

The logo for the European Garage Equipment Association (EGEA) is located in the top left corner. It features the acronym "EGEA" in a large, bold, blue sans-serif font. Below the acronym, the full name "EUROPEAN GARAGE EQUIPMENT ASSOCIATION" is written in a smaller, blue, all-caps sans-serif font. The text is centered within a light blue oval that has a subtle gradient and a slight shadow, giving it a three-dimensional appearance. The background of the top left corner is a dark blue curved shape with a pattern of small, lighter blue squares.

EGEA

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

EGEA General Assembly

20th May 2016, Cambridge

"Providing more influence, better information and stronger support to the Garage and Test Equipment Industry!"



FINANCES



FINANCIAL SITUATION DATED END 2015: OFFICIAL APPROVAL & DISCHARGE OF THE BOARD



FINANCIAL SITUATION 2016

-DATED 15TH APRIL 2016-



WORKING GROUP PROJECTS FUNDING -UPDATES-



OUTLOOK ON BUDGET FOR 2017



STATUTORY



SHORT UPDATE ON EGEA GENERAL ACTIVITIES



CITA

PTI ROADWORTHINESS DIRECTIVE 2014/45/EU

Update on Roadworthiness Technical Working Group (RTWG) activities

- **Last RTWG meetings on 18/11/2015, 12/02/2016 & 14/04/2016:**
 - Discussions on the European Commission draft implementing Directive on the PTI technical information and recommended test method detailing what technical information is required to be provided by VMs
 - CITA and EGEA common position to defend the inclusion of functionality testing of ECSS (and not relying on OBD) at least for certain safety items such as the headlamps (old footnote 24/note 5)
 - Vehicle manufacturers are challenging functionality testing and the difficulty to supply technical information
 - Fees will be charged by vehicle manufacturers on Member States (national authorities & testing stations) to access the PTI technical information to use the electronic vehicle interface described in the legislation. This is currently influencing Member States' choice to use the electronic vehicle interface.

Update on Roadworthiness Technical Working Group (RTWG) activities

- **Next Steps:**

- Next RTWG meeting has been cancelled but the next Roadworthiness Committee meeting will take place by the end of June
- Support would be needed from EGEA members before end of June to contact their national authorities/testing centres to support the inclusion of note 5 to allow the use of the electronic vehicle interface and have better test methods.
- Coordination will be ensured with all members by the secretariat after discussion with CITA



Revision of the Vehicle Type Approval Framework Regulation

[Draft Regulation COM(2016) 31 final]

Current level playing field for RMI

Current EU RMI legislation ('Euro 5/6 and Euro VI type-approval') supports and underpins via technical requirements the basic principles of:

- Effective competition on the market for vehicle repair & maintenance.
- The Internal Market to provide competitive choices and affordable mobility for consumers and business operators.

OEM obligations :

- All information required for diagnosis, repair, inspection, periodic monitoring, software updates for all independent operators;
- Diagnostic information and spare parts identification data

➔ Ensures the legal basis for a level playing field in the analogue era!



Current 'Euro 5/6' RMI Legislation

However:

As shown in the Commission's 'Ricardo-AEA' Report, independent operators in the automotive aftermarket value chain face serious difficulties in accessing Repair & Maintenance Information (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”

URGENT

Vehicle Type Approval Framework Regulation – new structure

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

**Directive 2007/46 for
Type-Approval**

**Euro 5 & 6 Regulations
(Impl. Reg.)**

**Euro VI Regulations
(Impl. Reg.)**

MAC Dir. (Impl. Reg.)

Recyclability Dir. (Impl. Reg.)

General Safety
Reg./Tyres Reg.
(Impl. Reg. Or UNECE Reg.)

Pedestrian protection
(Impl. Reg.)

Hydrogen
(Impl. Reg.)

Migration
of RMI
provisions

2 & 3 wheelers

**Basic Regulation
168/2013**

+ 4 implementing
Regulations
(RMI provisions: Reg.
44/2014)

Tractors & forestry
vehicles

**Basic Regulation
167/2013**

+ 4 implementing
Regulations
(RMI provisions: Reg.
1322/2014 + revised
text to be published by
the end of the year)

RMI provisions – AFCAR actions

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**

New IAM-relevant provisions 1

Reinforcement of independent vehicle type approval testing

- Greater impartiality: Breaking the economic link between the Technical Services responsible for testing and the VMs
- Avoidance of direct or indirect payments by manufacturers for tests and inspections
- Technical Services will be submitted to regular monitoring by TAA Authorities
- National Type Approval Authorities will be submitted to peer reviews



New IAM-relevant provisions 2

Market surveillance obligations

- More stringent performance criteria, more supervision and coordinated compliance enforcement
- Enhanced requirements for competences, obligations and performances of the Technical Services
- More obligations for TA-Authorities/Technical Services to verify type-approval and conformity of production
- Increased market surveillance obligations of automotive products marketed in the EU (or entering the EU).
- Type-Approval Certificates (vehicles, systems, components, STUs) now limited to 5 years



New IAM-relevant provisions 3

Emissions:

- 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

AFCAR Amendments - 3

- **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.

Actions & activities in the Member States

Actions to be carried out at 2 levels:

- **EU level**

- European Parliament: AFCAR had already over 15 meetings since April 2016, and will continue meeting all key Members of the European Parliament (MEPs)
- A field visit will be organised in the UK for the rapporteur to illustrate practically all our concerns laid down in our position paper (3rd June)

- **National level**

- Your support needed to build AFCAR national alliances and organise meetings with your Ministries
- Indications of framing activities together with your colleagues will be sent to you by the end of May
- Next Council (ministries) meeting on 20th of May





CONNECTED VEHICLE CONCEPTS & INITIATIVES

Connected vehicle concepts & initiatives

Developing issues:

- Access to in-vehicle data
- CARUSO (Independent Aftermarket Telematics Hub Initiative)
- ePTI (electronic Periodical Technical Inspection)
- Real-driving emissions
- Access to RMI & OBD information for diagnostic tool manufacturers



ACCESS TO IN-VEHICLE DATA – NEW CHALLENGES

Cars as "Internet of Things - on Wheels"

Connected mobility



What do we mean by Telematics?

- The ability to remotely communicate with a vehicle using wireless technology to access the vehicle systems' data.
- Thus we are always referring to in-vehicle telematics



The future of car repair and servicing in the 'digital era'



Remote diagnostics, service, repair



Maintenance management



Eco driving



TPS eCall



Repair management

New consumer expectations, where access to data is 'key':

- More combined and interoperable service offers.
- Faster and more precise predictable services to reduce downtimes.
- More location-based and customised innovative services.

Vehicle-related services in the digital era

Access to data is the key!

