

The logo for EGEA (European Garage Equipment Association) is located in the top left corner. It features the acronym "EGEA" in large, bold, blue capital letters. Below the acronym, the full name "EUROPEAN GARAGE EQUIPMENT ASSOCIATION" is written in smaller, blue, capital letters. The logo is set against a white oval background that has a subtle glow effect.

EGEA

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

EGEA General Assembly

23rd October 2014, Brussels

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



FINANCIAL SITUATION DATED 14TH OCTOBER 2014



BUDGET 2015



ELECTION OF THE BOARD OF DIRECTORS



SHORT UPDATE ON GENERAL EGEA ACTIVITIES

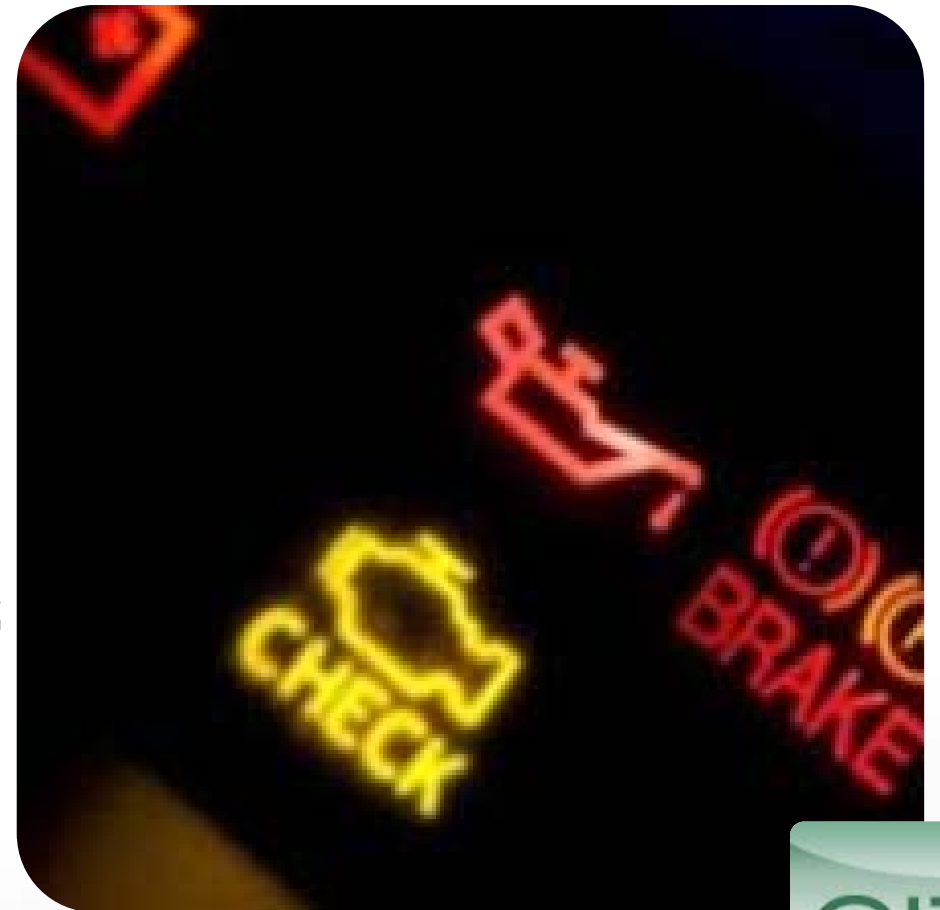


PTI ROADWORTHINESS DIRECTIVE 2014/45/EU

Report from Roadworthiness Technical Working Group (RTWG) meetings

- 5 meetings since August – the final meeting was on 13th October. RTWG participants include technical experts from Member States, CITA and VM's and EGEA.
- Objective: to discuss the details of a 'non-paper' that reviewed all the items covered in the 2014/45 Directive to detail what technical information is required and who should supply it (normally the VM's)
- At the final meeting, EGEA raised the issue of why PTI test equipment manufacturers needed access to the technical information needed to design and manufacture the test tools. As this is currently only going to be made available to PTI test centres or competent authorities, there is a high risk of different interpretations across different MS, or an FSD solution, which would be monopolistic.

Update on actions at national level ?



CITA

FINALISATION OF THE EC STUDY ON A TEST FOR ELECTRONIC SAFETY COMPONENTS AT ROADWORTHINESS TESTS (ECSS)

ECSS Tender: update about final report

State of affairs:

- Final report sent to the Commission on the 12th September and officially accepted.
- Report formally presented to the RTWG meeting participants (13th October)

Next steps & Actions:

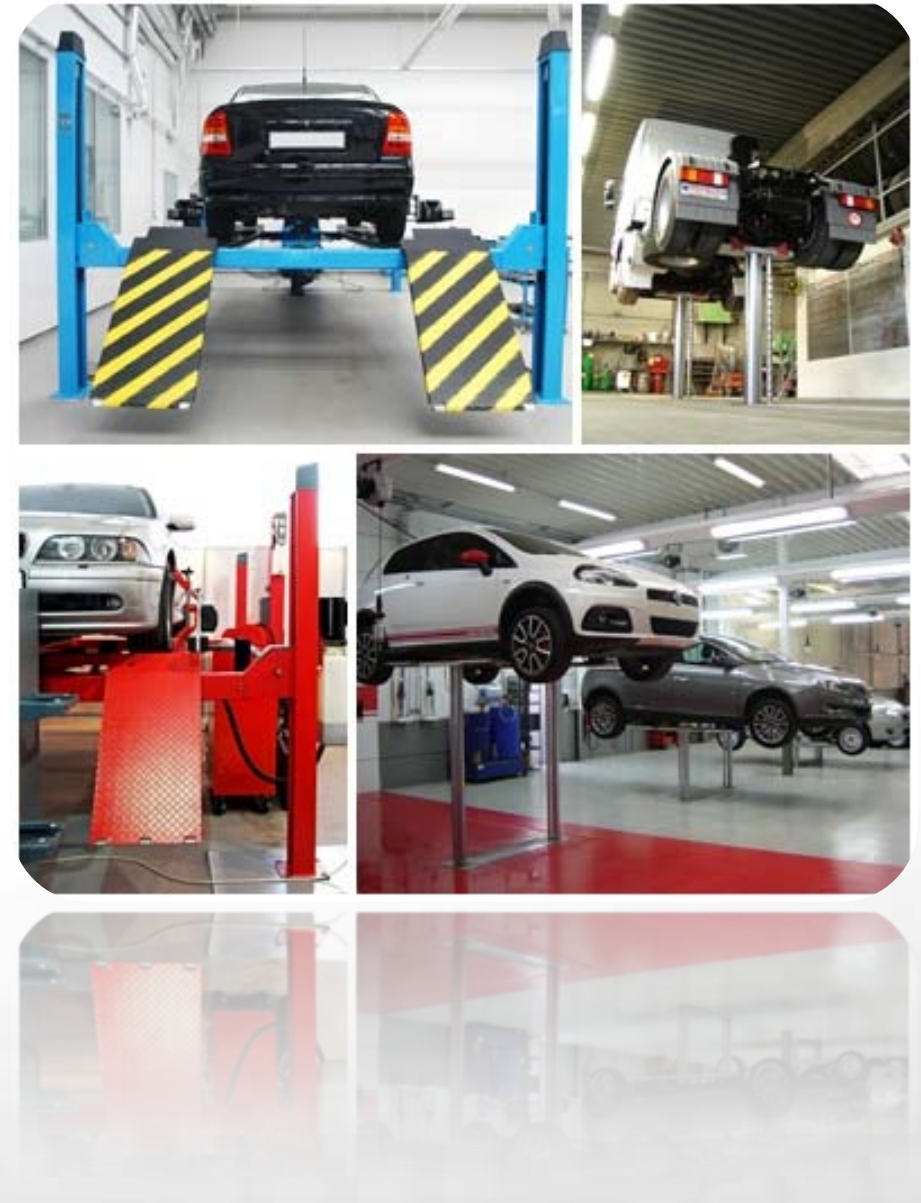
- The report will be used as the basis for the introduction of the testing of ECSS through the vehicle electronic interface.
- The details of the test methods must be agreed – at the last RTWG meeting, the VM's stated that the OBD systems (especially for ABS) were assessed as part of the vehicle type approval and therefore a fitment test + MIL observation was all that was necessary. The EC would like ECSS functionality testing.
- Functionality testing is included in the 2014/45 Directive, so new test methods will be proposed by the EC, together with the technical information required.



UPDATE OF EGEA WG ACTIVITIES

EGEA Working Groups: Round-up

- **WG1** Vehicle Lifting Equipment (Fausto Manganeli)
- **WG2** Engine Diagnostics/Emissions/OBD (Neil P.& Harald Hahn)
- **WG26** PTI Tests for Electronic Safety Components – see PTI lobbying
- **WG4** Wheel/Tyre Service Equipment: no update
- **WG6** Braking/Suspension Testers (Frank Beaujean)
- **WG7** Market Information/Exhibition (Massimo Brunamonti)
- **WG8** Extraction and Filter Systems: no update
- **WG9** Mobile Air-Conditioning (MAC) Systems (Pete Bradley)
- **WG10** European Network Standard for PTI Equipment (Marco Le Brun)



WG₁ ACTIVITY REPORT

WG meeting on 24th June 2014

- **Standard EN1493:2010 Recommendation for Use (RfU) Status of the situation**
 - The approval process has been completed and **the RfU was published** as Document **CNB/M/08.018 Revision 5**

Approved by Vertical Group	25.04.13
Approved by Horizontal Committee	26.06.13
Endorsed by Machinery Working Group	26.11.13

WG meeting on 24th June 2014

- **Standard EN1493:2010 Recommendation for Use (RfU) Status of the situation**
 - **The RfU covers only one of the critical issues** pointed out in EGEA WG1 Inquiry “Review of the standard EN1493:2010” (- 5.7.4.3 Load distribution on lift with arms) and **nor in the best way**
 - It was confirmed the decision not to make further pressure on the RfU and **focus on the next revision of EN1493**, also justified by forthcoming five year review.

WG meeting on 24th June 2014

- **Standard EN1493:2010 Next revision**
 - Contacts have been made with Mr. Trabold (convenor of TC98/WG3) to determine the procedure to be followed to initiate the revision of the standard.
 - Official request must be made by attaching summary note on the various points that need to change or that need to be introduced.
 - This memo, obtained by the document "Review of the standard EN1493:2010" with subsequent additions received from the members WG1, is currently in preparation.

WG meeting on 24th June 2014

- **Standard EN1493:2010 Next revision**
 - In the revision process of the standard **EGEA WG1 should have an active and important role**. This is to speed up the work and come to the new version of the standard in the shortest possible time and with agreed solutions.
 - To this aim EGEA WG1 could be some sort of **Mirror Group of TC98/WG3** (likely and desirable that the people involved at the manufacturers level are the same)

WG meeting on 24th June 2014

- **Potential conflict between EN1493:2010 and PTI Roadworthiness Directive (Directive 2010/48/EU and new 2014/45/EU)**
 - Some checks required by the Roadworthiness Directive are incompatible with the EN1493 standard concerning the **presence of people in the raised vehicle.**
 - It was agreed that it would be better **to change the EN1493 standard** (in oncoming review) in rather than creating a complex and expensive lift.
 - Neil Pattemore contacted the Commission, who supported a rewording of the EN1493 standard as the best/most practical solution to avoid the conflict.

