

# EGEA

# General Assembly

**14<sup>th</sup> March 2012, Expomovil (Barcelona)**



# Financial Situation



# Short update on General EGEA activities



## Key activities



### **Mutual Recognition Regulation:**

Report from investigation conducted amongst EGEA members



### **Revision of the 'PTI/Roadworthiness Testing' Directive 2010/48/EU**

Short update



### **CITA ECSS Project – PTI of Electronically Controlled Safety Systems**

Report from CITA meeting on 16th February 2012

# Mutual Recognition of Products in the EU Regulation N°764/2008

**Report from investigation**



# Mutual Recognition - Background



## What is the issue?

Problem that test equipment calibrated and type-approved in one EU country cannot be sold for periodic technical inspection (PTI) in another country because e.g. test methods are not recognised, or each EU country has its own national rules for PTI and the accuracy of the equipment.

- ➔ **EGEA members have to make multiple homologation tests in different EU member states** even if this only applies to the mechanical design and not the software control of the test routine/functionality.

# Mutual Recognition – Meeting with the Commission

- ➔ **EGEA Problems reported to the EC**
- ➔ **Outcome of the meeting**
  - Basic problem is absence of harmonisation.
  - No EU-wide harmonised rules for the PTI and the homologation of the test equipment
  - Common EU legislation is always best.
  - EC will issue a Commission Report on mutual recognition and problems in various sectors
- ➔ **EGEA members have been asked to investigate and provide evidence of products not having mutual recognition where they should have.**
- ➔ **EGEA reported back and responded to the EC with examples of PTI products where mutual recognition should apply.**

## Analysis of two key PTI products:

- ▶ **Roller brake testers:**

Without the software aspect, it is clear that there are very similar/the same mechanical specifications in several EU markets which should be accepted under the mutual recognition regulations.

- ▶ **Headlight testers:**

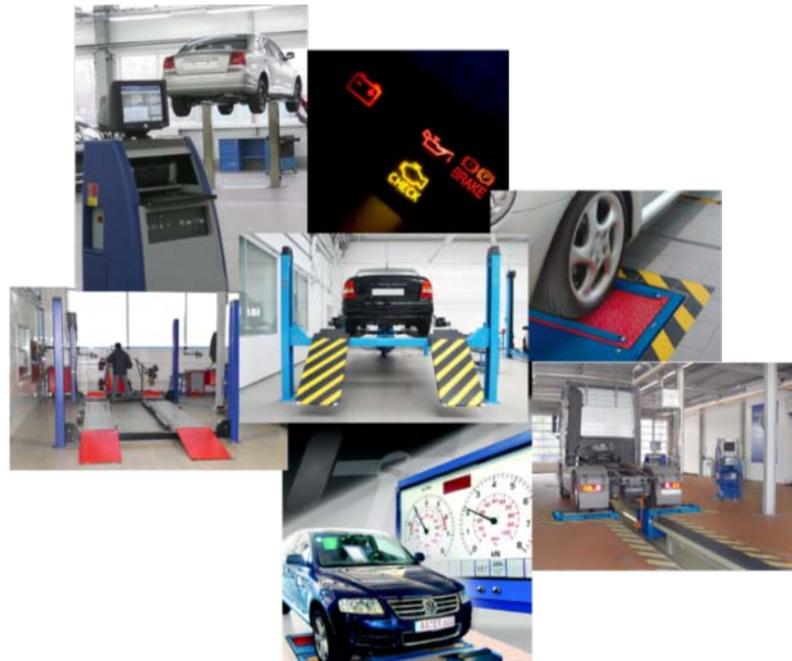
Although some key EU markets have specific specifications, there are other EU markets where the specification is lower and should be accepted under mutual recognition regulations.

# Mutual Recognition

## Next steps & Actions

- ▶ **The EC to issue a Commission report** on various sectors and problems arising from non-application of mutual recognition principle
- ▶ **EGEA will make a submission** to the EC
- ▶ **EGEA to push for implementation of mutual recognition regulations for the mechanical aspects** of the PTI equipment product design.
- ▶ This fits into the EC's wider strategy to harmonise PTI testing across all members states.

# Revision of the 'PTI/Roadworthiness Testing' Directive 2010/48/EU



## State of Affairs

- Mr. Nissler made an internal draft on the revision of the PTI Directive
  - Political principles
  - Annex on testing equipment (without technical specifications)
  - Technical specifications/requirements hopefully to be put on the agenda of Danish Presidency
- Internal draft still at DG MOVE due to political pressure and discussions (internal only at this moment).
- Internal draft will be then put **under inter-services consultation at European Commission**
- Once draft is official in Commission, then it will be **sent to EP and Council**

# CITA ECSS Project

## PTI of Electronically Controlled Safety Systems



# CITA Project on PTI of ECSS

## Vehicles Today



### Systems

- Powertrain
- Exhaust system
- Measuring and control technology
- Control panel
- Structure
- Subsystems
- Active and passive safety systems

### Components

- Pumps, valves, pipes
- Motors
- Data processor
- Electronic parts
- Battery
- Lamps
- Wires
- Fuel tank

# CITA Project on PTI of ECSS - Background

- On **16<sup>th</sup> February 2012**, CITA organised a stakeholder meeting to present its proposed CITA project on the PTI of Electronically Controlled Safety Systems (ECSS)
- With view to a possible tender process to be launched by DG MOVE on May 2012, it seems that CITA already drafted a recommendation for an approach for the study/PTI test on ECSS.

 **CITA draft Recommendation 14 on PTI of Electronically Controlled Safety Systems**

## Approach recommended by CITA draft Recommendation 14 on PTI of Electronically Controlled Safety Systems

**Step 1** – Basic: check presence against spec, MIL, communication

**Step 2** – Intermediate: Scan tool, fault code, diagnostic

**Step 3** – scan tool, electro-mechanical test

### Main elements are...

- ⚙ Vehicle specification database, regularly updated
- ⚙ Test equipment
- ⚙ Standardisation and Harmonisation

## Initially focused on mandatory vehicles/systems in PTI

- Category M, N, O
- ABS, EBS, pre-tensioners, load limiters, airbag/SRS, ESC, OBD
- Future application to other vehicle categories, new ECS required by the General Safety Regulations (TPMS, AEBS, LDW) and ultimately others



## High level objectives

- Identify the technical data required for ECSS tests
- Define the technical data collection process
- Specify the database requirements, including access
- Identify scope of vehicles, ECS, achievable “step” for first phase of implementation, including required
- Test procedures, limit values and equipment
- Database for test results
- Analysis objectives and process

## Next meetings

- Next meeting was scheduled on 14/03/2012 but has been postponed (date not yet fixed).

# EGEA Activities

## Activities of EGEA Working Groups



# EGEA Working Groups

**Round-up amongst members  
on what they expect from the Working Groups**



# EGEA Working Groups: Round-up

- › **WG1 Vehicle Lifting Equipment**
- › **WG2 Engine Diagnostics/Emissions/OBD**
- › **WG26 PTI Tests for Electronic Safety Components**
- › **WG4 Wheel/Tyre Service Equipment**
- › **WG6 Braking/Suspension Testers**
- › **WG7 Market Information/Exhibition**
- › **WG8 Extraction and Filter Systems**
- › **WG9 'New' WG on Mobile Air-Conditioning (MAC)**

# Automechanika activities





**Thank you!**

