



EGEA General Assembly

14th November 2013, Brussels

Financial Situation 2013 and draft EGEA budget 2014



Update on general EGEA activities

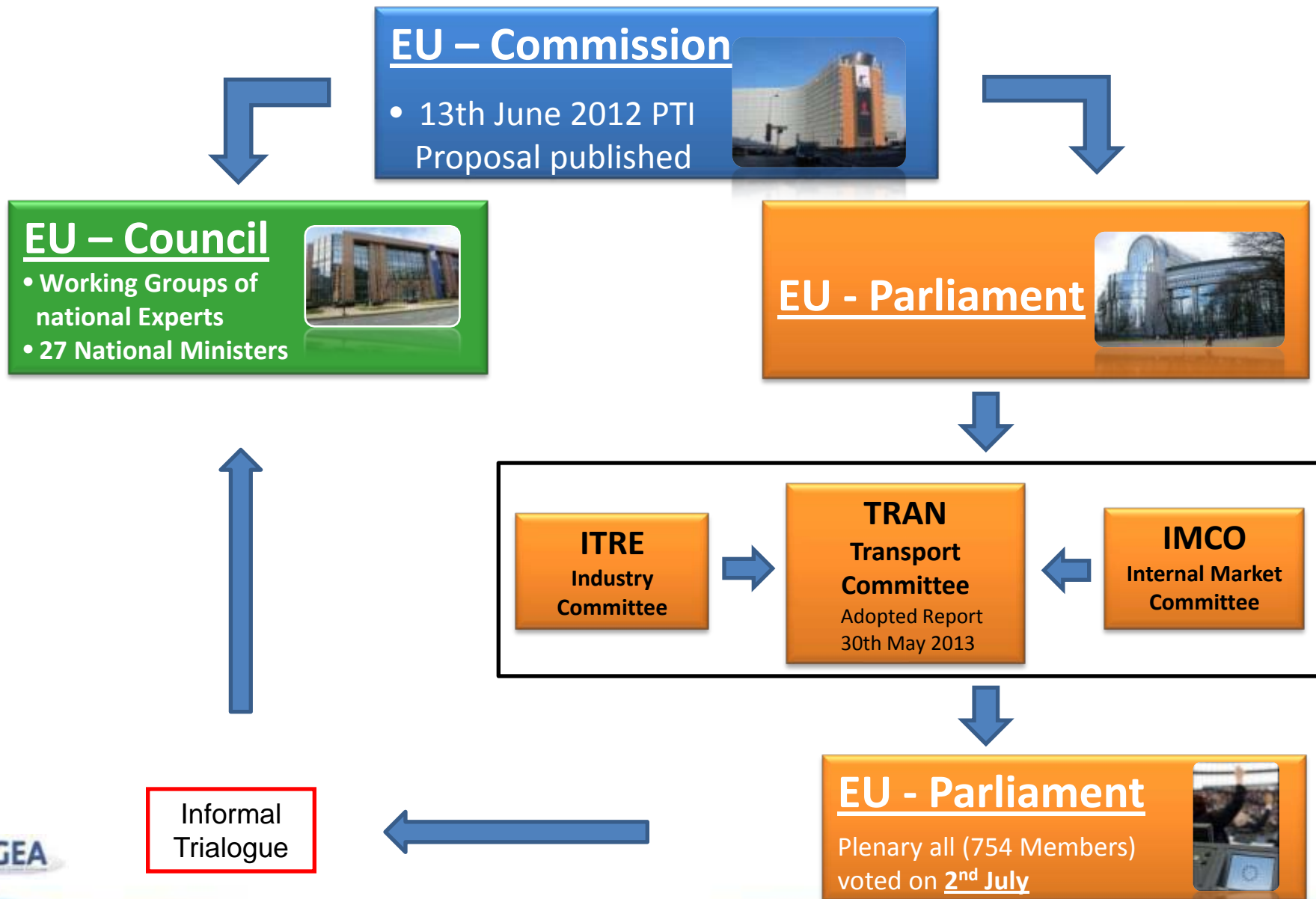


Review of PTI Roadworthiness legislation

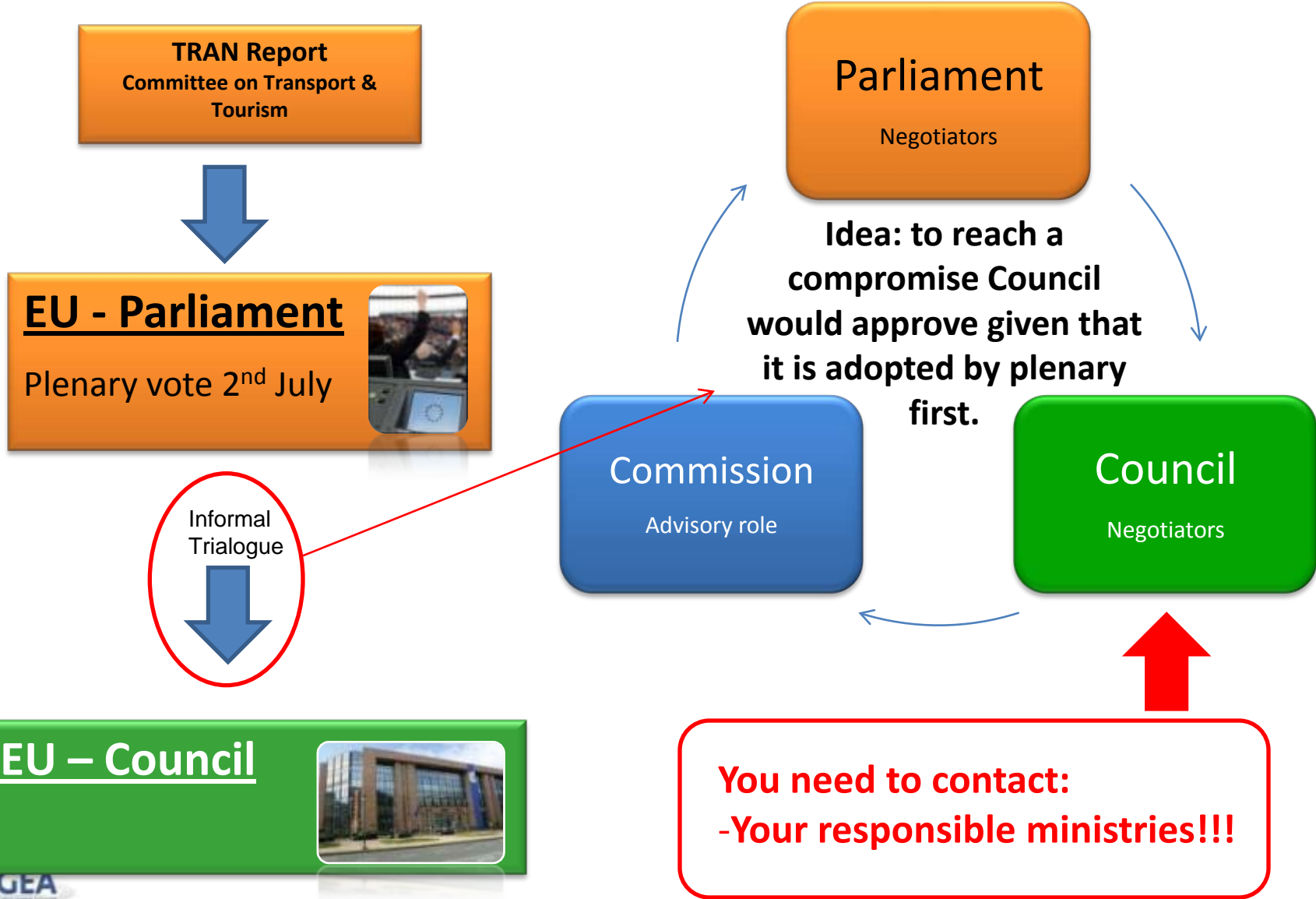
Decision-making process at EU level: report from trilogue discussions



PTI decision-making process



Next Steps: Safeguard Committee Outcomes



EGEA Position Paper: key issues



Trilogue discussions: Access to technical information

Access to technical information for tool manufacturers necessary to design accurate test equipment for PTI stations:

Draft compromise proposal between EP, Commission and the Council to define the scope of the information (e.g. reference values,...)

