



**EGEA Board of Directors Meeting  
9th of November 2016 - Brussels**

# Finances



## Potential new members to EGEA – Feedback from BM Test - DK

- BM Test replied to our invitation to attend our GA meeting negatively
- BM Test is not a member of AUTIG (Danish aftermarket association) but have instead membership to GEA and ASA.
- Via these national associations, BM Test has sufficient access to the work and results of EGEA.
- BM Test also member of CITA and active member in various CITA WGs.
- No plan to become member of AUTIG.

## Preparation of elections



## Update on WG & General activities

## Connected vehicle concepts & Telematics



How can data be accessed?

## ExVe – summary of the concept and status

ExVe is proposed by the VMs as a solution to control all communication to and from a vehicle. All communication ports (wired or wireless) are included.

The ExVe is defined as being a complete 'IT architecture' of a vehicle and the VM server.

This is being standardised under ISO TC22/SC31/WG6.

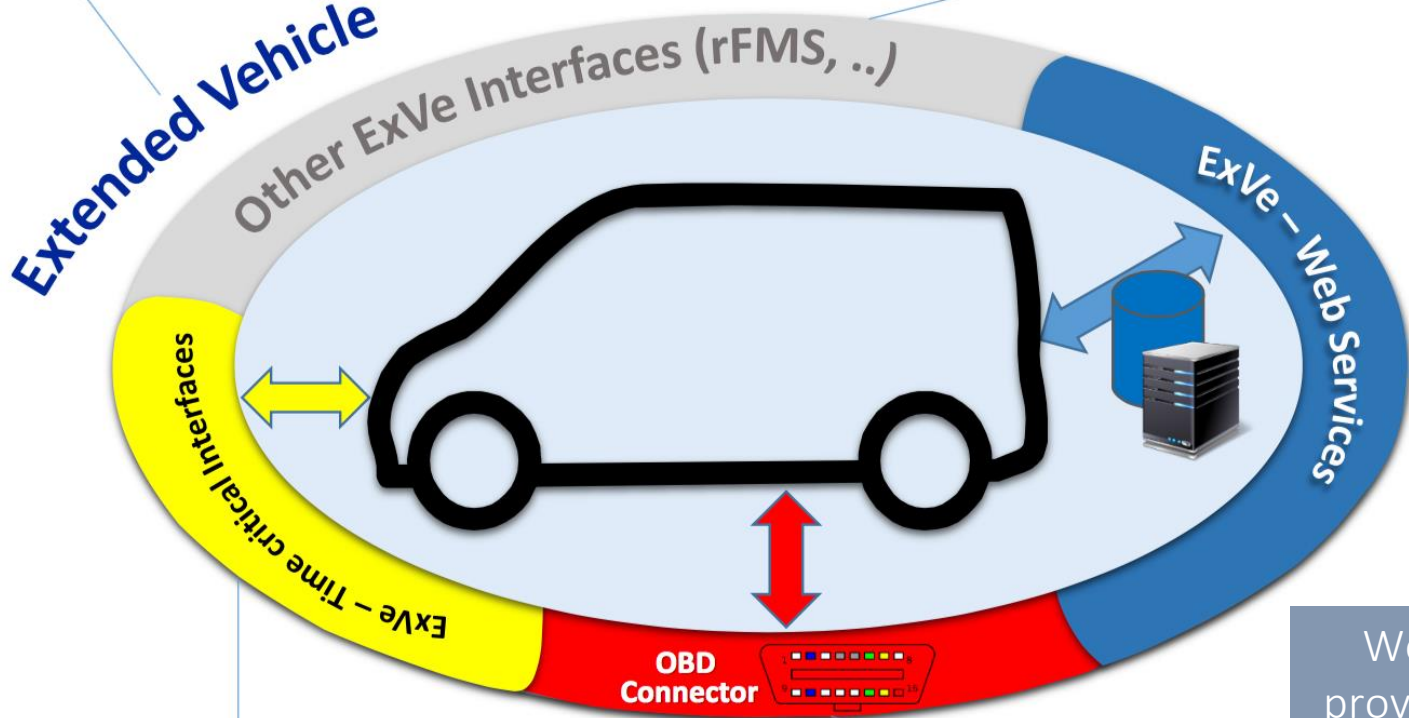
However, there are other WGs which would be affected by the WG6 proposals – e.g. WG2 and WG5



# Extended Vehicle (ExVe) Concept

ExVe concept – restricting access to the vehicle & its data

HDV remote fleet management services



Time-critical access - restricted by run-time conditions/data sets

OBD connector access controlled by remote verification

Web services provide access to in-vehicle data and information

Adapted from ISO 20077 schematic of ExVe

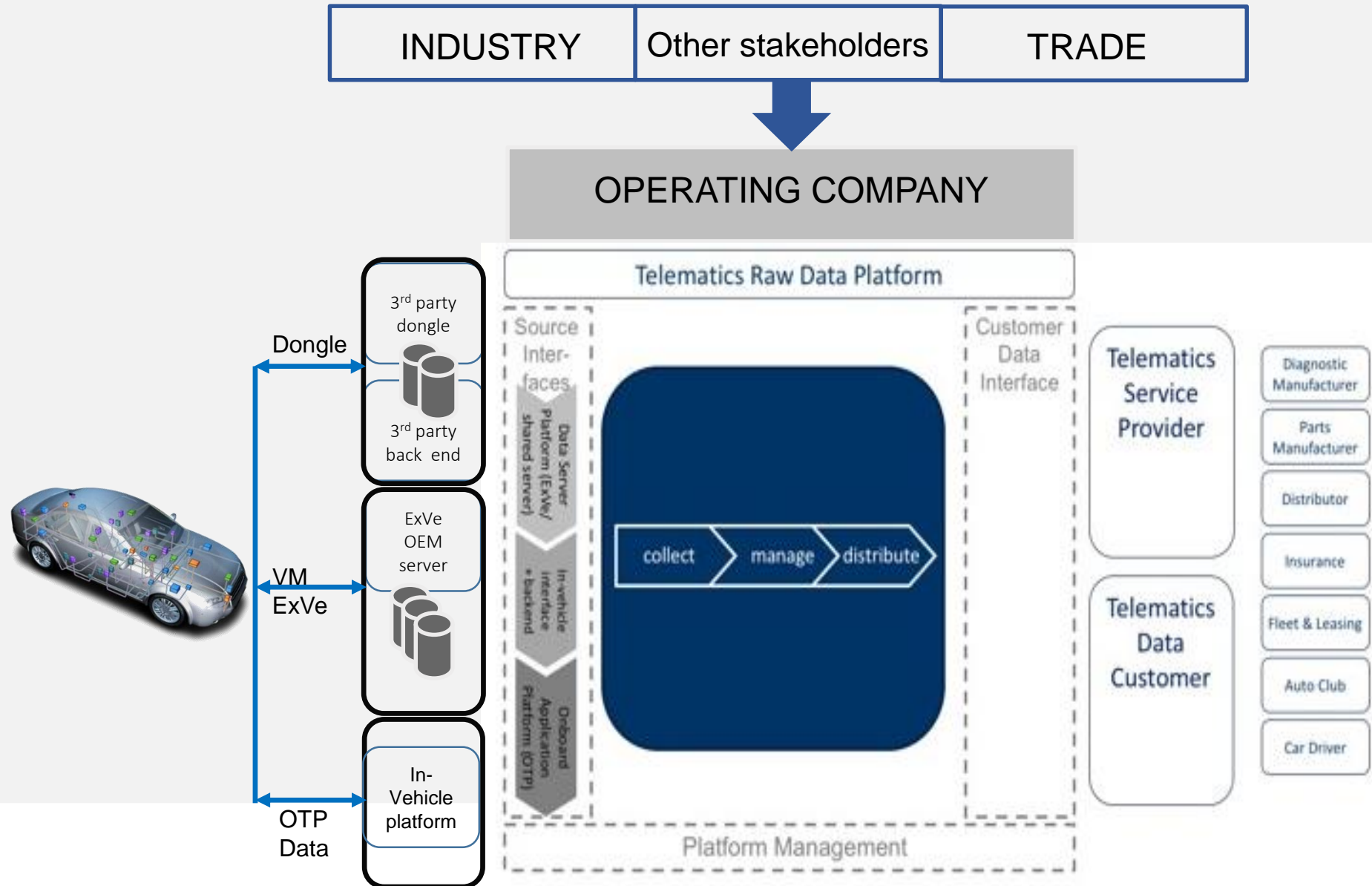
## Developing discussions worldwide

- Restricting the OBD port is a reality. It may also become necessary to have pre-verified/certificated applications to allow access to data.
- VMs are proposing to only standardise 'Web Services' in ExVe.
- ExVe could be implemented on a VM server or in-vehicle, or a combination of both.
- VMs want to pre-define data 'Use Cases' - to 'understand' what is needed & to restrict what access conditions would apply. VMs want to then sell 'services'.
- Security, safety and product liability issues are constant arguments from the VMs