New requirements for innovation and competitiveness:

- Capacity to perform an early detection of malfunctions to alert the driver before a breakdown or damage occurs!
- Innovative services such as 'predictive servicing', based on analysis of dynamic in-vehicle data or GPS related services have raised customer expectations.

➔ This needs to be reflected in legislation!



Vehicle-related services in the digital era - impact on EGEA members

How does that will impact EGEA?

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

Access to vehicle's data: Commission leadership needed

AFCAR asks to:

- Address the 'platforms of things – on wheels': develop rules and standards for interoperability and data accessibility
- Ensure competition-neutrality by 'technical design' and as such true consumer choice in the digital era.
- Ensure that the independent aftermarket SMEs can benefit from new developments such as the cloud, the Internet of Things and data interoperability and that consumers and aftermarket businesses can take full advantage of the new telematics technologies.





CARUSO - INDEPENDENT AFTERMARKET TELEMATICS HUB INITIATIVE

NON-PROFIT

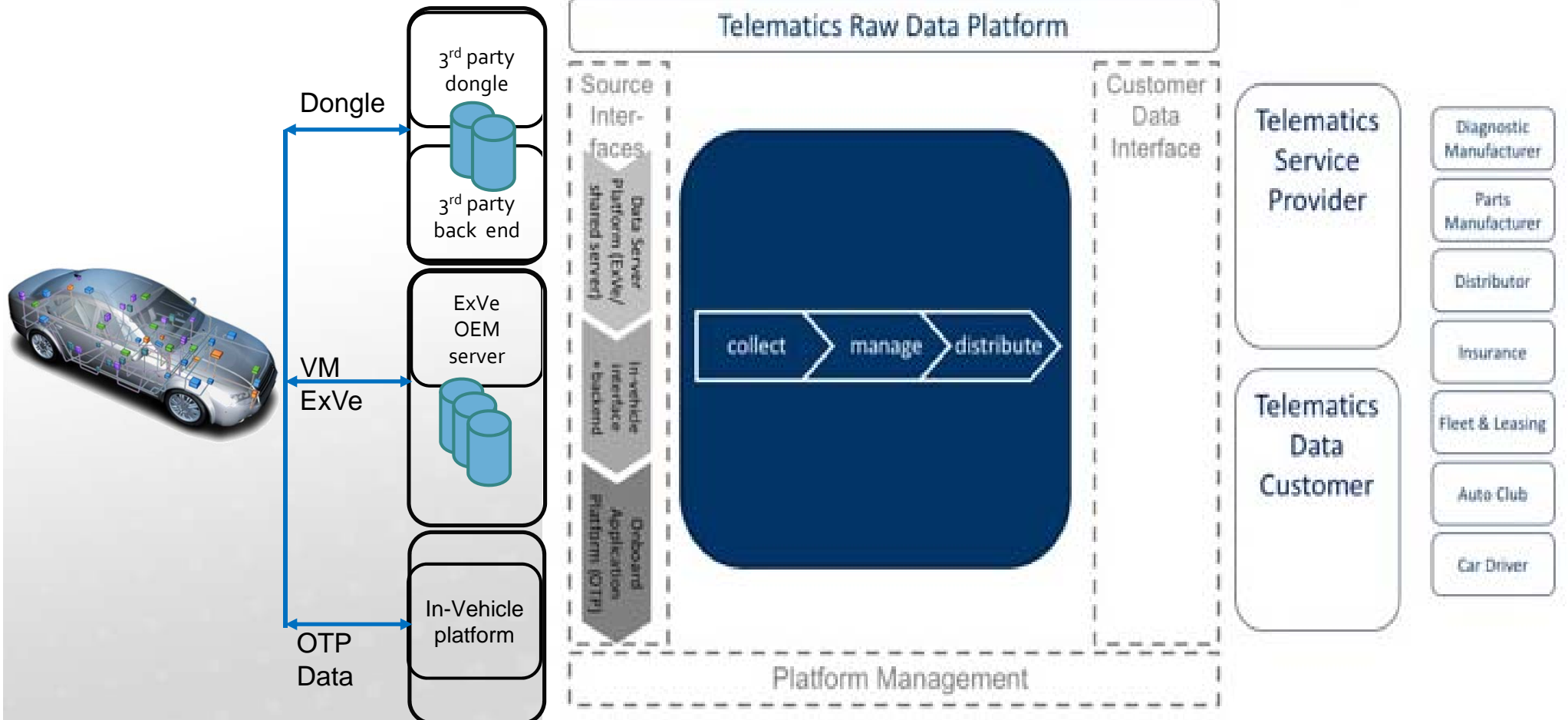
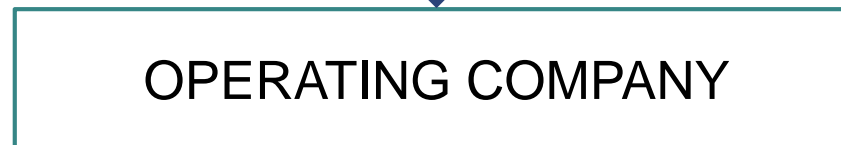
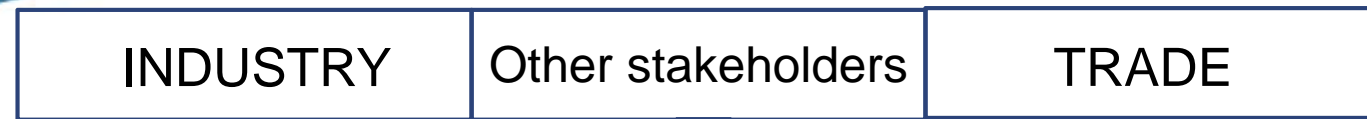
ASSOCIATION OF THE SHAREHOLDERS
divided in 10 segments, each having one vote

Part producers	Trade	Insurance	Road assistance	Fleets	Independent garage	OEM garages	To be defined	To be defined	Members of honour
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Strategy
financing