WG meeting on 24th June 2014

- **Installation and periodical check of vehicle lifts in different Member State's Regulation**
 - It is known that the subject is treated differently in different countries.
 - It is agreed that it would be useful for lift manufacturers to have a **clear picture of the existing rules in different countries**, especially in relation to the first installation check, periodic inspection and the division of responsibilities between manufacturer and user.
 - It was decided to promote a survey among the WG1 members to collect this information: we are now in the process of synthesis of the data received.

Next steps

- Formalizing the official request to startup standard review
- Feedback to WG1 members on the results of the survey about installation and periodical check of vehicle lifts
- Next EGEA WG1 meeting : to be scheduled after confirmation of the startup of the revision of the standard.

WG2 ACTIVITY REPORT



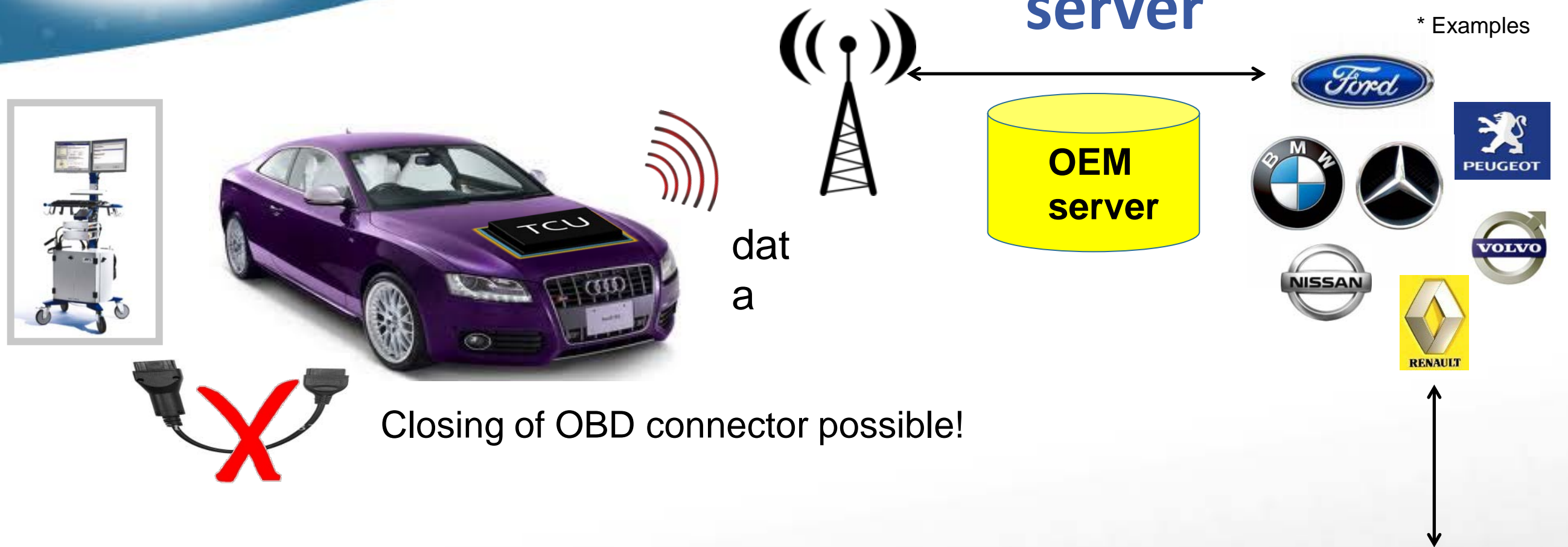


E-CALL LEGISLATION: LATEST UPDATE ON STATE OF AFFAIRS IN BRUSSELS



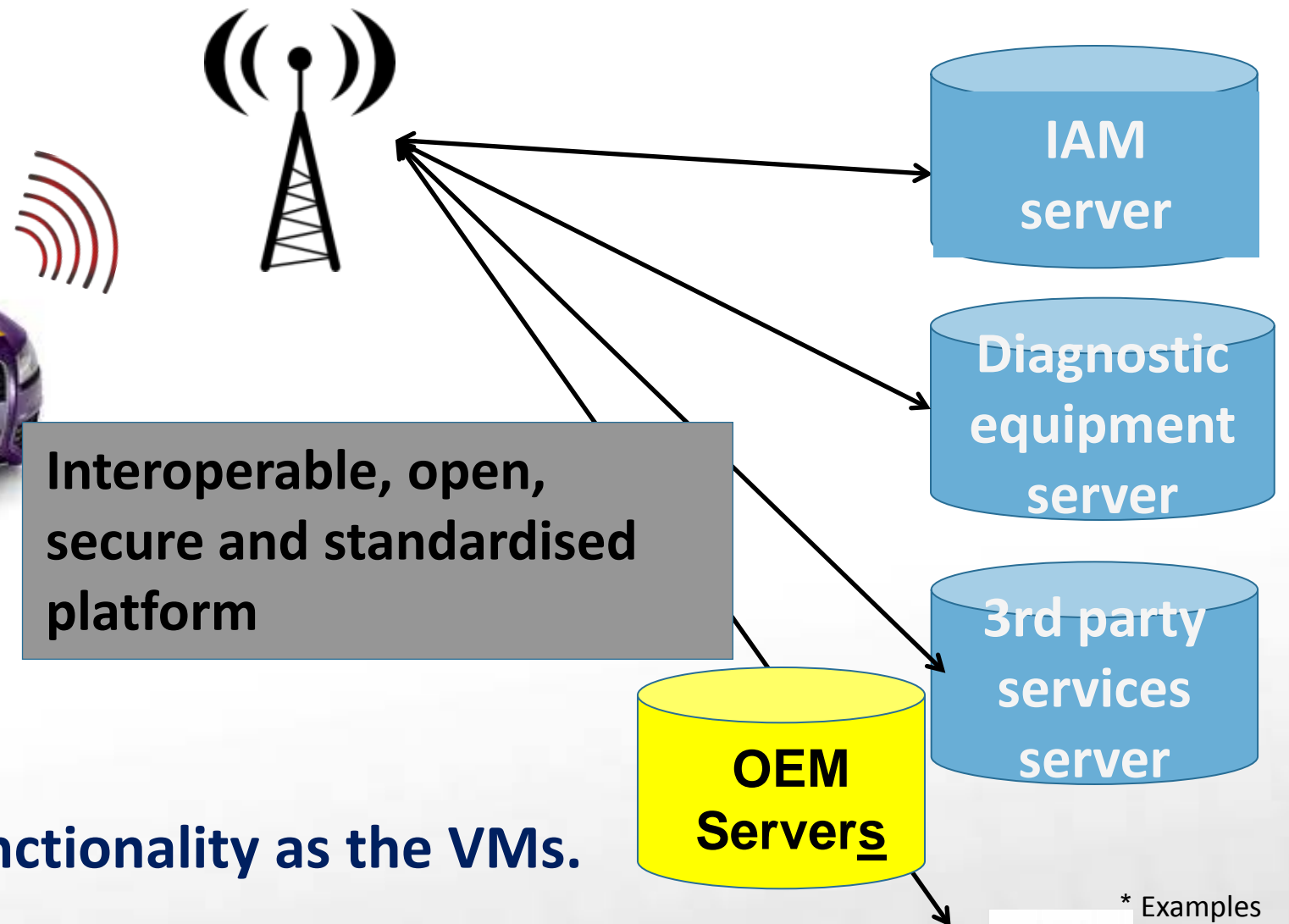
UPDATE ON VARIOUS ISO PROJECTS: 'VEHICLE STATION GATEWAY'/'EXTENDED VEHICLES'

ExVe – access through the VM server

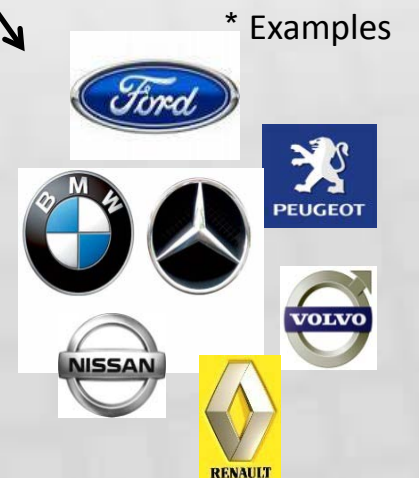


- Access, latency and functionality are controlled by the VM
- Aftermarket operators' businesses being dependent on VMs providing access.
- VMs can monitor aftermarket software functionality and the our entire business!

Future interoperable platform



- Same access, latency and functionality as the VMs.
- True consumer choice for service providers.
- Independent operators are able to remain competitive and truly independent !