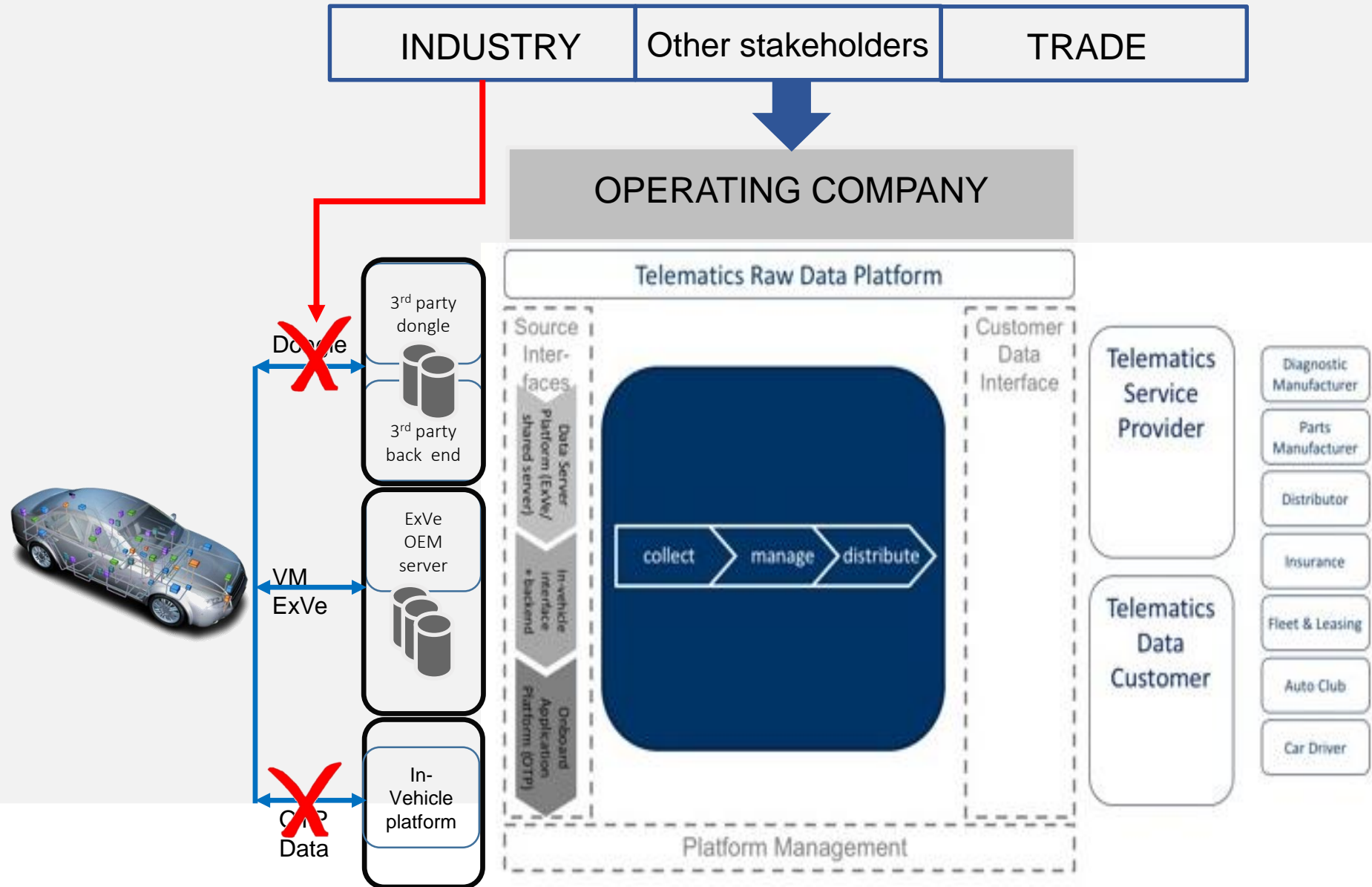
## WG2 –VDA Paper: access to the vehicle and vehicle generated data

- VDA Paper was signed by CLEPA (incl. Bosch, Hella, Continental, ...)
- Risk that this paper becomes legislation at EU level to solve rapidly the issue of accessing in-vehicle data
- VDA Paper promoting the Extended Vehicle Concept
- Diagnostic is the final ‘leverage’ to get access to that data, as Extended Vehicle only foresees VM diagnostic routine, no independent multi-brand, no reverse engineering possible anymore, OBD port not remaining open.

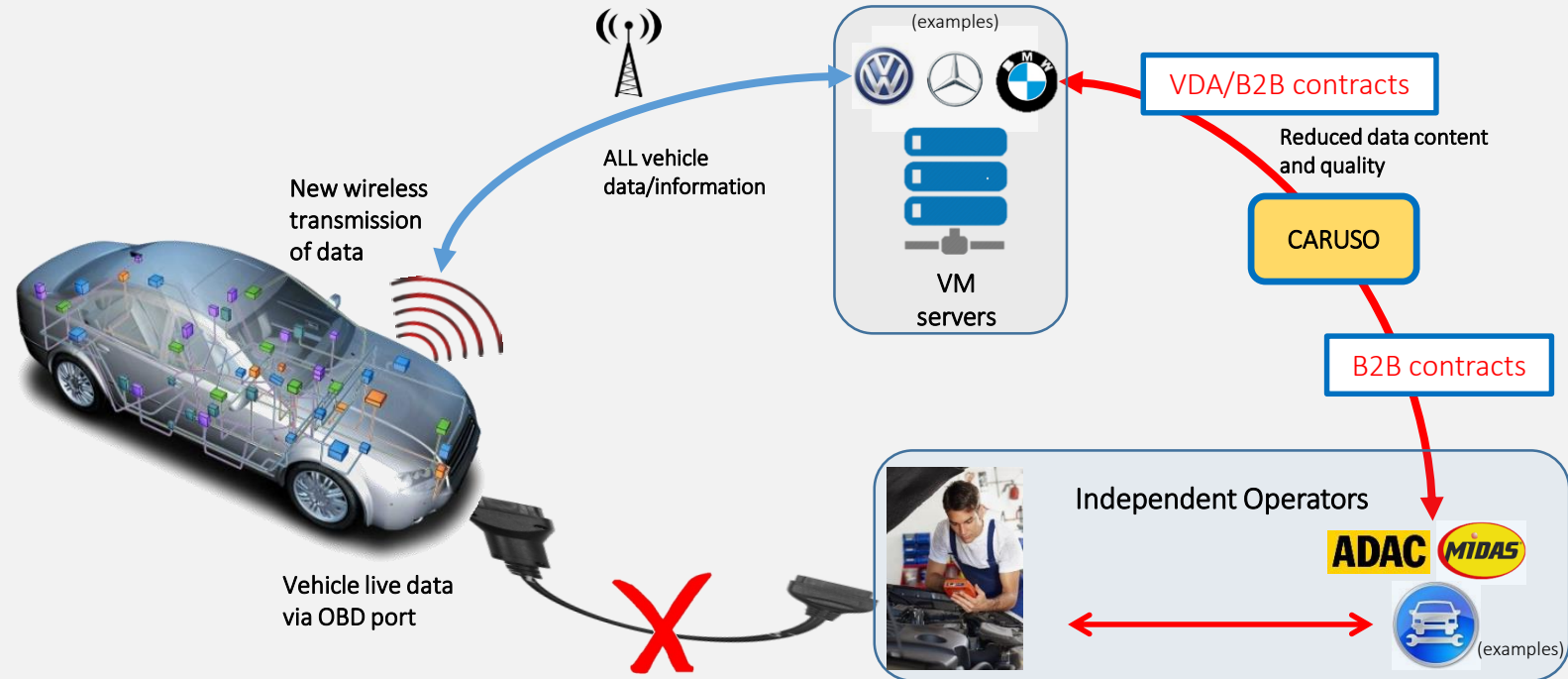
# Caruso – Independent Telematics Platform