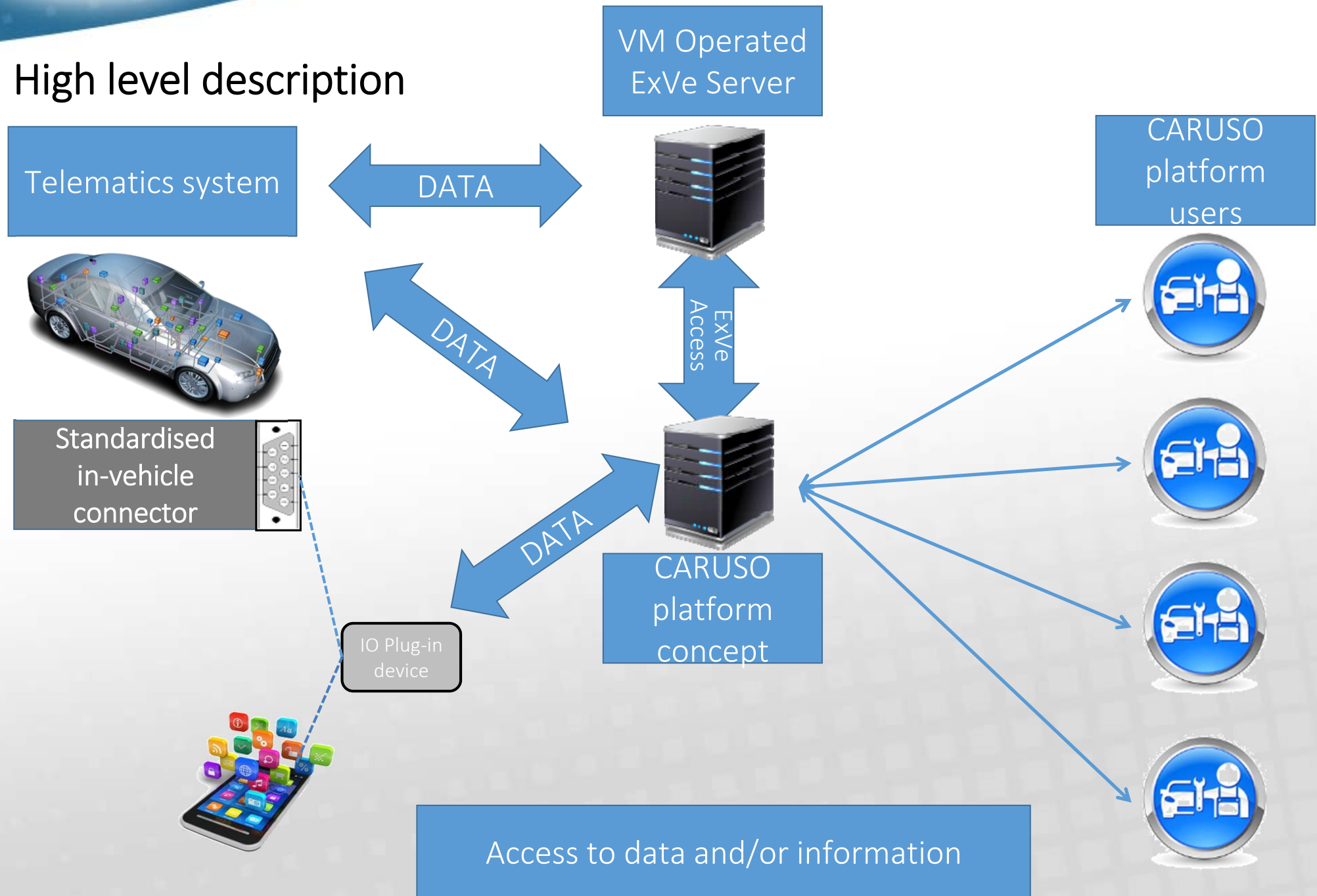
PROFIT

OPERATING COMPANY



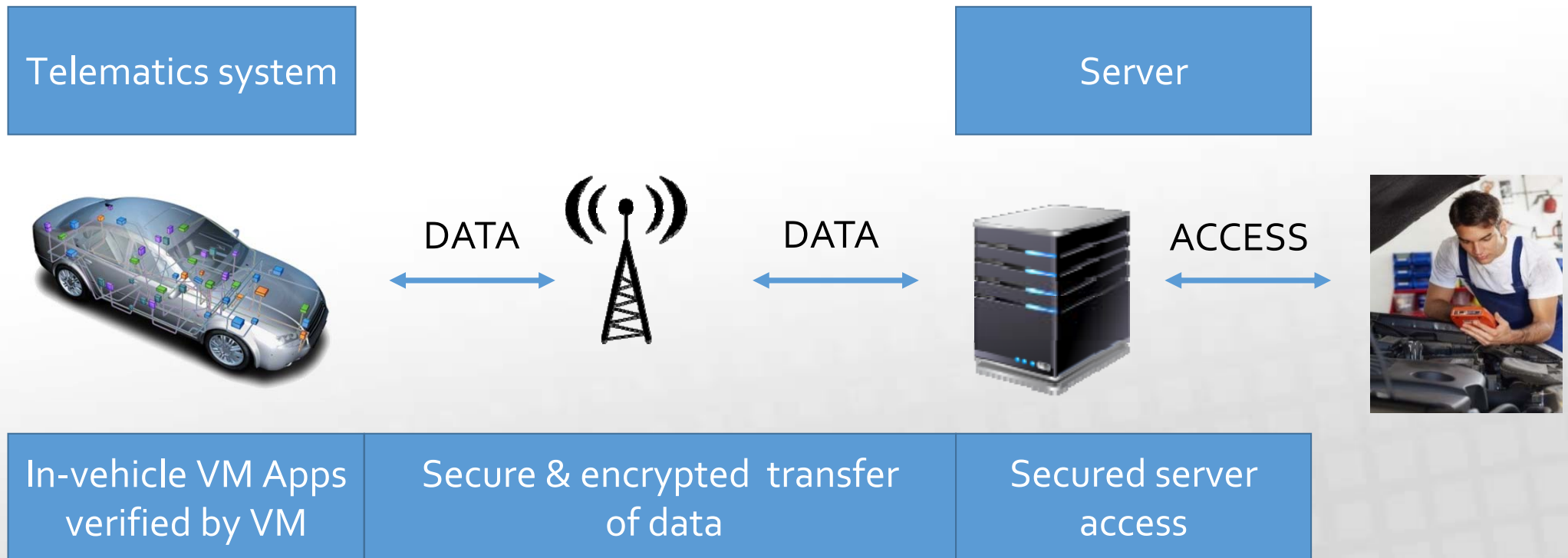
CARUSO Platform Concept

High level description



