

# EGEA

# General Assembly

14th June 2013, Oslo



# Overview

- Proposal for Periodic Roadworthiness Testing
- CITA Tender on ECSS
- Financial Situation 2012 and Revised Budget 2013
- Update on EGEA Working Group Activities
- Central Agreement between Manufacturers and End-users/manufacturers (Gilbert Fransson)

# Roadworthiness Package

- ➡ **Periodic Roadworthiness tests**
- ➡ **Technical Roadside Inspections**
- ➡ **Vehicle Registration**



# PTI: EGEA Key Issues

## EGEA Key issues adopted by TRAN

- access PTI specific technical information
- electronic roadworthiness certificate
- access to the electronic vehicle information platform
- testing of dynamic headlamps
- tailpipe as default testing method
- NOx & particulates testing for diesel engines
- Tyre pressure testing



# PTI: EGEA Key Issues

## **EGEA Key issues not adopted by TRAN**

- EGEA proposal on suspension testing

## **Further issues adopted by TRAN**

- inclusion of trailers (750kg – 3500kg and O2 category up to 2000kg) excl. Caravans
- L-cat NOT included
- Regulation instead of Directive
- Repairer can act as inspector only if the
- supervising body ensures high level of objectivity
- minimum test frequency remains 4-2-2



# Business Implications

- OBD should NOT become the default emission test method
- Tailpipe testing should remain the default emission test method and with lower pass limits for Euro 5+ vehicles for both petrol and diesel.
- Diesel testing for Euro 5+ vehicles should include NOx and particulate assessment
- Headlamp alignment and functionality should become electronically controlled and assessed – in parallel to the CITA/EGEA tender.
- Tyre pressure gauge
- Electronic test result certificate
- *This is not the end. It is not even the beginning of the end, but it is, perhaps, the end of the beginning – secure these opportunities!*

# Suspension

- The EGEA proposal for coefficient of damping did NOT find a majority in the Transport Committee BUT
  - Suspension testing remains part of PTI
  - The only deletion (proposed by Council) was Annex V point 10 – device for testing the efficiency of shock absorbers
  - EGEA needs to propose a validated solution

## Summary:

The European Parliamentarians support the original (EC) proposal which includes suspension testing, including an assessment of the shock absorber efficiency. The European Council propose to continue with suspension testing, with shaker plates being used to check mechanical joints/linkages etc. but with only a visual inspection of the shock absorber unless there is a cost justifiable, harmonised single test method available. The Commission's view is that this will be part of a technical implementation discussion once a verified single solution is available.