- Legislative support for in-vehicle applications.





EMISSIONS – OBD : UPDATES

- OBD testing of Euro 6/VI vehicles: it was agreed in the current discussions between the VMs and the EC, that EGEA would not push for improvements.
- It was noted that there is no definition of the 'OBD test' and if MS applied 'equivalence' for Euro 5 vehicles, how this would be done.
- The 'SET' (sustainable emissions testing) study will be used as the basis for a new opacity test on N1 and M1 with lower test limits and will also include a comparison to the OBD limits. The SET test is fully automated, with no interference from the inspector. (NOx will not be part of the test).

WG4 ACTIVITY REPORT



Projects & Outcomes

- **Project 2**

Creation of European standards for the metrological aspects of tyre pressure gauges (TPGs) which use pressure equipment to inflate the tyres of road vehicles and which may be capable of interacting with tyre pressure monitoring systems (TPMS) whereby the TPG can be controlled by the TPMS

→ **Outcome:**

- CEN TC301/WG8: metrology of TPG: the newly revised standard EN 12645 was submitted to CEN TC301 in Sept. 2011 and submitted to the approval of all MS. The standard has been published in August 2014 and is now available.
- CEN TC301/WG9- interoperability between TPMS and TPG: national bodies will be invited to vote formally on the draft standard in January 2015. The standard is expected to be officially available in March 2016.

Projects & Outcomes

- **Project 3**

In Germany - creation of a handling label for the WDK certified tyre changers for UHP & run flat tyres

→ **Outcome:**

Status of mount / demount instruction for truck tyres: the final version shall be available by mid-2015.