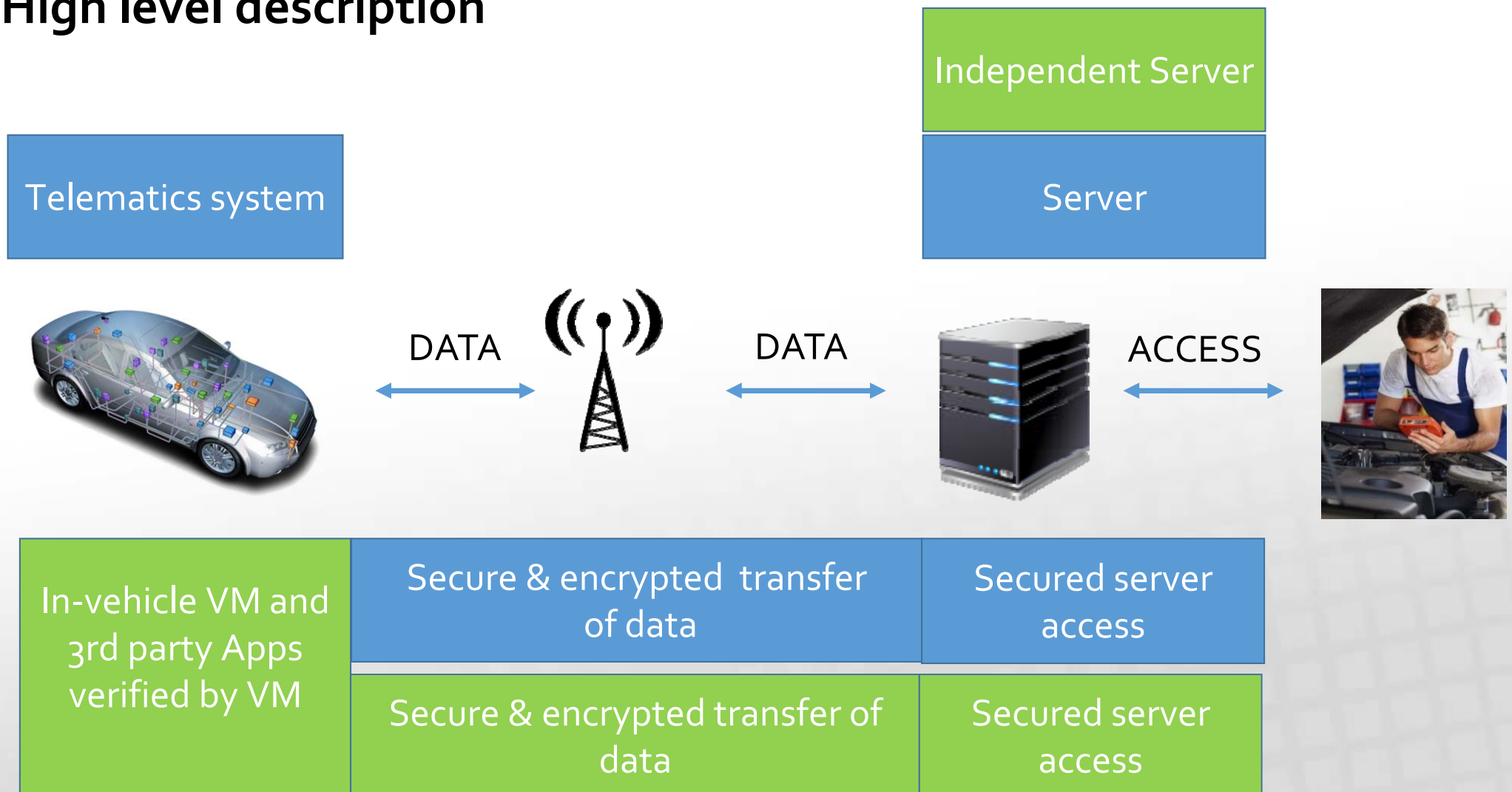
How to ensure security?

High level description – VM today



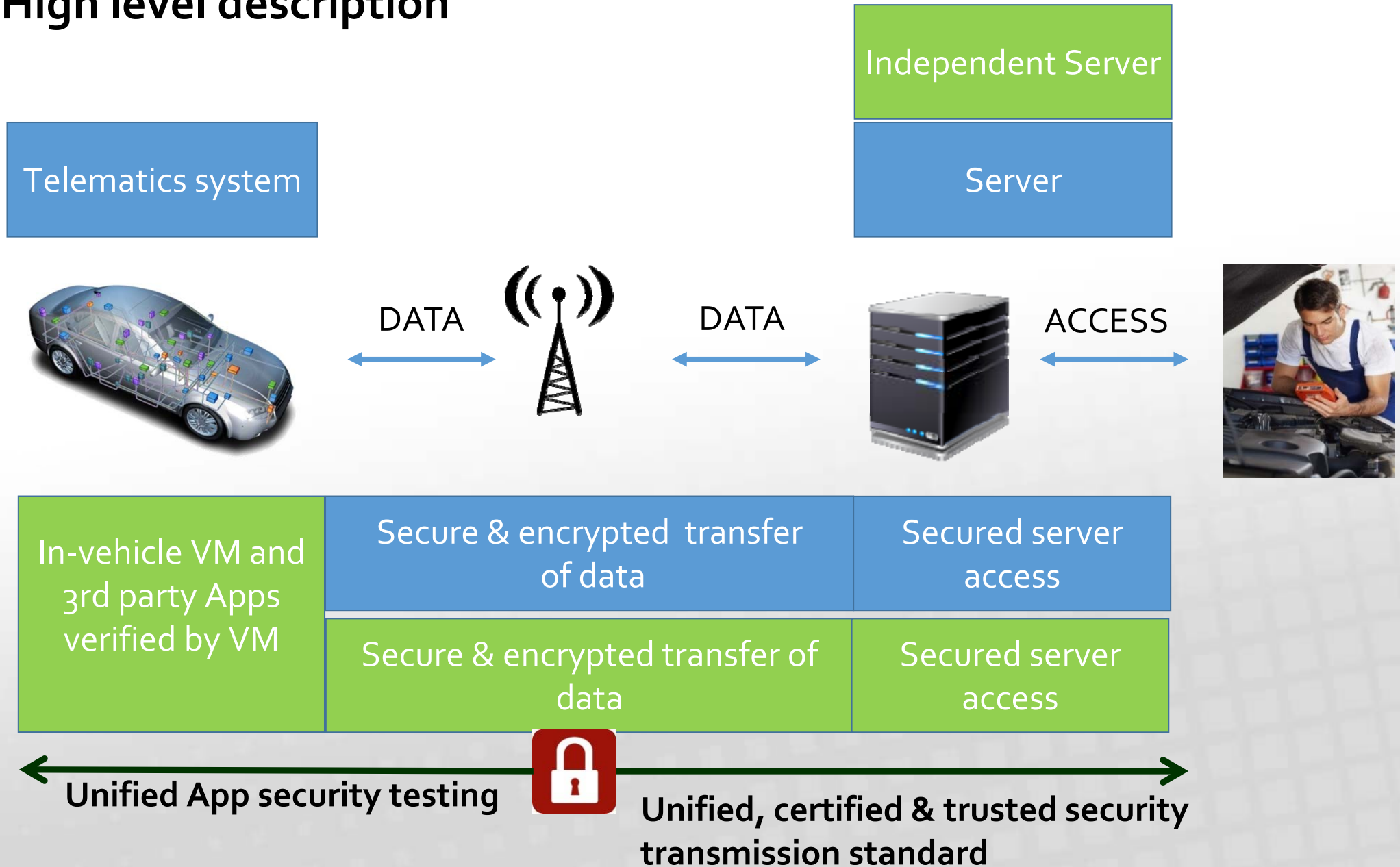
How to ensure security?