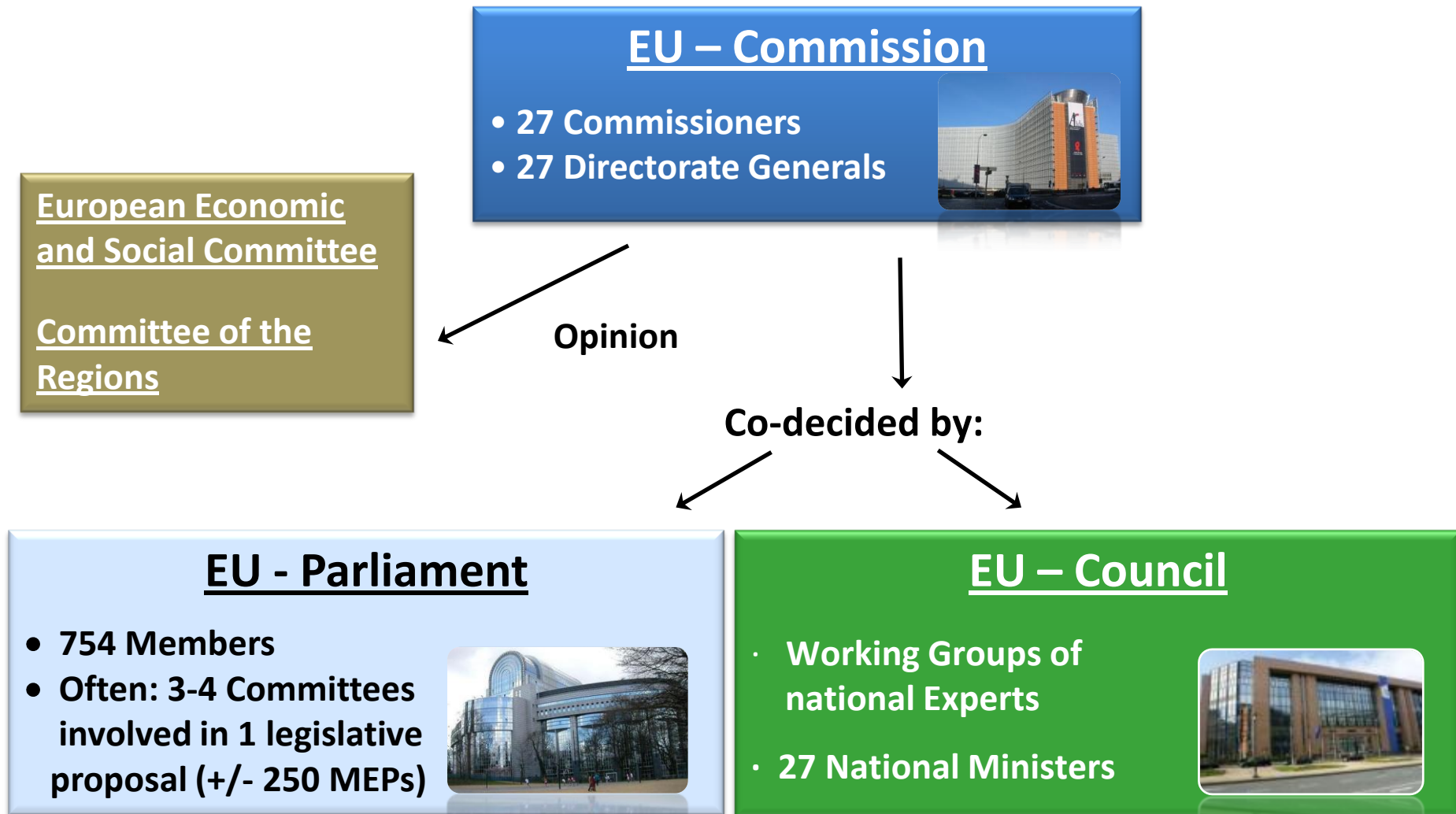


# Decision-making Process at EU