# Caruso - Compromised Telematics Platform



# The ExVe + VDA + CARUSO Aftermarket threat



## No fair competition for Independent service providers. ExVe imposes:

- Reduced scope of data (e.g. no live data) – via in-vehicle ‘aggregated data gateway’ to ExVe server
- Limited functionality – using VM data sets and diagnostic processes
- VM can monitor the business of their competitors (Independent Operators) and impose contractual conditions

The VDA agreement misleadingly proposes CARUSO as ‘the neutral solution for the Aftermarket’: providing a single point for B2B contract negotiation, data access and (some) anonymity for the service provider, but creating a distortion for continued lobbying for the in-vehicle OTP – plus as this is only promoting the ExVe data source:

- Additional access control, latency, cost and ‘standardising’ of vehicle data (details not yet known)
- No Direct access to in-vehicle data if only data from ExVe is used (as proposed by the VDA agreement)
- Not acceptable as a solution for many Aftermarket stakeholders

## WG2 –VDA Paper: impact on EGEA Members

- **Diagnostic tool manufacturers**
  - Not being able anymore to communicate with the car
  - Not being able anymore to do reverse engineering
  - Introduction of more web based diagnostics by the VM's
- **PTI**
  - Vehicle self-testing using remote OBD monitoring
  - Controlled connection with ASAnetwork in PTI testing stations (access by digital certificates)
  - Repairers less able to prepare the car for PTI due to absence/control/cost of communication with the car

## Report from CARUSO Information Meeting on 28<sup>th</sup> October 2016, Frankfurt (1/3)

- +/- 60 participants: parts suppliers, diagnostic tool manufacturers, data publishers, insurances, osram, EU associations,...
- TecAlliance will not be CARUSO, but only a shareholder. The aim is to join today's fragmented proprietary solutions to become a joint aftermarket eco-system (infotainment, fleets, etc..).
- ITGs are not 'in' at this stage due to political reasons but CARUSO will go forward anyway and look for any on-boarding partners.
- Concept: 'the owner is the owner of the data', he decides with whom (on-board partners within CARUSO) he wants to share the data.
- CARUSO's functionality is gather on-boarding partners who have already data, to collect data, standardise and distribute data, administrate data( who consumed how much) to go into the digital transformation portfolio. CARUSO will not manage business cases.



## Report from CARUSO Information Meeting on 28<sup>th</sup> October 2016, Frankfurt (2/3)

- Use Cases were given: e.g. 60.000km maintenance and used car sale.
- Q&A Session:
  - Question on how data will be given as this will depend from OEM agreements to get the data. But TecAlliance replied that it can start in parallel with the ones who have data from IAM, this will be discussed further with on-boarding partners.
  - Challenging questions from diagnostic tool manufacturers on the type of data, how to get it, what kind of standardisation is it if limited to CARUSO users only? Vague replies from TecAlliance repeating that all questions asked together with the revenue model should be defined with the on-boarding partners. No clear replies given.
  - There will be a basic set of data for everybody and then there will be individual sets of data per on-boarding party and contracts. Nobody has privileged data according to TecAlliance. But according to the VDA paper, OE uspliers will have privileged data which they could trade within CARUSO.
  - How does the on-boarding process work? Reply that if you believe in this concept, you should join it.

## Report from CARUSO Information Meeting on 28<sup>th</sup> October 2016, Frankfurt (3/3)

- CARUSO will prepare a paper to invite outside companies
- Fraunhofer, Bosch, Continental, Sachs and ZF as platform providers are currently evaluating the data in/out and will prepare the proof of concept.
- Timeline:
  - October-December 2016: prepare ownership model
  - October – March 2017: connect partners → start on-boarding phase → develop basic functionalities for onboarded partners
  - February/March 2017: proof of concept
  - April/May 2017: go life
  - June 2017: first connected data

## Key basic requirements

For the developing business models, we need:

1. Access to real-time raw data
2. In-vehicle applications to provide 'at source' algorithms
3. The ability to handle data via a server to provide services

## What is available today?

1. Plug-in dongles
  2. ExVe
  3. CARUSO
  4. Other data platforms
- Limited choice - so optimise the possibility
  - Our full needs can only be provided by the in-vehicle interoperable platform

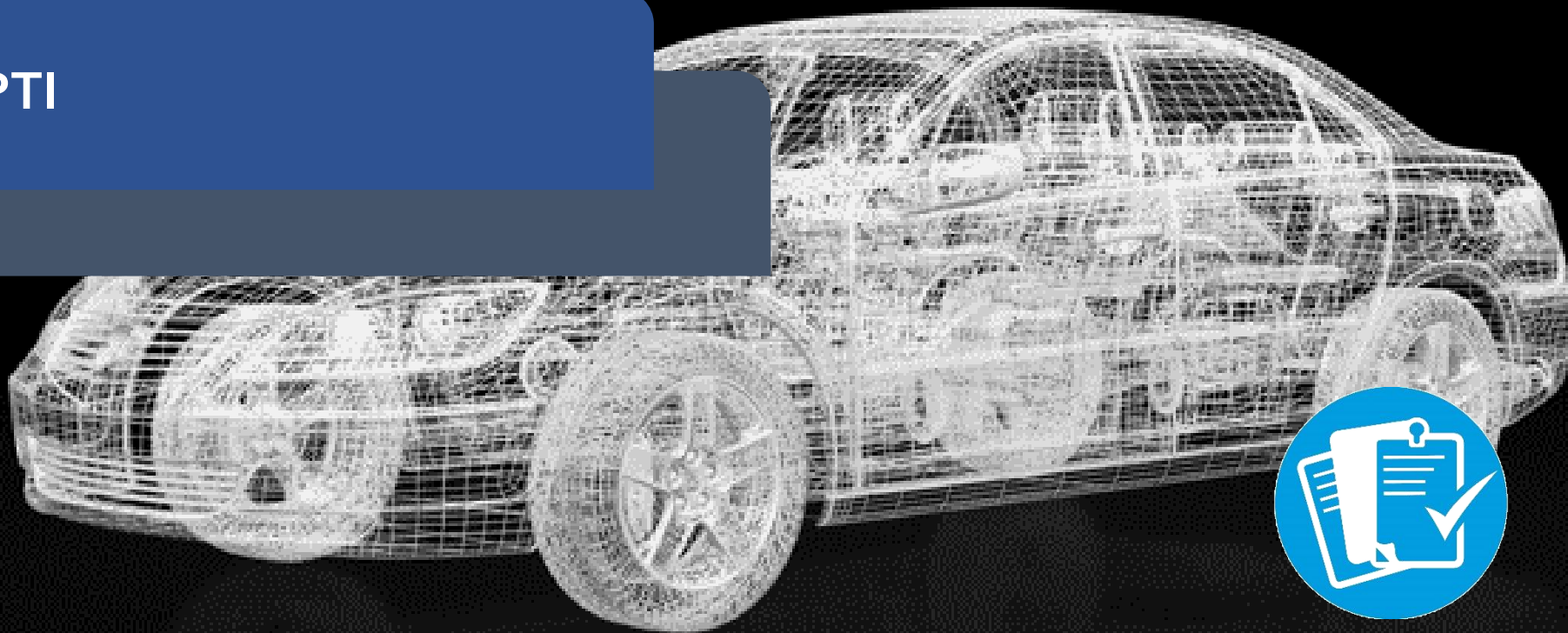
## Key objectives for the Aftermarket – OBD connector

