



**EGEA General Assembly**  
**14<sup>th</sup> June 2013 at Bristol Hotel Oslo**

**-Minutes-**

Brussels, 29<sup>th</sup> August 2013

**PARTICIPANTS**

ABL	Norway	Tor Even BUSTNES
ABL	Norway	Arild HANSEN
ABL	Norway	Jørgen RODIN
ABL	Norway	Yngve Harfallet
ABL	Norway	Helge HØGSVEEN
ABL	Norway	Øyvind KLAUSEN
AICA	Italy	Massimo BRUNAMONTI
ASA	Germany	Pete BRADLEY
ASA	Germany	Klaus BURGER
FMA	Belgium	Michel VERVEKKEN
FVU	Sweden	Kennet ANDERSSON
FVU	Sweden	Gilbert FRANSSON
GEA	United Kingdom	Dave GARRATT
RAI	Netherlands	Eric ROMMERTS
RAI	Netherlands	Leon ANDRIESSEN
SAA	Switzerland	Hans-Peter FRITSCHI
STM	Poland	Rafal SOSNOWSKI

**EGEA SECRETARIAT**

EGEA Secretariat  
EGEA Secretariat  
EGEA Secretariat

Sylvia GOTZEN  
Neil PATTEMORE  
Philip VOGT

**APOLOGIES**

AICA	Italy	Fausto MANGANELLI
AFIBA	Spain	Jaume BERENQUER
AFIBA	Spain	Miguel ANGEL CUERNO
ARDIS	Russia	Alexei MATVEEV
ARDIS	Russia	Ara TONROYAN
ASA	Germany	Bernhard HOFFMANN
ASA	Germany	Frank BEAUJEAN
ASA	Germany	Jürgen SPIEKER
AVL DiTEST	Austria	Dietmar MUCHITSCH
GIEG	France	Thierry COTON
GIEG	France	Frank FONTANESI

## **1. Welcome by the President**

Leon Andriessen welcomed the participants and thanked ABL for acting as a host for this General Assembly meeting. He informed the participants about the apologies from ARDIS, the Russian Association for Distributors and Manufacturers of Car Service Equipment, whose representatives were unable to attend their first GA as full EGEA member and passed on the excuses of Thierry Coton who was not able to come to Oslo due to strikes in France. Jaume Berenguer had been able to attend the Board meeting the previous day but could not stay for the General Assembly.

Leon then gave the floor to Arild Hansen who presented the Norwegian garage equipment market (please see presentation as attachment).

## **2. Approval of the minutes of the last General Assembly held on 17<sup>th</sup> October 2012 in Amsterdam (RAI)**

With no remarks being formulated, the minutes were approved.

## **3. Update on EGEA Activities**

### **3.1. New Commission proposal on roadworthiness testing – COM 2012 (380) final**

- Neil presented the key issues that were adopted by TRAN and commented on the hard information activities of the Secretariat in order to gain access to PTI technical information for equipment manufacturers, which was not the case in the original proposal of the Commission.
- Neil described the Electronic Vehicle Information Platform which was proposed by the Commission with the aim to store odometer readings as well as previous test results. The latter is essential to anticipate the failures of specific vehicle models and therefore to have suitable spare parts on stock.
- Neil described the inclusion of NOx & particulates testing as “new point over and above” the original proposal and the successful lobby to include electronic testing of dynamic headlamps and to maintain tailpipe testing as the default emission testing method.
- Klaus Burger asked for the winner on the tender on “Vehicle Information Platform” (MOVE/C4/325-1-2012) as he should ideally work closely with EGEA. The Secretariat to investigate.
- Neil continued making reference to tyre pressure testing, trailers and L-category vehicles. He informed the participants that the Parliament opted for a Regulation while the Council favours a Directive. Ideally the access to PTI related technical information is governed under a Regulation (comparison with EURO 5 which is a Regulation hooked under a Directive). Neil elaborated on the independence of inspectors and the minimum test frequency requirement before presenting a slide on suspension.
- Regarding suspension testing, the Council suggested deleting the shock absorber efficiency testing. As for the European Parliament’s TRAN Committee, suspension is still in the scope of PTI, but it did not adopt the suggested EGEA method. Neil reminded that EGEA needs to develop a single harmonised test method and offer it to the Commission as solution. Once a universal proven method for shock absorber efficiency testing existed, there might be the possibility to get it adopted via so-called “delegated acts” (but the time-frame of this would be realistically several years).

