(0..523960)	1/10/08 2:45 p.m.	13,845
		Duration Time		DE_MinutesDuration	INTEGER	(0..65000)	30 days	43,200
		DE_SignPriority		Enumeration	(0 .. 11)		ta-Mid	6
		DF_ValidRegion	DE_HeadingSlice	INTEGER	(0..65535)		Westardly travel	B'0011100000000000
			DF_Circle (choice)	DF_Position3D	DE_Latitude	INTEGER	42.28195N	338,255,600
					DE_Longitude	INTEGER	84.29568W	-674,365,440
					DE_Elevation	INTEGER	300 meters	13,000
				radiusSteps (choice)	INTEGER (0..32767)	LSB=2.5cm	100 meter radius	4,000
		DF_ValidRegion	DE_HeadingSlice	INTEGER	(0..65535)		Westardly travel	B'0011100000000000
			DF_Circle (choice)	DF_Position3D	DE_Latitude	INTEGER	42.27966N	338,237,280
					DE_Longitude	INTEGER	84.30809W	-674,464,720
					DE_Elevation	INTEGER	300 meters	13,000
				radiusSteps (choice)	INTEGER (0..32767)	LSB=2.5cm	100 meter radius	4,000
	Part III "Content"	DF_Location (optional) Might be cut from Standard?		DE_ITIS_Text	IA5String SIZE(1..500)	roadname		"I-94"
				DE_ITIS_Text	IA5String SIZE(1..500)	roadStart		"I-69"
				DE_ITIS_Text	IA5String SIZE(1..500)	roadEnd		"MI-9"
				DE_ITIS_Codes	INTEGER (0..65535)	directionAffected	eastbound traffic	7995
				DE_ITIS_Codes	INTEGER (0..65535)	lanesAffected	use right lane	7427
		DF_ITIS_codesAndText		DE_ITIS_Codes (choice)	INTEGER(0..65535)		reduced to one lane	777
		DF_ITIS_codesAndText		DE_ITIS_Codes (choice)	INTEGER(0..65535)		work in median	1030
		DF_ITIS_codesAndText		DE_ITIS_Codes (choice)	INTEGER(0..65535)		use right lane	7427
		URL (optional)		URL-Short (IA5String)	may be an addition to a yet-to-be-defined base URL			"http://traffic.gov...
"Data Frame #2 of 2"	*Part I "Header"*	Frame Type		DE_TravelerInfoType	Enumeration		advisory	tbd
		Message ID		DE_ATIS-AdvisoryNumber (choice)	INTEGER	(1..65535)	1052	1052
		Start Time		DE_DYear (optional)	INTEGER	(0..9999)	January 10th	10
				DE_MinuteOfTheYear	INTEGER	(0..523960)	1/10/08 12:00 p.m.	13,080
		Duration Time		DE_MinutesDuration	INTEGER	(0..65000)	5 days	7,200
		DE_SignPriority		Enumeration	(0 .. 11)		ta-Mid	6
		DF_ValidRegion	DE_HeadingSlice	INTEGER	(0..65535)		Easterly travel	B'0000000000111000
			DF_Circle (choice)	DF_Position3D	DE_Latitude	INTEGER	42.269N	338,152,000
					DE_Longitude	INTEGER	84.532W	-676,256,000
					DE_Elevation	INTEGER	300 meters	13,000
				radiusSteps (choice)	INTEGER (0..32767)	LSB=2.5cm	100 meter radius	4,000
	Part III "Content"	DF_Location (optional) Might be cut from Standard?		DE_ITIS_Text	IA5String SIZE(1..500)	roadname		"I-94"
				DE_ITIS_Text	IA5String SIZE(1..500)	roadStart		"Dearing Rd"
				DE_ITIS_Text	IA5String SIZE(1..500)	roadEnd		"West Ave"
				DE_ITIS_Codes	INTEGER (0..65535)	directionAffected	eastbound traffic	7995
				DE_ITIS_Codes	INTEGER (0..65535)	lanesAffected	use left lane	7428
		DF_ITIS_codesAndText		DE_ITIS_Codes (choice)	INTEGER(0..65535)		reduced to one lane	777
		DF_ITIS_codesAndText		DE_ITIS_Codes (choice)	INTEGER(0..65535)		paving operations	1029
		DF_ITIS_codesAndText		DE_ITIS_Codes (choice)	INTEGER(0..65535)		use left lane	7428
		URL (optional)		URL-Short (IA5String)	may be an addition to a yet-to-be-defined base URL			"http://traffic.gov...

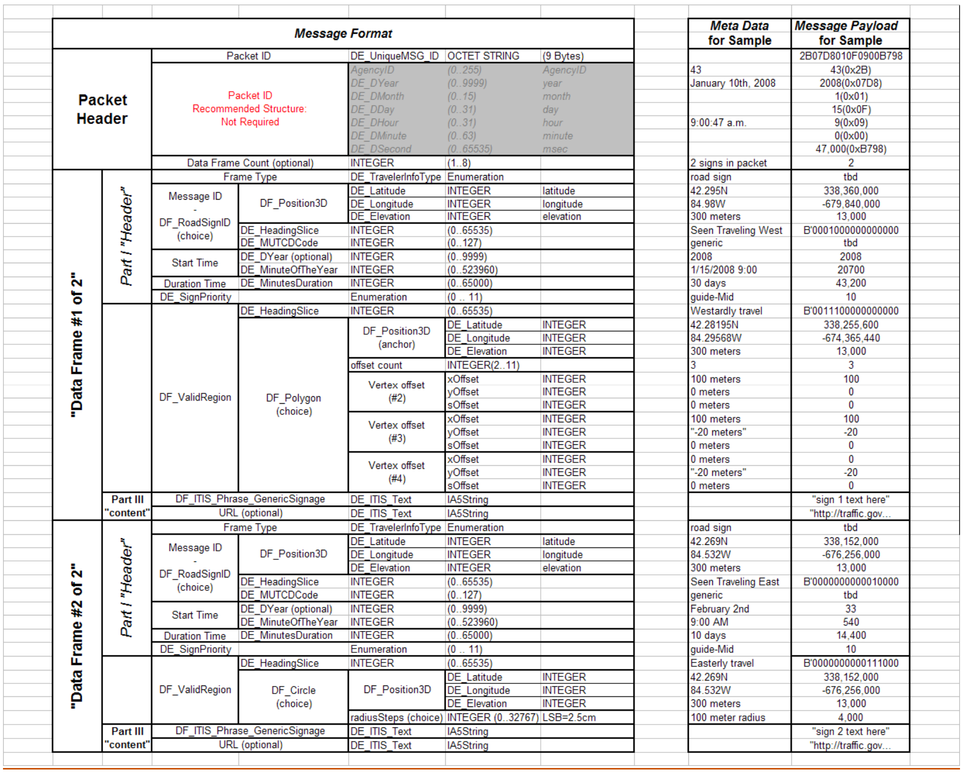
Figure 3: Travel Advisory Example

Road Sign Example

This sample packet contains two generic road signs. The first road sign has a single valid region defined by a four-point polygon. The second road sign's valid region is a circle.

The basic content of the signs is the text string included in their "content" sections.

The signs also contain the optional off-board URLs for descriptive images. Some vehicles may be able to retrieve these images through an alternative mechanism – WiMax, WiFi, Cellular modem, etc., or by way of the TCIP/IP stack over DSRC.



Message Format							Meta Data for Sample	Message Payload for Sample
Packet Header		Packet ID		DE_UniqueMSG_ID	OCTET STRING	(9 Bytes)		2B07D8010F0900B798
		Packet ID Recommended Structure: Not Required		AgencyID	(0..255)	AgencyID	43	43(0x2B)
				DE_DYear	(0..9999)	year	January 10th, 2008	2008(0x07D8)
				DE_DMonth	(0..15)	month		1(0x01)
				DE_DDay	(0..31)	day		15(0x0F)
				DE_DHour	(0..31)	hour	9:00:47 a.m.	9(0x09)
				DE_DMinute	(0..63)	minute		0(0x00)
				DE_DSecond	(0..65535)	msec		47,000(0xB798)
		Data Frame Count (optional)		INTEGER	(1..8)		2 signs in packet	2
"Data Frame #1 of 2"	Part I "Header"	Frame Type		DE_TravelerInfoType	Enumeration		road sign	tbd
		Message ID - DF_RoadSignID (choice)	DF_Position3D	DE_Latitude	INTEGER	latitude	42.295N	338,360,000
				DE_Longitude	INTEGER	longitude	84.98W	-679,840,000
				DE_Elevation	INTEGER	elevation	300 meters	13,000
			DE_HeadingSlice	INTEGER	(0..65535)		Seen Traveling West	B'0001000000000000
			DE_MUTCDCode	INTEGER	(0..127)		generic	tbd
		Start Time	DE_DYear (optional)	INTEGER	(0..9999)		2008	2008
			DE_MinuteOfTheYear	INTEGER	(0..523960)		1/15/2008 9:00	20700
		Duration Time	DE_MinutesDuration	INTEGER	(0..65000)		30 days	43,200
		DE_SignPriority		Enumeration	(0 .. 11)		guide-Mid	10
		DF_ValidRegion	DE_HeadingSlice	INTEGER	(0..65535)		Westardly travel	B'0011100000000000
			DF_Polygon (choice)	DF_Position3D (anchor)	DE_Latitude	INTEGER	42.28195N	338,255,600
					DE_Longitude	INTEGER	84.29568W	-674,365,440
					DE_Elevation	INTEGER	300 meters	13,000
				offset count	INTEGER(2..11)		3	3
				Vertex offset (#2)	xOffset	INTEGER	100 meters	100
					yOffset	INTEGER	0 meters	0
					sOffset	INTEGER	0 meters	0
				Vertex offset (#3)	xOffset	INTEGER	100 meters	100
					yOffset	INTEGER	"-20 meters"	-20
					sOffset	INTEGER	0 meters	0
				Vertex offset (#4)	xOffset	INTEGER	0 meters	0
					yOffset	INTEGER	"-20 meters"	-20
					sOffset	INTEGER	0 meters	0
	Part III "content"	DF_ITIS_Phrase_GenericSignage		DE_ITIS_Text	IA5String			"sign 1 text here"
		URL (optional)		DE_ITIS_Text	IA5String			"http://traffic.gov...
"Data Frame #2 of 2"	Part I "Header"	Frame Type		DE_TravelerInfoType	Enumeration		road sign	tbd
		Message ID - DF_RoadSignID (choice)	DF_Position3D	DE_Latitude	INTEGER	latitude	42.269N	338,152,000
				DE_Longitude	INTEGER	longitude	84.532W	-676,256,000
				DE_Elevation	INTEGER	elevation	300 meters	13,000
			DE_HeadingSlice	INTEGER	(0..65535)		Seen Traveling East	B'0000000000010000
			DE_MUTCDCode	INTEGER	(0..127)		generic	tbd
		Start Time	DE_DYear (optional)	INTEGER	(0..9999)		February 2nd	33
			DE_MinuteOfTheYear	INTEGER	(0..523960)		9:00 AM	540
		Duration Time	DE_MinutesDuration	INTEGER	(0..65000)		10 days	14,400
		DE_SignPriority		Enumeration	(0 .. 11)		guide-Mid	10
		DF_ValidRegion	DE_HeadingSlice	INTEGER	(0..65535)		Easterly travel	B'0000000000111000
			DF_Circle (choice)	DF_Position3D	DE_Latitude	INTEGER	42.269N	338,152,000
					DE_Longitude	INTEGER	84.532W	-676,256,000
					DE_Elevation	INTEGER	300 meters	13,000
				radiusSteps (choice)	INTEGER (0..32767)	LSB=2.5cm	100 meter radius	4,000
	Part III "content"	DF_ITIS_Phrase_GenericSignage		DE_ITIS_Text	IA5String			"sign 2 text here"
		URL (optional)		DE_ITIS_Text	IA5String			"http://traffic.gov...

Figure 4: Road Sign Example

Application and Use with DSRC

Network User

Network Users generate individual advisory or road sign messages. Network users need to assign unique identifiers or "Advisory Numbers" to advisories. Road signs, however, are intrinsically identified by their location, direction and MUTCD code. The individual messages are then propagated into the backhaul network and eventually to the Road Side Unit (RSU). It is expected that this transmission will use the defined XML message formats of this standard and TCIP/IP for such transfers.

Network User → RSU

Individual advisories and road signs are combined together into packets, which must meet the ~~1200-byte~~ maximum size limitation of Wave Short Messages (WSM). Unique Packet IDs are assigned to these combinations of specific messages. If any individual messages are altered or added to a packet, a new packet is formed with a new Packet ID.

批注 **[CH23]:** Can we just leave the specifics of this to the 1609 standard?

RSU→OBU Over-the-Air Traffic

The flow of traveler advisory and road sign packets is one-way from the *RSU* to the vehicle (*OBU*). All traffic is transmitted via WSM. Very high priority packets can be transmitted over the Control Channel (CCH). However, most packets will typically be transmitted over a Service Channel (SCH). A packet is transmitted on the appropriate channel during the corresponding time slice. Depending on priority of the packet, it may be repeated multiple times per time slot to ensure delivery.

Handling Repeated Packets

The Packet ID is used to determine if any new traveler information messages have been received by the vehicle. If the data frames for a particular packet have already been stored locally, then subsequent receipts of the packet can be ignored. The general flow of receiving a packet is shown below.

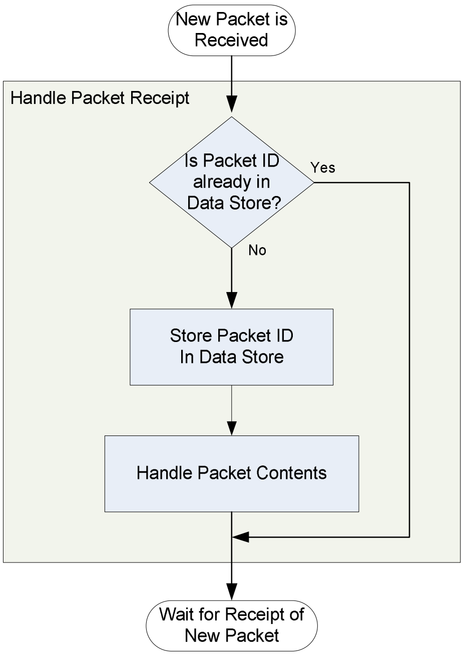

New Packet is Received
Handle Packet Receipt
Is Packet ID already in Data Store?
Yes
No
Store Packet ID In Data Store
Handle Packet Contents
Wait for Receipt of New Packet

Figure 5: Handle Packet Receipt

Handling Newly Received Data Frames

Packets may contain geographically overlapping areas of advisories or road signs. As a result, a new packet can be received that contains advisories or road signs already received by the vehicle. If a received Sign ID or Advisory ID is not a match to anything on the vehicle, then it is “new” and should be stored[10]. If there is a match for this ID, then the “Start Time” needs to be checked. If the stored “Start Time” is newer, then this received data frame is “outdated”. Likewise, if the stored “Start Time” is the same, then it is “repeated”. In both cases, the received data frame can be discarded. However, if the stored “Start Time” is older, then the received advisory or sign is “updated”. The old one is deleted, and the received one is stored in its place.

The following flowchart displays how each data frame can be parsed when receiving a new packet.

批注 [RS24]: I suggest using replace all to remove all these unnecessary and wrong quotation marks. They are annoying to read and not quotations.

批注 [RS25]: This is one example of an implementation. Putting should and musts in the annex of a standard could be misleading.

批注 [CH26]: Typically, should is a recommendation, and shall is a requirement. Must is also a requirement, but may is just a recommendation.

批注 [CH27]: I would call this a very specific implementation to speculate that the current direction of travel will not change. I can think of a few scenarios such as an off-ramp where the vehicle may routinely reverse direction of travel.

[10] DCK: Is this strictly correct, if traveling in the other direction can not content be dropped?