BUT contrary to proposal of the EP, the list of recipients has been taken out: no addressees (no list, no EGEA)!

Support from the EP to get addressees back but Member States should be contacted.

Trilogue discussions: Emission testing

Council proposal: delete 'tailpipe testing' and rely on 'OBD only'!

EP Proposal : keep tailpipe testing as the default method of exhaust emission assessment, even if combined with OBD!

Possible compromise:

- Tailpipe testing up to and including Euro 5 vehicles
- 'OBD only' as of Euro 6 vehicles and for Euro VI heavy duty vehicles

Trilogue discussions: Emission testing

EGEA Actions!

An updated EGEA Position paper and supporting guidance will be sent to all EGEA Members for further actions **when contacting your national ministries within the next 1-2 weeks** (industry but as well environment ministries!)

Timetable:

Next Council WP on Land Transport: 25/11/2013

Next trilogue meetings: 28/11/2013 and 02/12/2013



Reports from EGEA Members activities at national level



Continuation and coordination of EGEA and member activities at national level



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



Reports from previous WP1 meetings

- Contract was signed by CITA on 29th July 2013 – the contract duration is 1 year
- The EGEA activities started almost directly afterwards to plan the first Work Package 1 meetings which took place on 17th September and 01st October
- These first WP1 meetings focused on the creation of templates to describe the failures and test levels of the various ECSS systems.
- This allowed a detailed spread sheet to be created that provided a numerical assessment of each system across the 4 different levels of testing.
 - Level 1 ‘Ping’ of the system ECU
 - Level 2a Reading of OBD stored DTC’s.
 - Level 2b Reading of sensor values and triggering of actuators
 - Level 3 Electronic control of the system

The **objective**: to support system functionality testing wherever possible.

Reports from previous WP1 meetings

- WP1 must meet again to discuss WP1.3 – definition of the vehicle communication interface – required to be finalised by Christmas.
 - WP2 has already started to test a wide range of test tools to prove the ‘test concept’ of the proposed test methods on various ECSS systems.
 - Electronic test tools selected:
 - Actia
 - Autocom
 - AVL DiTest
 - Bosch
 - FSD
 - Hella Gutmann
 - Tecnomotor
 - TEXA
- The following are involved either through equipment already delivered to BAST, or as partners to one of the above tool suppliers, or will be involved in WP3:
- AREX
 - Boxenteam
 - MAHA
 - V-Teq

Reports from previous WP1 meetings

- WP3 will then elaborate the PTI methods, requirements for tools and information and associated equipment – starting early January 2014.

From this testing a lower number of test tools will be selected to be taken forward into the WP4 Field testing phase – starting late March 2014.



Reports from previous WP1 meetings

- There have been a **number of difficulties encountered**:
 - Short time scale to provide the detailed information needed from WP1
 - Problems to identify the ECSS system failures that can be identified in level 3 testing
 - Problems to coordinate the transition from WP1 into WP2 and WP3
 - High level of communication between project management participants to resolve the issues. There are now weekly conference calls and typically daily calls with the project manager.
 - How to ensure that as many EGEA members as possible can remain in the assessment and testing phases.
- The final outcome of the tender also remains a challenge – to ensure that it is a generic VCI and test method that suits EGEA members – as many of the decisions rest with the CITA Bureau Permanent.