Please see presentation as attachment.

### **3.2. Decision making process**

Sylvia Gotzen outlined the decision making process in the EU.

Philip Vogt explained the current stage of the decision making process regarding PTI and highlighted the next milestones: plenary vote on 2<sup>nd</sup> July, summer break, kick off of the Trilogue discussions in September/October, Council vote, followed by the second reading in Parliament.

Actions:

- 3.2.1** Secretariat to monitor the following steps as closely as possible
- 3.2.2** Members to intensify discussions with their national representatives
- 3.2.3** Secretariat to produce an updated position paper
- 3.2.4** Members to deliver the preliminary positions of their governments
- 3.2.5** Sylvia commented that not only Transport Ministries had to be lobbied but e.g. the Ministry of the Environment for support
- 3.2.6** Klaus made a comment on the emissions of heavy duty vehicles
- 3.2.7** Hans-Peter Fritschi wanted to know about the application dates of the new legislation. Philip answered that only when the PTI dossier is finally adopted the application dates will be known.
- 3.2.8** Klaus reminded Hans-Peter that there is no tailpipe testing anymore in Switzerland.

**3.3. Commission tender for the Study on a test for electronic safety components at roadworthiness tests:**

Neil presented the CITA ECSS project to the participants, where EGEA is a principle project partner. The opportunity is to define the best ways to test new vehicle safety systems (e.g. ABS testing), which is the part of the project led by EGEA. The result does not necessarily lead to new testing equipment but at least to software updates, as VMs have already started to implement "PTI modes".

Neil outlined the project structure. The work schedule comprises 12 months and will be led by Neil and Dave Garratt, but they will require help from an additional technical expert. The tender is likely to be signed, and therefore the work to start, by mid-July.

Decision: Leon announced that an inventory will be made among EGEA members asking them for a technical expert to work for EGEA on the CITA project for 58 working days, plus travelling.

## **4. Financial situation**

### **4.1. Financial situation dated end 2012 (audited figures and discharge of the Treasurer/Board)**

Leon Andriessen presented the financial situation dated end 2012, which was circulated before the General Assembly meeting. He then gave the floor to Dave Garratt and thanked him for auditing the figures.

Dave reported: For the year 2012 EGEA received an income of 185,880 Euro. EGEA expenditure was: 182,198 Euro, therefore after bank charges we had a surplus of 3,464 Euro, which was added to our reserve. The funds in the EGEA reserve on the 31.12.12: equated 170,740 Euro.

It was proposed to submit the discharge of the Board to vote, and the General Assembly formally voted the discharge of EGEA Board of Directors for 2012.

The Secretariat was asked to re-circulate the balance sheet for the year 2012.

Decision: The financial situation dated end 2012 was approved and the General Assembly discharged the Board.

## 4.2. Revised Budget

### 4.2.1 Presentation of the revised budget 2013 by the Board: priorities and proposal on how to cover financially the supplementary activities for the PTI lobbying and the CITA tender

Leon Andriessen reiterated the Board's proposal on how to adapt the EGEA budget 2013 to the supplementary projects and work load relating to the PTI lobbying activities and the CITA tender project, which could not be covered by the regular EGEA budget. As there was not enough feedback from Members through the written procedure, the Board decided to take the supplementary expenditures from the reserves.

Decision: The General Assembly took note of the revised budget for 2013 and approved that the supplementary expenditures for the PTI lobbying activities and the CITA tender project will be taken from the reserves.

### 4.2.2 EGEA in the future

Leon Andriessen argued that the capital stock of EGEA could not be increased anymore. Two extraordinary Board meetings were held in order to reach the positive budget which was planned for 2013. As PTI came up and its priority was clear to everyone, the Secretariat had been asked to intensify its work which of course increased costs. This is the reason why for 2014 there will be 40.000 € less in the reserves. Also Philip came in in 2013 as maternity cover for Eleonore which is 100% covered by EGEA.