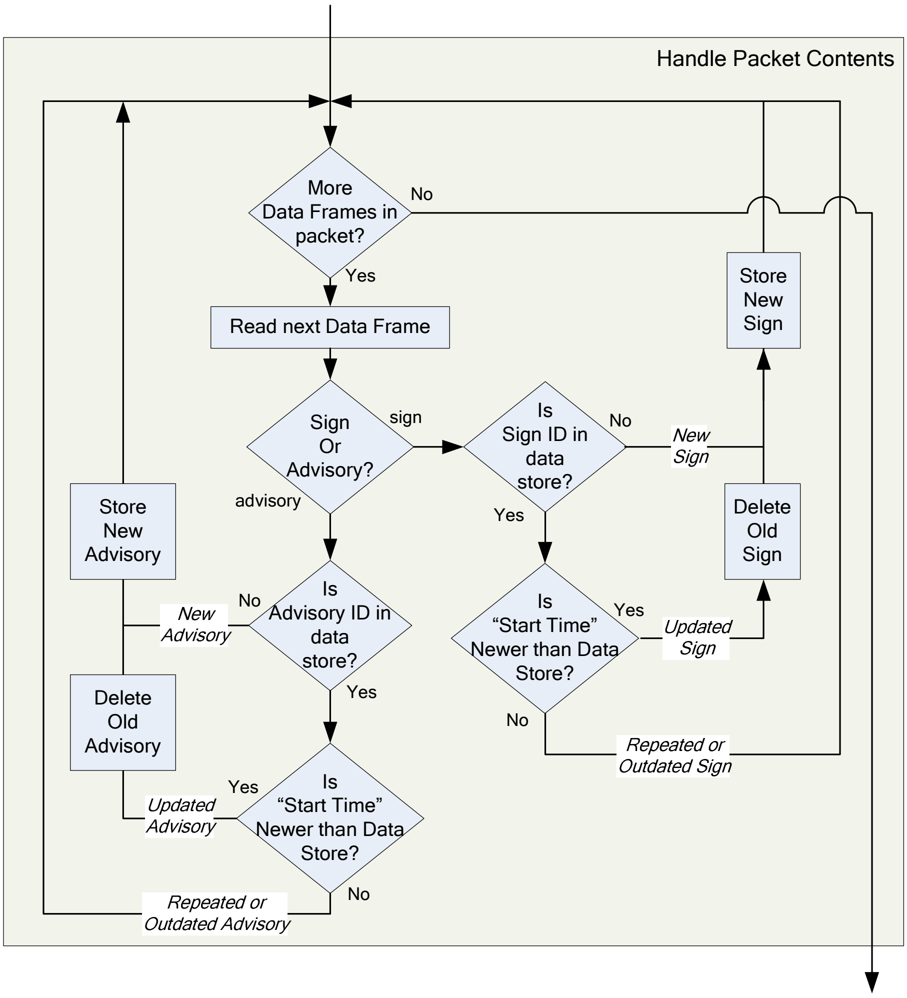

Handle Packet Contents
More Data Frames in packet?
No
Yes
Read next Data Frame
Sign Or Advisory?
sign
advisory
Is Sign ID in data store?
No
New Sign
Yes
Store New Sign
Delete Old Sign
Is "Start Time" Newer than Data Store?
Yes
Updated Sign
No
Repeated or Outdated Sign
Store New Advisory
Is Advisory ID in data store?
No
New Advisory
Yes
Delete Old Advisory
Is "Start Time" Newer than Data Store?
Yes
Updated Advisory
No
Repeated or Outdated Advisory

Figure 6: Handle Packet Contents

Replacement Policy for Locally-Stored Messages

Pruning Messages by In-vehicle Housekeeping

Housekeeping will need to be performed on the vehicle to delete stale messages. The most obvious method is to delete messages with an "Duration Time" that has been exceeded. However, the *OBU* will have limited physical memory and will likely need to employ some additional type of replacement policy when the memory limit is reached. This may be based on priority, heading, distance from vehicle, FIFO, start time, etc.

Updated Messages from Network

If a network user needs to update a message, it issues it again with the same message ID but a more recent start time. Note that a message ID is either an Advisory ID or Roadsign ID as shown previously in Figure2. This allows for updated traveler information. A weather advisory issued in the morning may need to be updated later as conditions change.

Deleting Messages as Directed by Network User

There is also a mechanism for the Network User to delete, or recall, messages that have already made it to the vehicle. It exploits the in-vehicle housekeeping algorithm to enable a network-directed deletion. An updated message is sent where the ~~“~~Duration Time~~”~~ has already passed (or is set to zero). The updated message will replace the old one in the vehicle’s data store. Subsequently, it will be purged by the local housekeeping algorithm for being expired. A work zone warning issued early in the morning may need to be deleted if the construction schedule is delayed.

Vehicle Power-Up Events

Need some more text here to deal with the user case of vehicle power down-purge and then a new power up. Need to also discuss what happens when the power up occurs *inside* the footprint of these messages being sent (rather then when outside) and recommend an algorithm to cope with that event.

It is advised that current messages be stored when the engine is stopped. Following engine start old messages can then be purged.

Presentation of Signs & Advisories in Vehicle

The specific presentation of road signs and traveler advisories is dependent upon vehicle manufacturer HMI guidelines, display capabilities, etc. Some vehicles may only be capable of presenting a subset of the message content. HMI~~[11]~~ design is out of scope for this document. However, three message attributes are universal – location, direction, and time. To ensure only pertinent information is presented to the driver, all messages have a physical region, direction of travel and timeframe in which they are valid.

Valid Time

All messages have a valid time which begins at the ~~“~~Start Time~~”~~ and ends at this point in time plus the ~~“~~Duration Time~~”~~ for that message. Advisories may exist for periods of time ranging from minutes to hours to many days, and even years of duration in the case of planned construction. Physical road signs exist twenty four hours a day and may be unchanged for years. Thus, during their valid time, most road signs will be valid twenty-four hours a day. This does not imply that they are valid indefinitely. When their expiration time is reached, they become invalid and are consequently purged from the *OBU*. Exit service signs can contain a service provider with limited operating hours. The entire sign may be valid twenty-four hours a day, but individual services can be presented to the driver during normal operating hours.

Valid time is transmitted in the message with a start time element. It is expressed in a *day of the year* (0..366) and the *minute of the day* (0..1440) format (as well as an optional year and other time elements) which is part of the startTime. The duration (expressed in a number of minutes from the startTime), allows a span of 45 days with a resolution of 1 minute, (as well as longer standardized durations lengths like *one-year*).~~[12]~~ OBU devices can easily combine these elements to determine is a specific message is still valid.

Traveler advisory are continually active during their valid time, and they should always be considered for presentation when they are active. The sign priority data element may be of value in determining this.

批注 [RS28]: What is a message ID? Different from a Packet ID? See fig 2.

批注 [CH29]: Looking at figure 2, a Packet ID is the unique identifier for a collection of advisories or roadsigns. Each advisory or roadsign also has its own unique identifier or message ID. We discussed this confusion in the meetings but there was never a resolution for better labels. Would a frame ID be a better name versus Message ID?

批注 [RS30]: Does this logic work with Handling Repeated Packets from earlier

批注 [CH31]: Yes, from an earlier section, “If any individual messages are altered or added to a packet, a new packet is formed with a new Packet ID.”

批注 [RS32]: Suggested text

批注 [RS33]: We cannot loose all the info just for a 2 minute coffee stop.

批注 [CH34]: Yeah, we can reword this. However, are we saying that current messages MUST be stored when the engine is stopped. Is this a guideline or a requirement? If it is a requirement, then it should be clear so that an equipment provider catches that requirement and designs in enough non-volatile memory, etc. I’ll add this to our list of items to address next year.

批注 [RS35]: Amber alerts and possibly evacuations are directionless

批注 [CH36]: I would say that amber alerts are omni-directional.

批注 [RS37]: Should we consider an end time instead?
The use of duration may be confusing when the vehicle is powered down or when an update message arrives. Could we then use a magic number to designate an end time that means forever for indefinite duration signs.

批注 [CH38]: I think this is OK. It was a suggestion of Dave. This duration time is paired with a start time. An absolute end time can easily be calculated on the OBU. Powering down shouldn’t matter. When the OBU powers up, it can check to see if anything expired while it was off.

[12] DCK: Extensive rework of time used here to save a few bytes and make the format tighter. Functional requirements and abilities are the same but need committee review to confirm.

Valid Region

The validity of a sign or advisory can be evaluated spatially using its valid regions. There are ~~two~~ three types of regions – circular, polygons and shape points. Both are described below. Physically being within the area described by the region is not enough to make a message valid for display. A vehicle must enter the region with the proper heading. Heading is described by dividing a range of 360 degrees into 16 different segments (each of which are 22.5° wide) and can be combined to define the required heading of the vehicle when entering the region.[13]

ASN.1 Representation:

```
ValidRegion ::= SEQUENCE {

   direction         HeadingSlice,
                     -- field of view over which this applies,
   extent            Extent OPTIONAL,
                     -- the spatial distance over which this
                     -- message applies and should be presented
                     -- to the driver
   area    CHOICE  {
      shapePointSet  ShapePointSet,
                     -- A short road segment
      circle         Circle
                     -- A point and radius
      }
   }
```

Circular Region

A circular region can be used to encompass an entire intersection or a point along a roadway segment. The region below describes a two-way stop at an intersection. The blue circle describes the entire geographic area where the sign may be valid. However, the stop sign is only valid when entering from the direction of Car #1 and Car #2. To constrain the message, we use the direction field (if these directions can be taken as being east-west then a value of 0x8181 would be used). When the vehicle enters a region, the direction field is checked against the vehicle heading. If it does not match, the sign is not valid. This check is only performed upon entering the region. Thus, Car #3 will not be presented with the stop sign even if it turns at the intersection.

A circular region is the simplest region. It works well on small areas like this simple intersection. It can also be effective for very large areas. A weather advisory for the entire Detroit Metropolitan area can utilize a large circular region that is valid for all directions of travel.[14]

ASN.1 Representation:

```
Circle ::= SEQUENCE {
   center   Position3D,
   raduis   CHOICE {
               raduisSteps  INTEGER (0..32767),
                              -- in unsigned values where
                              -- the LSB is in units of 2.5 cm
               miles        INTEGER (1..2000),
               km           INTEGER (1..5000)
```

[13] DCK Note: This needs a bit more work because your use of “view angle” (a “vehicles direction while facing the sign”) seems to also be part of the use/discard determination. Upon further reflection, I am not sure that element (or the single position one) is really needed, as your region definition seems to handle it well, and can do the same sign displayed in multiple approaches anyway (such as the same signage on east and west bound lanes) Unless the actual sign location is needed, can probably drop these elements.

[14] This suggests a radius of 100 miles or more, but with less precision on the edge. Perhaps we use a CHOICE here, either the map element (2.5 cm LSB), or a element with units of “miles” or some such.

批注 [RS39]: Like Dave I am unclear about using direction as a discriminator. Do we need hysteresis in the process to ensure that a cloverleaf does not delete all messages when you go round in a circle?

批注 [CH40]: I hope that an OBU wouldn’t be deleting messages when vehicle direction changes. It may choose not to display a message anymore, but this shouldn’t be tied to deleting it.

I do think that the subcommittee needs to address valid regions and directionality. In POC, Delphi made an assumptions about using directionality.

-must enter region at correct heading
-if so, sign is valid until region is exited.

Maybe we don’t use circles for things like our exampled stop sign. Maybe they are reserved for large area advisories, and polygons and shape points are used to represent a single road segment.

I think the committee needs to decide this.

```
            } --# UNTAGGED
    }
```

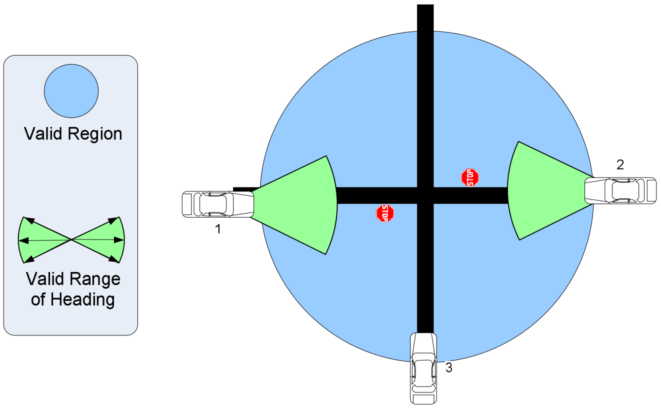


Figure 7: Circular Region

Polygon Region

While the circular region is simple, its shortfall is that it is too inclusive. In the example below, exit services (gas, food, and lodging) are to be advertised at an exit ramp on an interstate highway. If a large circular region was used, vehicles on Crescent Blvd would also present the exit service message. Even with the use of the direction field, access roads would still erroneously display the message. In this example, eight points are used to display a polygon region that encompassed I-96 but excludes Crescent Blvd.

DCK Note: Chris: this does the exact same thing that the current draft allows in the shape point set of the valid region (except that the anchor need not be part of the point set), and its not really a closed surface (a polygon). You don't need it. Did you really want to support a true polygon (a collection of connected point to form a closed surface)? Made no changes in the std from this.

ASN.1 Representation:

```
 Polygon ::=   SEQUENCE {                      -- Polygon Description (limited to 12 vertices)
       anchor         position3D,              --anchor of polygon
       numOffsets     Integer(0..32),

       offsets        SEQUENCE (SIZE(1..32)) OF
                      Offsets                  --each offset describes the next in-order
                                               --vertex around the polygon as referenced
                                               --to the anchor point.

}

Offsets ::= SEQUENCE {

       xOffset        INTEGER (-32768..32767),       -- long offset in meters

       yOffset        INTEGER (-32768..32767),    -- lat offset in meters

       sOffset        INTEGER (-32768..32767) OPTIONAL  -- elev offset in meters

},
```

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批注 [CH41]: Shapepoints are very much tied to a road. I think the polygon gives more flexibility and should remain. I would like to add the anchor point and offset principle to it though.

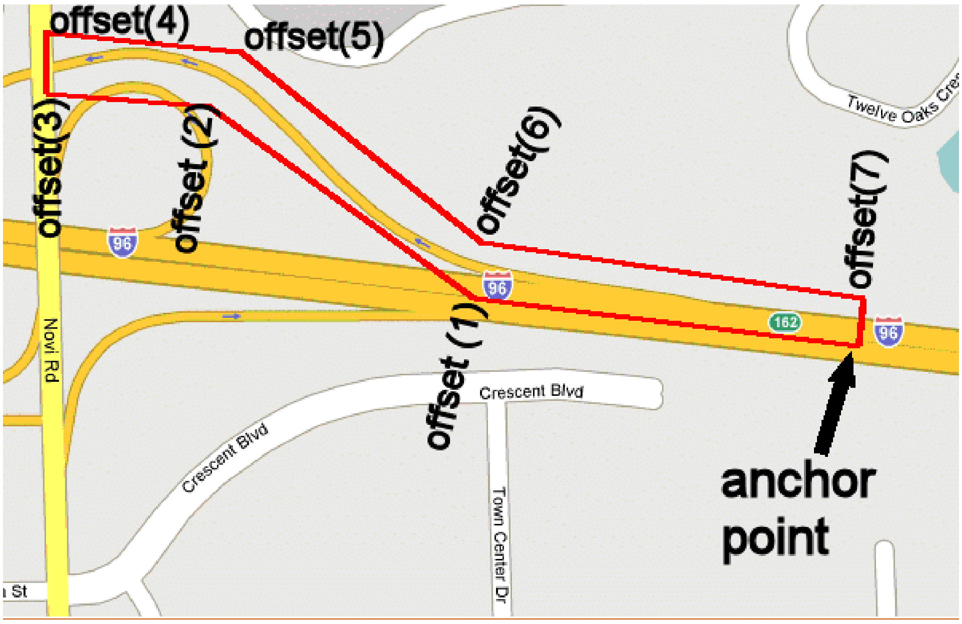


Figure 8: Polygon Region

Shape Point Set Region

An alternate form of valid region is the shape point. It allows a spline-like representation of a road segments using the same concepts developed for DSCR map fragments and is intended to tightly bind the region to the contour of a particular road. The described segments use the node list to efficiently describe the contour of the roadway center line as well as any changes in width and elevation (optional elements used only when needed).