High level description



How to ensure security?

High level description



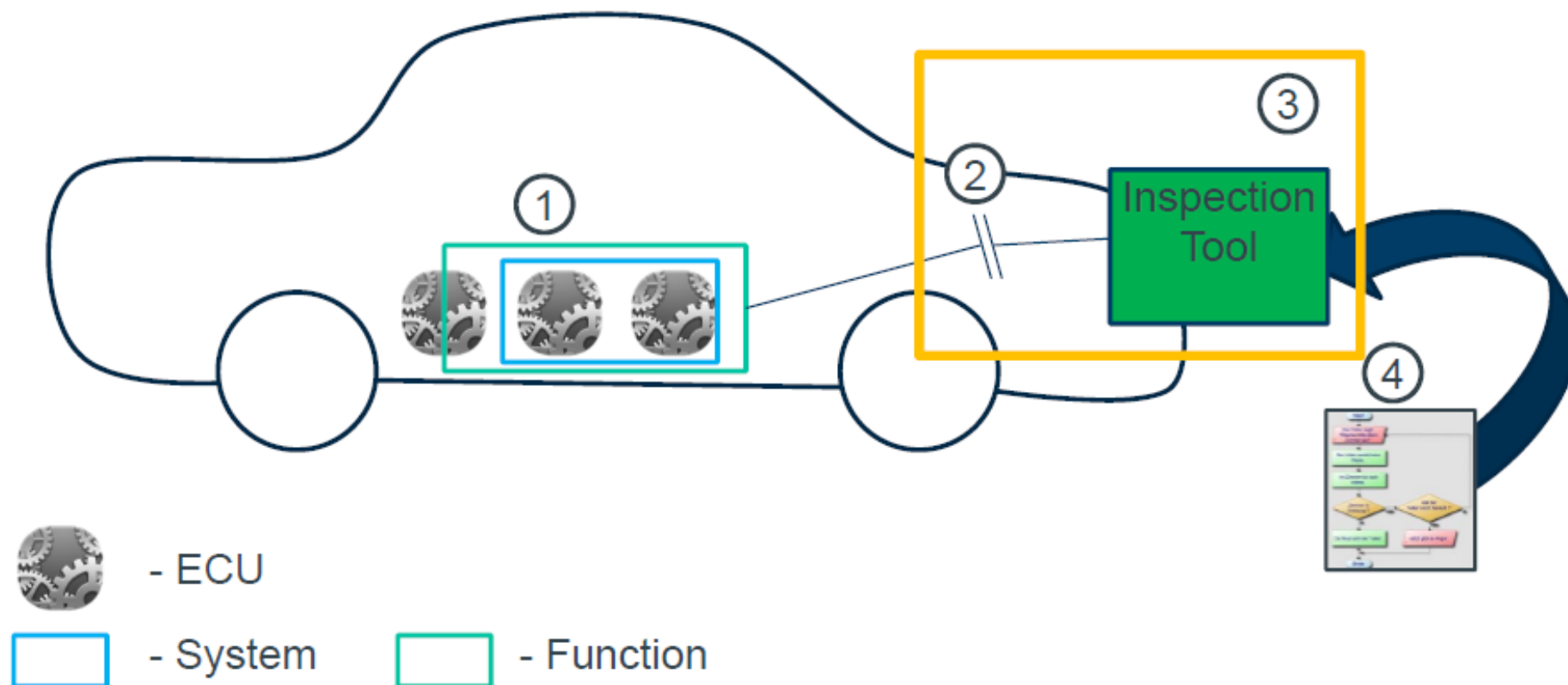
Next steps and EGEA position

- **EGEA involvement in CARUSO WGs?**
 - To be involved in the technical or commercial WGs? - or both?
- **EGEA involvement in the platform?**
 - Any EGEA members to become investors?
 - Any EGEA members to become users?
 - EGEA to become shareholder of the platform to ensure a neutral representation?
- **Benefits**
 - Economy of scale
 - Level of anonymity that it could bring (vs. ExVe)
 - Handling of data into information depending on the service provider
 - Act like an 'appstore'
- **Disadvantages**
 - Clarification missing whether data or information are available (EGEA members need data!)
 - Multi-services dongle may be necessary



EPTI UPDATE

Scope of ISO NWIP



1. Definition what has to be inspected (e.g. function, thresholds, conditions)
2. **Interface vehicle -> tester (e.g. communication, security, timings, services)**
3. **Data to interpret information (e.g. format, content, exchange methods, versioning)**
4. Definition of inspection sequences and methodologies

Objectives and requirements

LEGISLATION



UN/ECE – VEHICLE REGULATIONS (WP.29)

- ▶ Identification of requirements for vehicles in periodical technical inspection, with respect for new technologies
- ▶ Analyze existing UN/ECE documents and recommendations for development
- ▶ Informal Working Group "Periodical Technical Inspection".



EU – DIRECTIVE 2014/45/EU

- ▶ Implementation of electronic vehicle inspection of safety related systems in Europe, in consideration of the EU-Study ECSS with focus of error-management analyses and active checks of actuators.
- ▶ Task Force „Roadworthiness Committee“.



GERMAN BMVI* – ROUND TABLE HAF**

- ▶ further development of the today solution "§29 StVZO" in an ISO-standard, additional discussions related to test-documentation and vehicle homologation.
- ▶ BMVI-Subworkinggroup "ePTI"



NHTSA - REVISED NOTICE OF INTENT (NOI)

- ▶ legislative requirements for diagnostics and failure prognostic for safety related systems
- ▶ NHTSA asked SAE for support



ADDITIONAL REQUIREMENTS

- ▶ probably new or additional requirements by other authorities
- ▶ analysis of all requirements necessary

Requirements Consolidation

POSSIBLE POINTS FOR DISCUSSION	COMPLEXITY
read basic diagnostic information (e.g. VIN)	
read out conditions of safety relevant systems	
fitment test (check if vehicle is equipped with the systems it should be)	
functional check of exterior lighting	
authentication and authorization mechanism	
...	
validation of the test procedure	
triggering and activation of actuators	
validation of sensor output values	
access to error-management (read DTCs)	
identification of the defective component	
protection for manipulation of the checks	
...	
enhanced data logging	
remote diagnostic	
fault simulation	
...	

*BMVI = Federal Ministry of Transport and digital Infrastructure

**HAF = Highly Automated Driving

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
- protection against tampering of the defined ePTI test methods

ePTI – ECSS testing using the electronic vehicle interface



Danger that this becomes the FSD solution!