Leon continued that the initial budget of 120.000 from 2008 has been increased significantly due to enhanced EGEA activities. Therefore EGEA sees the need to employ one person full time, as the scope of the EGEA activities will remain high. Now the budget would have to increase from 180.000 to approximately 250.000 €. One option to achieve this is to ask the manufacturing members if they are willing to pay more. The question remains whether the distributors need to be taken into account as well. In any case, if EGEA wants to have a professionally lobbying office in Brussels, it comes at a cost.

According to Leon, the Board had come up with ideas and now the members were required to come up with ideas until August.

Kennet Andersson raised the question why the membership could not be increased e.g. by trying to get new members. Sylvia explained that to her experience, it takes a long time to get new members, and not every EU country had an association.

Gilbert Fransson suggested that equipment manufacturers should be asked directly to

Leon explained that EGEA Board was planning to meet the FIGIEFA Board on 23th July. By September the Board aims at having one 100% employee for EGEA while in September/October the budget for 2014 must be agreed upon.

Decision: The Board will make a budget proposal for 2014 and send it to the Members.

## 5. Short update of EGEA Working Groups activities: Round-up of Activities

### 5.1 WG 1 Vehicle Lifting Equipment

Hans-Peter Fritschi informed on behalf of the Chairmen Fausto Manganelli the Members that the last WG1 meeting dates back to 29th January 2013 where important classification issues had been dealt with.

The WG went through all the paragraphs of EN 1493 to clarify and classify all the questions on the different points.

Specially discussed was the load distribution for lifting arms as well as the position of the standard load rectangle if all arms on a 2 post lift are positioned on the same side. The core issue remains the overstress of 2 post lifts if all arms are on the same side.

According to Hans-Peter, the Vertical group of Notified Bodies, VG8 had made a proposal which foresees either the prevention of the arms into a fully extended position, or reinforcement of restriction of use on the instruction label or a reduction of the minimum load. The latter is not favoured by lift manufacturers. The members of WG1 had been asked for feedback, if there are no replies, the proposal of VG8 will be considered as accepted.

Concerning one point of the EN1493, Hans-Peter explained that there is a contradiction - persons were not allowed on the lift when it is being operated, but in the PTI regulations it is necessary for someone to be on the lift, e.g. when the steering is tested with one tester sitting behind the steering wheel when a vehicle is in the raised position on the lift, with another tester beneath the vehicle observing the condition of the vehicle components. Furthermore, the fact that the weight of newly produced cars, trucks and busses is constantly increasing must be considered.

The EGEA leaflet has been finalised and is available in English, French and German, but for any other languages, each country is supposed to print the guidelines leaflet by itself and the next step consists in the promotion of the recommendations. They are available at the EGEA secretary in a printable version. There will be no printing done of the leaflet by EGEA, each country association has to do it by themselves.

### Voting procedures within the Working Groups

Additionally, there was a wider discussion about voting rules within the Working Groups:

- 5.1.1 Klaus criticised that voting procedures within the Working Groups would not take into account the numbers of manufacturers per country. He suggested that a change is needed, especially in order to protect underrepresented members from being possibly outvoted.
- 5.1.2 According to Leon, the voting rights should remain attributed to the EGEA associations and therefore remain unrelated to the size of the national member companies.
- 5.1.3 Hans-Peter reminded that the size of the manufacturer plays crucial role as they may have locations in more than one member state.
- 5.1.4 Eric Rommerts suggested that when revising the finances, the Working Group statutes could be revised as well.
- 5.1.5 Leon summarised that it is difficult to find the balance between national votes and the size and number of manufacturers per member.
- 5.1.6 Sylvia agreed that the Working Group statutes and rules needed some updates. However, she reminded that EGEA had always been an association of solidarity. The weight of a vote should therefore not depend on financial issues.