ASN.1 Representation:

```
ShapePointSet ::= SEQUENCE {
   anchor          Position3D,
   laneWidth       LaneWidth  OPTIONAL, -- initial width
   nodeList        NodeList,            -- path details of the lane and width
   ...
   }
where:

NodeList ::= SEQUENCE (SIZE(1..64)) OF Offsets

Offsets ::= SEQUENCE {
   xOffset   INTEGER (-32767..32767),
   yOffset   INTEGER (-32767..32767),
   zOffset   INTEGER (-32767..32767) OPTIONAL,
   width     LaneWidth                OPTIONAL
             -- all in signed values where
             -- the LSB is in units of 1.0 cm

   }
```

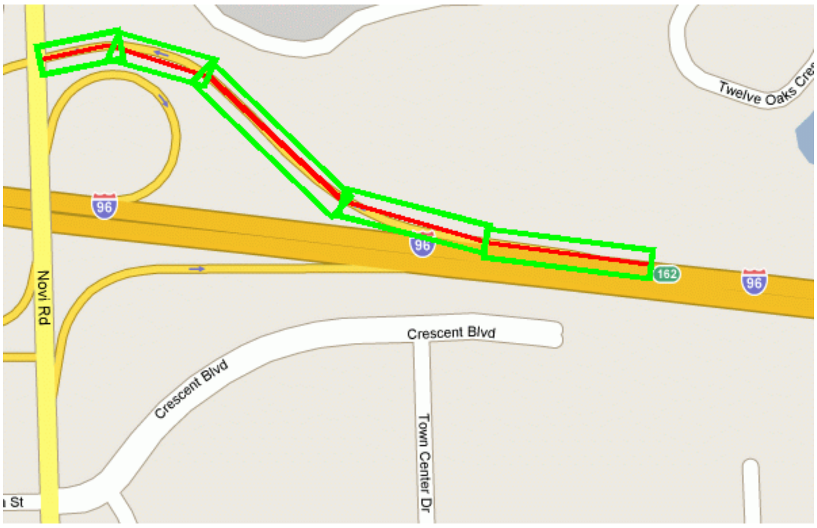
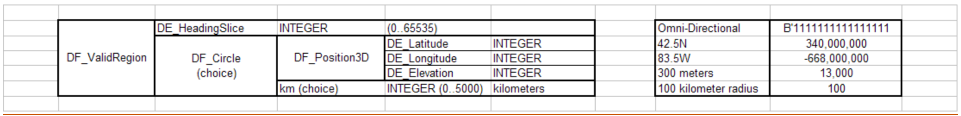


Figure 9: Shape Point Region

Extremely Large Regions

Circular regions should be used to designate extremely large areas. A circle can be set as large as an entire state or county. Setting the DE_HeadingSlice~~Direction field~~ to 0xFFFF ensures that any vehicle within the region will consider the corresponding traveler information to be active.

In the following example, a weather advisory needs to be issued that is relavent to the entire southeastern portion of Michigan. The following table represents a circular region centered around Green Oak, Michigan with a radius of 100 kilometers. The region is valid for any direction of travel. Figure 10 graphically demonstrates the region. ~~[Give an example here]~~



DF_ValidRegion	DE_HeadingSlice	INTEGER	(0..65535)		Omni-Directional	B'1111111111111111
	DF_Circle (choice)	DF_Position3D	DE_Latitude	INTEGER	42.5N	340,000,000
			DE_Longitude	INTEGER	83.5W	-668,000,000
			DE_Elevation	INTEGER	300 meters	13,000
		km (choice)	INTEGER (0..5000)	kilometers	100 kilometer radius	100

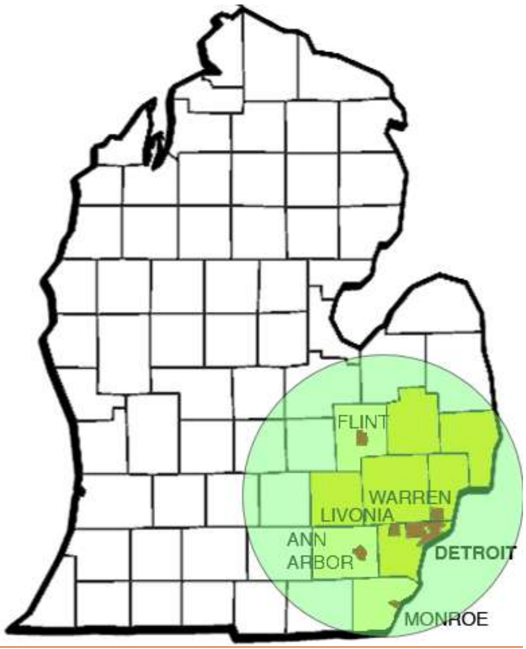


Figure 10: Large Weather Advisory

Annex E Traffic Probe Message Use and Operation

Probe Data Introduction

Probe Data is comprised of vehicle attribute and sensor data that is collected and sent from a vehicle OBU to a local *RSU*. This data will be used to ascertain real time road, weather, and traffic conditions. The post-processed data will be used to advise vehicles approaching the area of current conditions and suggest appropriate action. This data is collected autonomously as vehicles are traveling along the roadway system and sent to an *RSU* when applicable. The probe message developed by the SAE-DSRC Traffic and Traveler Information Subcommittee discussed earlier in this standard, describes the payload and format of the Probe Data Message. This Annex describes when the OBU should collect Probe Data from the vehicle's internal modules/sensors as well as when and how an OBU should send the data.

Probe Message Structure

A **Probe Message** is transmitted from a vehicle to a *RSU*, which contains several snapshots, as well as the standard J2735 message header information, that is a PSID and a PSC. That is:

- A Provider Service Identifier (PSID) a number that identifies a service provided by an application and

- A (Provider Service Context (PSC) which is a field associated with a PSID containing supplementary information related to the service

The simplified structure of a probe message and snapshots is illustrated below.

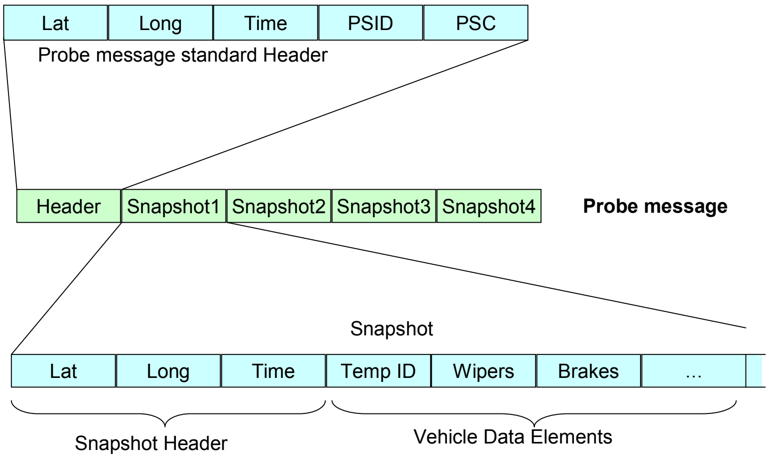


Figure 11 Probe Message and Snapshots

The current allowed vehicle data elements that are included in the probe snapshot are listed below. For description, ranges, formats and units see the definition provided in Sections 7 and 8 earlier in the standard. The message structure allows additional data elements as technology changes in vehicles and as the standard is revised.

	Data Concept	Formal Name
1.	Acceleration	DE_Acceleration
2.	Acceleration Confidence	DE_AccelerationConfidence
3.	Ambient Air Pressure	DE_AmbientAirPressure (Barometric Pressure)
4.	Ambient Air Temperature	DE_AmbientAirTemperature
5.	Antilock Brake Status	DE_AntiLockBrakeStatus
6.	Brake Applied Pressure	DE_BrakeAppliedPressure
7.	Brake Applied Status	DE_BrakeAppliedStatus
8.	Brake Boost Applied	DE_BrakeBoostApplied
9.	Coefficient Of Friction	DE_CoefficientOfFriction
10.	Date	DF_DDate
11.	Driving Wheel Angle	DE_DrivingWheelAngle
12.	Elevation	DE_Elevation
13.	Exterior Lights	DE_ExteriorLights
14.	Heading	DE_Heading
15.	Heading Confidence	DE_HeadingConfidence
16.	Latitude	DE_Latitude
17.	Longitude	DE_Longitude
18.	Obstacle Direction	DE_ObstacleDirection
19.	Obstacle Distance	DE_ObstacleDistance

20. Positioning confidence	DE_PositionConfidence
21. Probe Segment Number	DE_ProbeSegmentNumber
22. Rain Sensor	DE_RainSensor
23. Speed	DE_Speed
24. Speed Confidence	DE_SpeedConfidence
25. Stability Control Status	DE_StabilityControlStatus
26. Steering Wheel Angle Rate Of Change	DE_SteeringWheelAngleRateOfChange
27. Steering Wheel Angle	DE_SteeringWheelAngle
28. Steering Wheel Angle Confidence	DE_SteeringWheelAngleConfidence
29. Sun Sensor	DE_SunSensor
30. Time	DF_DTime
31. Time confidence	DE_TimeConfidence
32. Tire Location	DE_J1939-71-Tire Location
33. Tire Pressure Threshold Detection	DE_J1939-71-Tire Pressure Threshold Detection
34. Tire Pressure	DE_J1939-71-Tire Pressure
35. Traction Control State	DE_TractionControlState
36. Vehicle Type	DE_VehicleType
37. Vertical Acceleration	DE_VerticalAcceleration
38. Wiper Rate	DE_WiperRate
39. Wiper Status Front	DE_WiperStatusFront
40. Wiper Status Rear	DE_WiperStatusRear
41. Yaw Rate	DE_YawRate
42. Yaw Rate Confidence	DE_YawRateConfidence

Application and Use with DSRC

The messages in this application are transmitted using the Wave Short Message protocol (WSM) stack in a single attempt unicast mode on a Service Channel (SCH) determined by the Roadside Unit (RSU) that has signaled its ability to receive this type of message (based on PSID value and running a suitable application). Upon reception of such messages they are examined for content and relevance regardless of the senders ACM.

This is a provider application that employs a Wave Basic Service Set (WBSS) announced by the RSU as per IEEE 1609.4 Clause 5.3. A confirm-before-join operation is not required by the application in order to join and/or send Probe Data snapshots. When the application receives a Wave Management Entity (WME) notification (indicating a WBSS has been joined) from the (WME), it will request access to the WBSS to send all available snapshots.

This application shall transmit its messages using a PSID of 5, as defined by IEEE 1609.4 or its successors, and a PSC of 3. Probe Data is a one-way communication stream, vehicle-to-RSU, with no acknowledgements sent back to the vehicle by the RSU.

Probe Snapshot Generation

A Probe Data Message consists of a series of Probe Data Snapshots taken autonomously as the vehicle travels. In the absence of any overriding probe management messages (discussed later) snapshots are generated in three manners:

- Periodically – at intervals based on vehicle movement between RSUs
- Event Triggered – these occur when the state of certain vehicle status elements change
- Starts and Stops – these occur when a vehicle starts moving and stops moving

These snapshots consist of all probe data elements that are available on the vehicle along with the time and location when each snapshot was taken. Not all vehicles will support all probe data elements when the

DSRC system is first launched therefore, if a vehicle does not have the ability to send a certain element, it should not send any reference to that element.

The specific encoding of data elements sent in snapshots follows the ASN and XML definitions provided previously. The possible elements to be sent are enclosed in a simple CHOICE statement, followed by the individual selected elements. When more than one element is required to be sent, i.e. a data frame (as in the case of selecting a specific wheel and then providing data about it) the normal tagging rules are still followed. The net effect of this over the air is typically a tag byte followed by a length byte, followed by the data itself.

Periodic Snapshots

In order to obtain ubiquitous coverage nationwide, periodic snapshots are intended to distribute snapshots between RSUs. To do this, the default method for the periodic snapshots is designed to space the snapshots at regular intervals between RSUs.

The default method for generating periodic snapshots is to use time and the vehicle's current speed to linearly space the intervals between snapshots. Although the method could use distance, the arguments for distance depend on uneven flow when incidents occur however, most flow occurs when there is no incidents and thus using time as the default will provider more uniform distribution of snapshots. As vehicle speed increases, the snapshot interval increases. This results in more widely spaced snapshots at higher speeds and closer spaced snapshots at lower speeds. This approach is used because in general RSUs will be further apart on higher speed roads.

The following assumptions were used to determine the default interval between snapshots:

- For the rural case at 60 mph (26.8 m/s), the RSU spacing is 10 minutes, or 600 seconds. When dividing this time by 30 snapshots it results in a snapshot interval of 20 seconds.
- For the urban case at 20 mph (8.9 m/s), RSU spacing is 2 minutes and the trip between RSUs would take 120 seconds or a snapshot interval of 4 seconds.

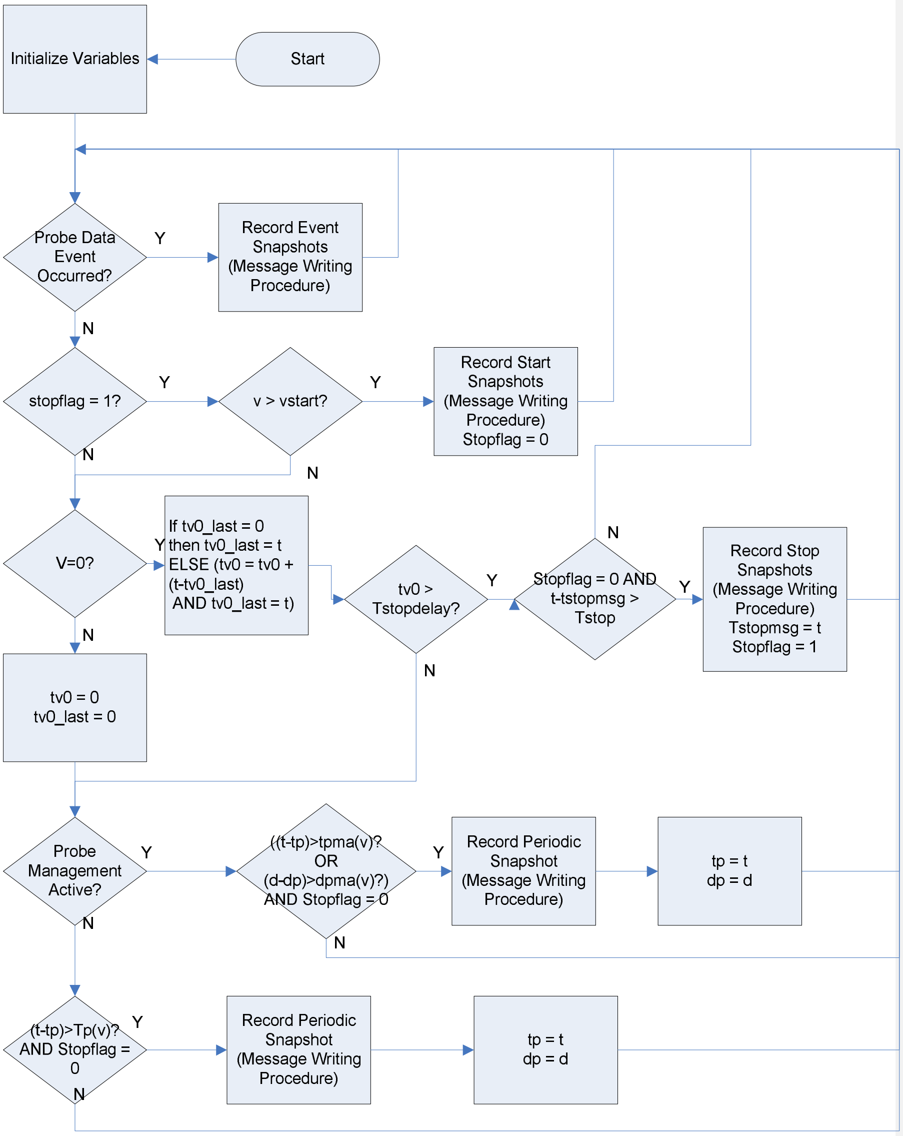
Thus the snapshot interval is:

- 4 seconds if speed is ≤ 20 mph and
- 20 seconds if speed is ≥ 60 mph

Between 20mph and 60 mph a linear spread of snapshot intervals would be used, this is achieved by using the speed when a snapshot is taken to set a timer to count down to the next snapshot.

The exception to the above method is that periodic snapshots do not get collected after the vehicle is stopped (see below under starts and stops).

An implementation of the message recording loop is shown in the figure below.