WG6 ACTIVITY REPORT

Second round of suspension tests at GOCA: brief update

Time schedule: February 2014 to October 2014

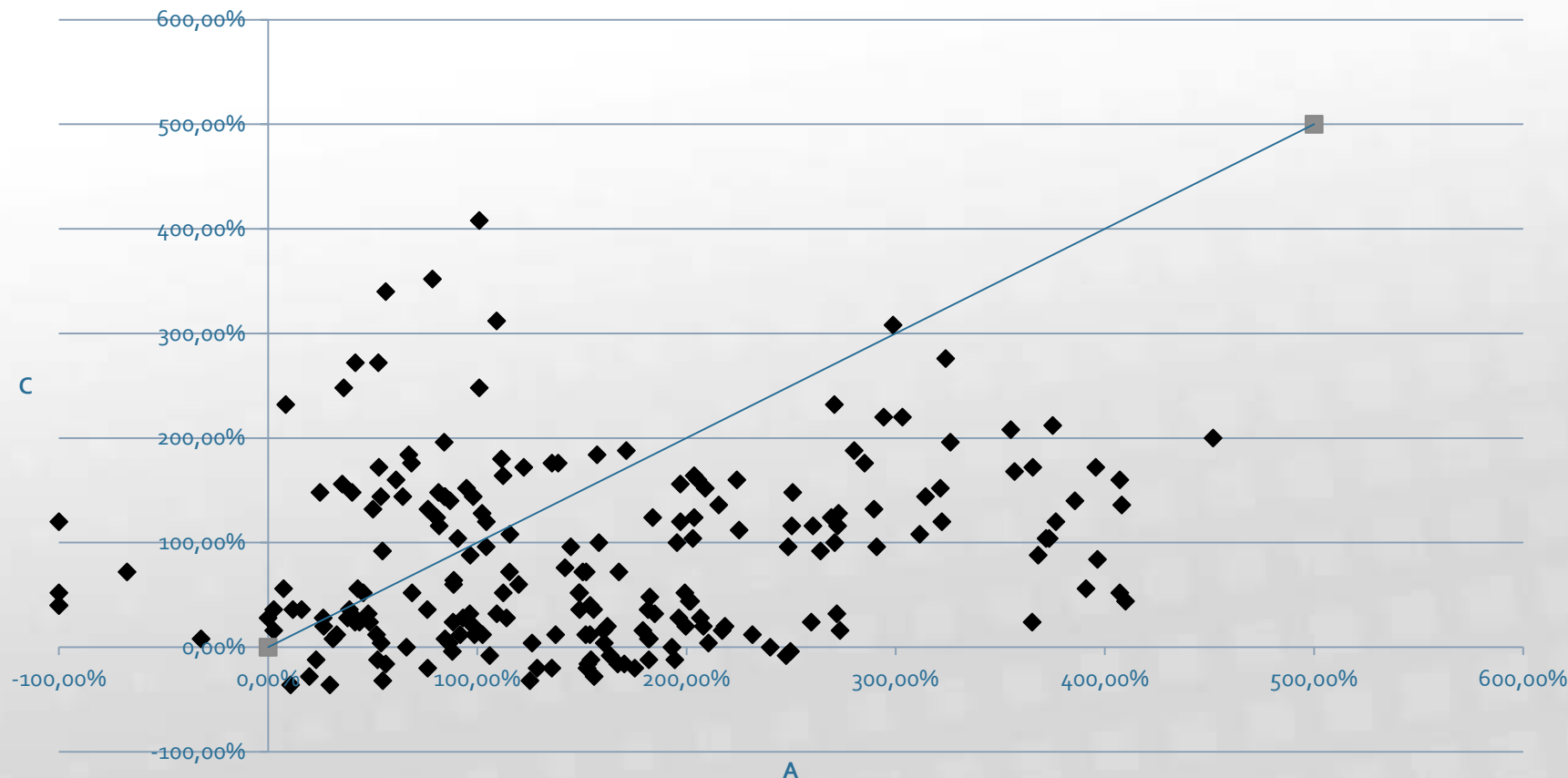
Test scope:

- 3 suspension testers from EGEA calculating the damping ratio
- 42 vehicles – not prepared – no vehicle with bad shock absorbers
- 5 vehicles tested 10 times under normal test conditions

Second round of suspension tests at GOCA: brief update

Summary: Review Meeting 22nd of October at GOCA

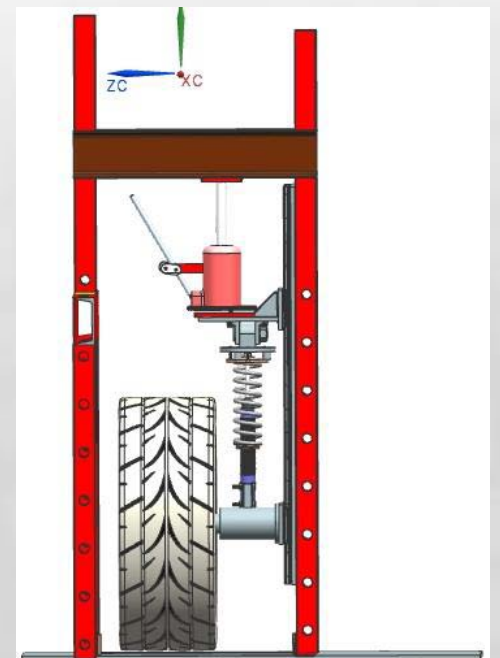
- Anonymous test report (Bench "A", "B" and "C")
- Repeatability from 20% to 2%
- Poor result correlation between benches "A", "B" and "C"



Second round of suspension tests at GOCA: brief update

Conclusions and next steps:

- “EGEA – suspension tender “ is not constructive at this stage
- Manufacturers get the test data for analysis
- Reasonable improvement potential of the repeatability
- Re-consideration and refinement of the EGEA goals watch and consider “national” approaches (2014/45/EC)
- Further test series with GOCA using a configurable $\frac{1}{4}$ -vehicle model to improve correlations at poor damping conditions



New CEN activities on the safety of roller brake testers

CEN/TC 301 WG11:

Chairman: David Vayssie (ActiaMuller)

Secretary: Pierre Martin (BNA (on behalf of AFNOR))

Schedule:

- 01st of October 2014: 1st Meeting in Paris
- 26th/27th of November 2014: 2nd Meeting Paris incl. technical visit
- 20th/21st of January 2015: 3rd Meeting in Torino

New CEN activities on the safety of roller brake testers

Summary of the 1st constitutive meeting in Paris

- Entry point: French national norm: NF-R63-706 (effective November 2014)
- Goal: Definition of an European Standard EN
- 14 participants from 6 EU-member states
- Submissions from Italy, Netherlands, France and Germany
- Start to review the submissions
- Many specific submission concerning general, editorial or technical aspects
- Common discussion:
Embedding of the EN within the directive 2006/42/EC on machinery as
so called C-norm (similar to EN1493 concerning vehicle lifts)



WG7 ACTIVITY REPORT

Purpose

OBJECTIVE

To create Garage Equipment Study over the 28 European countries.