- The physical connector needs to be maintained until a viable interim alternative or OTP is in place. (vehicle manufacturers are claiming it must be closed as it is a security and safety risk).
- The data via this connector will also need to be maintained.
- Currently it is only covered by emissions legislation, so access to all other data can legally be blocked and routed via ExVe.
- Additional standardisation for the connector and the data may be necessary, 'OBD+' – e.g. Ethernet, plus there may be a certificated access requirement
- We need to ensure that OBD plug-in devices are seen in a more positive light e.g. that they are only used as the IAM does not have access to the vehicle telematics system

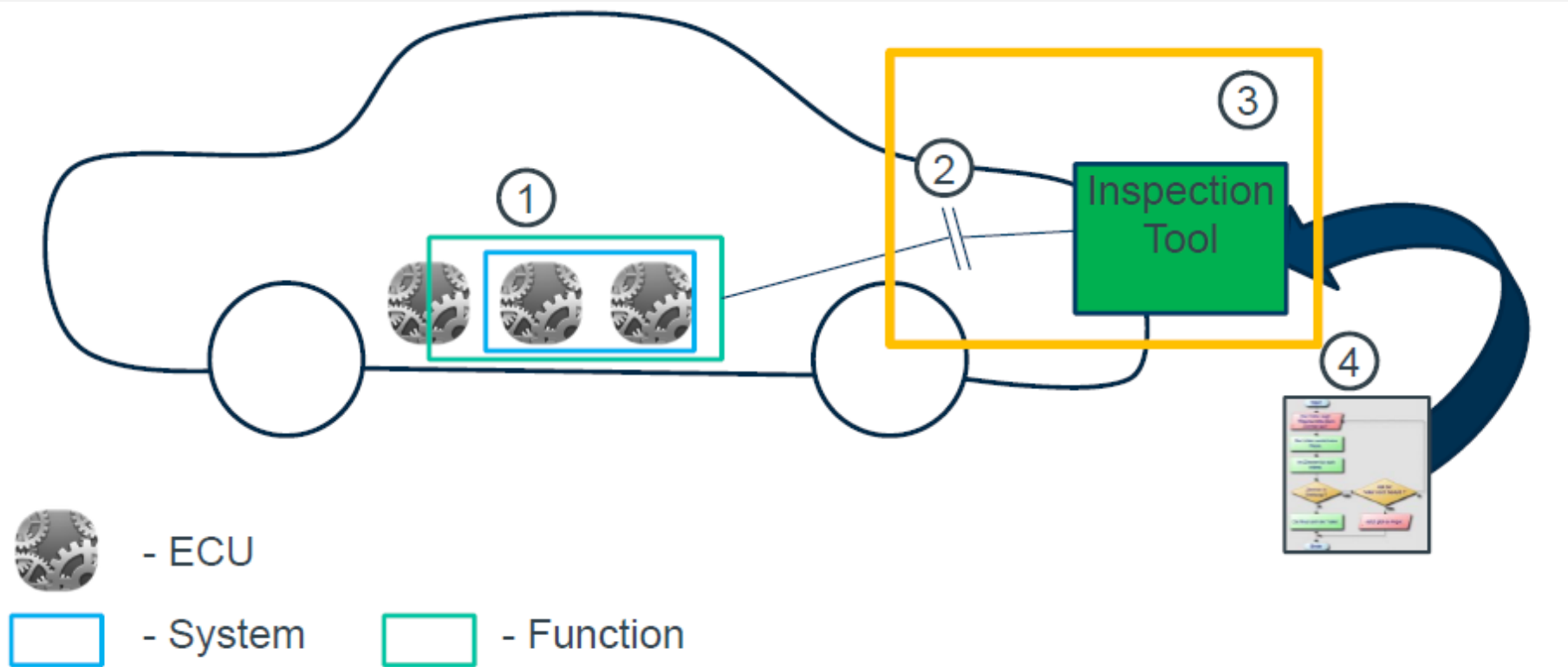
## Next steps

- EGEA will reply to the C-ITS TRL Study on access to in-vehicle data and resources – deadline: 11th of November. Results will feed into EC report and any future legislation (if EC will legislate), it will be a political decision!
- Finalisation of EGEA Position Paper on Connectivity for circulation to members and WG2 members for final feedback
- EGEA to continue its lobbying activities together with AFCAR colleagues
- In parallel, EGEA will be involved in the European Commission Free flow of data initiative – interview with consultancies and EC foreseen end of November 2016. Report scheduled in March 2017.
- To discuss how to deal with CARUSO