Initialize Variables
Start
Probe Data Event Occurred?
Y
Record Event Snapshots (Message Writing Procedure)
N
stopflag = 1?
Y
v > vstart?
Y
Record Start Snapshots (Message Writing Procedure) Stopflag = 0
N
N
V=0?
Y
If tv0_last = 0 then tv0_last = t ELSE (tv0 = tv0 + (t-tv0_last) AND tv0_last = t)
tv0 > Tstopdelay?
Y
N
Stopflag = 0 AND t-tstopmsg > Tstop
Y
Record Stop Snapshots (Message Writing Procedure) Tstopmsg = t Stopflag = 1
N
N
tv0 = 0
tv0_last = 0
Probe Management Active?
Y
((t-tp)>tpma(v)? OR (d-dp)>dpma(v)?) AND Stopflag = 0
Y
Record Periodic Snapshot (Message Writing Procedure)
tp = t
dp = d
N
N
(t-tp)>Tp(v)? AND Stopflag = 0
Y
Record Periodic Snapshot (Message Writing Procedure)
tp = t
dp = d
N

Definition of Variables:
v = current velocity
t = current time
d = current distance
dp = distance at last periodic message recording
stopflag = bit indicating whether vehicle stopped (1 = stopped)
tp = time of last periodic message recording
tv0 = amount of time, in seconds, vehicle speed has been 0 mph?
tv0_last = time in ms since the last V=0 evaluation

Definition of Parameters:
Dpma(v) = vector of distances for periodic message recording from probe management
Tp(v) = vector of times for periodic message recording (function of velocity.
Tpma(v) = vector of times for periodic message recording from probe management
Tstop = length between stop messages when vehicle stopped (15s)
Tstopdelay = delay time at v=0 before observing vehicle stop (5s)
Vstart = minimum velocity to observe vehicle start

Figure 12 - Message Recording Loop

While it is recognized that RSU spacing will vary from these assumptions, traffic engineers will have the ability to actively manage the collection of probe data by changing the snapshot interval parameters for RSUs in their purview. This management process is defined later.

Event Triggered Snapshots

Event triggered snapshots are triggered by change in vehicle status elements, either a state change (e.g., from off to on) or when a value exceeds a specific threshold or undergoes a transition. The purpose of event triggered snapshots is to gather data on occurrences in the vehicle that are transitory by nature. An example of an event driven device is traction control switching from off to on. Multiple activations of traction control at adjacent locations could be used to indicate the location of a slippery road section.

Starts and Stops Snapshots

Snapshots are also generated by stops and starts. Start and Stop events are defined as the following:

- A Stop is when there is no movement for a threshold stop time (default stop time threshold = 5 seconds) and no other stops have occurred within another threshold time (default last stop threshold time = 15 seconds). The latter being intended to prevent multiple counts when cars creep forward.
- A Start is when the vehicle speed exceeds a threshold (default start speed threshold = 10 mph (4.5 m/s)).

As noted previously, no snapshots are taken after a vehicle has experienced a stop event until the vehicle experiences a subsequent start event.

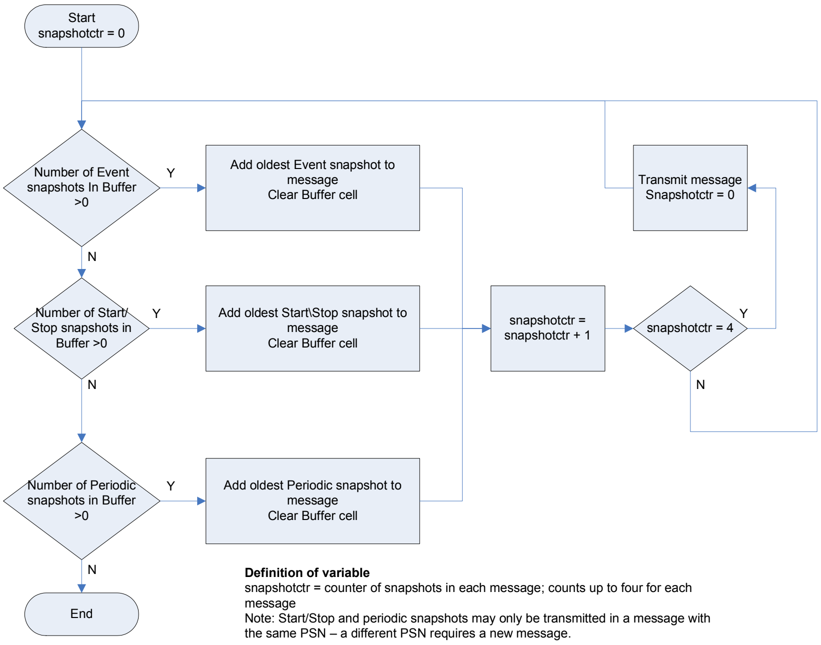
Starts and stops are useful indicators in a variety of traffic flow measures including incident detection and clearance and traffic signal operational measures such as cycle failures – where the queue does not dissipate in the first green phase.

Message Transmission Order

When a vehicle encounters an RSU that advertises the application using a PSID of 5 and a PSC value of 3, the OBU will send a single Probe Data Message Set, comprised of several individual snapshots, on the Service Channel indicated by the RSU. Snapshots are sent to the RSU as part of a probe message in the following order:

1) Event triggered snapshots are first in the transmission queue from the OBU to the RSU. Since these often relate to specific adverse conditions that are of interest to traffic operations, these are considered more critical than the other types of snapshots.
2) Stops and starts triggered snapshots are second and are needed to provide finer information on incidents and the various dynamic parameters concerning the traffic flow.
3) Periodic snapshots are third, oldest first.

The snapshots are queued into groups of four per message, apart from when PSN changes cause a new message. Messages with start and stop snapshots and/or periodic snapshots should be composed of snapshots with the same PSN (Probe Segment Number as defined below). Different PSNs should be in different messages. All of these messages are then sent as a set. Following transmission, all snapshots including non-transmitted snapshots in the buffer are purged. An implementation of the message transmit loop is shown below.


Start
snapshotctr = 0
Number of Event snapshots In Buffer >0
Y
N
Add oldest Event snapshot to message
Clear Buffer cell
Number of Start/ Stop snapshots in Buffer >0
Add oldest Start\Stop snapshot to message
Clear Buffer cell
Number of Periodic snapshots in Buffer >0
Add oldest Periodic snapshot to message
Clear Buffer cell
End
snapshotctr = snapshotctr + 1
snapshotctr = 4
Transmit message
Snapshotctr = 0

Definition of variable
snapshotctr = counter of snapshots in each message; counts up to four for each message
Note: Start/Stop and periodic snapshots may only be transmitted in a message with the same PSN – a different PSN requires a new message.

Figure 13 Transmit Loop

Probe Segment Number (PSN)

The periodic snapshots are tagged with a short-lived Probe Segment Number (PSN). The PSN is regularly changed to ensure privacy. This change occurs following either 120 seconds or 1 km whichever comes last. To aid anonymity:

- Snapshots within the same probe message shall not contain different PSNs.
- The same PSN cannot be transmitted from the same vehicle to more than one RSU.
- PSNs are limited in duration to 120 seconds or 1 km whichever comes last.
- Separate messages can be transmitted to a single RSU with different PSNs.
- When a new PSN is generated there is a random changeover gap of 50 to 250 m or 3 to 13 seconds whichever comes first. Two random numbers should be used, one for distance one for time.
- When the vehicle identifies a "Leave RSU" state, all remaining snapshots containing a PSN that has already been sent to an RSU will be purged from the buffer. (A "Leave RSU" event/state is when the RSU communications link is not available for 6 minutes or 4 km, which ever comes first.)
- Event snapshots do not contain a PSN.

The figure on the next page illustrates the reasons for changing a PSN.

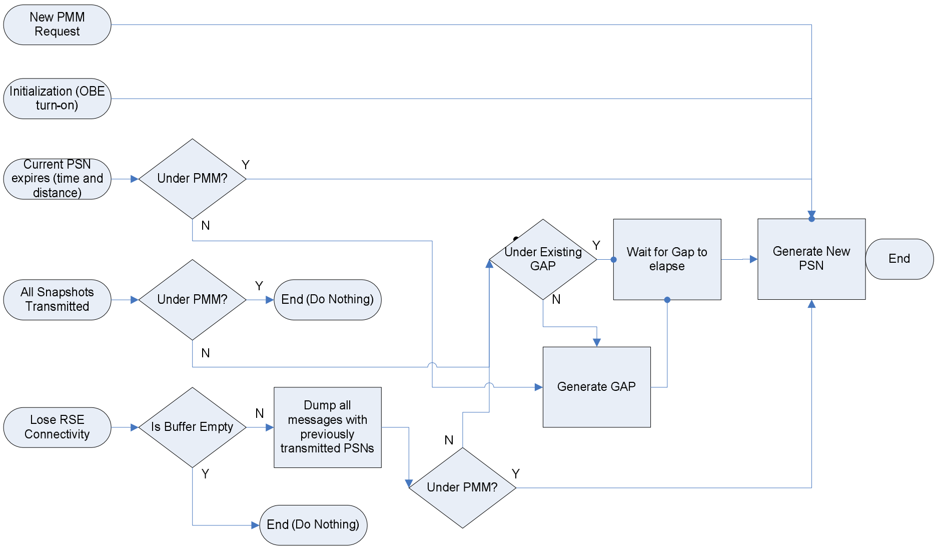


Figure 14 PSN Change Reasons

Buffer Overflow - Snapshot Deletion

The OBU should store a minimum of 30 Probe Data Snapshots to ensure data relevancy for areas of sparsely deployed RSU. When the snapshot buffer is full the snapshots should be deleted in the in the following order: first periodic, then start/stop and last events. The deletion of the periodic snapshots should follow the following process:

The oldest periodic snapshot is deleted last. The first snapshot to be deleted is second oldest, then the fourth, sixth etcetera. This is repeated until the snapshot in the position halfway between the oldest and the newest period snapshot is met and then the process is repeated starting again at the snapshot in the second position. This provides two features: the oldest periodic snapshot is kept to assist in the estimate of travel time and the deletion of snapshots is preferentially applied to the older data that is less relevant. The process is illustrated in the figure below. The figure does not illustrate the effect of the deletion process if there are event snapshots; the effect of these is to reduce the point at which the deletion cycle is repeated.

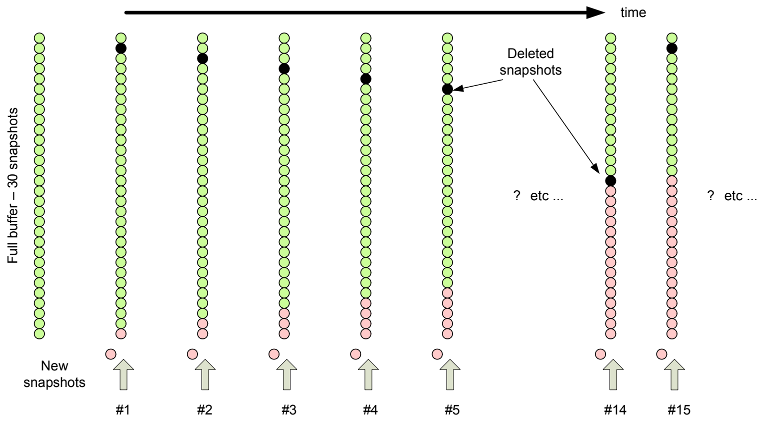


Figure 15 Snapshot Deletion Process

The figure below illustrates the one implementation of the snapshot writing process.

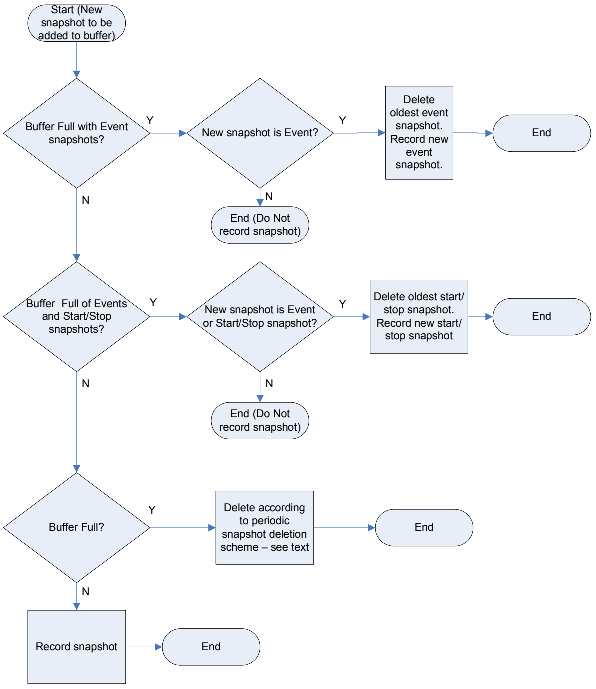

Start (New snapshot to be added to buffer)
Buffer Full with Event snapshots?
Y
New snapshot is Event?
Y
Delete oldest event snapshot. Record new event snapshot.
End
N
End (Do Not record snapshot)
N
Buffer Full of Events and Start/Stop snapshots?
Y
New snapshot is Event or Start/Stop snapshot?
Y
Delete oldest start/ stop snapshot. Record new start/ stop snapshot
End
N
End (Do Not record snapshot)
N
Buffer Full?
Y
Delete according to periodic snapshot deletion scheme – see text
End
N
Record snapshot
End

Figure 16 Snapshot Writing Procedure

Probe Data Message Sets Received By an RSU

When an RSU receives a Probe Data Message Set it will send the data to the RSU's primary Network Access Point (NAP). The NAP then forwards the data to the Service Delivery Node (SDN) which maintains Subscriber Registration and Subscription information and publishes the data to all valid subscribers such as a local Traffic Operation Center or third party Content Service Providers.

Local systems, if authorized, can subscribe to probe data directly from the RSU. This will allow local systems and signal controllers to use probe data directly and significantly reduce bandwidth requirements.

Vehicle Anonymity

Probe snapshots when sent to the RSU and forwarded to an SDN publish/subscribe service normally will contain no record [15] of the originating vehicle nor will there be any information that directly links one snapshot with another snapshot. To aid anonymity:

- The collection of snapshots does not begin until 500m after the vehicle start up. All snapshots are purged from vehicle memory as they are sent to an RSU and when vehicle is turned off.

Probe Data Security

Probe Data Message Sets are sent, unicast, to the RSU. The RSU will NOT send an acknowledgement back to the OBU; therefore, if the message does not get through it's lost. All Probe Messages will be authenticated to ensure message validity and protect their contents. Key management is assumed to be handled by another layer, such as the IEEE 1609.2 Security Layer

Probe Data Message Management

This message is broadcast from the RSU to all vehicles. Its purpose is to change the snapshot generation characteristics of the OBU. For example, the OBU can be instructed to take snapshots more frequently and transmit them more often. It does not change the snapshot message.

Probe management is temporary. By default a probe message management process ceases when a new RSU that supports probe messages is contacted. This case overrides the termination settings below.

Probe messages can be set to terminate as follows:

- A time-based duration expires
- A distance-based length has been traversed, or
- A vehicle is out-of-range of the current RSU

When a probe management message terminates the default conditions again operate in the OBU unless or until a new probe management message is received. Probe management messages can perform the following functions either singly or in combination:

- Control the production of snapshots by either distance or time
- Direct the management message to vehicles moving in specified directions
- Control how often snapshots are transmitted
- Be applied to only a random sample of vehicles
- Modify the thresholds of when event snapshots are triggered
- Modify the thresholds of start/stop snapshots

[15] Some pubic fleet vehicle types may provide additional identity information.

Probe Message Management: Time or Distance Periodic Snapshot Generation

The first component of the Time or Distance Snapshot Generation element is a switch indicating if snapshot generation will be based on a time interval or distance interval.

If time is to be used the message will have the capability of changing the default snapshot intervals as well as the speeds for these intervals:

T_1 = 4 seconds at S_1 = 20mph

T_2 = 20 seconds at S_2 = 60mph

Speed	Time Between Snapshots
$\leq S_1$	T_1
$>S_1$ & $< S_2$	linear extrapolation
$>S_2$	T_2

Table X Table - Title Needed as per SAE style rules

This will allow applications and users to fine tune the probe data being received. For example, if this is an urban freeway where the speeds are high but the RSUs are close together then the 20 seconds at 60mph may be changed to 10 seconds to provide a finer geographic resolution of the data.

Additionally, an alternative method would be to enter a single time interval for T_1 and T_2, thus taking snapshots at constant intervals, independent of speed, such as one per second ($T_1 = 1$ and $T_2 = 1$).

If distance is to be used then a similar set of parameters can be sent, but instead the times (T_1 and T_2) would be replaced with distances (D_1 and D_2) in meters. In the same manner as the time calculation above the distance used between speeds S_1 and S_2 will be linearly extrapolated. As before, two speeds (S_1 and S_2) can also be set, yielding the following:

Speed	Distance Between Snapshots
$\leq S_1$	D_1
$>S_1$ & $< S_2$	linear extrapolation
$>S_2$	D_2

Table X Table - Title Needed as per SAE style rules

This allows the operator to change the profile of the data collection policy to meet circumstances such as incidents. For example, an incident typically causes the traffic upstream of the incident to slow, but the downstream traffic flows fast. In this case D_1 can be made small to accommodate queue measurement and D_2 made large to space out the snapshots downstream of the incident.

