SRM PROFILE

Colophon

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| --- | --- |
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1. Introduction
	1. Purpose of this Document

This document provides the Dutch Profile for the SRM message. It offers an interpretation of data elements and describes the use of them as extension to the standards.

* 1. SRM Message

The Signal Request Message (SRM) is a message sent by a Dedicated Short Range Communications (DSRC) equipped entity (such as a vehicle) to the RoadSide Unit (RSU) in a signalized intersection. It is used for either a priority signal request or a pre-emption signal request depending on the way each request is set. Each request defines a path through the intersection which is desired in terms of lanes and approaches to be used. Each request can also contain the time of arrival and the expected duration of the service. Multiple requests to multiple intersections are supported. The requestor identifies itself in various ways (using methods supported by the RequestorDescription data frame), and its current speed, heading and location can be placed in this structure as well. The specific request for service is typically based on previously decoding and examining the list of lanes and approaches for that intersection (sent in MAP messages). The outcome of all of the pending requests to a signal can be found in the Signal Status Message (SSM), and may be reflected in the SPAT message contents if successful.

* 1. Assumptions

The following standards have been used to prepare this profile.

* SAE J2735, Dedicated Short Range Communications (DSRC) Message Set Dictionary, March 2016
* ISO TS19091, Intelligent transport systems — Cooperative ITS — Using V2I and I2V communications for applications related to signalized intersections, 2016(E)
* ETSI 103 301, Intelligent Transport Systems (ITS); Vehicular Communications; Basic Set of Applications; Facilities layer protocols and communication requirements for infrastructure services, V1.1.1 (2016-11)
* ETSI TS102 894-2, Intelligent Transport Systems (ITS); Users and applications requirements; Part 2: Applications and facilities layer common data dictionary, V1.2.1 (2014-09)
	1. Legend

Chapter 2 contains the actual profile describing how the data frames (DFs) and data elements (DEs) shall be used for the implementation of the SRM message.

The description of the DFs and DEs can be found in aforementioned standards. The description of the DEs and DFs in this document build upon the descriptions in these standards.

The font style of the name of DEs and DFs indicates the status as defined in the standards:

* **Bold**: required by the standard;
* *Italic*: these are optional in the standard;
* Underlined: one of these can be chosen (OR);

The status in the profile is indicated in a separate column by means of one of the following labels:

* Mandatory. This DF or DE is mandatory in the standard and is thus always provided.
* Profiled. This DF or DE is mandatory in the profile although optional in the standard. It is therefore assumed that this DF or DE will always be provided.
* Conditional. This DF or DE is mandatory in specific conditions and not used in other conditions. The conditions are provided in the profile.
* Optional. This DF or DE is optional in the standard as well as in the profile.
* Used. This DF or DE is a choice in the standard and used in the profile. It is therefore assumed that this DF or DE can be provided.
* Not used. This DF or DE is optional or a choice in the standard but not used in the profile. The response to the use of this DF or DE is therefore not guaranteed.
* Future use. This DF or DE is not relevant for use cases currently in scope and therefore not profiled in the current version of the profile.
* Bold. Applies to attributes in an enumeration or bitstring and indicates the attribute shall be assigned if applicable. All non-bold attributes are optional.
	1. Document history

|  |  |  |
| --- | --- | --- |
| **Version** | **Date** | **Changes** |
| 0.1 | 12-04-2017 | First draft version |
| 0.2 | 14-04-2017 | Version with new comments for subWG meeting 14th of April |
| 0.3 | 01-05-2017 | New version based on meeting 14th of April |
| 0.4 | 12-05-2017 | Version with new comments after subWG meeting 12th of May |
| 1.0 | 02-06-2017 | Final draft for approval |
| 1.1 | 15-06-2017 | Minor revisions which are tracked in Annex B + summary of SRM profile added in Annex A. |
| 1.2 | 29-06-2017 | Final revised version for approval |