ePTI



## ePTI – scope of ISO draft standard

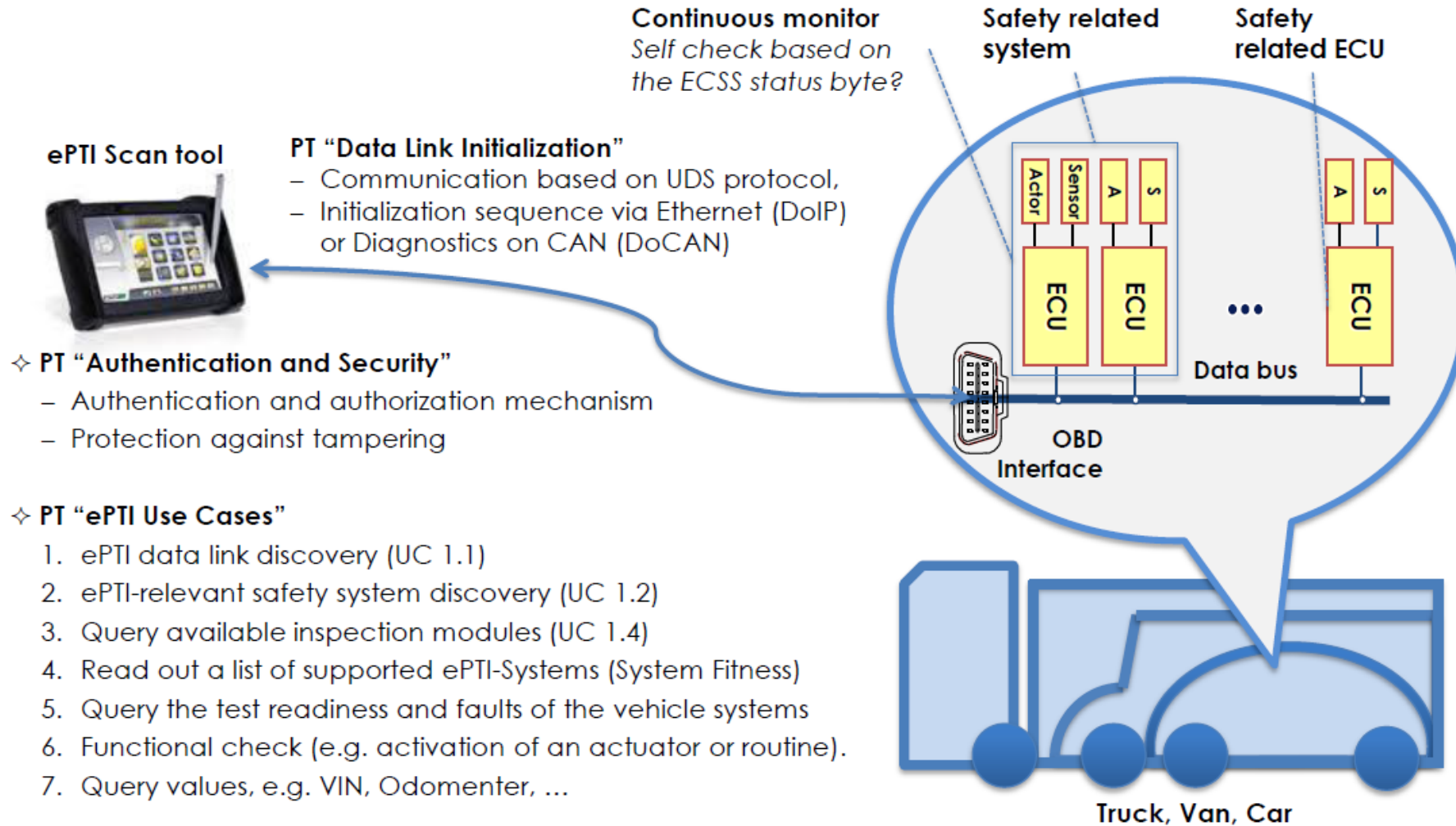




### Scope in details:

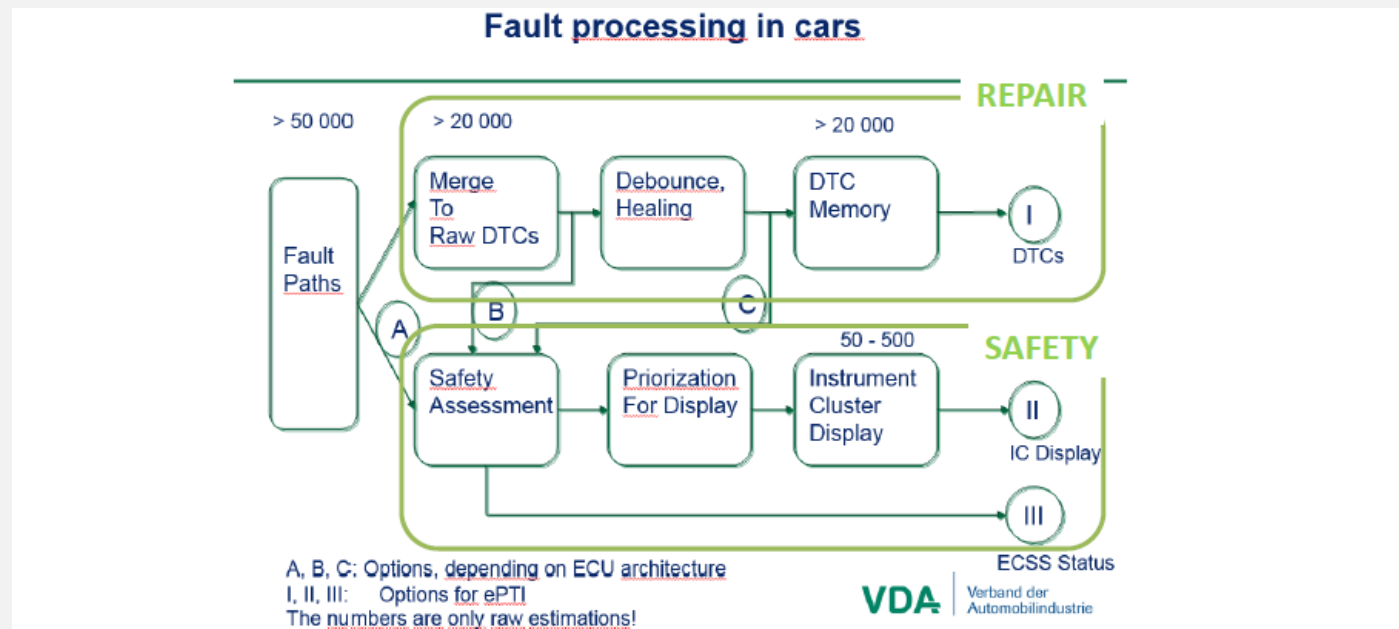
- communication between the Inspection Tool and the ePTI relevant system
- reading of basic vehicle information (identification, systems fitted)
- specification of required ePTI tests:
  - fitment test (e.g. Adaptive Cruise Control – equipped [YES; NO])
  - status test (e.g. Airbag – [OK; NOK])
  - functional check (e.g. Activation of exterior lighting)
- authentication and authorization mechanism → needed but big threat for EGEA members!
- protection against tampering of the defined ePTI test methods

# ePTI – Big Picture



## Next Steps

- Key points discussed at last f2f meeting from 13th to 14th October in Berlin:
  - Report about the last authentication and authorization mechanisms → to discuss it with WG2!
  - Last contentious Use Cases (1/2):
    - Technical Fault Information Solution (UC 5.3)



The usage of repair information for PTI purposes (no matter whether the PTI information is onboard or offboard) would lead to massive efforts (evaluation of each DTC)!

## Next Steps

- Contentious Use Cases (2/2):
  - Software version and integrity information (UC 4.3, 4.4)
  - Readiness Status and conditioning (UC5.1 and 5.2)
  - Activate safety system's actuators / routines (UC 6.1) → VMs not giving direct access to actuators, but prefer a more controlled way ("Routine Control") that however may require more effort to implement. Likely both approaches will be allowed, bringing more complexity to the equipment manufacturers.
- It was notified, that based on the feedback of the functional request for ePTI relevant system identification, the tester shall be capable to set up a configuration table for all supported functions that can be requested physically. NOTE: This is a deviation of current OBD implementations which always requires functional requests;
- Technical solutions based on UDS services for at least 6 use cases have been identified and agreed upon so far.
- **Next f2f meeting from 1<sup>st</sup> to 2<sup>nd</sup> of December 2016 in Munich**

# CITA SET II Study

- Call for funding was sent to all members
- Interest expressed by several companies and national associations
- Following discussion with CITA, the costs will be 70.000€ (to be divided by 2)
- Financial contribution for each company: 3.000€
- Question: how to proceed if CITA and EGEA do not have the same understanding/opinion on a decision made. How to decide if both associations have 50% of the decision?
- Next steps: collect money + invoicing details → CITA will directly send all invoices

## WG2 – CITA SET II Study

Direct Companies (FOG Automotive, Actia, Capelec, Hella, Maha, WOW Group, TEN Equipment, Opus Equipment, AVL, Bosch,...) will receive directly an invoice from CITA	35.000€
Associations (AICA & GEA confirmed 6.000€) will receive an invoice from EGEA	15.000€
EGEA will directly pay to CITA its symbolic contribution	1.000€
TOTAL	51.000€

## WG2 – CITA SET II Study

- CITA had their Bureau Permanent meeting 2 weeks ago but official minutes are not yet ready
- First feedback from Eduard Fernandez:
  - CITA wants to keep the independence
  - CITA wants to keep the decision power on the project
- And according to CITA, this makes difficult our common agreement
- Unofficial feedback: CITA would like to have either EGEA as member or all members interested in the CITA SET2 Study to become CITA members to be able to join the study
- Next steps? How to move forward?
- Next CITA SET II Study is scheduled on the 15th of November 2016 in Brussels to prepare the field tests → [Should EGEA participate?](#)



## Experimental tests in France and in other countries – emission testing





- German Ministry of Transport decided very recently to reconsider the obligatory tailpipe test for all vehicle with combustion engine
- OBD will remain and will be used as additional information to support the tailpipe test (as previously proposed by EGEA WG2)
- The date for implementation will be the 1st of July 2017
- The German Ministry of Transport is reconsidering the reference values, as follows:
  - 0,1 %vol CO instead of 0,2 %vol (Euro 6 only)
  - 0,3 m-1 opacity instead of 0,5 for Euro6/VI only)
- Next steps:
  - The German Ministry of Transport will now start with hearings of others ministries involved and will consult various stakeholders.
  - Official publication of this proposal is expected by the end of this year.