An allowed alternative method would be to enter a single distance interval for D_1 and D_2, thus taking snapshots at constant distance intervals, independent of speed, such as once per 10 meters (D_1 = 10 and D_2

= 10). This would allow the user managing the probe data generation, given knowledge of the distance and direction to the next RSU, to evenly geographically space snapshots.

Probe Message Management: Interval between Probe Message Broadcasts

This parameter will control when the snapshots are transmitted back to the RSU as part of probe messages. This will allow the management message to request that probe messages be sent to the RSU at an interval other than the default (which is when a vehicle first enters range of an RSU). For example, this might allow an adaptive control system to request periodic snapshots be generated every two seconds and probe messages transmitted every four seconds (i.e., each probe message would contain only 2 periodic snapshots) while in range of the RSU.

DCK Text: A longer duration example might be helpful here as well. For example, an RSU with a radius range of 1000m along a road way (and therefore spanning 2000M of any vehicles path) would have an individual OBU in view for about 400 seconds if the vehicle was traveling at ~10mph. This is about as long as possible to achieve. What management example could we provide for this use case?

Probe Message Management: Termination

This parameter is required to ensure that the OBU snapshot generation settings revert back from managed settings to the default settings. This parameter will contain data such that when the first of the follow[16] occurs, probe snapshot generation returns to the default settings:

- A time-based duration expires
- A distance-based duration expires (i.e., a vehicle travels a certain distance)
- A vehicle is out-of-range of the current RSU for a threshold time (default 5 seconds) – i.e. after 5 seconds of no RSU signal is received then management process is terminated

These values can be set independently, for example if time and out of range are not set then distance only applies. For example if distance were set at 1km for westbound vehicles then is no new RSUs were encountered and no events or stops and starts occurred the OBU would collect one snapshot per kilometer for the next 30 km.

Probe Message Management: Vehicle Status Element Triggers

This parameter is used to adjust event triggered snapshot generation by adjusting the threshold of or transitions in various vehicle status elements which can be used as triggers.

For example, this parameter might include the vehicle status element for vertical acceleration, and a reduced threshold value. Thus, this would generate more snapshots that could be used as a roughness measurement. Another example would be to reduce the threshold of vertical g forces on each wheel to zero to calibrate road slope as a function of speed to determine adverse cambers.

Probe Message Management: Vehicle Sampling

The probe management message is a broadcast message. Therefore, all vehicles within range of an RSU receive this message and respond to it. However, it is possible to control the percentage sample of vehicles which will respond to any message by including in the probe management message a vehicle sampling parameter. This parameter has two digits (range 0 to 255), which represent the range of the last digit of the OBUs MAC address for those vehicles to which the management message applies.

[16] This text *(...when the first of the follow ...)* makes no sense to me, re-word?

For example, by setting the first value to 0 and the second value to 63, all those OBUs which that have a current MAC address that ends in the range 0 to 63 would use this probe management message, thereby yielding a sample of one fourth of all vehicles (MAC address are hexadecimal, much like an IP address, and the last digit can vary from 0 to 255 and over large populations are distributed randomly). A vehicle OBU with a MAC address ending in 64 or higher would not respond to this probe management message. A statistically similar result could be achieved by using the values 64 and 127, also resulting in 1/4th of the local OBU population being affected. As a best practice, the issuer of the message should randomly vary the start and stop values selected to ensure that the burden of supporting the probe management message is evenly distributed among the entire OBU populations.

Probe Message Management: Managed Vehicle Heading

The probe management message will also include a parameter to indicate which direction-of-travel[17] it applies to. The Managed Vehicle Heading parameter includes a heading value range, limiting its application to only vehicles which are currently traveling in that direction. Heading is described by dividing a range of 360 degrees into 16 different segments (each of which are 22.5° wide) and can be combined to define the required heading of the affected vehicles when entering the region.

For example, by setting the value to 0xFFFF all possible headings are selected and therefore any vehicle receiving the probe management message will be affected. If a value of 0x0081 was used only those vehicles traveling directly east-bound would be affected, while a value of 0x8100 would indicate only west-bound vehicles, and 0x8181 would include both directions.

Probe Message Management: Start and Stop Threshold Settings

The management message allows the start and stop thresholds to be modified. The default stop time threshold is 5 seconds and the default last stop threshold time is 15 seconds. The default start speed threshold is 10 mph. These three values can be modified at by the local ~~RSU~~. The default values may be inappropriate for the case of ramp metering where the start stop thresholds are greater than than the vehicle metering rate.

The figure below illustrates one implementation of the probe management process.

[17] Note: We are now using the same direction of travel “slice of the compass value” that the other messages use, so I added the example text in the next paragraph, DCK.

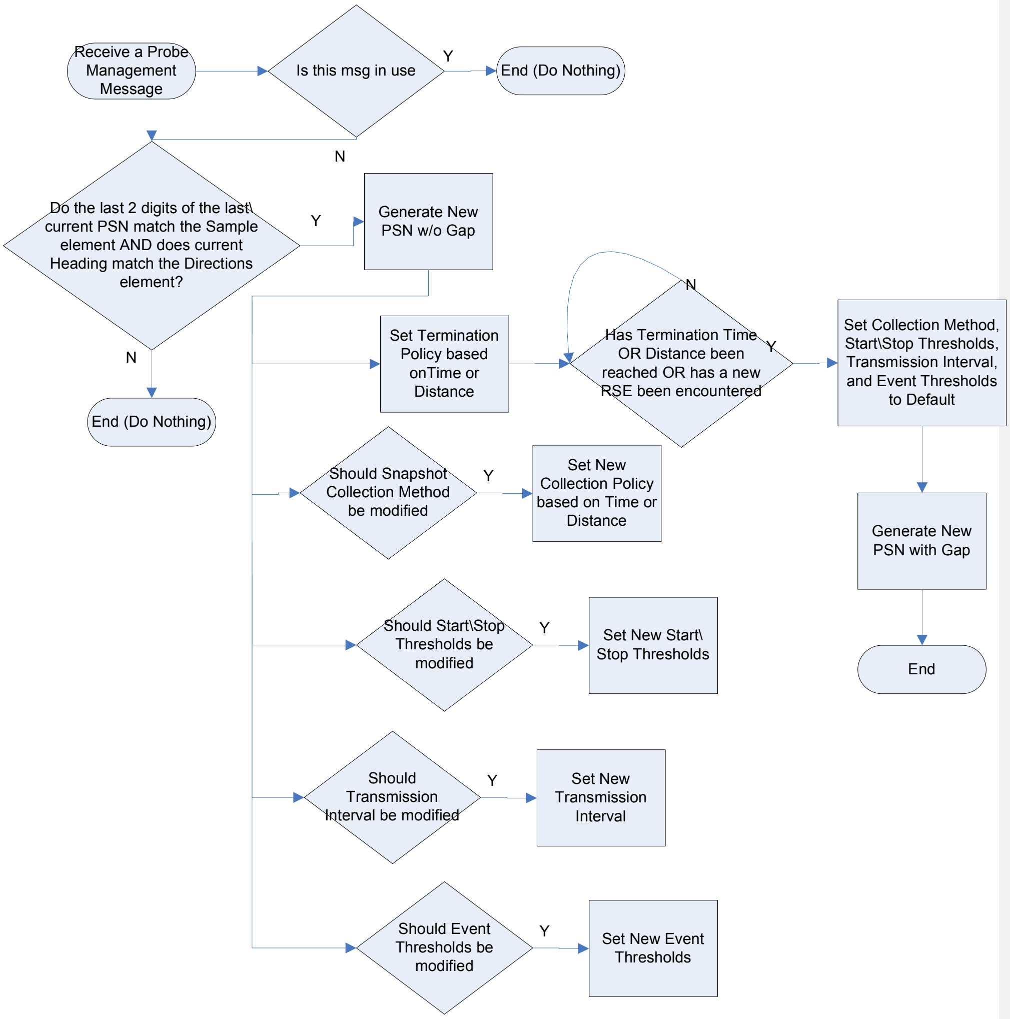

Receive a Probe Management Message
Is this msg in use
Y
End (Do Nothing)
N
Do the last 2 digits of the last\ current PSN match the Sample element AND does current Heading match the Directions element?
Y
Generate New PSN w/o Gap
N
End (Do Nothing)
Set Termination Policy based onTime or Distance
N
Has Termination Time OR Distance been reached OR has a new RSE been encountered
Y
Set Collection Method, Start\Stop Thresholds, Transmission Interval, and Event Thresholds to Default
Should Snapshot Collection Method be modified
Y
Set New Collection Policy based on Time or Distance
Generate New PSN with Gap
Should Start\Stop Thresholds be modified
Y
Set New Start\ Stop Thresholds
End
Should Transmission Interval be modified
Y
Set New Transmission Interval
Should Event Thresholds be modified
Y
Set New Event Thresholds

Figure 17 Probe Management Process (need to correct text in this figure)

Annex F Emergency Vehicle Message Use and Operation

1. Application Description

This is a vehicle to infrastructure message, it is typically sent from an emergency vehicle or transit vehicle. The Emergency Vehicle Message set consists of three distinct messages, as outlined below. Each will be discussed in turn in this annex.

Signal Request Message (SRM)	Used to request a preemption or priority signal state from a signalized intersection.
Signal Status Message(SSM)	Used to relate the current preemption or priority signal state(s) a signalized intersection may be in.
Emergency Vehicle Approaching Message	Used to announce to other vehicles that such an emergency vehicle is operating in the local area.

The first two of these messages are used in relation to the control of a signalized intersection during emergency response operations. The first is transmitted by an emergency vehicle and is used by the controller of a signalized intersection. The second is output by the local RSU (and originally created by the signal controller) if a preemption or priority request is granted, causing a change to the signal state status data of the SPAT message stream being sent, and allows emergency vehicles and priority transit to learn aspects of the internal state of the controller. The third message is emitted by public safety vehicles while responding to emergencies, so as to alert other nearby vehicles to that fact.

Restating the signal operations in greater detail: The first message, the *Signal Request Message* (SRM) is transmitted by the requesting vehicle (a PSOBU equipped vehicle) to the RSU for that intersection (and then on to the ASC device). This message is sent after the vehicle has received and processed the “zones” present in the intersection map message which relates a specific preemption or priority id to a geographical area. The advanced signal controller (ASC), which is continuously emitting SPAT style messages to relate the current signal state to other vehicles in the area, will also issue a *Signal Status Message* (SSM) if there is one or more active or pending preemption or priority events to report. Note that this message is transmitted by the local intersection RSU in a broadcast style. There is a potential that multiple local vehicles will be simultaneously sending *Signal Request Messages* as they approach the intersection and receive the RSU/ASC generated *Signal Status Message* in this time interval. The required logic to decode the “winner” in such a conflict is outside the scope of this of document and resides in the ASC. The outcome of that process is reflected in the *Signal Status Message*. These two messages (along with the SPAT and MAP message discussed elsewhere) are also considered part of the intersection control message set.

The third message, or *Emergency Vehicle Approaching Message,* (EVA) is a simple broadcast message to alert nearby vehicles of the presence of an emergency vehicle operating in the area. It uses the familiar ITIS codes for this message, packaged in the format defined in the Roadside Alert message, but adds additional useful details about the emergency vehicle itself (its use of sirens, lights and other alerts, its basic type or class of vehicle). The purpose of this message is to provide warning to other drivers when a PSOBU equipped vehicle such as police, fire or ambulance is in the vicinity and a potential interference with the emergency vehicle's path is eminent.

Two safety issues are being addressed by the 3rd message. First, the notification to the driver that an emergency vehicle with its siren/lights flashing is in the area. This can occur even if the emergency lights are hidden behind an obstruction and the sirens cannot be heard above the surrounding audio (noise, radio, etc). The second is identification of where the vehicle is and what to do to avoid interference with its path. It should also be noted that many times police will respond to a service call with lights flashing but without sirens being active (an event which is also covered[18]).

When an emergency vehicle and other surrounding vehicles are equipped with PSOBU's and OBU's, the vehicles can establish communication when they are within range of each other and share information relative to their location and direction. A PSOBU is required in emergency vehicles as this is a special application that is not available to standard OBU's. This application should be implemented as a high powered application to extend range. It is expected that the surrounding OBUs will receive this message from the PSOBU well before they begin to receive the normal BSM transmission from the same vehicle. From calculations resulting from this information, the private vehicle can first notify its driver of the situation then may offer suggestions to avoid path interference. While difficult to make this function robust and precise, enough information can be made available to the driver that improvements over a non-equipped system can be significant.

2. Preconditions for operation:

The following general conditions are presumed to prevail in this application:

1. The private vehicles are equipped with active OBU.
2. The emergency vehicles are equipped with active PSOBU
   and can issue SRM and EVA messages.
3. The emergency vehicles has previously received a MAP message for the target intersection which contains "zone" data to relate specific priority or preemption values to specific service zones in the intersection.
4. The intersection is equipped with an RSU and ASC.
5. The intersection equipment can handle the intersection control messages
   (SPAT, MAP, SRM, SSM).
6. All systems are active and functional.
7. Emergency vehicles can provide location, speed, and direction of travel. This is required for the EVA message and optional for the SRM message. The messages can be used when the direction of travel is unknown (often the case when a vehicle is pulling out into traffic). ITIS codes and speed./heading denote when a vehicle is stopped (indicating at scene).
8. Private vehicles have available thier location, speed, direction of travel.

批注 **[RS42]:** Why is this needed? The logic only needs the position and heading to provide priority

批注 **[RS43]:** these are few and CA specific. The logic should support all controller types, it's a national system we are building

批注 **[RS44]:** intersections are where roads meet – not a computer. Which hardware do you mean?

批注 **[RS45]:** redundant - delete

3. Flow of Events

The first two messages are handled in the initial use case to control the intersection. The 3rd messages is then handled in another use case. In actual practice, the flow of events of these two use cases would be interspersed in time.

Flow of events, Typical Intersection use

[18] Alerting others to the presence of the siren or flashing lights is optional and the standard allows for "silent running" response as well. Police officials differ in opinion on the utility of this aspect of the message, so its use is optional.

1. Vehicle “A”, a PSOBU equipped vehicle is operating in a non-emergency condition. It is acting similarly to any OBU equipped vehicle and it sends typical vehicle Basic Safety Messages (BSM). It also receives MAP and SPAT messages about the local signalized intersections, from which it can extract the preemption or priority zones data when needed. The MAP and PSAT message are being sent out by the RSU for the target intersection on a periodic basis.
2. Vehicle "A" determines that activation of an Signal Request message is needed. This could occur through various determinants, but is likely to be combined with the next use case at the same time.
3. This activates a PSOBU broadcast of Signal Request message (SRM), which contains the preemption or priory requested as well as the optional “BSM blob” with current location information, speed, and direction of travel in it. See GG note about need for destination here, unresolved issue. Current codes support “at destination” but not where it is.
4. The intersection RSU, receives the of Signal Request message (SRM) and hands it to the ASC for further processing. The ASC looks that the data, its own current state, and any required validity credentials and makes a determination regarding how to respond to the request.
5. The ASC sends to the RSU (for broadcast) the Signal Status message (SSM) which contains a summary of the new state of the control with respect to preemptions and priority requests. The updated SPAT message (which may now reflect a transition to a preemption or priority condition) is also sent from the ASC to the RSU. The RSU broadcasts these in the normal way.
6. Vehicle "A" receiving the SSM and can determine if and when the request will become the current state of the signal. It also will be receiving the SPAT message where this can be further confirmed.
7. This process repeats (steps 4 to 7) until the vehicle has past the intersection and the intersection is then released to either resume normal operations or to process the next ranking preemption or priority request that it has received. A timeout event will occur in the ASC if the requesting SRM is missing for more than 3 seconds.
8. Vehicle "A" determines that it has past the intersection, and sends a new Signal Request message (SRM) with the cancel bit set in the signal request type field for a period of time.
9. The intersection RSU, receives the of Signal Request message (SRM) with the cancel bit set and hands it to the ASC for further processing. The ASC looks that the data, its own current state, and any required validity credentials and makes a determination regarding how to respond to the request. It may allow another pending request to become the active one (in which case we again cycle over steps 4 to 7) or it may resume normal operations (returning to step one).
10. Vehicle "A" may note that the received SSM has removed its request from those active and pending, and therefore ceases sending the Signal Request message (SRM) with the cancel bit set, or after a duration of 3 seconds may simply cease sending.

