**S.5 – Fleet Maintenance Management Task Force Meetings**

**3/4/2024**

**Study Group Chair:** Matt Farcosky, *FleetPro, Inc.*

**Study Group Secretary:** Bailey Stephenson, *Alcoa Wheels*

**VMRS Coding for Predictive & Prognostic Maintenance (9 – 9:30 AM)**

**Task Force Chair:** Brian Mulshine, *Trimble*

**Task Force Secretary:** Robert Nordstom, *Decisiv, Inc.*

*Task Force Chair Brian Mulshine opened the meeting.*

Opening remarks were made by Study Group Chair Matt Farcosky and Task Force Chair Brian Mulshine.

This Task Force was stimulated from discussions beginning from the 2022 Fall meeting, where manufacturers discussed the need for integrating their predictive maintenance data and insights to a customer in their native maintenance tracking systems. This significant discussion between customers and fleet management systems providers acknowledged the need to allow maintenance information to be common across fleet management platforms. Since the 2022 Fall meeting, there have been 3 virtual meetings and now the second in-person gathering, beginning with a few people on the green sheet and now over 30 people on each call. Multiple manufacturers, technology providers and fleets have been working closely together to ensure that the new potential VMRS Code Key could be adopted by all.

Although the Task Force name is VMRS Coding for Predictive and Prognostic Maintenance, it was recommended to call the new Code Key “Maintenance Labor Alerts”.

Chair Mulshine then went into the explanation of the terminology for the data from vehicles, RUL Based, which indicates the remaining useful life for maintenance items such as oil filters and DPF filters. He also showed how manufacturers have similar maintenance items yet different terminology and varying intervals.

As the Maintenance Labor Alert Code Keys become more of a possibility, there must be a differentiator from other Code Keys, so it is proposed to have these new Code Keys be 3 digits in length preceded by the ATA system code along with the maintenance alert code beginning with a letter. The final characters will be leveraging Code Key 16 (Repair Priority Class) to identify the alert status such as “Due Soon”, “Past Due” or “Request Performed”.

The benefits were discussed on how maintenance information can be automated from the trucks to the fleet systems and then to the Service Providers in the future, all while leveraging API integrations. These integrations can also contain additional payload information based on the data provider.

Chair Mulshine reviewed the proposed recommended updates to RP 802F that supports the requirement of the additional Code Key:

*Maintenance Labor Alerts “Code Key XX”*

*Code Key XX enables the creation of standard maintenance labor alert requirements. This will also enable the ability to be digitally communicated between integrated vehicles manufacturers & component suppliers, fleet management systems & service providers all in a common identification format. This key can be leveraged to improve accuracy of work accomplishment by identifying each desired maintenance item that is required by each event.*

Chair Mulshine reviewed ballot comment and results; all five comments were greatly in support of the proposed RP update, and the ballot results were 44 to 0 in favor of YES.

A motion to move this RP to the Appeals process was made by Nick Forte with Stevens Transport seconded by Tom Kilchenstein with Fleetpro, Inc. The vote passed unanimously.

Chair Mulshine opened the floor for comments and thanked everyone for their participation.

*Task Force Chair Brian Mulshine adjourned the meeting.*