## 'Eco-entretien' initiative from FEDA





## Update on WG6 activities

## WG6 – Blackroom Suspension activities

- Last meeting held on 28th of September – without Bosch and Maha as they did not sign the confidentiality agreement!
- After expression of their respective disappointment that the 2 major players were not present, the participants agreed for a single specification.
- Next steps would be the drafting of these specifications to be finalised asap (tbc).
- As it is now at a blackroom project, no minutes and no information will be circulated.

## WG6 – New CEN Standard – Safety of roller brake testers

- Draft standard EN 17003 was put for vote/comments at national level (deadline: 16th September 2016). Upon request of WG6 members, no coordination was done from EGEA secretariat.
- CEN TC301/WG11 met on 5<sup>th</sup> & 6<sup>th</sup> of October to discuss all comments
- CEN TC301/WG11 officially asked for the support of EGEA members, English native speakers, to review the standard which was poorly written.
  - GEA & Neil Pattemore will share the draft standard and review it (still to be done)
- Next CEN TC301/WG11 Meeting scheduled on 10th & 11th of January 2017 in Paris



Update on WG7 activities

The background image is a 3D-rendered financial dashboard. It features a grid background with several data series: a line graph with points labeled 73.60, 83.67, 51.42, 14, 15.24, and 24.51; a jagged line graph; a bar chart with multiple bars of varying heights; and a pie chart in the foreground with one slice separated. The overall aesthetic is modern and professional, using a grayscale color palette.



Update on WGg activities

**CERTIFIED**



## WG9 – EGEA Label - MACs

- **Legal process:**
  - Statutes have been officially updated and published into the Belgian Moniteur belge.
  - Decision made by all Board Members to stay with the anonymous pre-filing and not to submit any official ruling process (4 more months of legal procedure without starting labelling activities). No further action required.
  - The secretariat to subscribe to indemnity insurance
- **Website update + creation of logo:**
  - EGEA logo will be updated
  - New label logo will be created
  - EGEA website will be updated, inclusion of a new ‘Get your label!’ dedicated tab/page with the list of approved equipment
- **Registration of collective trademark**
  - Once EGEA label logo and colours defined, EGEA to register the collective trademark
  - 1000€ registration fee

## WG9 – EGEA Label - MACs

- **Business plan/Fees/Payment modalities:**

- Business plan has been updated: updated costs for manpower + introduction of new category of applicants.
- ‘Collective application’: for EGEA members only, application/renewal/3rd party versions as a fixed fee of 10.000€/year without limitation on the number of units. 2 EGEA Members already committed to apply for that category.
- Applications, whether individual or collective, are paid at the point of application in full.
- All payments for renewals and collective application will be due by the 31st of March of each year.
- If a product (type/model) is already approved against VDA specification, then the EGEA label can be granted.

- **Last open points:**

- To finalise the MAC servicing best practice guide – WG9 members will be invited to comment
- To create a certificate of compliance to EGEA specification (incl. Number of application + signature of EGEA President)
- To create an application form + label procedures manual (incl. Flow chart) + appeal procedures
- To legally check the terms & conditions documents with lawyers
- To discuss what to do if a report from laboratories is sent in Polish, how to deal with it? Specifications will be available in EN, DE, IT.

- Next steps:
  - To finalise last open points
  - To circulate final and official documents to all WG9 members for final approval
  - The Board of Directors to officially approve the launch of the label
  - The next WG9 meeting will be scheduled in February 2017 to discuss:
    - last open points if needed
    - first feedback from applications
    - new specification for CO<sub>2</sub> (R744)
    - Election of WG9 Chairman/Vice-Chairman

# Revision of the Vehicle Type Approval Framework Regulation [Draft Regulation COM(2016) 31 final]



## 'Euro 5/6' RMI Legislation

- As shown in the Commission's 'Ricardo-AEA' Report, independent operators in the automotive aftermarket value chain face serious difficulties in accessing RMI:
  - Compliance and implementation problems
  - Difficulties with scope of information, formats...
  - Lack of enforcement
- Urgent need to address legacy problems and update RMI in the Vehicle Type Approval Framework Regulation, where the RMI provisions are being "migrated"
- RMI provisions of Reg. 715/2007 (passenger cars) and Reg. 595/2009 (HDV) consolidated..... but not modified or improved.
- Other chapters have been improved to respond to structural weaknesses or the "Dieselgate" scandal
- AFCAR acting to:
  - Ask European Parliament to act on the Ricardo Report and improve the functioning of the RMI access system
  - Screen the regulation and fix transposition errors

# Vehicle Type Approval Framework Regulation – new structure

Motor vehicles + *trailers*  
(passenger cars + HDVs)

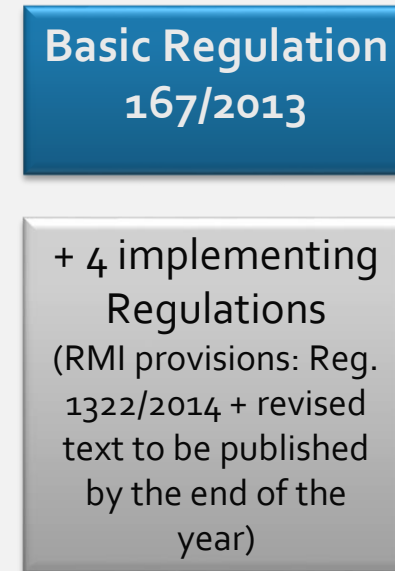


Migration  
of RMI  
provisions

2 & 3 wheelers



Tractors & forestry  
vehicles



## New IAM-relevant provisions

- Reinforcement of independent vehicle type approval testing
- Market surveillance obligations
- Introduction of in-service emissions testing by using 'real driving emissions' test as part of the 'market surveillance'.
  - May help increase in-service compliance, but may weaken our claim to maintain tailpipe testing in PTI.
  - Could still be a risk that VM's could circumvent the RDE tests by using telematics to change engine map/programming.
  - Future PTI emissions test can still be OBD only, but we can also argue that tailpipe testing remains the only reliable method.

## AFCAR Amendments - 1

- **Improved definition** needed and availability of RMI for all IOs, by establishing that the Vehicle Manufacturer (VM) should be the benchmark (and not authorised dealers as it is now)
- **Standard OBD connector:** clear reference is needed + direct access to in-vehicle data to be ensured
- **Roadworthiness testing:** inclusion into RMI definition + EGEA list to include PTI technical information for test tool manufacturers
- **Validation of VCIs:** more robust testing environment that includes conformity compliance is needed + VMs to respond within 6 months to a request for testing



## AFCAR Amendments - 2

- **Reprogramming:** reinstate the reprogramming standards for passenger cars as well + specifications of the high speed communication protocols introduced by VMs to be made available to IOs
- Proprietary communication protocol information to be made available to diagnostic tool manufacturers
- Reprogramming standards should also apply to **diagnostics procedures**
- Availability of **competitive multi-brand replacements parts:** need to access unequivocal parts identification information in bulk

- **Remote Diagnostic Support:** to be reinstated into the RMI definition (for HDVs only)
- **Security Forum (SERMI):** correct misleading wording
- **Standardisation:** no automatic obligation to be imposed for the transfer of International Standards into EU.

