AAIA®
Automotive Aftermarket
Industry Association

The State of the Standards

Scott Luckett
Automotive Aftermarket Industry Association
Vice President Technology Standards

NCMA Golf Outing
Hyatt Hill Country Golf Course

Jeff Desveaux

NGK Spark Plugs Canada

Legacy Make/Model Sunset Date

Legacy vs ACES VCdb

- Passenger Car, Light & Medium Duty Truck
- U.S. & Canada
- 1945 – present
- 14 Vehicle Attributes

- Passenger Car, Light & Medium Duty Truck
- Class 8, Power Sports, Farm & Ag, Lawn & Garden
- U.S. , Canada & Mexico
- 1896 – present
- 43 Vehicle Attributes
  - Including HP / Kw

ACES Vehicle Attributes

- For Passenger Car & Light Truck, U.S. and Canada
- 1896 – 1944 – 4 Vintage Attributes
- 1945 – 1974 – 14 “Legacy” Attributes
- 1975 and later – 43 Vehicle Attributes
  - 1985 and later – Full Attribute Validation

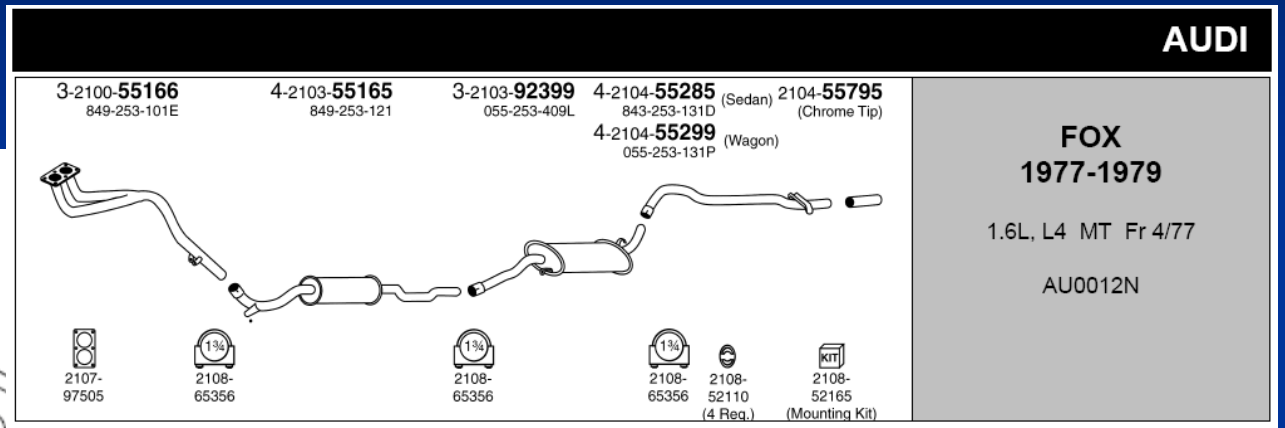
Adoption

Survey Results

- ACES adoption is rising sharply
  - 76% report they send ACES today
  - Another 15% report they are in process
- Most report they are required to support both Legacy and ACES
- 44% report they are supporting more formats that before

ACES Version 3.0

Digital Assets



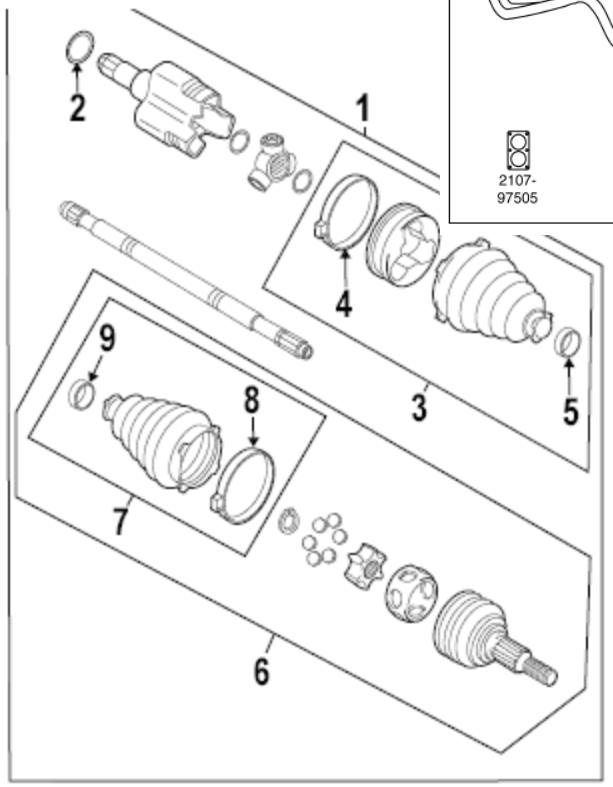


Figure 1451190

ACES version 3.0 supports associating Application Digital Assets with a catalog record

Viva la Mexico

Other-motive

International Collaboration

If we can engineer a bridge between ACES and TecDoc, then suppliers, worldwide, can chose one method to manage their catalog data and publish in the standard format demanded by the local market.

What is the AAIA Objective?

Fully half of the TecDoc shareholders are AAIA members and have significant operations in North America. For years these companies and others have been supporting the TecDoc methods in Europe, while they also manage catalog data in the multiple formats required in the U.S. and Canada. Now that ACES has emerged as the de facto standard of North America, it is not surprising that parts suppliers are asking how the two standards can be made to interoperate. As a standards-setting body, AAIA has an obligation to the industry to discover ways of reducing inefficiency and wasteful expense. If we can engineer a bridge between ACES and TecDoc, then suppliers, of bridging the two standards that did not "break" the ACES standard. The task was divided into three components: alignment of vehicle definitions; alignment of parts definitions; and alignment of product data attributes. It was agreed early on that publication format of the data files was a regional requirement and that ACES and TecDoc files would be formatted differently (as English and German documents appeared different, even though they conveyed the same information.

The first priority was to address the way vehicles are described in North America and elsewhere in the world. Typically in the U.S. aftermarket, a car is described by its year, make and model. Additional attributes of the engine, body style, transmission and drive type are referenced on an as needed basis. However, the TecDoc method of describing the same vehicle

The State of the Standard

The State of the Standard


PIES
PRODUCT INFORMATION
EXCHANGE STANDARD
DEVELOPED BY AAIA

The State of the Standards

technology@aftermarket.org