Flow of events, Typical EVA use
1. Vehicle “A”, a PSOBU equipped vehicle is operating in a non-emergency condition. It is acting similarly to any OBU equipped vehicle and it sends typical vehicle Basic Safety Message (BSM).
2. Vehicle "A" determines that activation of an Emergency Vehicle Approaching Warning is needed. This could occur through various determinants such as activation of its siren and emergency lights, or other inputs to be determined by application developers.

3. This activates a PSOBU broadcast of emergency notification warning, current location information, speed, and direction of travel as well a vehicle type
4. Vehicle "B", which may be a standard OBU equipped vehicle or another PSOBU equipped vehicle in the vicinity, receives the emergency notification message and other data.
5. Vehicle "B" determines whether Vehicle "A's" message is relevant (calculates its relative position to the emergency vehicle and determines if a potential interference may exist). If not, no action is taken; the vehicles may be moving away from each other, on a different street, etc.
6. If an imminent interference is detected, an alarm of some type is sent to the driver's HMI. It is assumed that vehicles will have differing levels of HMI sophistication.
7. Data updates continue; When the Vehicle "B" path is no longer a potential interference for the PSOBU equipped vehicle, the warning will terminate.

Vehicle "A"Hardware Devices:	PSOBU Positional Sensors Human-Machine Interface			
Vehicle "A" Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**	**Service Provider**	**Road Department**
	X	**X**		

Vehicle "B" Hardware Devices:	OBU Positional Sensors Human-Machine Interface				
Vehicle "B" Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**		**Service Provider**	**Road Department**
		Driver	**Passenger**		
	X	**X**			
Support information:	CAMP-VSC Task 3 Report, 2003				

4. System Architecture and Concept of Operation

A PSOBU vehicle is put into emergency service. Upon being put into emergency service, emergency messages begin being sent to surrounding vehicles and signal request messages are emitted as the vehicle travels. The Emergency Vehicle Approaching Warning message includes: Location, Direction, Speed, Type of vehicle, Type of response, Siren in use, Light bar in use, and Multiple vehicles responding (optional). See GG note about need for destination here, unresolved issue The signal request message contains the requested priority or preemption value to be requested of each ASC, and some vehicle identification number (nominally a fleet number or VIN number). Any signal state messages recovered (from ASCs that are processing to this or another request) will contain the current active request and data regarding which vehicle asked for it, as well as a sequence of other pending requests from other vehicles.

批注 **[RS46]:** I am sure this would not be known

Private vehicles in the area may use the Emergency Vehicle Approaching data to analyze if they may encounter the responding vehicle. If this is possible, applicable information may be communicated to the operator. The warning can advise the driver to be prepared to take actions to stay out of the path of the responding vehicle. The warning could include information about:

- The type of emergency vehicle
- The location or proximity of the emergency vehicle
- Instructions on action that the driver may want to take

The warning presented to the driver may be different depending upon the proximity of the emergency vehicle to their vehicle. The closer the emergency vehicle is, the more severe the warning. If pre determined emergency route information is available from a public safety vehicle, the information may be sent via other applications.

In general, private vehicles are expected to ignore signal request and signal status messages. When a preemption or priority event does occur in an intersection, they are informed of this by way of the SPAT message.

批注 **[RS47]:** I still have not heard what the vehicle will do when it knows of a signal preemption? If this is not answered it should be removed from the SPAT.

Other emergency vehicles that are responding, receiving the Emergency Vehicle Approaching message, may use the data to analyze if they may encounter the responding vehicle. The warning can advise the driver to be prepared to take actions to stay out of the path of the responding vehicle. The warning includes information about:

- The type of emergency vehicle
- The location or proximity of the emergency vehicle
- Instructions on action that the driver may want to take

The warning presented to the drivers may vary depending upon the proximity of other emergency vehicle to their vehicle and the use of sirens by one or more responding vehicles. The closer the emergency vehicle is, the more severe the warning that will be communicated to the operator.

In general, other emergency vehicles may also be sending signal requests and receiving signal status messages at the same time (often in ad hoc convoys proceeding through the same intersection). The signal state message may list their own signal requests as pending when another vehicle (ideally one ahead of them) has been granted the preemption or priority first. When a preemption or priority event is occurring in an intersection, they are also informed of this by way of the SPAT message, like private vehicles.

5. Application use with DSRC

The messages in this application are typically transmitted using the BER-DER encoding and the Wave Short Message protocol (WSM) stack in a periodic broadcast mode on a high power channel (CCH or SCH) to other devices (typically other mobile OBUs) who have determined to receive this type of message (based on PSID value and running a suitable application). Upon reception of such messages they are examined for message content and relevance regardless of any PSC provided by the sender.

If the message content is considered to be of a “low priority”[19] (such as standing static reports, permanent school zones, and other semi permanent data such as construction warnings) then the message may be transmitted using an XML encoding as an IP datagram over a service channel in a periodic broadcast mode to other devices (typically other mobile OBUs) who have determined to receive this type of message (based on PSID value and running a suitable application). Upon reception of such messages they are examined for message content and relevance.

[19] The ultimate determination of this classification, and therefore the encoding and bandwidth allocated to either type of message is a local jurisdictional consideration.

Therefore, this is a provider application that does not employ a Wave Basic Service Set (WBSS) as per IEEE 1609.4 Clause 5.3 and there is no confirm and join operations. Receivers of these messages are expected to process all such message regardless of the PSC found (typically each device running a provider application will have its own PSC to further classify its transmissions).

This application shall transmit its messages using an PSID value of "**19**" [the "emergency-warning" service] as defined by IEEE 1609.4 or its successors. Multiple applications, each with their own PSC data, are expected to be found operating in overlapping local coverage areas but using the same PSID and this message set. Based on the data exchanged in this application, devices may determine the need to initiate other services or applications using other PSID values. The message priority of this application shall be set, as per Annex A of this document, to the value determined for devices sending this message. The expected repetition rate for the messages broadcast in this application is nominally to be one new message every half second for BER-DER WSM encodings. The expected repetition rate for the messages broadcast in this application is nominally to be one new message every two seconds for XML encodings. These values may vary based on other system allocation requirements.

Annex G Roadside Alerting Message Use and Operation

1. Application Description

The purpose of the Roadside Alerting message is to provide warnings to a driver from either a RSU or a PSOBU equipped vehicle such as police, fire, transportation, or ambulance vehicle which is sending data about a nearby event of interest to travelers. This message was originally developed by the SAE ATIS committee. It has been used by the DSRC committee in the initial published version of the standard (as an external imported data concept), and with this edition has been brought into DSRC standard itself with minor modifications to take advantage of the BER-DER encoding style now being used. The message allows a sender to "strip down" the more verbose ATIS event message and send the critical content ITIS phrase content over the DSRC WSM stack. Variations of the message, used when less urgent content is to be sent, can be encoded over XML and sent as an IP datagram. Examples of the proper use and encoding of this message are covered in the DSRC Users Guide documents.

2. Preconditions for operation:

The following general conditions are presumed to prevail in this application:

1 The private vehicles are equipped with active OBU.
2 There is an RSU or an incident response vehicle equipped with active PSOBU in range.
3 Both systems are active and functional.
4 Private vehicles have available it's location, speed, direction of travel (to filter content with)

3. Flow of Events

Flow of events	
1 The sender (an RSU or an PSOBU) receives or creates a suitable Roadside Alert message for transmission .	
2 The sender (an RSU or an PSOBU) begins transmitting the message using the proper encoding, channel and repetitive rate.	
3 The Vehicle, which is typically a standard OBU equipped vehicle in the vicinity, receives the message for the first time	
4 The Vehicle determines whether the message is relevant (calculates its relative position to the event and determines if a potential interference may exist). If not, no action is taken; the vehicle may be moving away from the event, it may not apply, or it may have already been processed.	
5 If an imminent interference is detected, an alarm of some type is sent to the driver's HMI. It is assumed that vehicles will have differing levels of HMI sophistication.	
6 Data updates continue as warranted and depending on the event type.	
Sender Devices:	And RSU or an PSOBU

Vehicle Actors: (What entities play an active role in use)	**Vehicle System**	**Occupant**	**Service Provider**	**Road Department**
	X	**X**		
Support information:				

4. System Architecture and Concept of Operation

An RSU (or a PSOBU vehicle) is put into emergency service by the reception or the creation of a Roadside alert message. The messages begin being sent to surrounding vehicles (using the WSM for urgent messages and IP for less urgent advisory type messages). The message content includes: Location, Direction (applicability), and a set of descriptive ITIS codes.

Private vehicles in the area may use this data to analyze the event when they they receive the data. If this is relevant, applicable information may be communicated to the operator. The warning could include information about:

- The type of event, a general event description.
- The location or proximity of the event
- Instructions on action that the driver may want to take

The warning presented to the driver may be different depending upon the type and its proximity to the receiving vehicle If additional information is available from the sender, the information may be sent via other applications and messages.

5. Application use with DSRC

The messages in this application are typically transmitted using the BER-DER encoding and the Wave The messages in this application are typically transmitted using the BER-DER encoding and the Wave Short Message protocol (WSM) stack in a periodic broadcast mode on a high power channel (CCH or SCH) to other devices (typically other mobile OBUs) who have determined to receive this type of message (based on PSID value and running a suitable application). Upon reception of such messages they are examined for message content and relevance regardless of any PSC provided by the sender.

If the message content is considered to be of a “low priority”[20] (such as standing static reports, permanent school zones, and other semi permanent data such as construction warnings) then the message may be transmitted using an XML encoding as an IP datagram over a service channel in a periodic broadcast mode to other devices (typically other mobile OBUs) who have determined to receive this type of message (based on PSID value and running a suitable application). Upon reception of such messages they are examined for message content and relevance.

Therefore, this is a provider application that does not employ a Wave Basic Service Set (WBSS) as per IEEE 1609.4 Clause 5.3 and there is no confirm and join operations. Receivers of these messages are expected to process all such message regardless of the PSC found (typically each device running a provider application will have its own PSC to further classify its transmissions).

[20] The ultimate determination of this classification, and therefore the encoding and bandwidth allocated to either type of message is a local jurisdictional consideration.

This application shall transmit its messages using an PSID value of “**19**” [the “emergency-warning” service] as defined by IEEE 1609.4 or its successors. Multiple applications, each with their own PSC data, are expected to be found operating in overlapping local coverage areas but using the same PSID and this message set. Based on the data exchanged in this application, devices may determine the need to initiate other services or applications using other PSID values. The message priority of this application shall be set, as per Annex A of this document, to the value determined for devices sending this message. The expected repetition rate for the messages broadcast in this application is nominally to be one new message every half second for BER-DER WSM encodings. The expected repetition rate for the messages broadcast in this application is nominally to be one new message every two seconds for XML encodings. These values may vary based on other system allocation requirements.

Annex H Map and SPAT Message Use and Operation

1. Introduction

There are four messages currently defined to support intersection mapping needs and relating signal phase and timing data to OBUs. These message support the intelligent intersection needs of the VII program. All of these are the result of field experience involving several dozen intersections where similar prototype messages have been operating. The data content used in those messages was similar, but used a proprietary encoding, now replaced by the standard BER-DER encoding format specified here. These four messages (listed below) are mature but supporting documentation on how they are to be used remains to be developed. This annex serves as a short introduction to the intended general use of the messages.

The four subject messages are:

Signal Phase and Timing Message	(SPAT)	Relates the current intersection signal light phases
Map Data	(MAP)	Relates the Physical Geometry of the intersection
Signal Request Message	(SRM)	Requests preempt or priority services
Signal Status Messages	(SSM)	Relates the internal state of the signal controller

1.1 Intended Audience

This document is written primarily for application and system programmers who write compliant software; system architects who drive the DSRC message creation, distribution and consumption processes; and content designers and managers such as city managers and their staff.

1.2 Philosophy of SPAT and MAPs

In normal use the OBU units are expected to receive the MAP message before entering the intersection. This map message conveys all the physical geometry for one or more intersections and well as the regulatory information (allowed maneuvers) for the intersection and assigns specific lane numbers to both drivable vehicle lanes and other features of each intersection. When in the range of the intersection, the SPAT message is broadcast from an RSU with the current signal state at all times. OBU users can relate the (dynamic) SPAT message information to specific lanes of travel in the (static) MAP message and determine the phase state of the intersection and for how long that state will persist. Two additional messages (SRM and SSM) are used to request and the determine priority and preemption events. These two messages are typically used by public safety and public transport OBUs only.

At a high level, the MAP message contains all the static (unchanging) information relating to one or more intersections in the *intersections* data frame. This information (consisting of both required and optional informational content) is determined for the intersection and broadcast in such a way that a cache of local intersections can be maintained by the OBU. Besides describing the lane geometry paths and the allowed maneuvers for each lane, the intersection data frame can provide additional information regarding barriers, pedestrian walkways, shared roadways and rail lines that may affect vehicle movement.

By contrast the SPAT message contains the state of the intersection and got how long this state will persist for each approach and lane that is active. The SPAT and MAP share a common lane numbering assignment between them to allow mapping.

2. The overall framework of the SPAT

The Signal Phase and Timing message (SPAT) uses a simple framework to provide a basic summary of the signal state at any given time (dynamic data). The many optional elements defined in this message allow for both simple and complex signalized intersections to be modeled without additional overhead in the message unless that overhead is needed (say to relate pedestrian lanes states, or other events that may not be present in every intersection). Consult the prior definitions for specific details, but here is a general overview of the structures defined in the SPAT message.

The overall use of the SPAT message is to reflect the current state of all lanes in all approaches in single intersection. Any preemption or priority then follows in a structure for the whole intersection. Lanes that are at the same state (with the same end time) are combined. Thus the simplest SPAT message consists on two such states, one for the then active lanes/approach, and another for all the other lanes that at that time share the state being stopped (a red state). The stopped (red) lanes are optionally not sent at other times (the presumption being that any lane not enumerated in the SPAT is in fact set red).

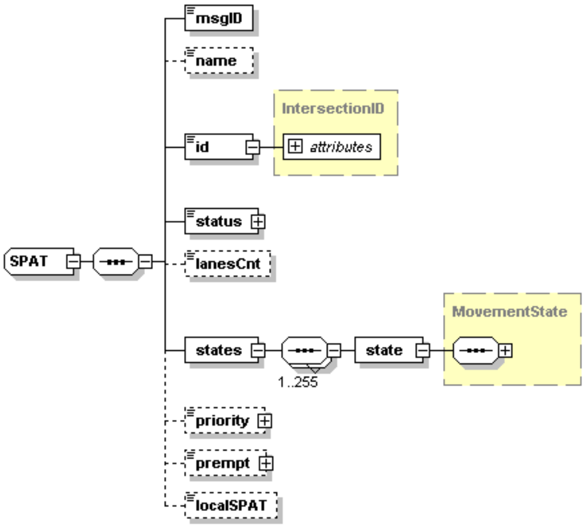
Here is a message fragment illustrating this:

```
SPAT Message
    Msg id =  0x0c  (indicates a SPAT message)
    SPAT id = TBD   (indicates a unique value for this intersection)
    States
            State #1
                    Lane Set               (list of lanes this applies to)
                            1, 2
                    Movement State (signal state or pedestrian state)
                            SignalState  = Green light
                    TimeToChange       =  12.3 seconds
                    YellowSignalState  =
            State #2
                    Lane Set               (list of lanes this applies to)
                            3,4.5.6, etc...
                    Movement State (signal state or pedestrian state)
                            SignalState  = Red light
                    TimeToChange       =  Indeterminate for this state
                    YellowSignalState  =
    Preempt  = none present
```

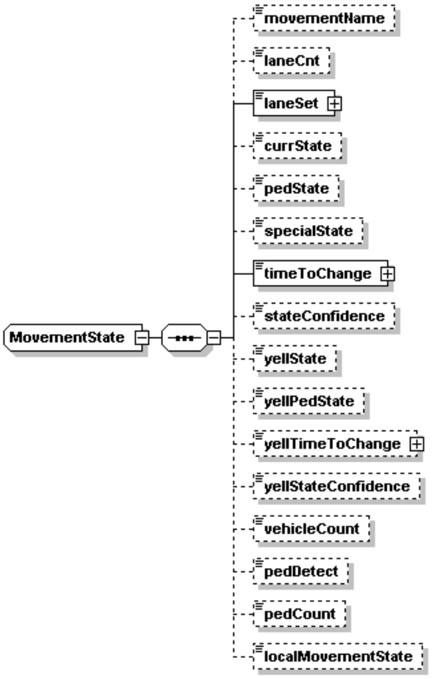
The SPAT message consists of a sequence of *MovementStates* for each *lane* in the intersection.[21] The SPAT status information is associated with the lanes found in the MAP message by the use of shared lane numbering values. The overall framework consists of the regionally unique *intersectionID* (required), the collation of current lane states, any signal-wide preemption data, and some optional content (such as the human readable name of the intersection) as follows. Some additional information regarding the internal preemption or priority request status of the signal controller itself can be obtained in the Signal Status Messages (SSM) message.