level

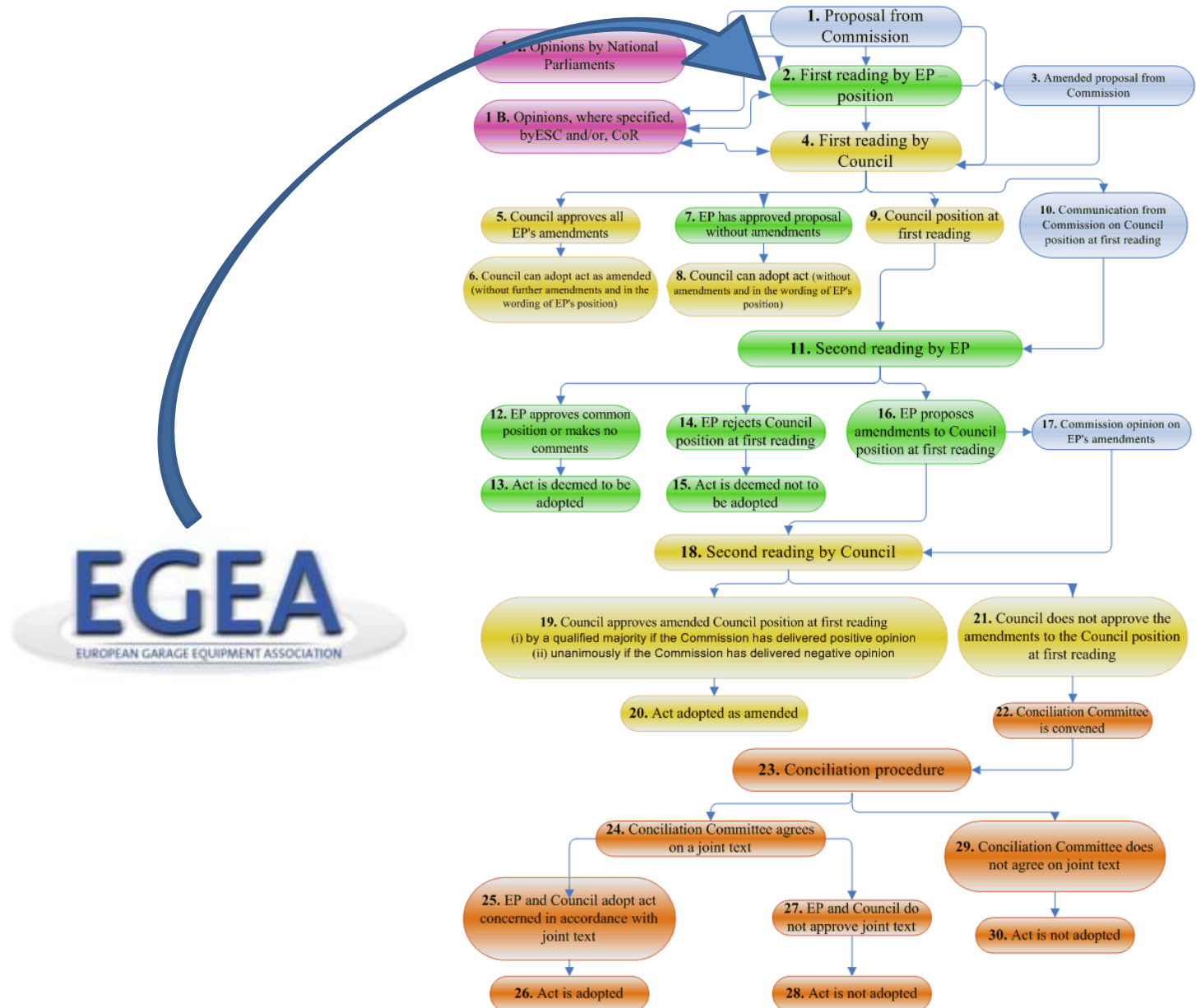




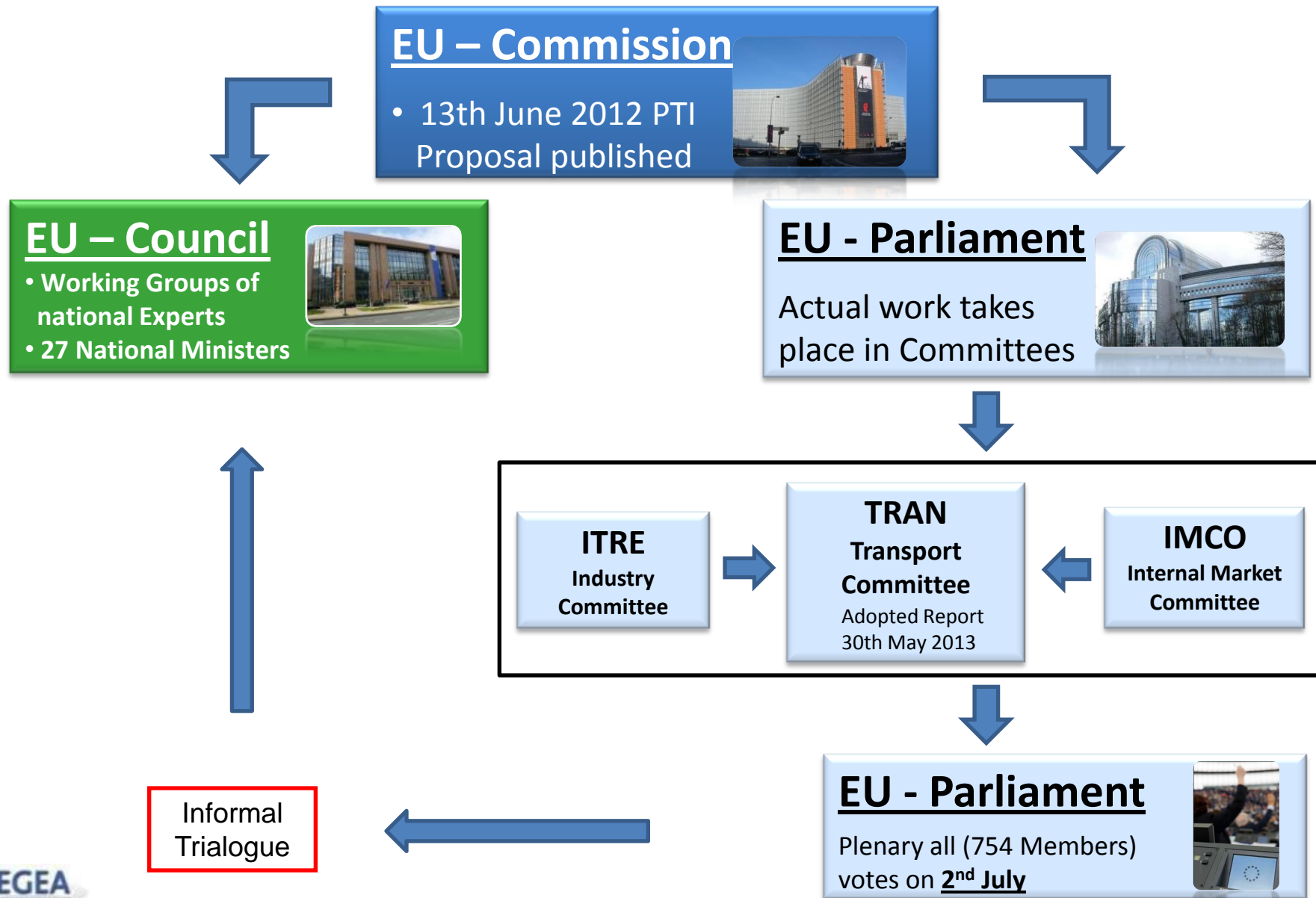
# EU decision-making process: co-decision procedure



