Haldenwang, 17th January 2012

EGEA Working Group 6

Minutes of the meeting in Paris, 13.10.2011

1) Participants

ABL	Bustnes, Tor Even	1
AFIBA/Vteq	Berenguer, Jaume	1
AFIBA/Vteq	Brunet, Jordi	1
AICA	Brunamonti, Massimo	1
ASA	Burger, Klaus	1
ASA / Beissbarth / Robert Bosch	Velkoski, Stefan	1
ASA / Snap-on Equipment	Beaujean, Frank	1
GEA	Garratt, Dave	1
GEA	Mamby, Chris	1
GIEG / Actia Muller	Sauzay, Olivier	1
STM / Sosnowski	Sosnowski, Rafal	1
EGEA Secretariat	Gotzen, Sylvia	1
EGEA Secretariat	Pattemore, Neil	1
EGEA Secretariat	Van Haute, Eléonore	1
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2) Election of chairman for WG 6

Mr. Olivier Sauzay (GIEG) announced, to finish his engagement as EGEA's chairman for WG6. EGEA and all its members thank Olivier for all his tremendous effort to the benefit of the European Garage Equipment industry over all these years.

Frank Beaujean (ASA) has been elected per acclamation with one abstention from voting and no vote against. The author thanked for the trust and chance to operate in this field of EGEA.

3) Suspension Testing

The members gave a short assessment about the possibility to introduce suspension testing in their countries as mandatory part of the PTI test, concerning the actual economic-, legal environment and the hints and benefits of the organizational structure (centralized/decentralized) of the PTI - regime.

A further obstacle is the expected failure rate for damaged suspension components which seems to be considered poor to justify the costs compared to the expected benefit.

After discussion, the WG 6 decided to focus and highlight an EGEA proposal to the intended result in conjunction with a proposal for a limit value and neglect therefore the measurement principle how to reach these intended results technically. This should avoid a re-start of an endless discussion about principles without mutual agreed results.

The EGEA – proposal is as follows:

a) The EGEA proposes to implement efficiency tests for class N1/M1 vehicles as a mandatory part of the PTI.
b) The proposed result of the efficiency test is the physical value which is known as "*Damping Ratio according to Lehr*". This ratio has no unit and shows values typically between 0 and 1.
c) The proposed overall legal limit value should be (0.1).

In the further discussions the members came to the conclusion to increase the value of this proposal by defining the homologation procedure for the test equipment. This equipment homologation procedure should be implemented in that way, that

a) …it will be performed by an international accredited laboratory, and
b) …the costs will not exceed 20k€.

AFIBA agreed to contact IDIADA (Spain) to ask for a reasonable technical approach. EGEA will back up this project.

Next agreed steps:

a) Define and proceed a homologation procedure for type approval (AFIBA / IDIADA)
b) Collect arguments and figures to justify suspension efficiency tests
c) Get in touch with GOCA (to invite them to on-site meeting at IDIADA)
d) Get in touch with EU-commission

4) Reduction of the homologation costs

Problem for the brake tester manufacturers are the costs to repeat same or similar tests for approval for different countries. There have been discussed two different approaches which may look promising.

a) Mutual recognition (get more information if this could be covered by EC - directives)
b) Definition of an ISO-Standard for passenger car test lanes (via CITA)

5) Special safety regulation for roller brake tester installation

Olivier (GIEG) informed the forum about two fatalities in France due to roller brake testers. The safety regulations of roller brake testers will be re-considered by the government.

The members of EGEA will support GIEG to hand over any known and existing national safety regulations to increase the safety of roller brake testers.

Announcement from the author:
I inform You, that I joined the company Maschinenbau Haldenwang (Germany) since 01.01.2012 in the position "Head of research and development".

Frank Beaujean
17.01.2012
Haldenwang