Up to 255 unique states can be sent, although more commonly only active states are sent at any time (the phase of the active lane-approach, and all other lanes which are in a red-phase). Considering the *MovementState* data frame further we see that it includes a great deal of timing information:

[21] In these messages all lanes are given a unique number regardless of what approach they may belong to. Therefore, an "approach" in a traffic engineering sense of the word always consists of one or more defined lanes in these messages. Lane numbering value assignment is arbitrary, but some conventions or *best practices* are expected to apply.



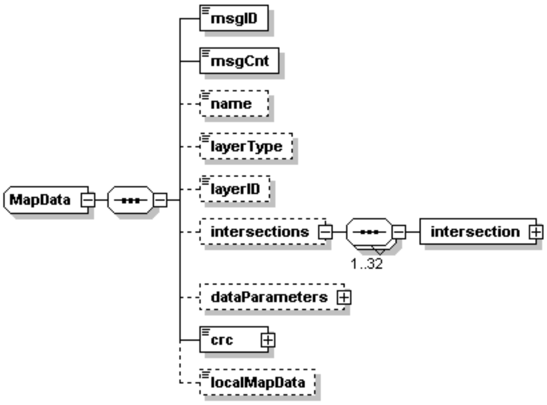
Note that only the *laneSet* (the list of lanes to which this applies) and the *timeToChange* are required, the other elements are optional (indicated by the dotted lines). When presenting information about a vehicle lane, the *currState* element is used. When presenting other types of timing data other elements are used. For example, a pedestrian crosswalk timing uses the pedState element, while a train crossing an intersection uses the *specialState* element.



The lane set lists all the lanes (by their assigned number defined in the GID-MAP) that share this common state and period. The *currState* element indicates the specific type of light (i.e. through arrow green, yellow flashing etc.) present.   The *timeToChange* indicates the minimum value of time for which this state will persist in a count down timer. An optional confidence value may follow this and allows asserting complex concepts like min or max times or times which are likely to change in adaptive intersections. A second (optional) state called the "yellow state" allows sending phase time data about the NEXT phase of the state and its duration. Its use will vary by local policies, but it is useful in relating yellow times as well as pedestrian walkway clearance times.   Various other optional data elements can also be sent including the number of vehicles that have been detected or counted in the lane.

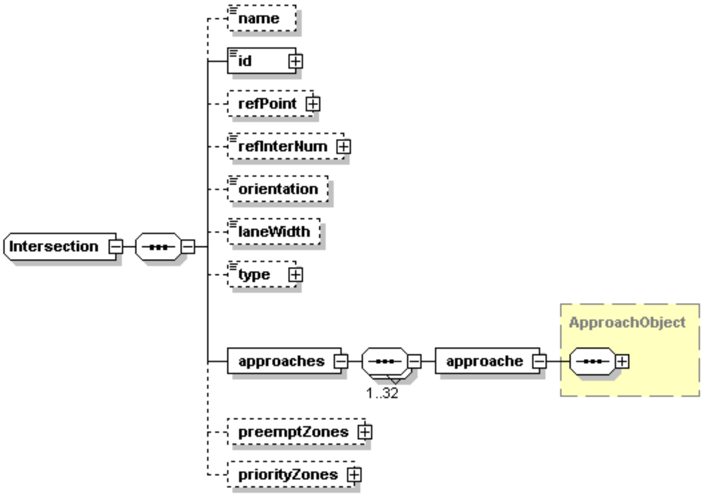
3. The overall framework of the MAP

The MAP message is used to convey a number of different types of (static) maps in support of DSRC messages.   The intersection is but one kind of such data. Some of these remain to be defined in future editions of the standard. However, the "intersections" or GID portion of the map is defined and is used along with the SPAT message to relate information about intersections.



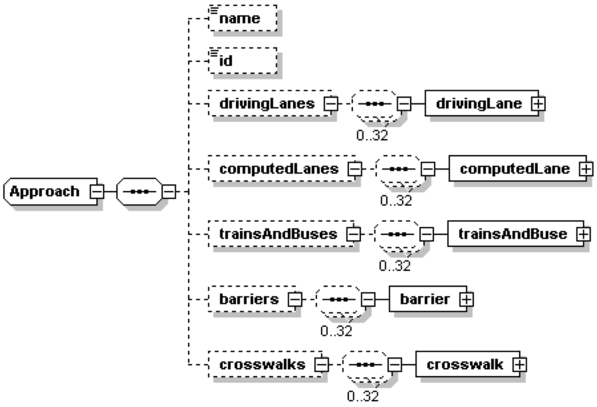
The intersection data frame, shown below, is used to relate all the needed physical geometry of an intersection, assign the intersection a unique ID, and to assign numbers to specific lanes (the set of lanes being a sub-set of an approach). Up to 32 intersections can be contained in a single map message.

Intersections are defined as collections of approaches, which are in turn defined as a collection of related lanes. Each intersection has a regionally unique ID associated with this. It may optionally have a name string as well. A reference point is used to define a precise position from which local offset values are used to describe the geometry of the lanes. Other, optionally present reference points can be further defined in the structures when needed to simplify extremely complex intersections. Intersections, like traffic lanes, often follow repeating patterns, so a data compression scheme that allows "computed intersections" to replicate simple intersections is provided (data elements *refInterNum* and *orientation* support this)

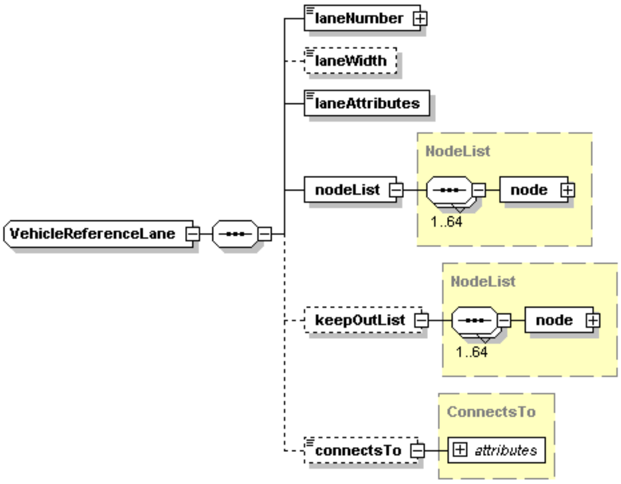


The *ApproachObject* structure allow arbitrary groupings of lanes to be created, as determined by the designer. Lanes in this context refers to both driven vehicle use type lanes as well as several other lane types defined by the standard. Lanes defined at this time include “pedestrian” lanes (cross walks) and “special” lanes for shared lanes, rail track and other multi-modal uses, and “barriers” for various dividers. Approach lanes are further divided into approach (ingress, incoming) and egress (outgoing) lanes, allowing a clear division of the lanes coming into an intersection. Egress lanes are in fact optional and may discarded under certain conditions when not needed

Within each approach are descriptions of one or more lanes of various types. Each of these can be related in terms of its *path* and *attributes* (and in the SPAT its current status). A structure called nodeList is used to relate the path of the lanes centerline with whatever degree of precision and number of data points are required (including changes in width and elevation as needed).

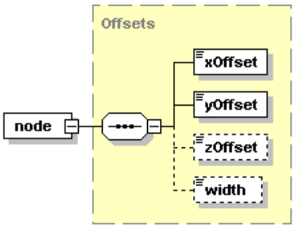


Here is the data structure of the driving lanes, used to relate the typical lane of traffic flow.



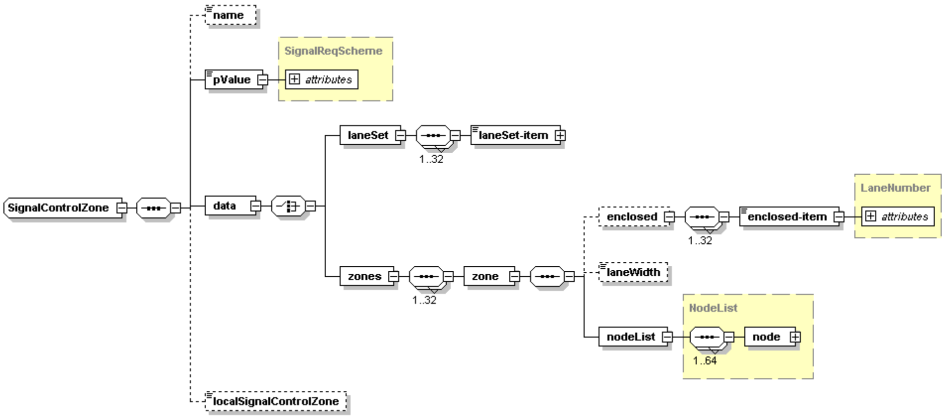
The *laneAttributes* is a bitstring which relates the allowed vehicle maneuvers such as noTurnOnRight etc. In some complex cases (such as multiple soft left turns) the *connectsTo* data element can be present (in ingress lanes) to further clarify how this lane interacts with the egress lanes.

The *nodelist* relates the path of the lane itself over the ground. The *keepOutList* is an optional further overlay for places along the node list that the vehicle (or user) can not safely come to rest in (typical an area marked do not stop or do not block on the ground). The *nodelist* itself it is made up of a sequence of from one to 64 node points as shown below which relate the path in increments (precision) of 1.0 cm units. The *width* or *zOffset* points, when present, establish a new standing value for that item until a subsequent update, in a manner similar to the anchor points.



This collection of lane data is repeated for every lane to be described in the intersection. This consist of at least all drivable lanes approaching the intersection and may include those lanes leaving the intersection (egress lanes) and other supporting information (such as pedestrian lane details) as determined by the message author.

In addition to the above, two optional structures (*preemptionZones* and *priorityZones*) are provided to support priority and preemption requests at the intersection. These two items are used to determine which specific request to make. They allow mapping of the intersection geometry into specific request zones and values (0~7). They are identical in structure, using sets of the the *SignalControlZone*, shown below.



Each request value (*pValue*) is associated here with a set of data (*data*) that outlines either the lanes it covers (*laneSet*) or a set of zones (*zones*) made up of either encloses lanes (*LaneSet*) or a *nodeList* forming a polygon of coverage. Public safety vehicles use this data to determine which request to make, then use that value in the Signal Request Message (SRM) to request a preempt or priority from the intersection controller. The changed state of the controller (if any) is reflected in both the SPAT message and the Signal Status Message (SSM) message.

4. Additional details of message use

The use of this message set to correctly describe intersections and then model them with the SPAT will involve a considerable number of additional details. At the time the current standard went to ballot, this detail had not been created, but is expected to be placed into a subsequent users guide document along with working examples.

Annex I Cooperative Cruse Control (CCC) Use and Operation

1. Introduction

The Cooperative Cruise Control Message Set provides a mechanism for vehicles to effectively communicate relevant information to each other, and operate as a coherent group. Vehicles will communicate internally within the team in order to maintain group cohesion, operational safety, and maximize individual and team mobility. The vehicle team will be able to communicate as a collective with other vehicle teams, individual vehicles, and roadside infrastructure devices.

The goal in developing this message set is to standardize the process for communication within a cooperative vehicle system, which is independent of the level of functional autonomy of the vehicle. The message set is not meant to replace existing sensors and equipment on vehicles; rather, to enhance existing sensor systems with information not directly acquired through intrinsic capabilities, enabling the formation of a cooperative vehicle system.

In essence, the message set enables an adaptive cruise control capability, which utilizes low latency communications in conjunction with vehicle sensors and controls. Data formatting follows the SAE J2735 message set. By utilizing this message set, the vehicle following distance can be dynamically managed in cooperation with a driver. While it is not envisioned that full control of the vehicle is managed, the throttle and brake may be may be utilized similar to current cruise control implementations, as well as audible and visual warnings to the driver. A mechanism for providing active and automatic brake control may be required for controlling the shorter following distances envisioned during cooperative cruise control operations. Alterations to the preset driving condition will alert the driver while automatically ensuring a safe following distance.

This message set is not meant to define such a system and set limits such as safe following distance, as these are beyond the scope of the cooperative cruise control message set. System-related design concepts should be considered in the development of the message set, where operational requirements and implementation are left to vehicle OEMs, and the driver.

2. Operational Concept

The following section provides a definition for the operational concept of teaming operations, and more specifically cruise control operations enhanced with low latent communications.

- Team:
  - Finite number of vehicles.
  - Possessing DSRC communications.
  - Traveling in same direction.
  - Consecutively traveling in the same lane.
  - Vehicles shall be of compatible Vehicle Type as defined by the FHWA Office of Highway Policy Information. The J2735 Vehicle Type data representation will be used.
  - Any single vehicle shall not be a member of more than one team concurrently.

- Cooperative Cruise Control
  - Adaptive cruise control mechanism or operation.
  - Enhanced via low latent vehicle-to-vehicle and vehicle-to-infrastructure communications.

  - Vehicle shall have lane resolution positioning.
  - Voluntary yet implicit participation via traditional cruise control triggers.
  - Vehicle behaviors moderated via the guidelines of the team, including:
    - Target speed
    - Following distance thresholds
    - Destination (optional)

3. Cooperative Cruise Control Message Set

The Cooperative Cruise Control message set includes several messages which support the form, join, end, leave, and status system operations. These are identified by message type identifiers. A table listing message type identifiers follows.

Flag Type	Bit Flag
Form	0x0
Join	0x1
Leave	0x2
End	0x3
Team Status	0x4

Table 1: Message Type Identifiers

4. Form and Join Message Operations

- Vehicle should broadcast a request to form, or it's availability to join, a team.
  - Provides the ability to begin a team. Allows the vehicle to broadcast to the surrounding environment that it is available and willing to initiate a team.
  - If multiple vehicles broadcast a request to form a team, the implementation will handle "Team Leader" and "Team ID" designations relative to GPS location. (Team ID: 64 bit random number)

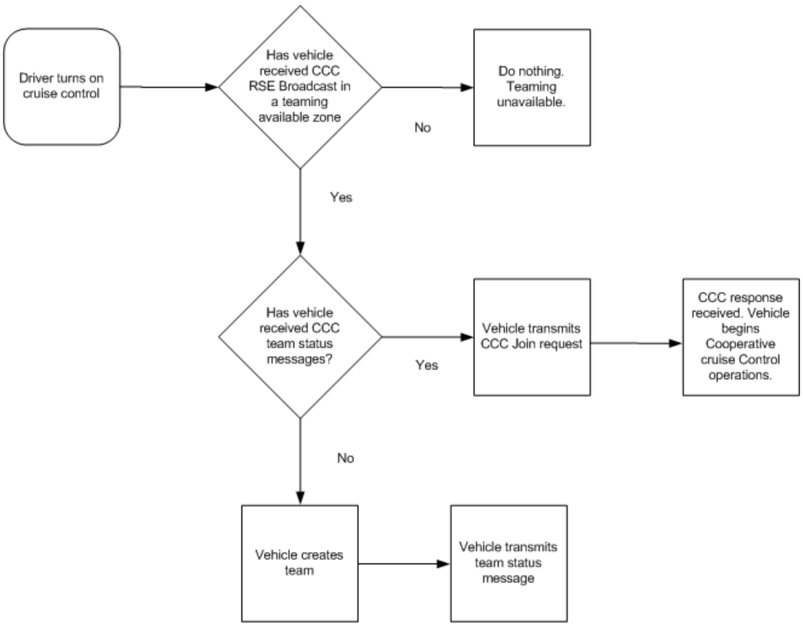

Driver turns on cruise control
Has vehicle received CCC RSE Broadcast in a teaming available zone
No
Do nothing. Teaming unavailable.
Yes
Has vehicle received CCC team status messages?
Yes
Vehicle transmits CCC Join request
CCC response received. Vehicle begins Cooperative cruise Control operations.
No
Vehicle creates team
Vehicle transmits team status message

Figure 19: CCC High Level Forming and Joining Process

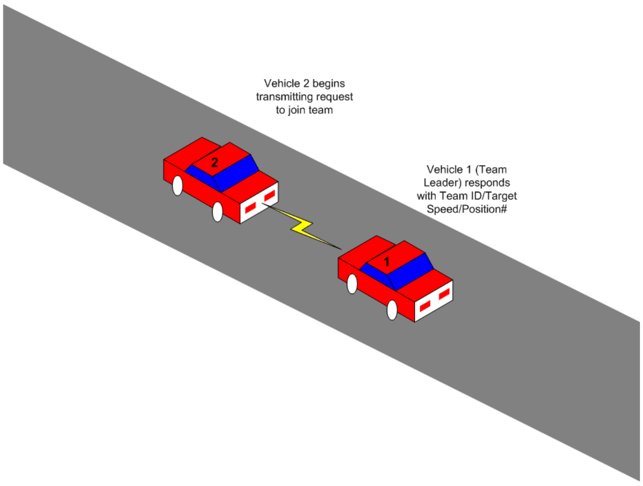

Vehicle 2 begins transmitting request to join team
2
Vehicle 1 (Team Leader) responds with Team ID/Target Speed/Position#
1

Figure 20: Basic CCC Join Request

Join Message Request/Response

Generated by an individual vehicle, or team leader, to join a team.