Outcomes:

- The development of a detailed analysis of the European market to help manage the business for those who participate to the project.
- The collection of sector-related data in order to strengthen lobbying towards EU and National institutions.
- The creation of a quality service for sale to third parts from anywhere in the world.

Services offered

AFTERMARKET STRUCTURAL DATA

Production of a Databook for single countries and for the whole EU, in e-book or print version, containing:

- Number of registered vehicles and new registrations.
- Number of auto repairers and average sales turnover, split between independents and authorised.
- Sales of spare parts and repair services (by the volume).
- No. of licensed motorcycle, car, LCV and truck inspection centres and sales turnover.
- List of garage equipment trade shows with number of exhibitors and number of visitors.

Services offered

GARAGE EQUIPMENT DATA

Creation of a database per single country/product group that provides quarterly (or six-months) report for of double-checked aggregated data. Production of brief (2-4pg) comments for each quarterly (six-months) data aggregation, and of yearly summary (4-6 pg). Available to participants in e-book or print format.

The database will contain the following:

- Product groups.
- Data about volume in pieces and value including import / export data by country and product group excluding private labeling and low level assembling.
- Historic data, current data and outlook.

Commercial offer

Extra benefits for AICA/ASA/EGEA (Leading costumers):

- 10% sales commission for all net sales to third parties.
- In case net sales exceeding 150.000,- € all above will be divided 50/50 supplier/leading customers (within them, proportionally to AICA/ASA/EGEA).
- Open book sales budget - guarantees through the supplier LIC/Wolk

Sponsoring:

Wolk/LIC keep open the possibility to find sponsor partners for the European report.

Marketing:

Wolk/LIC are alone marketer of the report

Cost/Benefit sheet

Calculation – payment proposal

Customer	Price/Year	Obligation	Output
EGEA	5.000,- €	<ul style="list-style-type: none"> •3-years contract •Support by the promotion, •Umbrella customer 	Cumulative report Europe
AICA	50.000,- €	<ul style="list-style-type: none"> •3-years contract •AICA guarantees to organize its members •Data delivery 	Total European report for each participating company
ASA	50.000,- €	<ul style="list-style-type: none"> •3-years contract •Data delivery 	Total European report for each participating company
Full members of national associations outside ASA / AICA (single companies)	2.500,- €	<ul style="list-style-type: none"> •3-years contract •Data delivery 	Total European report
Full members of national associations outside ASA / AICA (single companies)	500,- €	<ul style="list-style-type: none"> •3-years contract •Data delivery 	European report for one product group or country report for all product groups
Third parties - not members of national associations (single companies)	9.900,- €	<ul style="list-style-type: none"> •3-years contract •Data delivery 	Total European report*
Third parties - not members of national associations (single companies)	3.300,- €	<ul style="list-style-type: none"> •3-years contract •Data delivery 	European report for one product group or country report for all product groups*

*If the company by the nature of business can't deliver the data and will not sign the 3 years contract (e.g. investment funds) – than output only print report for one year without data system entry!

Additional Info

CURRENT STATE OF AFFAIRS

AICA and ASA already approved the project; formal ratification process on the way.

EGEA contribution under discussion.

ESTIMATED TIME LINE

Final formal green light expected before the end of year 2014.

The system should be running in few months; first report expected for first half of 2015.

WG9 ACTIVITY REPORT



Creation of an EGEA label: state of affairs

- No further activity or working group meeting since the last General Assembly in May since WG 9 is awaiting a decision from the EGEA Board on his business plan to go forward with this worthwhile initiative of the EGEA Label.

WG₁₀ ACTIVITY REPORT



Report from last WG10 meetings

Technical and commercial proposals under evaluation:

- 1) Update ASANET to the new requirements
- 2) EGEA NET based on ASANET
- 3) EGEA NET based on vNext (new concept elaborated by Axonet)
- 4) EGEA NET based on VIMS (Vehicle Inspection Management System developed by ACTIA)
- 5) EGEA NET combining VIMS technology and ASANET data definitions

Report from last WG10 meetings

1) Update ASANET to the new requirements

- Compatible with existing ASANET equipment and Dealers Management Systems
- Business model could be adapted to EGEA requirements, but ASANET logo, name and certification system would remain
- **Startup cost: € 37,000**
- **Maintenance cost: about €40,000 / year**

Report from last WG10 meetings

2) EGEA NET based on ASANET

- As option 1), but IP is transferred to EGEA
- EGEA logo, name and certification system
- Compatible with existing ASANET equipment and Dealers Management Systems
- Additional €14k to change name and logo in SW and docu
- Additional €14k to set up EGEA certification system
- Additional €23k for legal consultation and EGEA advisory
- **Startup cost: € 88,000**
- **Maintenance cost: about €40,000 / year**

Report from last WG10 meetings

3) EGEA NET based on vNext

- New concept proposed by Axonet, based on state of the art technologies (REST, JSON, Node.js)
- EGEA logo, name and certification system
- Not compatible with existing ASANET equipment and Dealers Management Systems
- **Startup cost: € 228,000**
- **Maintenance cost: about €40,000 / year**

Report from last WG10 meetings

4) EGEA NET based on VIMS (Vehicle Inspection Management System)

- New concept proposed by ACTIA, using on an open XML format (OWX: Open Workshop eXchange) and Web Services
- EGEA logo, name and certification system
- Not compatible with existing ASANET equipment and Dealers Management Systems
- **Startup cost: € 220,000**
- **Maintenance cost: about €40,000 / year**