1. Signal Request Message Profile

| Standard | Profile |
| --- | --- |
| Level | Field | Meaning | Status | Content | Value |
| **Header container (ItsPduHeader -** **ETSI TS 102 894-2 V1.4.1)** |
|  | **protocol-Version** | Version of the protocol.  | Fixed | Current version is 1. | Set to 1 |
|  | **messageID** | Indicates the type of message.  | Fixed | Examples are denm(1), cam(2), spat(4) etc.SRM messageID is 7. | 7 |
|  | **stationID** | This is the ID of the station broadcasting the message. | Mandatory | The stationID must be identical to the stationID of the CAM message of the vehicle. The stationID is subject to change at intervals (pseudonym), but may not change while passing an intersection.  | Set by application. |

| Standard | Profile |
| --- | --- |
| Level | Field | Meaning | Status | Content | Value |
| **Level 0: SRM** |
| 0.1 | *timeStamp**[MinuteOfThe-Year]* | The MinuteOfTheYear data element expresses the number of elapsed minutes of the current year in the time system being used (typically UTC time). | Profiled | Mandatory in profile as opposed to standard. To be used in combination with the following data element second. | Set by application |
| 0.2 | **second[Dsecond]** | The DSRC second expressed in this data element represents the milliseconds within the current UTC minute. | Mandatory | - | Set by application |
| 0.3 | *sequenceNumber**[MsgCount]* | The MsgCount data element is used to provide a sequence number within a stream of messages with the same DSRCmsgID and from the same sender. Depending on the application the sequence number may change with every message or may remain fixed during a stream of messages when the content within each message has not changed from the prior message sent. | Profiled | Mandatory in profile as opposed to standard. The sequence number will be increased by one when the content of the message has changed from the prior message.The value of the MsgCount data element is limited to 127. Therefore, MsgCounts must be numbered continuously starting at 1. | Set by application Start at 1 |
| 0.4 | *requests**[SignalRequest-List](1..32)* | The SignalRequestList data frame consists of a list of SignalRequest entries.Request Data for one or more signalized intersections that support SRM dialogs. | SignalRequestPackageThe SignalRequest-Package data frame contains both the service request itself (the preemption and priority details and the inbound-outbound path details for an intersection) and the time period (start and end time) over which this service is sought from one single intersection. One or more of these packages are contained in a list in the Signal Request Message (SRM). | Profiled | Mandatory in profile as opposed to standard. One package contains the SignalRequests for one Intersection, therefore one SRM message might contain multiple requests for multiple intersections. It is not guaranteed that each SSM response contains the exact same SignalRequests (no 1:1 relation between SRM and SSM messages).  | See level 1 |
| 0.5 | **requestor****[Requestor-Description]** | The RequestorDescription data frame is used to provide identity information about a selected vehicle or users. | Mandatory | - | See level 3 |
| 0.6 | *regional**[REGION.Reg-SignalRequest-Message]* | The element is used for additional "regional information”, as defined in ISO/PDTS 19091. | Not used | - | - |
|  |  |  |  |  |  |
| **Level 1: SignalRequestList → SignalRequestPackage** |
| 1.1 | **request****[SignalRequest]** | The SignalRequest data frame is used (as part of a request message) to request either a priority or a preemption service from a signalized intersection. | Mandatory | - | See level 2 |
| 1.2 | *minute**[MinuteOfThe-Year]* | The MinuteOfTheYear data element expresses the number of elapsed minutes of the current year in the time system being used (typically UTC time). | Optional | Preferred in profile as opposed to standard. The data elements MinuteOfTheYear and second indicate the Estimated Time of Arrival (ETA) to the intersection stopline from the moment when the service was requested. If the ETA deviates by 10% from the previous ETA, an update of the SRM message will follow. | Set by application |
| 1.3 | *second[Dsecond]* | The DSRC second expressed in this data element represents the milliseconds within the current UTC minute. | Optional | Preferred in profile as opposed to standard. The data elements MinuteOfTheYear and second indicate the Estimated Time of Arrival (ETA) to the intersection from the moment when the service was requested. If the ETA deviates by 10% from the previous ETA, an update of the SRM message will follow. | Set by application |
| 1.4 | *duration[DSecond]* | The duration value is used to provide a short interval that extends the ETA so that the requesting vehicle can arrive at the point of service with uncertainty or with some desired duration of service. | Not used | - | - |