- DE_MessageType
  - Message Type
- Data Frame: DF_DDateTime
  - Timestamp
- DE _Team Requestor Identifier
  - Requester ID
- DE _Team Identifier
  - Team ID
- DE _Team Position Number
  - Position # assigned to joining vehicle (Optional, under discussion)
- DF_FullPositionVector
  - Position
  - Heading
- DE _Speed
  - Target Speed
- DF_Position3D
  - Destination (Optional)
- DE _LaneNumber
  - Lane # (Optional) – Still under discussion
- DE _VehicleType
  - Vehicle Class – Utilize J2735 Vehicle types
- DE_JoinResponseFlag
  - Allowed/Disallowed flag
- Response Text

Flag Type	Bit Flag	Description
Reserved	0x0	Reserved
Join Allowed	0x1	Join Allowed
Disallowed - Max Vehicles	0x2	Join disallowed due to team at max vehicles
Disallowed - Vehicle type	0x3	Join disallowed due to vehicle type incompatibility
Disallowed - Lane Position	0x4	Join disallowed due to vehicle in different lane from team
Disallowed - Vehicle Position	0x5	Join disallowed due to vehicle is forward of team leader
Disallowed - Private Team	0x6	Join disallowed due to team not accepting public vehicles
Disallowed - Team Disbanding	0x7	Join disallowed due to team in disbanding process
Disallowed – Fault Identification	0x8	Join disallowed due to team leader system fault

Table 2: Allow/Disallow Flag Settings

Form Message Request

Request sent by a vehicle to form a team. No response is sent in the case of a lone vehicle forming a team.

- DE_MessageType
  - Message Type
- _Team Requestor Identifier
  - Requester ID
- DF_DDateTime
  - Timestamp
- DF_FullPositionVector
  - Position
  - Heading
- DE _Speed
  - Target Speed of the team. Limited by the speed limit value received from the RSE broadcast message.
- DE _Team Identifier
  - Team ID
- DF_Position3D
  - Destination (Optional)

5. RSE Broadcast Operations

Roadside should announce zone information regarding team-formation authorization. The following characteristics are envisioned:

- The roadside infrastructure broadcasts zone information, indicating the permissibility of team formation.
- The message must be received prior to vehicles entering the zone, which will provide approaching teams suitable time to disband if required.
- Periodically sent from an RSE indicating the availability of teaming operations.
- When a team of vehicles approaches an unauthorized teaming zone, all vehicles within the team will end teaming operations. This could be accomplished by terminating Status messages to team members, or by sending a specific termination message. Vehicles will terminate teaming operations in accordance with defined Exit procedures as defined in Section 3.3.
- Levels of Authority (LOA)
  - The levels of authority define the role a participant maintains or possesses within the cooperative vehicle system. In order to maintain team integrity, levels of authority must be established within the team concept. Overall authority is reserved for the roadside infrastructure. Teaming operations leadership resides with the Team Leader. All team members must maintain direct communications with the Team Leader. If direct communications are unattainable, the vehicle must leave the team.
    - Roadside – 0
    - Team Leader (optional) – 1
    - Team Member – 2

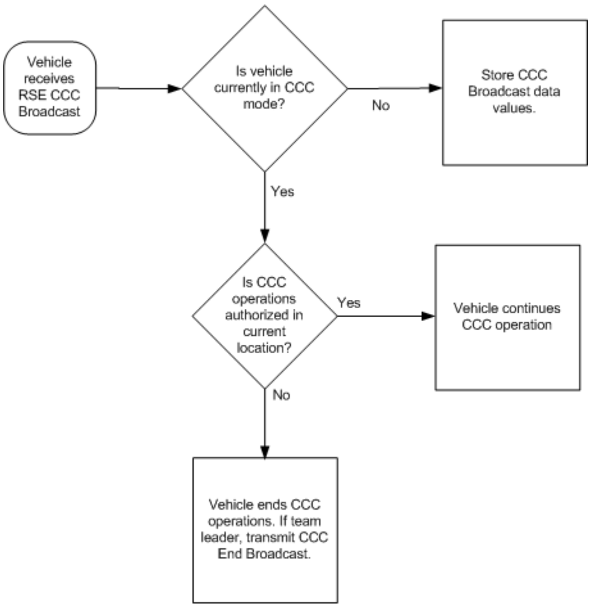

Vehicle receives RSE CCC Broadcast
Is vehicle currently in CCC mode?
No
Store CCC Broadcast data values.
Yes
Is CCC operations authorized in current location?
Yes
Vehicle continues CCC operation
No
Vehicle ends CCC operations. If team leader, transmit CCC End Broadcast.

Figure 21: RSE CCC Broadcast Flow

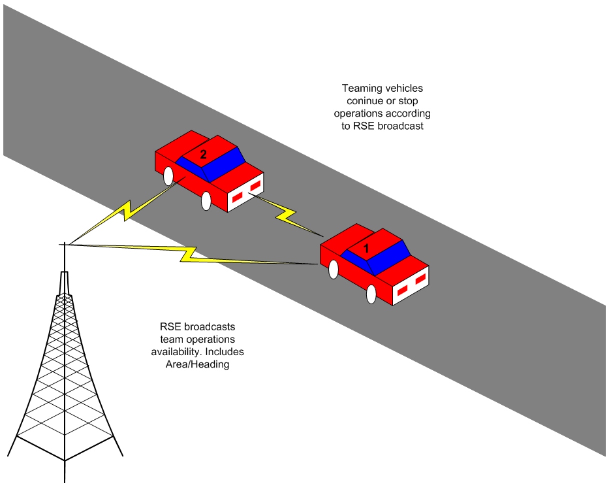

Teaming vehicles coninue or stop operations according to RSE broadcast
2
1
RSE broadcasts team operations availability. Includes Area/Heading

Figure 22: RSE Team Operations Announcement

Roadside Broadcast Message

Roadside broadcast message includes the following data elements:

- DE_MessageType
    - Message Type
- ShapePointSet
    - Area (zone or authorized lane)
- DF_FullPositionVector
    - Heading
- DE _Speed
    - Speed Limit: this value shall provide the system limits for target speed values utilized by the vehicle teams.
- DE _Max Team Vehicles
    - Max Vehicles Per Team
- DE _VehicleType
    - Vehicle Class – Utilize J2735 Vehicle types

6. Leave Team Message Operations

Vehicles are allowed to leave from any position within the team.

- Any vehicle will be allowed to leave the team at any time.
- The Leave event should be an event-based trigger or active control of the vehicle. Active control should be something similar to cruise control features already in place, such as a driver pressing on the brake. A trigger may also be a team-specific limit, such as a destination reached, or the team dynamics have changed.
- The vehicle should define an allowable separation distance threshold. The separation threshold will define a threshold that the vehicle will maintain during teaming operations. If the separation threshold is exceeded, the vehicle may choose to leave the team or adjust its threshold to maintain teaming operations.
- Prior to Leaving a team, the vehicle shall increase its separation distance to the next vehicle to enable safe human-controlled operations.

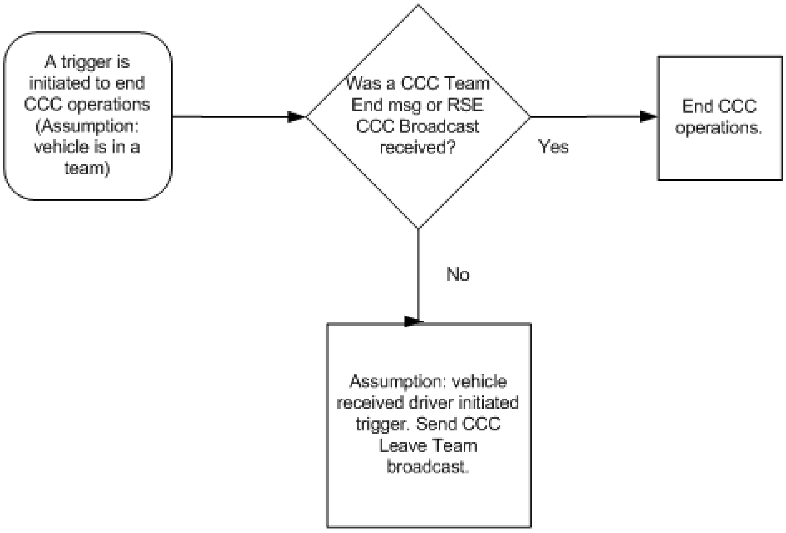

A trigger is initiated to end CCC operations (Assumption: vehicle is in a team)
Was a CCC Team End msg or RSE CCC Broadcast received?
Yes
End CCC operations.
No
Assumption: vehicle received driver initiated trigger. Send CCC Leave Team broadcast.

Figure 23: High-level CCC "Leave" Process Flow

Leave Message Broadcast

Leave Message broadcast includes the following data elements:

- DE_MessageType
    - Message Type
- DF_DDateTime
    - Timestamp
- DE _Team Position Number
    - Position (Team Position)
- Leave identifier
    - Switch Lanes
    - Turn Right/Left
    - Speed Change

6. Team Status Message Operations

Team members should broadcast current position information.

- Vehicles will broadcast A "Status" message that provides location information to surrounding members of the team. The frequency of this message will depend on factors such as vehicle speed and following distance.
- The teaming status message may be linked to map applications for other use-cases such as private teams that specify a destination.
- Status data elements
    - DE_MessageType
        - Message Type

    - DF_DDateTime
        - Timestamp
    - DF_FullPositionVector
        - Position
        - Heading
    - DE _Team Identifier
        - Team ID
    - DE _Team Position Number
        - Position ID
    - DE _Speed
        - Target Speed
    - DE _Speed
        - Speed
    - DE _Num Team Vehicles
        - Number of Vehicles

7. Conclusion

From the requirements listed above, the following initial data sets are envisioned. This list is not meant to be exhaustive, but gives us the initial operations for a functioning team. Further complex datasets are envisioned.

- V2V messaging
    - Team Status Message
    - Begin
    - End
    - Join
    - Leave

- RSE Service Announcement
    - Zone Identification
    - Signal Phase and Timing (SPAT) Information
    - Road/Weather/Traffic Conditions

8. Developer Notes

Vehicle Class Compatibility

Cooperative Cruise Control systems utilizing this message set aim to increase mobility, safety, and fuel – efficiency through enabling low-latency communications between vehicles. Such communications provide information which allow shorter distances or separation between two vehicles traveling in the same direction, in the same lane, and at the same speed. A team shall be made up of similar or compatible vehicle types in order to achieve the same operational characteristics and safety between team vehicles. Different vehicle platforms have significantly different operational characteristics and therefore make the benefits to safety and mobility unachievable. For instance, a passenger vehicle and a freight truck have different acceleration, braking, turning, and reaction characteristics. It would be extremely unlikely if not feasible at all to implement a system where the two could co-exist in the system environment envisioned for Cooperative Cruise Control.

Leader to Team Communications

The purpose of the Cooperative Cruise Control message set is to provide a mechanism to improve the mobility throughput, fuel efficiency and vehicular safety of the roadway through the use of a team or collective of vehicles. Industry expert experience involved with committee brought to bear during the development of this message set deem communications between the team leader and team members must be direct. Direct communications is defined as receiving the message packets directly from the sender of the packets themselves and not being relayed those packets through an intermediary or other mechanism.

The side effect of in-direct communications proves to undermine the intent of the message set. Even through the use of low-latent communications, a lag or latency exists between the time a team leader sends a message and when a team member receives the message directly. Should an intermediary have to receive the message and relay to following team members the benefit of the information contained in the message is reduced or lost. In some cases, the effect may be increased. Thus, instead of improving vehicular reaction time in response to external variables, vehicle reaction times may decrease. The result may increase the traffic caterpillar or slinky effect. This is also known as adversely affecting the string stability of the vehicle team.

Reducing the caterpillar effect is the overarching goal of the message set. This is achieved or accomplished by maintaining team size limits, vehicle class compatibility within teams, and direct communications with the team leader. These factors may change given the type of low latent communications utilized. Alterations are left to the implementation of the system.

Broadcast Strategy

The cooperative Cruise Control message set as defined in this document follows a broadcast or non-acknowledgment response strategy. A broadcast strategy is one in which the communications infrastructure necessitates a handshaking mechanism which includes dedicated or verified connection. There is no intent to provide a sense of ad-hoc mobile network functionality through the use of this message set. That said, vehicle networks based on ad-hoc networking or some other strategy may still use this message set without needing to modify the message set structure.

Teaming Speed Limit

The teaming concept provides a strategy for vehicles traveling with similar goals, such as speed, heading, and roadway lane. The strategy is intended to improve mobility, roadway throughput, reduce roadway caterpillar effect, and improve fuel efficiency to name a few. However, these goals must not be achieved by exceeding the roadway limitations as governed by Federal, State and Local authorities and agencies. Thus, the broadcasting of the speed limit value for the teaming zone provides the speed limitation required for safe and successful teaming operations in the particular zone of interest. In absence of a speed limit, a vehicle shall make the assumption that teaming operations are unavailable for the current zone. This possibility may occur in areas where RSE coverage is not as saturated. Once a vehicle enters an RSE coverage zone, authorization for teaming operations may be received.

FHWA Vehicle Classes

FHWA Vehicle Class has been previously defined for the SAE J2735. A detailed discussion of the FHWA vehicle Class definitions may be found at the FHWA Office of Highway Policy Information. An excerpt of this information follows.

FHWA Vehicle Classes with Definitions

Motorcycles -- All two or three-wheeled motorized vehicles. Typical vehicles in this category have saddle type seats and are steered by handlebars rather than steering wheels. This category includes motorcycles, motor scooters, mopeds, motor-powered bicycles, and three-wheel motorcycles.

Passenger Cars -- All sedans, coupes, and station wagons manufactured primarily for the purpose of carrying passengers and including those passenger cars pulling recreational or other light trailers.

Other Two-Axle, Four-Tire Single Unit Vehicles -- All two-axle, four-tire, vehicles, other than passenger cars. Included in this classification are pickups, panels, vans, and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses. Other two-axle, four-tire single-unit vehicles pulling recreational or other light trailers are included in this classification. *Because automatic vehicle classifiers have difficulty distinguishing class 3 from class 2, these two classes may be combined into class 2.*

Buses -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.

NOTE: In reporting information on trucks the following criteria should be used:

1. Truck tractor units traveling without a trailer will be considered single-unit trucks.
2. A truck tractor unit pulling other such units in a "saddle mount" configuration will be considered one single-unit truck and will be defined only by the axles on the pulling unit.
3. Vehicles are defined by the number of axles in contact with the road. Therefore, "floating" axles are counted only when in the down position.
4. The term "trailer" includes both semi- and full trailers.

Two-Axle, Six-Tire, Single-Unit Trucks -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.

Three-Axle Single-Unit Trucks -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.

Four or More Axle Single-Unit Trucks -- All trucks on a single frame with four or more axles.

Four or Fewer Axle Single-Trailer Trucks -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.

Five-Axle Single-Trailer Trucks -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.

Six or More Axle Single-Trailer Trucks -- All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.

Five or fewer Axle Multi-Trailer Trucks -- All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.

Six-Axle Multi-Trailer Trucks -- All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.

Seven or More Axle Multi-Trailer Trucks -- All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

9. Message Set Human Interaction

The message set concept follows a fundamental operational paradigm which assumes automatic operation of the system. This means that once the system is turned on via human interaction the system operates based on system parameters and implementation criteria. However, pertinent messages are received from the vehicle team or the roadside infrastructure which detail operational status or operational changes which may be of interest to the driver. This information may be presented to the driver via the display in a similar manner as other defined traveler information messages. The current intent is not to provide system interaction for the driver but only provide system and team interaction monitoring.

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