Consortium should be composed at least by:
Member States, PTI associations, Test equipment manufacturers, Aftermarket associations, vehicle manufacturer associations, etc



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 10-15 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

Questions to members

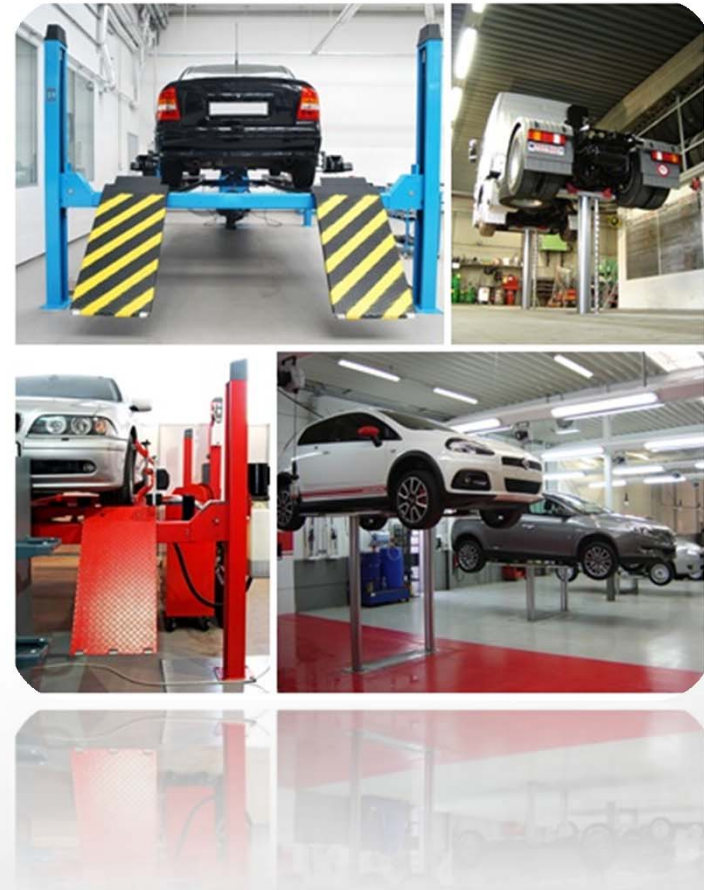
- FIGIEFA is currently mandating Roland Berger Consultancy to analyse the short-term and long-term competitiveness of the European automotive industry from an aftermarket perspective, with a strong focus on parts
- EGEA has been invited to be involved in this paper and that a strong focus is taken on garage and test equipment
- As we are currently seeing that most of EGEA members producers of diagnostic tools are shifting their aftermarket activities towards more OE-related activities, isn't it the right time to analyse the future of EGEA activities regarding new challenges?



UPDATE OF EGEA WG ACTIVITIES

EGEA Working Groups: Round-up

- **WG1** Vehicle Lifting Equipment (Fausto)
- **WG2** Engine Diagnostics/Emissions/OBD (Thierry, Harald & Neil)
- **WG26** PTI Test Methods
- **WG4** Wheel/Tyre Service Equipment: no update
- **WG6** Braking/Suspension Testers (Frank Beaujean)
- **WG7** Market Information/Exhibition (Massimo)
- **WG9** Mobile Air-Conditioning (MAC) Systems (Pete)
- **WG10** European Network Standard for PTI Equipment (Marco)



WG₁ ACTIVITY REPORT

Report from last WG1 meeting on 27th April 2016

- **EN1493:2010 - official revision launched in January 2016**
- **First CEN/TC 98/WG 3 meeting held on 13th and 14th January 2016 in Mannheim**
 - **EGEA comments to be the basis for discussion at CEN level**
 - **WG1 reviewed together EGEA position for the next meeting on 21-22 June 2016**
 - **Amongst others, key issue about conflict between EN1490:2010 & PTI Directive 2014/45/EU. EGEA will contact DG MOVE to discuss interpretation and safety implications (persons in/on a lift)**

Report from last WG1 meeting on 27th April 2016

- **Installation and periodical check of vehicle lifts in different Member States' Regulations – review of EU practices**
 - **EGEA complied the various EU Member States requirements for the installation and periodical check of vehicle lifts**
 - **Discussion on the fact that harmonisation of requirements across EU for the inspector to inspect vehicle lifts is needed**
 - Legislation/guidance paper to be issued at EU level?
 - Creation of EGEA guidelines?

Report from last WG1 meeting on 27th April 2016

- **New European Commission PROSAFE joint market surveillance initiative on vehicle service lifts**
 - **Started on 1st January – expected to be finished by the end of 2017**
 - **Actors: EC + market surveillance authorities of 9 Member States (BE, DK, FR, IE, LV, LU, MT, SE, UK)**
 - **Objective: to check the safety and conformity with the Machinery Directive of vehicle lifts placed on the market in the EU, focusing on two-column and scissor lifts**

Report from last WG1 meeting on 27th April 2016

➤ EGEA has been invited to participate...

- at their next stakeholder session on June 2nd, 2016
- EC is requesting support from EGEA to provide them with some basic data on the vehicle lifts market in the EU + evidences on issues on the market, e.g. cases of unfair competition from imported products
- In particular:
 - Total sales p.a. in the EU of vehicle lifts and the breakdown between different types of vehicle lift, including the share of two-column and scissor lifts;
 - Share of lifts manufactured in the EU and imported lifts;
 - Main sources of imports (countries of origin, manufacturers);
 - Exports of vehicle lifts from the EU;
 - Main EU manufacturers;
 - Range of prices of two-column and scissor lifts;

Report from last WG1 meeting on 27th April 2016

- **To support this action, EC launched a call for tender for market surveillance of vehicle lifts**
 - **Call for tender for inspection bodies or independent experts who will assist the officials of the national authorities during the inspection of vehicle lifts**
 - **Qualification required in the fields of conformity assessment, inspection and testing of vehicle lifts + thorough knowledge of essential health and safety requirements of the Machinery Directive and of the relevant harmonised standards**
 - **Email was sent to all members for information/circulation. Deadline to submit candidacies was Friday 13th of May.**



WG₂ EMISSIONS ACTIVITY REPORT

CITA SET II STUDY: SUSTAINABLE EMISSION TEST
FOR DIESEL VEHICLES INVOLVING NO_x
MEASUREMENTS

CITA SET II Study

- **Problem definition:**

The pollutants of greatest concern in terms of local air quality are NO_x and particulate matter. The current periodic emission test is not able to evaluate the emission behavior regarding NO_x, so gross polluters will not be detected

- **Solution:**

Develop applicable test methods to test after-treatment systems (based on NO_x measurement) during periodic emission tests for diesel and petrol

- **Value Proposition:**

To make a recommendation to the EC to improve the current periodic emission test to include a measurement of these pollutants and shape future legislation

- **Benefits**

- Allow a better correlation between original type approval and in-service limits
- Fulfill the emission thresholds set by the EC for urban areas
- Improve reputation of CITA and EGEA
- Increase the efficiency of periodic emission test done by independent bodies

Objectives: to define new test procedures and equipment for measuring emissions of nitric oxide (NO), Nitrogen dioxide (NO₂) or nitrogen oxides (NO_x) from M₁/N₁ diesel vehicles during PTI.