Report from last WG10 meetings

5) EGEA NET combining VIMS and ASANET

- Suggested to leverage ASANET as much as possible, while creating a state-of-the art system open to new technologies (e.g. mobile apps)
- Not compatible with existing ASANET software, but data definitions are the same as in ASANET
- EGEA logo, name and certification system
- **Technical and economical evaluation not delivered yet**
- **Startup cost: unknown**
- **Maintenance cost: about €40,000 / year**



Report from last WG10 meetings

Summary of options

START-UP COSTS	Option 1 Upgrade ASANET to new requirements	Option 2 EGEA NET based on ASANET	Option 3 EGEA NET based on vNext	Option 4 EGEA NET based on VIMS	Option 5 EGEA NET combining ASANET and VIMS
IP ownership	Asanetwork	EGEA	EGEA	EGEA	EGEA
Legal consultation		10'000 €	10'000 €	10'000 €	10'000 €
EGEA secretariat and advisory		12'600 €	12'600 €	12'600 €	12'600 €
External consultancies (IT, encryption, privacy)	3'000 €	3'000 €	3'000 €	3'000 €	3'000 €
WP1: Technical specifications for the “EGEA Net Communicator” and for the connected clients	4'000 €	8'000 €	44'000 €	40'000 €	40'000 €
WP2: Software development	12'000 €	16'000 €	108'000 €	140'000 €	??????
WP3: Conformance test documents and tools	16'000 €	20'000 €	28'000 €		28'000 €
WP4: Support package	2'000 €	4'000 €	8'000 €		8'000 €
WP5: Certification					
Logo creation		3'000 €	3'000 €	3'000 €	3'000 €
Database creation		1'000 €	1'000 €	1'000 €	1'000 €
Website adaptation		1'500 €	1'500 €	1'500 €	1'500 €
Registation of collective mark (EGEA Label)		1'500 €	1'500 €	1'500 €	1'500 €
Creation of leaflet and printing thereof		5'000 €	5'000 €	5'000 €	5'000 €
Creation of contract for use of EGEA Label		1'000 €	1'000 €	1'000 €	1'000 €
Setup internal process		1'000 €	1'000 €	1'000 €	1'000 €
Total start-up costs	37'000.00 €	87'600.00 €	227'600.00 €	219'600.00 €	??????

Report from last WG10 meetings

Example outlook (Options 2 or 3)

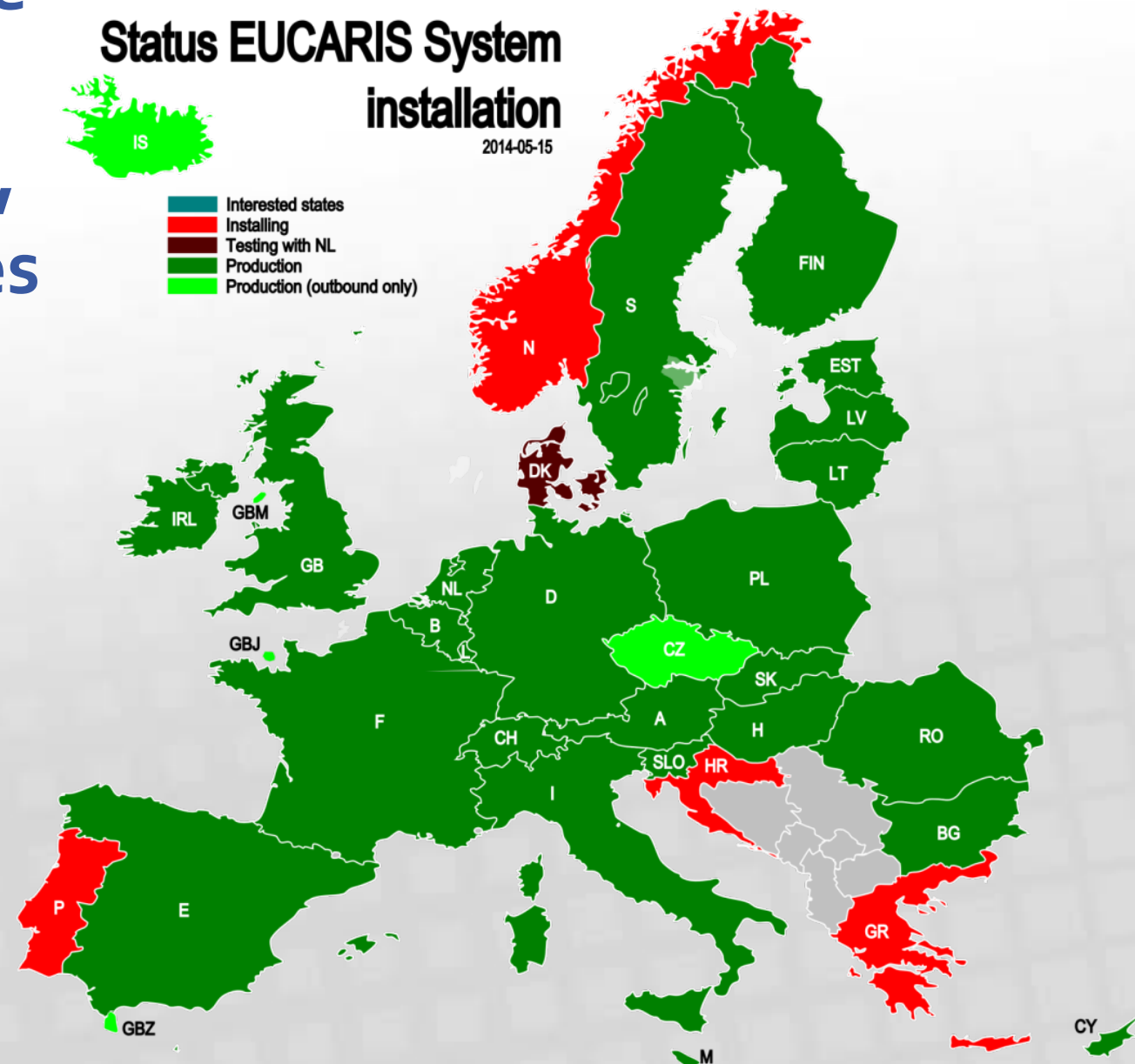
New certifications	2015	2016	2017	2018	2019	2020
- Test equipment		30	50	70	100	100
- Commercial SW		3	5	6	7	10
- PTI SW		3	5	6	7	10
Equipment certification fee (EGEA part, not including live costs)		€ 1'000	€ 1'000	€ 1'000	€ 1'000	€ 1'000
Commercial SW certification fee (EGEA part, not including live costs)		€ 5'000	€ 5'000	€ 5'000	€ 5'000	€ 5'000
PTI SW certification fee (EGEA part, not including live costs)		€ 10'000	€ 10'000	€ 10'000	€ 10'000	€ 10'000
Accumulated cost	€ 220'000	€ 260'000	€ 300'000	€ 340'000	€ 380'000	€ 420'000
Yearly revenue from certifications		€ 75'000	€ 125'000	€ 160'000	€ 205'000	€ 250'000
Accumulated revenue		€ 75'000	€ 200'000	€ 360'000	€ 565'000	€ 815'000
Balance	-€ 220'000	-€ 185'000	-€ 100'000	€ 20'000	€ 185'000	€ 395'000