Update of EGEA WGs Activities



EGEA Working Groups: Round-up

- **WG1** Vehicle Lifting Equipment: **no update**
- **WG2** Engine Diagnostics/Emissions/OBD (**Sylvia and Neil**)
- **WG26** PTI Tests for Electronic Safety Components – **see PTI lobbying**
- **WG4** Wheel/Tyre Service Equipment: **no update**
- **WG6** Braking/Suspension Testers: **no update**
- **WG7** Market Information/Exhibition (**Massimo**)
- **WG8** Extraction and Filter Systems: **no update**
- **WG9** Mobile Air-Conditioning (MAC) Systems (**Pete**)
- **WG10** European Network Standard for PTI Equipment (**Pete**)

WG2 activity report



Study on the functioning of Euro 5



Study on the functioning of Euro 5

Directorate General for Industry and Enterprise (ENTR)

Goal: to estimate the actual and potential effect of Euro 5 provisions in terms of contribution to:

- Competition
- Operation of the internal market
- Derived environmental and safety benefits

Activities of the Commission

To achieve this goal, DG ENTR has launched a tender and is now in the process of appointing the selected partner.

We are satisfied to see that the call for tender underlines the need:

*“to create a competitive landscape in Europe **in which independent repair shops and authorized repair shops compete** to serve different customer needs and segments. The idea is to strengthen the customer’s position and **to encourage intense competition on all levels of the repair and parts value chain**”.*

Methodology of the study

- Questionnaire to market operators on their experience with access to RMI
- Field studies

This methodology is structured in individual modules targeting:

- Parts suppliers
- Spare parts distributors
- Independent repairers
- Equipment manufacturers
- Data publishers



Study on the functioning of Euro 5: Key dates

- › Establish terms of reference 06.2013
- › Launch tender 02.08.2013
- › Tender open until 30.09.2013
- › Five proposals received (3 good ones)
- › Signing of contract 12.2013
- › Final report by 06. 2014
- › Based on the final report the EC will publish a Communication to the EP and Council 09/10.2014

Conclusion

The involvement of all aftermarket operators and of EGEA Members is needed!

We will closely work together to ensure good input from all operators of the market chain.



Report from EGEA/FIGIEFA visit to USA



Vehicle Station Gateway (VSG) project



AAIA – visit and synergies

A delegation from FIGIEFA and EGEA visited the AAIA/NASTF to explore the political and technical areas where beneficial cooperation could exist, against the background of the transatlantic Free Trade Agreement (FTA).

Key areas for future cooperation were:

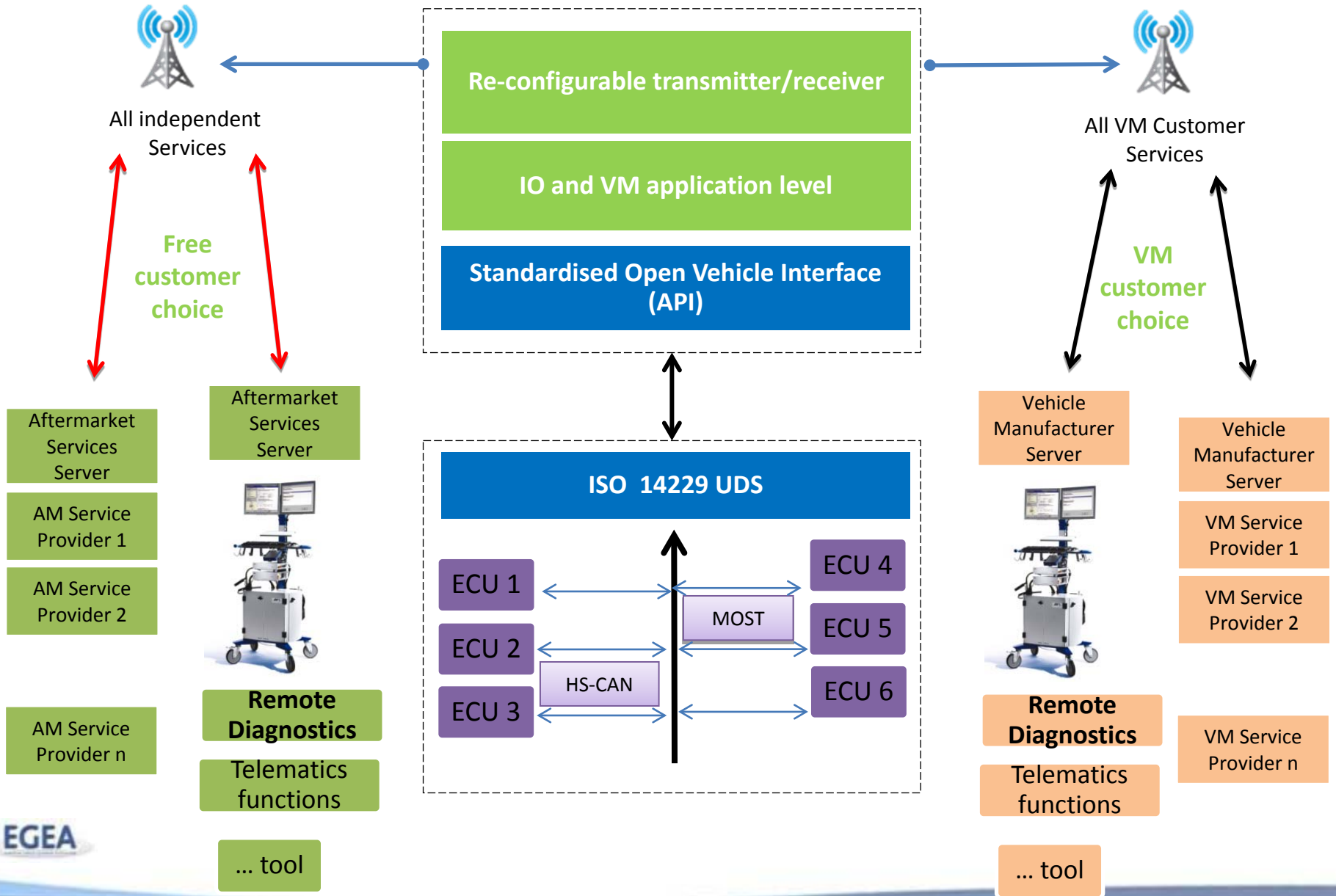
- VSG – but with a simpler, counter proposal
- Telematics – for the US, based on their VSG proposal, which could also help AFCAR
- Access to security RMI

AAIA – counter VSG proposal

The Americans believe that the VSG concept is necessary, but is too complicated. They propose a simpler concept with the following key features:

- Create a gateway validation committee, using open source software (similar to J1699-2/3)
- A standardised vehicle gateway
- Control the in-vehicle runtime scheduling
- That a Firewall should only block vehicle control functions
- No software registry required for diagnostic and RMI use cases
- Monitor/log access events to provide an audit log

The VSG AFCAR proposal



Report from EGEA/FIGIEFA visit to USA: ETI structure and US legal framework



ETI structure and members



Association gathering automotive tool and equipment manufacturers as well as technical information providers and training organizations.

ETI was founded in 1947 and is today is a technical institute whose concept is to work with car manufacturers to make sure that tools “are built in a safe way and that they meet the requirements of manufacturers, dealers and the aftermarket”.

ETI has 92 Members, 60% of which are scan tools manufacturers.

Role of ETI

ETI is:

- a broker for scan tool related technical information (ETI database/or licensing agreements);
- a 'clearing house' for contracts between OEMs and scan tool producers;
- a sort of 'watchdog' for OEM prices for the information.

To become a member of ETI, the company needs to be a **legitimate business** and needs to **sell tools in the US or plan to do so** in the next year.

US Legal Framework on Technical Information

● US Service information act:

Enacted by the EPA (Environmental Protection Agency) in 2003: obligation for the VMs to make available the technical information to “*any person engaged in the repairing or servicing of motor vehicles or motor vehicle engines*” (**but only for emission related services**).

For **non emission related** services (e.g. safety) the access to information is **voluntary** given by OEMs.

However troublesome enforcement.