- The project should be supported by a variety of different CITA members
- The proven new test procedures should be applicable in all European PTI test scheme;
- The proposed test equipment for measuring emissions of nitric oxide (NO), Nitrogen dioxide (NO₂) or nitrogen oxides (NO_x) should also be applicable in all European PTI test scheme;
- Proposals should have a positive cost-benefit analysis
- impartiality of the CBA (cost benefit analysis)
- Sufficient field tests on European M₁/N₁ Diesel Vehicle fleet
- PTI test methods should reflect the type approval requirements and should always be in line with the new technologies as they are introduced into the market

- The estimated project duration is 12 months
- **Methodology**
 - Identify possible test methods including test equipment
 - Select the 3 most promising methods
 - Identify defective NOx after treatment systems including EURO 6
 - Evaluate these methods (Field tests)
 - Cost benefit analysis
 - Recommend the most appropriate test method and equipment

Methods currently under investigation and review

Ways to create NO_x:

- Using a dynamometer
- Using various engine speeds, but monitoring the pollution control sensors/actuators (e.g. EGR, boost pressure....)
- Using a small ramp to create engine load

WP no.	WP title	Brief description of content
WP01	Project management	Technical and financial administration, coordination of activities, liaison with (client), Sponsor, Project Director and Project Steering Group (PSG).
WP02	International review	Review of legislation and literature, including existing test procedures, instruments and future plans, as well as relevant technical studies.
WP03	Analysis of the International review and Labo tests approach plan	Outcome is a list of possible PTI test procedures to be investigated in WP04, WP05 and WP07 and an Approach plan for WP04 and WP05.
WP04	Labo tests Vehicle and engine measurements	Comparison of possible PTI test procedures and laboratory emission measurements, including OBD and simulation of defects.
WP05	Field Tests Approach Plan	Approach plan for WP07
WP06	Field Tests	Perform field tests to assess the suitability of the finally selected inspection methods/requirements for tools for use in a regulatory regime.
WP07	Data analysis field tests	Analysis of data from WP5.
WP08	New PTI test procedures	Proposal for a new PTI emission test method.
WP09	Cost-benefit analysis	Cost-benefit analysis of proposed new PTI test methods.
WP10	Reporting	final reports.

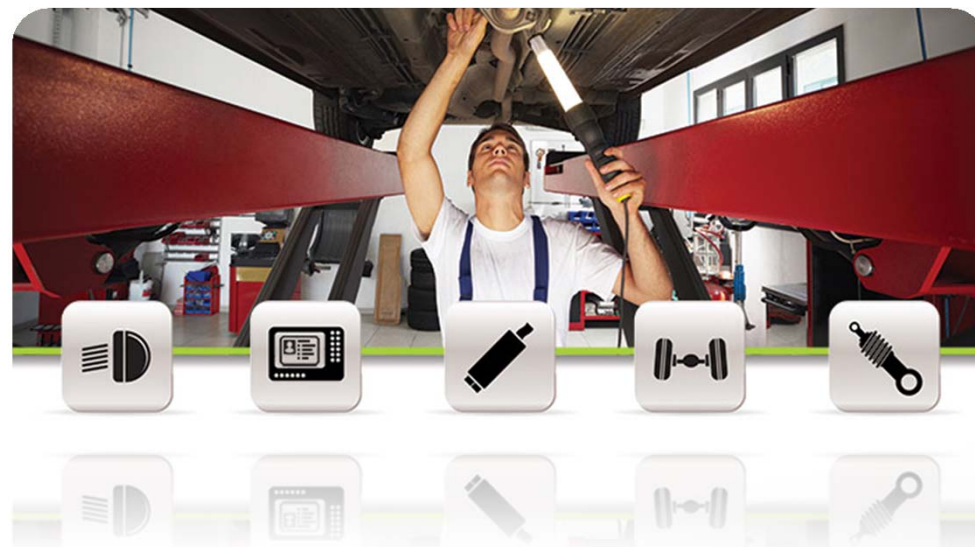
CITA SET II Study

- **Where are we?**

- Already 11 project management team meetings
- Still discussing the laboratory tests to establish viable test methods
- Field test to start from September 2016 (exact date tbc)
- From EGEA side, a call for funding has been sent to all members to fund half of the project (= mainly project manager costs), +/- 60.000 euros
 - **AICA = +/- 20.000 euros (5/6 companies)**
 - **UK interested but no concrete feedback until now**
 - **GIEG very interested but need more info (FOG, Actia & Capelec)**
- From practical point of view, EGEA still in discussion with CITA how to handle invoicing and VAT issues for the funding
- **Deadline for feedback for funding: end of June!**

- **Next steps**

- Different EGEA equipment will be selected depending on the outcome of the different test methods being investigated (speed/accuracy)



WG26 ACTIVITY REPORT

- By the end of the year, the European Commission will start drafting the test methods to amend the PTI Roadworthiness Directive
- Reactivation of WG26 activities
- Next 26 meeting scheduled on the 25th of May 2016
 - To review all existing initiatives and background sources, taking into account:
 - New ePTI standard for electronic Periodical Technical Inspection
 - ECSS Study (see full report attached)
 - Roadworthiness Directive 2014/45/EU: update of current discussions in Brussels
 - European Commission Draft Implementing Directive on technical information needed for the PTI and recommended test methods
 - To review current safety systems – update where needed/new test methods/technical information needed
 - To analyse implications of inclusion of new future safety system at type-approval

WG6 ACTIVITY REPORT



Suspension testing: relaunch of activities

- A correlation between all 3 suspension testing systems which were tested at GOCA during the 2nd quarter of 2014 could not be found, so WG6 is relaunching its suspension testing activities
- First 'blackroom' meeting organised on December 2nd with all manufacturers
- Aim of the meeting: to discuss the creation of a single EU-wide suspension tester solution in order to create a recommendation to the European Commission and Member States for a future revision of the Roadworthiness Directive 2014/45/EU for a common suspension testing solution.
- Without a single EU-wide solution, it would be difficult for the European Commission to harmonise suspension testing in Europe and no new possible market for suspension testers would exist.