Report from last WG10 meetings

LIAISON with EUCARIS

(**EU**ropean **CAR** and driving licence **Information System**)

- They are interested to collaborate with WG10 to exchange vehicle information (PTI results, mileage, vehicle data) between test centres and national authorities through their platform.
- Use of sTesta (the closed EU network)
- Compliant with EU requirements (security, authentication)



Report from last WG10 meetings

LIAISON with CITA WG5 – Information Systems

- CITA WG5 is very interested to the EGEA WG10 activities and even willing to participate to the effort
- PTI organizations in particular are supporting
 - Applus from Spain
 - TÜV Rheinland from Germany and Spain
 - VEISA from Spain
 - RDW from Holland
 - Testek from Slovakia (but they have their own system in place)
 - SNCT from Luxemburg
- The EU Commission looks favourably to a standard network, as PTI centres will be required to submit electronically the PTI results by June 2021 and a common solution is preferred, especially in those countries that do not have an automatic transmission of PTI results in place
- A state-of-the art solution open to mobile technologies and new requirements is preferred
- CITA WG5 would like to know the requirements, timing plan and costs of the EGEA solution

Benefits of EGEA NET

- **Improved efficiency of PTI:**
 - less errors in data feeding
 - better service to customers, shorter time per customer for completion of PTI procedure
 - transparency and integrity of results (especially if combined with anti-tamper measures)
 - automation of data processing and storing allows for viable database of PTI results and repair history
- **Lower development costs to implement a single protocol for PTI (in countries where a different protocol is not mandated) and workshops**
- **Reliability and flexibility in combining equipment from different manufacturers,**
- **Easier entry into other markets (assuming the EGEA NET is used in EU and beyond)**
- **Common interface for connection to the VIP**

Benefits of EGEA NET using new technologies

- The new network technology allows an easier use of the network at new devices, for examples smartphones and tablets and whatever is coming up (smartwatches)
- The new technology allows new legal requirements (encryption, traceability, etc.) to be implemented more easily.

Benefits for EGEA

- The EGEA ownership would mean that many manufacturers are behind this network. The EGEA organization would gain visibility and respect and ultimately strengthen its position.
- A common network may be accepted also outside Europe and EGEA would gain visibility in those markets too.
- Possible source of future income for EGEA from sales of:
 - specifications of standard and communication protocols
 - rights to use the EGEA NET logo to promote software and equipment
 - testing/verification services (per certificate/device)

WG10 – Next steps

- Prepare business plan; review and approval by the EGEA board.
- Circulation to the EGEA members for funding.
- Identification of responsibilities and legal implication of the usage of the EGEA name and logo in the certification of clients and network implementations; submit to EGEA board for approval
- Continue collaboration with EUCARIS, define interfaces and data, start pilot project.
- Liaise with CITA WG1 and WG5 for a coordinated approach to equipment connectivity and PTI of ECSS.
- Follow up with UNISYS and the EU Commission on the VIP development.

WG10 – Issues

- Still no agreement on the solution
- Many companies would benefit from an European standard network, but few are willing to invest upfront
 - Possible solution: companies investing get credits on certification costs
- Difficult to raise funding in countries already having a PTI network that will not be replaced in the short term (e.g. Italy, France)



DATES OF MEETINGS IN 2015

Proposed dates for 2015

Date	Time	Event	Attendants	Venue
23 rd March 2015	13 ⁰⁰ - 18 ⁰⁰	Board Meeting	Board Members	Poland
23 rd March 2015	19 ³⁰ –	Dinner	EGEA Members	Poland
24 th March 2015	9 ⁰⁰ - 13 ⁰⁰ 13 ⁰⁰ –14 ⁰⁰	General Assembly Lunch	EGEA Members and Guests	Poland
12 th November 2015	13 ⁰⁰ - 18 ⁰⁰	Board Meeting	Board Members	Brussels
12 th November 2015	19 ³⁰ –	Dinner	EGEA Members	Brussels
13 th November 2015	9 ⁰⁰ - 13 ⁰⁰ 13 ⁰⁰ –14 ⁰⁰	General Assembly Lunch	EGEA Members and Guests	Brussels

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Thank you

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