Proposal: The Board will create of a working group on the statutes and voting rules of the EGEA Working Group.

## 5.2 WG 2 Engine Diagnostics/Emissions/OBD

Neil explained a new project, the Vehicle Station Gateway (VSG), which has been created by vehicle manufacturers as an ISO project to consider a secure access to a vehicle's electronic systems using either telematics or existing standardised physical connection (OBD), where only pre-authenticated communication and operators would be permissible, based on pre-defined use cases.

EGEA and AFCAR will analyse the project. Sylvia made it clear that a strong position of the aftermarket as a whole is required, hence why AFCAR had brought it to the attention of EGEA.

Furthermore, the Commission is planning a review study on the functioning of the Euro 5 Regulation and thanks to the AFCAR alliance EGEA has been asked for input on how the study should be performed.

## 5.3 WG4 Wheel and Tyre Service Equipment

Neil explained wireless communication between TPMS and the tyre pressure gauge and the information transferred from the vehicle to the tyre pressure equipment to automatically configure the equipment to deliver the correct inflation pressure.

Arild asked about how the standard would handle the change to winter tyres

Pete replied that most vehicles can be told that new tyres have been mounted.

## 5.4 WG 5 Spray booths

Leon suggested, as there has not been any activity of the WG for quite some time, to close the WG

Sylvia reminded that from side of the Commission there is some activity and that WG5 Chairman Cometti had been informed but never reacted on the Secretariat's emails.

Proposal: ask for the election of a new chairman

*Note: a new Chairman has to be elected as Mr. Commetti had requested to be taken off the WG 5 mailing list on 26<sup>th</sup> June*

## 5.5 WG 6 Braking/Suspension Testers

Massimo outlined the active work on shock absorber testing and that the key is to be found in dealing with the Commission towards the goal of harmonised test procedures. The problem remains that countries are using different systems. The idea is to decide on a test method but not on the testing parameters.

What is missing is an independent test report that can be passed on to the Commission to verify that the EGEA proposal is a valid solution.

Laboratories have therefore been asked for proposals of suitable test procedures for test equipment and offers range between 40.000 and 50.000€

Two further topics were a) HDV brake tester specification due to two fatal accidents that have happened in garages in France and b) the CITA ECSS tender.

## 5.6 WG 7 Market Information/Exhibition

Massimo explained that there is a need to investigate on potential customers and that elaborated data can only come from a proper market study.

Decision: Leo&Wolk will generate a report on a biannual basis over 3 years. The members of the EGEA national associations will provide their figures on sales and production.

Leo&Wolk aim at an income of at least €130.000 per year, ten per cent will go to EGEA. As soon as Leo&Wolk's income exceeds €150.000 fifty percent of the further revenues will be shared with EGEA.

Both, ASA and AICA offered contributing €50.000 (Klaus Burger confirmed for ASA, still under approval within AICA). The members of national associations need to pay if they want to access the information.

Leon confirms that there should be interest from individual members to access the data.

Massimo explained that any missing data can be compensated by direct interviews.

### **5.7 WG 8 Exhaust Extraction and Filter Systems**

Philip informed that Jürgen Spieker had been elected as the new Chairman of WG8. The resumption of the WG's activities is planned for the next meeting by October. As soon as the EGEA proposal for using exhaust extraction systems is finalised.

WG8 plans to monitor the Commission's review of air policy and to work further on raising awareness and to meet the EC when the EGEA proposal for using exhaust extraction systems is finalised.

### **5.8 WG9 Mobile Air-conditioning Systems (MAC)**

Pete informed the GA that WG9 had held three meetings since the last General Assembly and that the EGEA specifications for MACs were finalised.

Leon reminded that EGEA specifications would always need to be approved by the Board.

Pete explained that the "EGEA label" could even become a new ISO Standard.

Massimo congratulated Pete for his good work and would like to publish the specification right away.

Sylvia stated that the Secretariat had only partly been involved and wanted to check first liability issues when publishing an EGEA specification, as it involves the responsibility of the EGEA Board. She asked who would manage the monitoring of the respect of the criteria of the EGEA label.