● Massachusetts Bill

Ensures the access to **all** kinds of technical information (however **this only applies to Massachusetts**) by owners of motor vehicles and independent repair facilities → Major achievement!

Legislative agreement applicable as of 6 November 2012

Major difference between the US and the EU

Different relation with vehicle manufacturers

Historically, higher level of co-operation between the VM's and the aftermarket in the US

ETI is the good relations with the OEMs, as ETI Members also build the tools for the OEMs.

Tool manufacturers: they receive the information via ETI (Equipment and tool institute), tool manufacturers body with good contacts with the VMs



Discussion on issues of common interest

Software updates “online/offline” and reprogramming:

- US today: for coding/reinitialisation, often the OEM tool is still needed or bring the vehicle to the dealer
- Validation of VCIs
- Guided and remote diagnostics

OBD vs. Tailpipe testing in the US:

- US: No federal PTI testing at all in some States
- All emission testing is now OBD (but ‘deeper’ than in Europe)
- However: US are checking whether the original type-approved software is still valid during the OBD test.

WG9 activity report



Activities for the HFO R1234yf Service Station

- WG9 has met once, on the 25th September, since the last EGEA General assembly in Oslo.
- WG 9 completed the specification for MAC Service Station for use with HFO1234yf and presented this in Oslo.
- At the last WG9 meeting we were asked to provide a statement on the possible legal implications of an EGEA label. This was done in light of an impending meeting with the EGEA legal advisors. In the opinion of the members of WG9 there is little or no risk to EGEA.
- WG 9 members are eager that the two years work invested should now be recognised.
- A decision from the EGEA Board is now sought to go forward with this worthwhile initiative.

Other activities and next steps

- The 'Best Practise' document in draft form has been completed and submitted for a suitable format to be decided upon.
- Activities regarding the issue of HFO 1234yf and the implementation of 2006/40/EC. Letter to member states via associations asking about local implementation.
- The WG9 Webpage is being proposed with a download area and a registration page for successful companies using the EGEA label on their equipment.
- Investigation on other equipment, such as the refrigerant analyser, are being considered for a specification.
- The timing of the next meeting is dependent on the decision of the Board about the EGEA Label.

WG10 activity report



EGEA WG10: Aim and Objectives

EGEA WG10 is a team of experts in PTI and networking, coming from different companies and **working together on the definition of a standard communication protocol and data exchange format**, with the following goals:

- plug & play functionality of vehicle test equipment in PTI test centres, repair and maintenance workshops and body shops, and for technical roadside inspection;
- public specifications and conformance / validation tools;
- non-profit, non-discriminatory basis;
- single pan-European solution, leveraging existing PTI implementations;
- align with the goals of the EU Commission's roadworthiness package – in particular the generation and secure transmission of harmonised electronic test certificates facilitating the cross-verification of PTI results for improved environment and road safety.

Reports from previous WG10 meetings

- WG10 will work in coordination with the EU Commission and with the organization delivering the tender for Article 15 on the “Vehicle Information Platform” (UNISYS).
(WG10 Chairman and the EGEA Secretariat met UNISYS on 22nd of August 2013)
- EGEA is in the best position to define a solution that is good for the industry (vehicle test equipment manufacturers, test centres, vehicle manufacturers) in terms of implementation costs, risks and times. WG10 expects to be active for about 1.5 years

- **EGEA WG10 had already 4 meetings:**

- 6 June 2013 (WG10 meeting - Brussels)
- 4 July 2013 (WG10 meeting - Brussels)
- 10 September 2013 (WG10 meeting – Brussels)
- 8 October 2013 (WG10 + Unisys meeting – Brussels)

+ 2 planned meetings:
19/11 & 18/12

Outcome from previous WG10 meetings

Outcome of WG:

- Draft definition of use cases
- Draft business model (still no agreement)
- Draft requirements

Next Steps

- Get agreement from EGEA member associations on business model
- Draft requirements
- Prepare proposal
- Define budget needs



Thank you!