| 1.5 | *regional**[ REGION.Reg-SignalRequest-Package]* | The element is used for additional "regional information”, as defined in ISO/PDTS 19091. | Not used | - | - |
|  |  |  |  |  |  |
| **Level 2: SignalRequest** |
| 2.1 | **id****[Intersection-ReferenceID]** | The Intersection-ReferenceID is a globally unique value set, consisting of an optional RoadRegulatorID and a required IntersectionID assignment, providing a unique mapping to the intersection MAP. | *region**[RoadRegulatorID]*The RoadRegulatorID data element is a globally unique identifier assigned to a regional authority. | Profiled | Mandatory in Dutch profile as opposed to standard. For each road operator a number is provided in: https://www.rijkswaterstaat.nl/apps/geoservices/rwsnl/searchdata.php?wegbeheerder | Set by application |
| **id****[IntersectionID ]**The IntersectionID is used within a region to uniquely define an intersection within that country or region. | Mandatory | The identifier shall be defined by the road operator.  | Set by application |
| 2.2 | **requestID****[RequestID]** | The RequestID data element is used to provide a unique ID between two parties for various dialog exchanges. Combined with the sender's VehicleID, this provides a unique string for some mutually defined period of time. | Mandatory | The value of the RequestID data element is limited to 255. Therefore, RequestIDs must be numbered continuously starting at 1.The requestID uniquely links the request to the corresponding status from the intersection (SSM). | Set by application.Start at 1. |
| 2.3 | **requestType****[Priority-RequestType ]** | The PriorityRequestType data element provides a means to indicate if a request (found in the Signal Request Message) represents a new service request, a request update, or a request cancellation for either preemption or priority services. | Mandatory | Types:* priorityRequestTypeReserved (0),
* priorityRequest (1),
* priorityRequestUpdate (2),
* priorityCancellation (3),
 | Set by application |
|  |  |  |  |  |  |
| 2.4 | **inBoundLane[Intersection-AccessPoint]** | The IntersectionAccess-Point data frame is used to specify the index of either a single approach or a single lane at which a service is needed.  |  | Mandatory | The IntersectionAccessPoint data frame is used to indicate the inbound points by which the requestor can traverse an intersection. One of the following three options can be choosen: LaneID, ApproachID or LaneConnectionID. | - |
| lane[LaneID]The LaneID data element conveys an assigned index that is unique within an intersection. It is 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. | Not used | - | - |
| approach[ApproachID ]The ApproachID data element is used to relate the index of an approach, either ingress or egress within the subject lane. | Choice(alterna-tive option) | This is the alternative option to choose, the preferred option is the LaneConnectionID.This option can be used if the direction/route taken at the intersection is not known, e.g. for logistics vehicles. The assumed connection will be the through traffic one (in most cases straight).Mandatory in case of an emergency vehicle. | Set by application |
| connection[LaneConnectionID ]The LaneConnectionID data entry is used to state a connection index for a lane to lane connection. | Choice (preferred option) | This is the preferred option. If set, it must be in accordance with the LaneID defined in the MAP message. Note that this option can only be selected if the direction/route taken at the intersection is known. | Set by application |
| 2.5 | *outBoundLane[Intersection-AccessPoint]* | The IntersectionAccess-Point data frame is used to specify the index of either a single approach or a single lane at which a service is needed. This is used to indicate the outbound points by which the requestor can traverse an intersection. |  | Not used | - | - |
| lane[LaneID] | Not used | - | - |
| approach[ApproachID ] | Not used | - | - |
| connection[LaneConnectionID ] | Not used | - | - |
| 2.6 | *regional**[REGION.Reg-SignalRequest]* | The element is used for additional "regional information”, as defined in ISO/PDTS 19091. | Not used | - | - |
|  |  |  |  |  |  |
| **Level 3: RequestorDescription** |
| 3.1 | **id****[VehicleID]** | The VehicleID is used to uniquely identify a vehicle or other object.The VehicleID data frame is used to contain either a (US) TemporaryID or an (EU) StationID in a simple frame.In normal use cases, this value changes over time to prevent tracking of the subject vehicle. |  | Mandatory | - | - |
| entityID[TemporaryID]This is the random device identifier, called the TemporaryID. When used for a mobile OBU device, this value will change periodically to ensure the overall anonymity of the vehicle. Other devices, such as infrastructure (RSUs), may have a fixed value for the temporary ID value. | Not used | - | - |