Neil recalled that the original objective of WG9 was to create a benchmark for Aftermarket user reference, but that the publication and monitoring of the specification was not the original proposal. As a possible solution, Neil presented that any company who receives a confirmation of compliance to the specification from a notified body is then listed on the EGEA website. This would remove any risk of fraudulent claims of compliance and allows EGEA to keep track of who is offering compliant equipment.

Dave wanted to know if insurance issues might arise and Sylvia replied that the consequences and liabilities certainly need to be checked.

On further issues Pete informed that the best practice document was progressing and he suggested:

#### Decision:

**5.8.1** The WG9 specifications have to be approved by the EGEA Board.

**5.8.2** Secretariat to check formal procedure of how specifications become an EGEA label and related liability issues

Suggestion: A section within the EGEA website for documents and the application of MAC approvals

## **5.9 WG 10 On the creation of a European Network Standard**

Pete presented the scheduled activities of WG10 - its main task is to create a European Network Standard for PTI and workshop equipment. WG10 has met for the first time in Brussels on 6<sup>th</sup> June, followed by a meeting on 4<sup>th</sup> July, the next meeting is scheduled for 10<sup>th</sup> September.

WG10 is aiming at the exchange of information with the EU Electronic Vehicle Information Platform in a way that enables all equipment used during the PTI feeds their data automatically into an electronic certificate.

### Next steps:

**5.9.1** Definitions of: a concept proposal, a business model, a time line, as well as the definition of use cases

**5.9.2** Identification and analysis of the current networks used in Europe and beyond, creation of a matrix of standards used in European PTI Networks

**5.9.3** Review of draft use cases

**5.9.4** The preparation of a list of questions for the European Commission

## **Presentation by Sylvia Gotzen of the “See the big picture” video**

## **6. Central agreement between manufacturers and end-users/manufacturers: presentation of the issue by FVU, Gilbert Fransson**

Gilbert presented the problematic situation in Sweden where equipment distributors lost 40 per cent of the market due to direct agreements between VMs and end users

Leon regretted the situation and added that members need to keep on reminding about the local markets.

Kennet argued that equipment manufacturers should no longer be active on small markets.

Klaus explained that vehicle manufacturers had realised the potential of garage equipment. BMW has just created a new sector for building garages, employing 65 people. Now they have published a directive that every new Daimler workshop needs to be equipped with Daimler equipment.

Leon argued that a code of conduct might help.

Sylvia confirmed that EGEA had contacted the Commission on the question to what extent vehicle manufacturers may legally prescribe the purchase of OEM garage equipment to their authorised repairers/dealers, as this issue has been addressed in an ambiguous manner in der FAQ document of the new Automotive Block Exemption Regulation.

Leon reminded to be careful since the VMs are also customers of the aftermarket.

Neil added that it also depended on the type of equipment. Warranty and service support is only possible if the equipment is portable so that it can be simply exchanged, but local distributors/service agents are needed for installation, calibration or service support if the equipment is not easily portable/or is fixed. To him it is all about local support.

## **7. Any other business**

**7.1** Leon Andriessen, on behalf of all EGEA members, thanked Eric Rommerts, who will retire after this GA, for his excellent work within EGEA during all these years.



- 7.2 Leon thanked Arild Hansen for the organisation of the General Assembly in Oslo
- 7.3 Massimo offered to host the General Assembly in Spring 2014 in Bologna
- 7.4 Note of the EGEA Secretariat: The EGEA Board has met the FIGIEFA Board on 23<sup>rd</sup> July 2013 to clarify the EGEA office situation
- 7.5 Klaus suggested a Board meeting in September to check whether a GA was needed before the start of 2014.
- 7.6 At the General Assembly 2012 in Amsterdam it was decided to hold ***the second GA of 2013 on 14th November in Brussels.***

\* \* \*

Yours sincerely,



Philip Vogt  
Policy Manager

**Attachments:**

- Presentation on the Norwegian garage equipment market
- Final Financial Situation 2012 and Assets & Liabilities Overview 2012
- EGEA GA 14 06 2013 - Presentation of Activities