Suspension testing: relaunch of activities

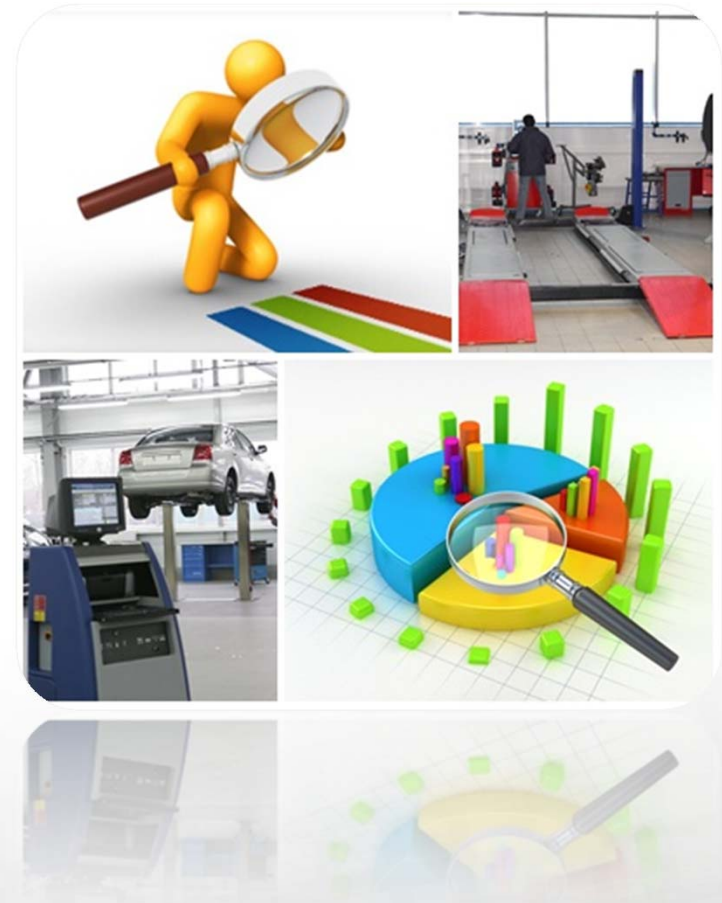
Before starting discussing further technical details, all members have been invited to provide support and agreement on 4 basic principles:

1. Suspension testers manufacturers agree a single EU-wide suspension tester specification and assessment method solution
2. Suspension testers manufacturers agree to assess all existing tester specifications using the draft matrix attached to this letter to allow the best solution to be agreed.
3. Suspension testers manufacturers agree that the single EU-wide solution should be open and available for free and without any restrictions to all EGEA members.
4. Suspension testers manufacturers agree that a 7-year period transition could be needed before introducing the single EU-wide solution. (Note: the European Commission's roadmap has a term of 5 years and 2 years is needed to start manufacturing and marketing products).

Suspension testing: relaunch of activities

Next Steps:

- Most of manufacturers have confirmed agreement on the 4 basic principles
- Next blackroom meeting scheduled on the 6th of July 2016 in Brussels
- Participation to the blackroom meeting is subject to the signing of the Non-Disclosure Agreement (NDA) to ensure high levels of confidentiality
- Depending on the outcome of these discussions, a common paper could be created before going to any independent body (e.g. IDIADA) for proof of concept testing.
- Call for funding will be sent to EGEA members once the project is defined



WG7 ACTIVITY REPORT

WG₉ ACTIVITY REPORT



Creation of an EGEA label: state of affairs

- EGEA statutes to be modified first before launching the labelling activities as EGEA was not allowed to conduct any 'commercial activities'
- Legal investigation currently being conducted to get an advance 'ruling' with respect to the submission of the association to the tax on legal entities further to the new activities that will be developed in the coming years
- Legal memo currently being finalised, already identifying key points:
 - No need to create a new legal entity
 - Labelling activities might be taxable, as income, if revenues are higher than the ones from membership fees
 - Labelling activities might be taxable, as income, if resources allocated from the secretariat to it are 'consequent'

Creation of an EGEA label: state of affairs

- **Next steps:**
 - EGEA modified statutes to be approved by all EGEA members
 - Royal decree to be requested for statutes modifications
 - Legal memo to be finalised
 - When finalised, legal memo to be submitted at the general administration as part of the 'ruling' process
 - Ruling process might take 3 months, but a pre-indication could be given earlier
 - Website to be updated and labelling logo created
 - EGEA to launch its activities



WG₁₀ ACTIVITY REPORT

Report from internal meeting with Asanetwork on April 26th, 2016

- Internal EGEA meeting organised with Asanetwork shareholders on April 26th, 2016 in Munich
- Different scenarios for the future were proposed by Asanetwork:
 - EGEA takes over Asanetwork Standard
 - EGEA takes over the Asanetwork standard as an umbrella
 - Free available usage of Asanetwork standard to all EGEA members
 - EGEA becomes shareholder of Asanetwork GmbH
- EGEA reminded our basic principles and target: open standard or at least a free license
 - Asanetwork pointed out that there are already examples of companies that developed a connection to Asanetwork based on the documents, without paying any license fee

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Final decision – suggested scenario:

- Modified version of scenario 4
- EGEA would support Asanetwork as an European standard
- Asanetwork would open the door to new shareholders from EGEA
- EGEA and Asanetwork would collaborate jointly to further developments.
- The Asanetwork technical committee would open to international participation and switch from German to English language.
- But with a condition! This approach could obviously be followed if enough new shareholders are found within EGEA to finance further developments of the standard

Asanetwork shareholder meeting

May 11th

The proposal:

- Concept presented at the Asanetwork shareholder meeting on 11th of May and discussion on shareholder structure for new shareholders coming from EGEA.
- The Asanetwork board approved the proposal and detailed as follows:
 - Asanetwork has currently 44 shares, each worth €2600, distributed among 13 shareholders. Maximum number of shares per company is 5. They propose to distribute up to 100 additional shares and increase to 10 the maximum number.
 - Each shareholder has 1 vote independently of the number of shares; the profit share is proportional to the number of shares.
 - EGEA would have one member in the Asanetwork board
 - EGEA would be leading further development of the standard (technical committee)
- The network manager would be free for PTI applications but would be subject to a license payment for other commercial applications.

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Next Steps:

- After discussion with WG10, Board members and General Assembly members, EGEA to write a letter of intent (LOI) to support the Asanetwork standard
 - LOI draft was circulated. Not reviewed by lawyers yet. Question: is such a formal document needed as it is not binding in any ways?
- In parallel and before going further, EGEA Members are invited to consult their members to see if there is a strong interest in the project and in becoming shareholders of Asanetwork.
- EGEA members that don't include producers of DMS and PTI Software should consider their involvement as they are potentially new shareholders.

EGEA

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

Thank you

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