# Co-decision procedure in more detail...



# PTI decision-making process: EP in detail

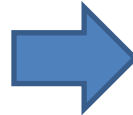


# PTI decision-making process: Committee outcomes

## IMCO Opinion

### Internal Market Committee

- access PTI specific technical information
- electronic roadworthiness certificate
- access to the electronic vehicle information platform
- testing of dynamic headlamps
- **EGEA proposed suspension testing**
- tailpipe as default testing method
- NOx & particulates testing for diesel engines



## TRAN Report

### Committee on Transport & Tourism

- access PTI specific technical information
- electronic roadworthiness certificate
- access to the electronic vehicle information platform
- testing of dynamic headlamps
- **EGEA proposed suspension testing**
- tailpipe as default testing method
- NOx & particulates testing for diesel engines
- Tyre pressure testing

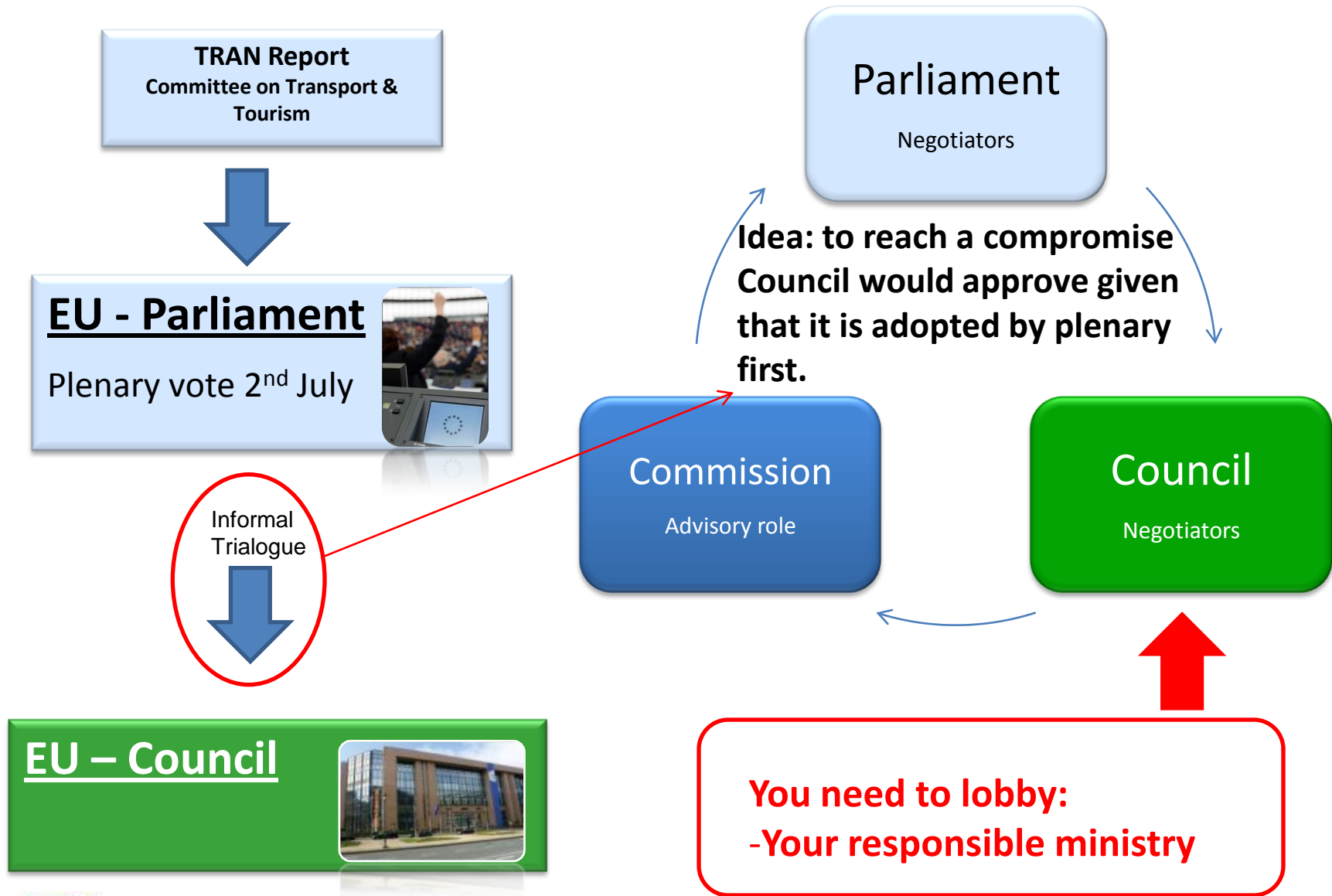
## ITRE Opinion

### Industry Committee

- access PTI specific technical information
- electronic roadworthiness certificate
- NOx & particulates testing for diesel engines



## Next Steps: Safeguard Committee Outcomes



# Commission Study on a test for electronic safety components at roadworthiness tests (ECSS)



# Financial Situation

- Financial Situation 2012
- Revised Budget 2013



# Update of EGEA WGs Activities

**EGEA General Assembly, 14th June 2013, Oslo**





# EGEA Working Groups: Round-up

- **WG1** Vehicle Lifting Equipment ([Hans-Peter](#))
- **WG2** Engine Diagnostics/Emissions/OBD ([Neil](#), [Sylvia](#), [Klaus](#))
- **WG26** PTI Tests for Electronic Safety Components — see PTI lobbying
- **WG4** Wheel/Tyre Service Equipment ([Neil](#))
- **WG6** Braking/Suspension Testers ([Massimo](#))
- **WG7** Market Information/Exhibition ([Massimo](#))
- **WG8** Extraction and Filter Systems ([Philip](#))
- **WG9** Mobile Air-Conditioning (MAC) Systems ([Pete](#))
- **WG10** European Network Standard for PTI Equipment ([Pete](#))

