



EGEA Working Group 2 Meeting
Thursday 31st March 2011, 10h00 ~ 17h00
EGEA Offices

-Points for action and summary of decisions-

PARTICIPANTS

AICA	BRUNAMONTI, Massimo
AICA/ Brain Bee Spa	GORRERI, Ettore
AICA/ SPX Italy	LE BRUN, Marco
AICA/ Texa Italy	ROSSETTO, Davide
ASA/ AVL DiTEST	HAHN, Harald
ASA/ Hella Gutmann Solutions	KOLBERG, Ralph
ASA/ Robert Bosch	FRITZ, Martin
FVU/ Autocom	OLSEN, Johan
GEA	GARRATT, Dave
GEA/ Omitec Group	HOULDEN, Peter
STM/ Sosnowski ZUH	GRZESZCZYK, Rafal
EGEA	GOTZEN, Sylvia
EGEA	VAN HAUTE, Eléonore

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1. Welcome and Roll call

Sylvia informed the WG2 members that EGEA is very pleased to welcome in the afternoon Dr. Nikolaus Steininger, administrator at the Automotive Unit of DG Enterprise & Industry (European Commission), who will give a presentation on the recent developments regarding diagnostics in EU legislation.

Approval of the agenda without any further comments.

2. Euro 5 Regulation

2.1. State of affairs on the Guidance Paper on the interpretation of the Euro 5 Regulation list on OBD data for diagnostic tool producers.

Harald Hahn informed the WG2 members that more information on this issue will be given during the presentation of Mr. Steininger.

2.2. Exchange of views on replies from vehicle manufacturers to tool manufacturers having asked for Euro 5 - OBD data.

[Note of the Secretariat: Referring to our circular mail of July 2010 suggesting to approach vehicle manufacturers for the Euro 5 data, we would like to hold a first exchange of views on possible first feedback from VMs: how were the reactions, were there any contract offers, where are problematic points in these contracts? Only general indications are requested, no commercial or confidential details of course.]

Discussions:

- Round-up amongst WG2 members to collect feedback on the availability of Euro 5 data for diagnostic tool producers by VMs. Most of WG2 members confirmed that in general it is problematic to get any feedback and information from most of the VMs.

- Discussion on how to handle the fact that most of VMs do not provide diagnostic tool manufacturers with Euro 5 data.
- Compilation of questions to be asked for further clarification to Mr. Steininger.
- Harald Hahn presented the ZDK brochure which contains a summary of costs for accessing regular Repair and Maintenance Information (RMI).

Actions:

- The Secretariat together with Harald Hahn to update and circulate to WG2 members the list of VMs contact persons in respective companies.
- The Secretariat to contact Johan Olsen to get email received from Renault alerting that they did not take part of negotiations for the ACEA/EGEA Guidance Paper.
- The Secretariat to send the ZDK brochure to WG2 members.

2.3. Validation of VCIs: technical implementation and next steps.

[Note of the Secretariat: Exchange of views among participants: Is everything clear with view to what is needed for a validation process or do you see the need for a specific approach]

Discussions:

- Round-up amongst WG2 members to collect feedback on the experience with pass-thru.
- Following WG2 members' feedback on the experience with pass-thru, it was suggested to set up a 'test harness' for the following reasons:
 - It is not sufficient to demonstrate that tools are in compliance with SAE J2534.
 - As for the ECU update, most WG2 members reported that you can only test/update one ECU at one time.

Decisions/Actions:

- Due to the complexity of this issue, it was commonly agreed to organise an ACEA/EGEA meeting on validation of VCIs to discuss the implementation of Euro 5/6 legislation/provisions on validation of VCIs.

3. Euro VI Regulation for Heavy Duty Vehicles (HDV)

3.1. Report on meeting organised by the European Commission between AFCAR and ACEA on access to Repair and Maintenance Information (RMI) and OBD information held on 25th February 2011. VMs' strategy.

- Please see attached presentation.

3.2. EGEA position on VMs' strategy and next steps.

"Diagnostics in EU Legislation: overview and recent developments", Presentation by Dr. Nikolaus Steininger - European Commission (DG Enterprise).

Harald Hahn and Sylvia Gotzen welcomed Mr. Steininger from the European Commission, DG Enterprise and Industry. He then gave an extensive presentation on the recent developments regarding diagnostics in EU legislation (please see attachment).