| stationID[StationID ]This is the ID of the station broadcasting the message. | Profiled | The stationID must be identical to the stationID of the CAM message of the vehicle. The stationID is subject to change at intervals (pseudonym), but may not change while passing an intersection or during pendings SRMs (i.e. active services).  | Set by application. |
| 3.2 | *type**[RequestorType]* | The RequestorType data frame is used when a DSRC-equipped device is requesting service from another device. The most common use case is when a vehicle is requesting a signal preemption or priority service call from the signal controller in an intersection. | Profiled | Mandatory in profile as opposed to standard. Information regarding all type and class data about the requesting vehicle is required. | See level 4 |
|  |  |  |  |  |  |
| 3.3 | *position**[Requestor-PositionVector]* | The RequestorPosition-Vector data frame provides a report of the requestor's position, speed, and heading. |  | Not used | Information regarding the requestor's position, speed, and heading will be included in CAM. | Set by application |
| **position****[Position3D]**The Position3D data frame provides a precise location in the WGS-84 coordinate system, from which short offsets may be used to create additional data using a flat earth projection centred on this location. | Not used | - | See level 5 |
| *heading**[Angle* ]The Angle data element is used to describe an angular measurement in units of degrees. | Not used | - | - |
| *speed**[TransmissionAndSpeed ]*The TransmissionAnd-Speed data frame expresses the speed of the vehicle and the state of the transmission. | Not used | - | See level 6 |
| 3.4 | *routeName[Descriptive-Name]* | The DescriptiveName data element is used to provide a human readable and recognizable name for transit operations use. | Conditional | Mandatory in case of transit operations. This data element will be used to obtain the route name/service number or of the transit vehicle. | Set by application |
| 3.5 | *transitStatus**[TransitVehicleStatus]* | The TransitVehicleStatus data element is used to relate basic information about the transit run in progress.  | Conditional | Mandatory in case of transit operations. Each time the status changes an updated SRM shall be send. Note that the CAM message allows tracking of the vehicle. Types:* **loading (0), -- parking and unable to move at this time**
* anADAuse (1), --an ADA access is in progress (wheelchairs, kneeling, etc.)
* aBikeLoad (2), -- loading of a bicycle is in progress
* **doorOpen (3), -- a vehicle door is open for passenger access**
* charging (4), -- a vehicle is connected to charging point
* atStopLine (5), -- a vehicle is at the stop line for the lane it is in
 | Set by application |
| 3.6 | *transitOccupancy**[TransitVehicleOccupancy]* | The TransitVehicleOccupancy data element is used to relate basic level of current ridership. | Not used | The exact number of passengers it to be provided through the PtActivation field of the CAM message.  | - |
| 3.7 | *transitSchedule [DeltaTime]* | The DeltaTime data element provides a time definition for an object's schedule adherence (typically a transit vehicle) within a limited range of time. When the reporting object is ahead of schedule, a positive value is used; when behind, a negative value is used. A value of zero indicates schedule adherence. | Conditional | Mandatory in case of transit operations. | Set by application |
| 3.8 | *regional**[REGION.Reg-Requestor-Description]* | The element is used for additional "regional information”, as defined in ISO/PDTS 19091. | Not used | Desired extension not yet defined in the standard and not used in this version of the profile:fuelType [FuelType] – type as defined in J2735batteryStatus [BatteryStatus] – enumeration with types: * Unknown (0)
* Critical (1)
* Low (2)
* Good (3)
 | - |
| **Level 4: RequestorType** |
| 4.1 | **role****[BasicVehicle-Role]** | The BasicVehicleRole data element provides a means to indicate the current role that a DSRC device is playing. | Mandatory | EU Types:* basicVehicle (0),
* publicTransport (1),
* specialTransport (2),
* dangerousGoods (3),
* roadWork (4),
* roadRescue (5),
* emergency (6),
* safetyCar (7),
 | Set by application |
| 4.2 | *subrole**[RequestSubRole]* | The RequestSubRole data element is used to further define the details of the role which any DSRC device might play when making a request to a signal controller. Meanings based on regional needs to refine and expand the basic roles which are defined elsewhere. | Profiled | To be used to enrich information provided by the BasicVehicleRole data element.Mandatory to add further details about the role of a PublicTransport vehicle. Is it a bus or a tram/light rail vehicle.Types: * requestSubRoleUnKnown (0),
* requestSubRole1 (1), -- bus
* requestSubRole2 (2), -- tram
* requestSubRole3 (3), -- metro
* requestSubRole4 (4), -- train
* requestSubRole5 (5), -- blue light and siren
* requestSubRole6 (6), -- ‘glijdend transport’
* requestSubRole7 (7), -- ‘dienstregelingsrit’
* requestSubRole8 (8), -- ‘regelmaatdienstrit’
* requestSubRole9 (9), --