# EU Decision making process

## EU – Commission

- 28 Commissioners
- Directorates General  
-DG GROW-



Commission proposal sent for decision to:

## EU - Parliament

- 751 Members
- 3 Committees involved  
(IMCO, ENVI, TRAN)



IMCO  
(leading cttee): MEP  
Dalton rapporteur -  
ECR

TRAN  
(opinion cttee): MEP  
Karima Delli  
rapporteur - Greens

ENVI  
(opinion cttee): MEP  
Christofer FJELLNER  
rapporteur - EPP

## EU – Council of Ministers

- 28 Minister Councils
- Council Working Party on Techn  
Harmonisation



# Timetable

## Timetable in the EP:

- 13 October 2016 IMCO Committee - Deadline for amendments
- 7 November 2016 ENVI Committee – Final Vote on the opinion
- 10 November 2016 TRAN Committee – Final Vote on the opinion – **postponed to 5<sup>th</sup> December!**
- 28-29 November 2016 IMCO Committee – Final Vote on the report – **postponed to end of January 2017!**

## Timetable in the Council

- 15 November 2016 Meeting of the Council Working Party on Technical Harmonisation
- 6 December 2016 Meeting of the Council Working Party on Technical Harmonisation

## Actions & activities: your support please!

- **EU level**

- European Parliament: AFCAR had already over 30 meetings since April 2016, and will continue meeting all key Members of the European Parliament (MEPs) depending on the amendments tabled.
- Field visits have been organised in the UK for the rapporteur/ in the Denmark for the shadow rapporteur/ in the UK for the EP delegation to illustrate practically all our concerns laid down in our position paper

- **National level**

- Your support needed to build AFCAR national alliances and organise meetings with your Ministries
- Indications of framing activities together with your colleagues have been sent to you this summer.
- Next Council (ministries) Working Party on Technical Harmonisation meetings: 15th November 2016 & 6th December 2016
- We will inform you soon about the outcomes in the EP and we will ask your support in relation to the tabled amendments.



# Mutual Recognition

## Mutual Recognition

- Mutual recognition should be the simplest way of allowing products to circulate freely in the single market: legally marketed in one country means legally marketable in up to 27 other countries. Yet, it seems that only a few companies opt for the mutual recognition route in order to access new markets.
- This is why the European Commission decided to launch this online public consultation to seek the views on all stakeholders on:
  - the mutual recognition principle and its possible shortcomings
  - the functioning of the Mutual Recognition Regulation
  - potential options to be explored for the revision of the Mutual Recognition Regulation
- EGEA replied to EC public consultation (deadline: 30th September)
- Some Board Members fear that this will not be the best solution to avoid new partners such as Asia entering into market without fulfilling technical requirements. Suggestion to remove barriers but to include new EU more stringent standards.
- Next steps: pending on the Board decision and discussion, EGEA to start working on that topic



## Roadworthiness test (PTI) Directive 2014/45/EU: access to PTI Info



## PTI – Access to PTI technical information

- Last RTWG (Technical WG) held on the 12th of October
- EGEA together with CITA still fighting for the functionality testing for headlamps at least, EC not in favor of such complete test and would prefer to rely on OBD/MIL lamp only.
- The full text is supposed to be adopted by all Member States at the next Roadworthiness Committee but this meeting might be postponed due to current discussions.
- No further technical WG will be organised → no transparency on next decisions regarding technical annex
- **Next steps:**
  - Last lobbying activities should therefore be done at national level as soon as possible.
  - EGEA will write an official position paper with FIA and with CITA (tbc) to question some key technical points and request inclusion of functional testing for headlamps
  - Test methods will be updated in a separate delegated act after consultation of stakeholders in a dedicated WG to be launched within 6 months.

GEAR2030



## A “high level” political process on the automotive industry

- 2 years project: 2016-2018
- Aim: “develop recommendations to reinforce both the short-term and long-term competitiveness of the European automotive industry”
- 25 members
- national authority representatives
- EU associations, trade unions and other groups...
- Will set the political and legislative framework for the coming years
- EGEA is not part of the “High Level Group” but is part of the Working Groups

## A “high level” political process on the automotive industry

- Launched in January 2016 – in the presence of 5 EU Commissioners
- Already 15-20 meetings (WG + project team meetings)
- Three main work areas:
  - **WG1:** the adaptation of the value chain to new global challenges (e.g connectivity, electrification, shared-mobility, digitalisation, 3D printing, ...)
  - **WG2:** automated and connected vehicles
  - **WG3:** trade, international harmonisation and global competitiveness

- FIGIEFA has been mandating Roland Berger Consultancy to analyse the short-term and long-term competitiveness of the European automotive industry from an aftermarket perspective, with a strong focus on parts
- EGEA has been mentioned in the study but clear lack of data/figures/future trends for the garage and test equipment industry
- Primary focus has been put on the OEMs/Tier 1-2 and production of vehicles.
- Difficulties to understand that the automotive industry is not only car production. The market for vehicle parts, tools, servicing & repair is the complementary part of the automotive industry
- 284 mio. vehicles serviced by 3,5 million people employed in ~500,000 companies in the independent service sector, 96% of which are SMEs. 18 bn. € spent by parts suppliers in R&D

## Next steps

- Finalisation of the analysis of the impacts of the changes in the automotive sector on the entire automotive value chain in Europe.
- Elaboration of 2 final scenarios (realistic and optimistic), their probabilities and their possible consequences on the European industrial landscape.
- First description of the European value chain in 2016 and 2030 with possible impacts of the emerging trends
- Preliminary recommendations for the Commission, Member States, regions and industry for presentation at the next SHERPA meeting scheduled on 18<sup>th</sup> November (Note: EGEA not a Sherpa member but FIGIEFA is)

A black and white photograph of a person running on a grassy hill. The runner is in profile, moving from left to right. The background is a bright, overcast sky. A blue rectangular overlay with rounded corners is positioned in the middle of the image, containing the text 'Summary of activities - priorities'.

## Summary of activities - priorities

## Summary of activities

WG1

WG2

WG3

WG4

WG5

WG6

WG7

WG8

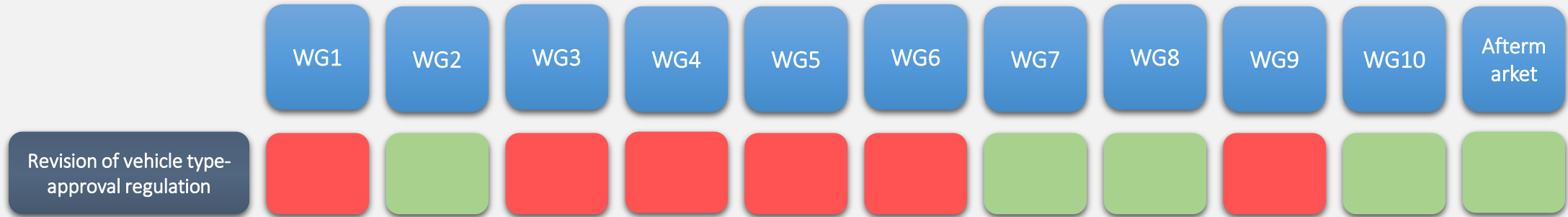
WG9

WG10

Afterm  
arket



## Summary of activities



### *Revision of vehicle type-approval regulation:*

- Migration of Euro 5/6 provisions on access to RMI into the revised type-approval Regulation COM(2016) 31 final but with omissions and no improvements of RMI provisions dated 10 years old  
→ e.g. official reference of OBD connector is now missing, standards for reprogramming to be updated!
- Other chapters have been improved to respond to structural weaknesses or to the “Dieselgate” scandal:
  - Reinforcement of independent vehicle type approval testing
  - Market surveillance obligations
  - Emissions: introduction of in-service emissions testing

# Summary of activities

	WG1	WG2	WG3	WG4	WG5	WG6	WG7	WG8	WG9	WG10	Aftermarket
Revision of vehicle type-approval regulation	Red	Green	Red	Red	Red	Red	Green	Green	Red	Green	Green
Access to PTI Information + ePTI	Orange	Green	Green	Green	Red	Green	Green	Green	Orange	Green	Green

