NEMA Standards Publication TS 10-2020

Connected Vehicle Infrastructure—Roadside Equipment

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FOREWORD

This NEMA Standards publication TS 10-2020 *Connected Vehicle Infrastructure—Roadside Equipment* was developed to procure the equipment for secure communications among vehicles, infrastructure, and personal devices with traveler safety as the highest priority.

In the preparation of NEMA TS 10-2020, the input of users and other interested parties has been sought and evaluated. Inquiries, comments, and proposed or recommended revisions should be submitted to the concerned NEMA product subdivision by contacting the:

NEMA Technical Operations Department
National Electrical Manufacturers Association
1300 North 17th Street, Suite 900
Rosslyn, Virginia 22209

The NEMA 3TS Connected Vehicle Infrastructure Technical Committee developed NEMA TS 10 under the auspices of the NEMA Transportation Management Systems and Associated Control Devices Section (3TS), of which it is a part. The following individuals were Members of the Technical Committee

360 Network Solutions,LLC	Steve Bowles
Applied Information, Inc.	Alan Clelland, Bryan Mulligan, Walt Townsend
Daktronics	Steve Bostrom
Eberle Design, Inc.	Andy Dowie, Peter Swenson
Horizon Signal Technologies	Scott Heydt
John Thomas, Inc.	Charlie Percival, Mike Winters
McCain, Inc.	Jesus Ruiz, Mike Schagrin
Panasonic Corporation of North America	Michael Stelts
Parsons	Dmitri Khijniak, Jon Wyatt
Qualcomm	Mauricio Guerra, Jim Misener
Siemens Industry	Dave Miller
Sunrise SESA Technologies, Inc.	Glen Wiebe
Temple, Inc.	Winter Horbal, Blake Temple, Mike Vickery
Ver-Mac Inc.	Serge Beaudry

At the time this draft was completed, the Transportation Management Systems and Associated Control Devices Section was composed of the following Members:

360 Network Solutions, LLC	Panasonic Corporation of North America
Applied Information, Inc.	Parsons Corporation
Daktronics, Inc.	Qualcomm
Eberle Design, Inc.	Siemens Industry, Inc.
Horizon Signal Technologies	Skyline Products, Inc.
Intelight, a Q-Free Company	Sunrise SESA Technologies, Inc.
John Thomas, Inc.	Temple, Inc.
McCain Inc.	Ver-Mac Inc.

NEMA recognizes that this Standard, NEMA TS 10, has been developed at a time when there is much uncertainty over the continued dedicated use of the 5.9GHz waveband for transportation safety applications. This is due to the outcome of the Federal Communication Commission’s Notice of Proposed Rule Making (NPRM) on the 5.9GHz band being currently awaited. Potential impacts could be in the types of communications technologies permitted in the band, allocation of channels, and the very range of frequencies made available to transportation under licensed use.

While consideration was given to delaying the release of NEMA TS 10, NEMA’s Technical Committee, which prepared the Standard, strongly believes the Standard contains elements that justify its timely release for use by road infrastructure owners and operators (IOOs) for infrastructure equipment

procurement. This is because NEMA TS 10 contains key elements that enable IOOs to procure equipment safely in the knowledge that it will not be made obsolete by the possible changes in regulations contained in the NPRM. Such elements include the use of multiple modes (radios) in one roadside unit, dual-mode/dual active operation of such equipment, and over-the-air update capability for this equipment.

NEMA does expect that an update to the version of NEMA TS 10 will be needed due to the resultant rule making. However, it is felt that the visibility into the changes provided by comparing the current and updated versions of NEMA TS 10 will help IOOs that have already deployed roadside and on-board units better understand the impacts on their installations.

CAUTION: It is the responsibility of the Agency deploying radio equipment procured against this standard to ensure that the equuipment is operating legally under the necessary licenses and/or authorizations required by the Federal Communications Commission (FCC).

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FIGURES

TABLES

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Section 1
General [Informative]

1.1 Scope

NEMA TS 10-2020 (TS 10) is a Standard for the equipment deployed at roadside to support standardized over-the-air wireless messages, applications, and cybersecurity measures of communications with Connected Vehicles. This Standard describes physical and performance interfaces as well as functionality requirements as defined in Section 2.2.