‘HOV-lijn’* requestSubRole10 (10), -- ‘materiaalrit’
* requestSubRole11 (11),
* requestSubRole12 (12),
* requestSubRole13 (13),
* requestSubRole14 (14),
* requestSubRoleReserved (15)
 | Set by application |
| 4.3 | *request**[Request-ImportanceLevel]* | The RequestImportanceLevel data element is used to state what type of signal request is being made to a signal controller by a DSRC device in a defined role.The levels of the request typically convey a sense of urgency or importance with respect to other demands to allow the controller to use predefined business rules to determine how to respond.Meanings based on regional needs to refine and expand the basic roles which are defined elsewhere. | Optional | Not preferred as typically the requesting vehicle is not allowed to determine its own level of importance.Priority levels are to be defined by the local road authority. Types: * requestImportanceLevelUnKnown (0),
* requestImportanceLevel1 (1),
* requestImportanceLevel2 (2),
* requestImportanceLevel3 (3),
* requestImportanceLevel4 (4),
* requestImportanceLevel5 (5),
* requestImportanceLevel6 (6),
* requestImportanceLevel7 (7),
* requestImportanceLevel8 (8),
* requestImportanceLevel9 (9),
* requestImportanceLevel10 (10),
* requestImportanceLevel11 (11),
* requestImportanceLevel12 (12),
* requestImportanceLevel13 (13),
* requestImportanceLevel14 (14),
* requestImportanceReserved (15)
 | Set by application |
| 4.4 | *iso3833**[Iso3833Vehicle-Type]* | The Iso3833VehicleType data element represents the value domain provided by ISO 3833 for general vehicle types. It is a European list similar to the list used for the Highway Performance Monitoring System (HPMS) in the US region. In this standard, the HPMS list is used in the data concept named VehicleType. | Not used | - | - |
| 4.5 | *hpmsType**[VehicleType]* | The VehicleType data element is a type list (i.e., a classification list) of the vehicle in terms of overall size. | Not used | - | - |
| 4.6 | *regional**[REGION.Reg-RequestorType]* | The element is used for additional "regional information”, as defined in ISO/PDTS 19091. | Not used | - | - |
|  |  |  |  |  |  |
| **Level 5: Position3D** |
| 5.1 | **lat****[Latitude]** | The geographic latitude of an object. | Not used | Position3D is not used, therefore this DE is not used.  | - |
| 5.2 | **long****[Longitude]** | The geographic longitude of an object. | Not used | Position3D is not used, therefore this DE is not used.  | - |
| 5.3 | *elevation**[Elevation]* | The Elevation data element represents the geographic position above or below the reference ellipsoid. | Not used | Position3D is not used, therefore this DE is not used.  | - |
| 5.4 | *regional**[REGION.Reg-Position3D]* | The element is used for additional "regional information”, as defined in ISO/PDTS 19091. | Not used | Position3D is not used, therefore this DE is not used.  | - |
|  |  |  |  |  |  |
| **Level 6: TransmissionAndSpeed** |
| 6.1 | **transmission****[Transmission-State]** | The TransmissionState data element is used to provide the current state of the vehicle transmission.0 neutral1 park2 forwardGears3 reverseGears4 reserved15 reserved26 reserved37 unavailable | Not used | TransmissionAndSpeed is not used, therefore this DE is not used.  | - |
| 6.2 | **Speed****[Velocity]** | This data element represents the velocity of an object, typically a vehicle speed or the recommended speed of travel along a roadway, expressed in unsigned units of 0.02 meters per second. When used with motor vehicles it may be combined with the transmission state to form a data frame for use. | Not used | TransmissionAndSpeed is not used, therefore this DE is not used. | - |