## Summary of activities



### *Access to PTI information + ePTI:*

- Access to PTI information is still restricted to tool manufacturers under Directive 2014/45/EU, EGEA still fighting to include functionality testing at least for headlamps testing. EGEA might access info via Member States or VMs.
- ePTI: draft standard for the electronic PTI covering:
  - communication between the Inspection Tool and the ePTI relevant system
  - reading of basic vehicle information (identification, systems fitted)
  - specification of required ePTI tests:
    - fitment test (e.g. Adaptive Cruise Control – equipped [YES; NO])
    - status test (e.g. Airbag – [OK; NOK])
    - functional check (e.g. Activation of exterior lighting)
  - authentication and authorization mechanism
  - protection against tampering of the defined ePTI test methods

# Summary of activities

	WG1	WG2	WG3	WG4	WG5	WG6	WG7	WG8	WG9	WG10	Aftermarket
Revision of vehicle type-approval regulation	Red	Green	Red	Red	Red	Red	Green	Green	Red	Green	Green
Access to PTI Information + ePTI	Orange	Green	Green	Green	Red	Green	Green	Green	Orange	Green	Green
EGEA LABEL	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Orange

## *EGEA Label:*

- MACs Systems (now)
- Inspection of vehicle lifts according EN1493 – specifications for the inspector
- Wheel alignments specifications
- Tyre changers specifications
- headlamps

# Summary of activities

	WG1	WG2	WG3	WG4	WG5	WG6	WG7	WG8	WG9	WG10	Aftermarket
Revision of vehicle type-approval regulation	Red	Green	Red	Red	Red	Red	Green	Green	Red	Green	Green
Access to PTI Information + ePTI	Orange	Green	Green	Green	Red	Green	Green	Green	Orange	Green	Green
EGEA LABEL	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Orange
R2CC – Connectivity & Digitalisation: Access to in-vehicle data	Red	Green	Green	Orange	Red	Green	Orange	Red	Green	Green	Green

## R2CC:

- Awareness political campaign to obtain an EU regulatory framework for fair and equal access to the vehicle and its machine generated data;
- the Open Telematics Platform enshrined in type approval legislation as a near term objective alongside a roadmap and associated legislation delineating interim solutions



# Summary of activities

	WG1	WG2	WG3	WG4	WG5	WG6	WG7	WG8	WG9	WG10	Aftermarket
Revision of vehicle type-approval regulation	Red	Green	Red	Red	Red	Red	Green	Green	Red	Green	Green
Access to PTI Information + ePTI	Orange	Green	Green	Green	Red	Green	Green	Green	Orange	Green	Green
EGEA LABEL	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Orange
R2CC – Connectivity & Digitalisation: Access to in-vehicle data	Red	Green	Green	Orange	Red	Green	Orange	Red	Green	Green	Green
GEAR2030	Red	Green	Green	Red	Red	Orange	Green	Red	Orange	Orange	Green

## GEAR2030:

- High level political process organised by the EU Commission and Member States to develop recommendations to reinforce both the short-term and long-term competitiveness of the European automotive industry
- Will set the political and legislative framework for the coming years

# Summary of activities

	WG1	WG2	WG3	WG4	WG5	WG6	WG7	WG8	WG9	WG10	Aftermarket
Revision of vehicle type-approval regulation	Red	Green	Red	Red	Red	Red	Green	Green	Red	Green	Green
Access to PTI Information + ePTI	Orange	Green	Green	Green	Red	Green	Green	Green	Orange	Green	Green
EGEA LABEL	Green	Orange	Green	Green	Green	Green	Green	Green	Green	Green	Orange
R2CC – Connectivity & Digitalisation: Access to in-vehicle data	Red	Green	Green	Orange	Red	Green	Orange	Red	Green	Green	Green
GEAR2030	Red	Green	Green	Red	Red	Orange	Green	Red	Orange	Orange	Green
Mutual Recognition	Green	Green	Green	Green	Green	Green	Orange	Green	Green	Green	Green

## *Mutual Recognition:*

- It guarantees that any product lawfully sold in one EU country can be sold in another. This is possible even if the product does not fully comply with the technical rules of the other country.
- The list of products might be revised.

## Summary of activities – 2/2

	WG1	WG2	WG3	WG4	WG5	WG6	WG7	WG8	WG9	WG10	Aftermarket
Communication activities											
Update of EGEA Website											
EC Public Consultations – next: Machinery Directive											





## Dates of meetings in 2017

## Spring meeting - 2017

	Time	Event	Attendants	Venue
Wednesday, 26 <sup>th</sup> April 2017	10 <sup>30</sup> - 17 <sup>00</sup>	Board Meeting	Board Members	?
Wednesday, 26 <sup>th</sup> April 2017	19 <sup>30</sup> –	Dinner	EGEA Members and Guests	?
Thursday, 27 <sup>th</sup> April 2017	9 <sup>00</sup> - 16 <sup>00</sup>	General Assembly	EGEA Members and Guests	?
Wednesday, 3 <sup>rd</sup> May 2017	10 <sup>30</sup> - 17 <sup>00</sup>	Board Meeting	Board Members	?
Wednesday, 3 <sup>rd</sup> May 2017	19 <sup>30</sup> –	Dinner	EGEA Members and Guests	?
Thursday, 4 <sup>th</sup> May 2017	9 <sup>00</sup> - 16 <sup>00</sup>	General Assembly	EGEA Members and Guests	?

## Winter meeting - 2017

	Time	Event	Attendants	Venue
Wednesday, 11 <sup>th</sup> October 2017	10 <sup>30</sup> - 17 <sup>00</sup>	Board Meeting	Board Members	Brussels
Wednesday, 11 <sup>th</sup> October 2017	19 <sup>30</sup> –	Dinner	EGEA Members	Brussels
Thursday, 12 <sup>th</sup> October 2017	9 <sup>00</sup> - 16 <sup>00</sup>	General Assembly	EGEA Members and Guests	Brussels
<hr/>				
Wednesday, 8 <sup>th</sup> November 2017	10 <sup>30</sup> - 17 <sup>00</sup>	Board Meeting	Board Members	Brussels
Wednesday, 8 <sup>th</sup> November 2017	19 <sup>30</sup> –	Dinner	EGEA Members	Brussels
Thursday, 9 <sup>th</sup> November 2017	9 <sup>00</sup> - 16 <sup>00</sup>	General Assembly	EGEA Members and Guests	Brussels



## Update on WG10 activities

## WG10 – EU Vehicle Test Equipment Network

- Following last Extraordinary Board Meeting, it was suggested to consider a new approach for an open solution
- To start over and write technical specifications from free open communication protocols.
- To focus mainly on PTI → to discuss the focus of that network as no common approval
- The data to communicate might be different from one country to another one, therefore it should be variable and flexible.
- Ultimate goal would be the creation of a EU standard (CEN level).
- Questions:
  - How to approach WG10 members to get their support to start over after all these years of works?
  - Who would be able to write these communication protocols with a focus mainly on PTI?
  - Should we limit WG10 activities on higher level protocol? Or full network better?

Thank you!

**THANK YOU**

GRACIAS  
ARIGATO  
SHUKURIA  
JUSPAXAR  
TASHAKKUR ATU  
SUKSAMA  
MEHRBANI  
PALDIES  
BOLZIN  
MERCICI  
GAEJTHO  
EFCHARISTO  
AGUYJE  
FAKAAUE  
KOMAPSUNNIDA  
MAAKE  
LAH  
ATTO  
MERASTAWHY  
GAEJTHO  
AGUYJE  
FAKAAUE  
YUSPAGARA  
HUI  
UNALCHEESH  
SUKOMO  
MAKETAI  
MINMONCHAR

SPASSIBO DAN  
SNACHALHUYA  
NUHUN  
CHALTU  
YAQHANYELAY  
WADEEJA  
MAITEKA  
DHANYADAAD  
ANHA  
MERSI  
SPASIBO  
DENKAUJA  
NEMACHALHYA  
HATUR GU  
EKOJU  
SUKOMO  
MAKETAI  
MINMONCHAR