# WG 1 Vehicle Lifting Equipment

- Issue
- Reference to Legislation
- Meetings
- Summary
- Next Steps

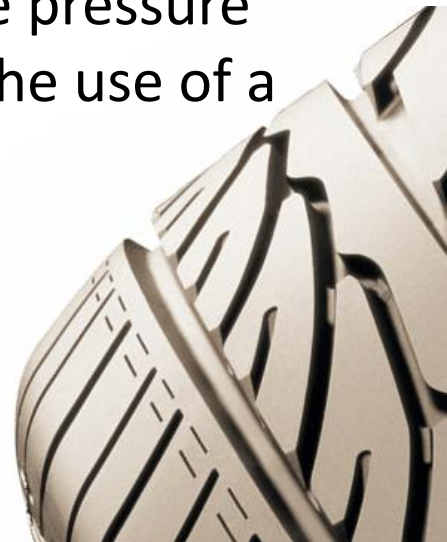


# WG 2 : Diagnostics/OBD

- New ISO Project: “Vehicle Station Gateway”
  - Led by vehicle manufacturers
  - Creates an alternative wireless connection to the vehicle (+systems and data)
  - Seeks to establish the criteria through which access to the vehicle, either through telematics, or the 16 pin connector, is possible.
  - Plans denying access to the vehicle gateway data by “unauthorized” on-board and off-board (OBD) test equipment (→ Registration Authority)
- EU Commission Study on the functioning of Euro 5 (2013-2014)

# WG4: Tyre / Wheel Servicing Equipment

- No WG4 meeting with EGEA WG4 members since 2012
- Main WG4 activities at EU level:
  - Standardisation at CEN of tyre pressure gauges & tyre pressure management systems in working groups
    - TPG - CEN/TC301/TF2a / WG8
    - TPMS - CEN/TC301/TF2b / WG9.
  - Revision of the 'Roadworthiness Package': Tyre pressure testing should become part of PTI including the use of a tyre pressure gauge.



# WG4: Tyre / Wheel Servicing Equipment

## Standardisation of tyre pressure gauges & tyre pressure management systems:

### Metrology of TPG

- Draft for a new European standard for tyre pressure gauges including electronic devices (not much different from EN12645 for technical requirements for mechanical gauges)
- The main difference will be that the requirements for electronic pressure gauges will be added.
- Standard to be available in 02/2014



# WG4: Tyre / Wheel Servicing Equipment

## Standardisation of tyre pressure gauges & tyre pressure management systems:

### Interoperability between TPMS and TPG

- Draft standard for metrological TPG which use pressure equipment to inflate the tyre of road vehicles and which may be capable of interacting with vehicles equipped with TPMS whereby the TPG can be controlled by TPMS / vehicle.
- To set the correct tyre inflation pressure, this standard defines requirements and processes for the interoperability of TPG with TPMS.
- Standard to be available by end of 2014



# WG8: Extraction and Filter Systems

- New WG8 Chairman since 1<sup>st</sup> June 2013: Jurgen Spieker (S-Tec Germany)
- Relaunch of WG8 activities, next WG8 meeting probably in October 2013 (tbc):
  - WG8 to work further on raising awareness and to meet the EC when the EGEA proposal for using exhaust extraction systems is finalised.
  - Review of Air Policy by the European Commission:
    - EGEA participated in the public consultation
    - EGEA to analyse the Commission proposal and plan to review the Air policy

# Activities for the HFO R1234yf Service Station

WG9 has met 3 times since the last EGEA General assembly

WG 9 has now completed the specification for MAC Service Station for use with HFO1234yf.

[..\EGEA WG9 MAC\Mtg 07\\_05\\_2013\Docs for Dist\EGEA WG9 Draft AC Equipment spec\\_07052013\\_Vers 011.doc](..\EGEA WG9 MAC\Mtg 07_05_2013\Docs for Dist\EGEA WG9 Draft AC Equipment spec_07052013_Vers 011.doc)

A decision is sought from the EGEA board if we should now seek a recognised standard such as a PAS.

The basis for an EGEA certification has been determined to assure quality and adherence to the specification by manufacturers.

Acceptance of the issuing of an EGEA approved certificate or 'stamp' is now sought from the EGEA Board



Certified to MAC Equipment specification



# Other activities and next steps

The 'Best Practise' document is progressing and the next meeting an initial draft will be produced with input from all WG members.

Activities regarding the issue of HFO 1234yf and the implementation of 2006/40/EC. Letter to member states via associations asking about local implementation.

Suggestions for including a web page on the EGEA Website for the downloading of various documents and application for a MAC approval

Investigation on other equipment to be considered for the same process of specification.

Next Meeting is planned for 24<sup>th</sup> July 2013.

# Central Agreement between Manufacturers and End-users/manufacturers

**By Gilbert Fransson**





**Thank you!**