4. Information on revision of the 'PTI/Roadworthiness Testing' Directive 2010/48/EU

4.1. Presentation and state of affairs of the TEDDIE Study - "Study on a new emission test for diesel at roadworthiness test using NO/NO₂" (extended meantime to particulate measurement technique).

- Presentation of the Teddie Study by Harald Hahn (please see attachment). He explained that this study has been launched due to the fact that there was a need to work further in the field of developing alternative test procedures to check the maintenance condition of diesel driven vehicles, particularly concerning NO_x and particulates taking into account new emission after-treatment systems.
- He informed the members that this study should be finalised by the end of 2011 (the final report expected by December 2011).
- The measurements done in the framework of this study are realised by DEKRA, TUV and GOCA.
- The next interim meeting will be held in May 2011.

4.2. Short information of the Chairman on ASA activities on particulate measurement (emission 2010, UBA, PTB).

- Harald Hahn reported on ASA activities in Germany: they are currently working on various studies in order to replace the existing 'opacimeter'.
- He presented the 3 main studies which are currently conducted in Germany (please see attachment):
 - The Study Emission 2010 led by DEKRA, TUV, ZDK and ASA.
 - The Study UBA led in conjunction with the technical office ministry of environment.
 - The Study PTB (National Metrology Institute of Germany) in conjunction with ASA which focuses on the correlation between particle mass concentration and opacity.

4.3. Reference to the plate values: state of affairs in respective EU countries and future potential issue.

- Harald Hahn alerted the members about the implementation of the new PTI Directive 2010/48/EU and its implication regarding the new reference to the plate value. Beginning of 2012, all countries would have to use the plate value as the limit value.

This plate value is determined during the homologation procedure of the vehicles in the same condition as PTI tests (free acceleration). This plate value can go down to 0.2.

4.4. Efficiency testing of electronic components (ABS, ESC) - Short presentation of EGEA proposal elaborated by WG 26.

- Harald Hahn informed the members that within the framework of a future revision of the PTI Directive 2010/48/EU, EGEA WG26 elaborated further a proposal for the efficiency testing of safety electronic components (ABS, ESC).
- Following the presentation of this proposal, the members discussed and challenged the the EGEA proposal. Some members pointed out that although this solution would not be feasible within the next 2-3 years, this is one of the best solutions in the future.
- Marco Lebrun suggested to go for a standard protocol for all ECUs and to start working on an eOBD standard for safety relevant systems. He added that this should be discussed within ISO WG1.

5. Car brake testers and interface protocols for OBD data

Discussions

- Following a request from AICA, the new German directive for brake testing during PTI has been discussed. The new directive that has been introduced to conform the German standard to the EU directive 2010/48, introduces the use of OBD testing.

- The German directive defines a new communication protocol (ASA livestream) that can be implemented by brake tester manufacturers. But, to what we know, another interface will be required to perform specific test functions using the on-board ECU and this additional interface will be based on a proprietary technology by FSD and will be single source. If this will happen all PTI operators will be sourcing the tool from FSD only and all diagnostic tool manufacturers will not be able to offer alternative equipment.
- AICA highlighted that such a situation is in contrast with the standardisation process on the way at CEN ISO and, moreover, with the free access to technical information; also such a situation generates a kind of a monopoly that hardly complies the existing legislative frames.

Decisions/Actions

- All national associations, including ASA, agree with the AICA position and underline that FSD is actively promoting their tool in and outside Germany.
- National associations, as well as EGEA, will carefully monitor the situation to take proper initiatives when required.
- The Secretariat to coordinate activities about that at European level when required.

6. Brief state of Revision of Measuring Instruments Directive (MID) 2004/22/EC

Due to lack of time, this item was not discussed.

7. Rules of Procedure for the EGEA Working Groups

Due to lack of time, this item was not discussed.

8. Any other business

Due to lack of time, this item was not discussed.

9. Date of next meeting

Due to lack of time, this item was not discussed.

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Eléonore van Haute
Policy Officer

Attachments:

- 1) "EGEA WG2 meeting", Presentation by Harald Hahn.
- 2) "Diagnostics in EU legislation: overview and recent developments", Presentation by Dr. Nikolaus Steininger (European Commission, DG Enterprise).
- 3) ZDK Brochure on Euro 5/6 Legislation - Access to Repair and Maintenance Information.