Annex A: Summary of SRM profile

**bold** = mandatory/used

***bold-italic*** = conditional

*italic* = optional

~~strikethrough~~ = not used

red = desired extensions

**timestamp [MinuteOfTheYear]**

**second [Dsecond]**

**sequenceNumber [MsgCount]**

**requests [SignalRequestList]**

**SignalRequestPackage**

**request [SignalRequest]**

**id [IntersectionReferenceID]**

**region [RoadRegulatorID]**

**Id [IntersectionID]**

**requestID [RequestID]**

**requestType [PriorityRequestType]**

**inBoundLane [IntersectionAccessPoint]**

~~lane [LaneID]~~

*approach [ApproachID]*

*connection [LaneConnectionID]*

~~outBoundLane [IntersectionAccessPoint]~~

~~lane [LaneID]~~

~~approach [ApproachID]~~

~~connection [LaneConnectionID]~~

~~regional [REGION.Reg-SignalRequest]~~

*minute [MinuteOfTheYear]*

*second [Dsecond]*

~~duration [DSecond]~~

~~regional [REGION.Reg-SignalRequestPackage]~~

**requestor [RequestorDescription]**

**id [VehicleID]**

~~entityID [TemporaryID]~~

**stationID [StationID]**

**type [RequestorType]**

**role [BasicVehicleRole]**

**subrole [RequestSubRole]**

*request [RequestImportanceLevel]*

~~iso3833 [Iso3833VehicleType]~~

~~hpmsType [VehicleType]~~

~~regional [REGION.Reg-RequestorType]~~

~~position [RequestorPositionVector]~~

~~position [Position3D]~~

~~lat [Latitude]~~

~~long [Longitude]~~

~~elevation [Elevation]~~

~~regional [REGION.Reg-Position3D]~~

~~heading [Angle]~~

~~speed [TransmissionAndSpeed]~~

~~transmission [TransmissionState]~~

~~speed [Velocity]~~

***routeName [DescriptiveName]***

***transitStatus [TransitVehicleStatus]***

~~transitOccupancy [TransitVehicleOccupancy]~~

***transitSchedule [DeltaTime]***

~~regional [REGION.Reg-RequestorDescription]~~

~~addGrpC [RequestorDescription-AddGrpC]~~

~~fuelType [FuelType]~~

~~batteryStatus [BatteryStatus]~~

~~regional [REGION.Reg-SignalRequestMessage]~~

Annex B: Revision log and wish list

Revision log – changes compared to v1.0

|  |  |
| --- | --- |
| **Row****DF/DE** | **Revision** |
| messageID | Changed to 7 instead of 8 according to ETSI TS 102 894-2 V1.4.1. |
| 3.8 | Completed definition of fuelType as desired extension with reference to J2735 to define the type. |
| 3.8 | Completed definition of batteryStatus as desired extension plus a definition of the type. |
| 4.2 | Types 8 and 9 were duplicates, therefore 9 was removed and 10 and 11 moved up. |

Wishlist – changes considered for v2.0

|  |  |
| --- | --- |
| **Row****DF/DE** | **Revision** |
| 3.8 | Change regional extension for fuelType and batterStates to mandatory. Requires change to ASN1. |

Annex C: Members subWG NL profile

Jaap Vreeswijk - MAPtm

Martin Barto – Vialis

Eric Koenders – Dynniq

Peter Luns – Siemens

Eddy Verhoeven – Siemens

Peter Smit – Swarco

Jaap Zee – Swarco

Kartik Mundaragi Shivakumar – RHDHV

Klaas-Jan op den Kelder – RHDHV

Wannes de Smet – BeMobile

Arie Schreuders – Sweco

Bram Schiltmans – RWS