

- Meeting Notes-

EGEA Working Group 1 (WG1)

Monday, 5th December 2016 (10h00 – 16h00)

at “Old” EGEA offices

1. Opening and welcome by the Chairman

Fausto Manganelli welcomed all participants.

2. Roll call of participants

The attendees introduced themselves.

ABL	Arild Hansen	AH
AFIBA/ Cascos Maquinaria	David Gonzalez	DG
AFIBA/ Velyen Elevación y Engrase	Manuel Castells Herrero	MCH
AICA/ Equipment Group	Fausto Manganelli	FM
ASA/ Snap-on Equipment	Bernhard Hoffmann	BH
FMA/Techno Automotive Equipment	Nico Hellebaut	NH
EGEA Secretariat	Eléonore van Haute	EVH

3. Adoption of the agenda

The agenda was unanimously approved.

4. Approval of the minutes of the last Working Group 1 meeting held on 27th of April 2016 in Brussels

- With no further remarks, the minutes of the previous WG1 meeting on 27th of April 2016 were unanimously approved.

5. Official revision of EN1493:2010

a) Report from the last CEN TC98WG3 meeting held on the 21st and 22nd of June 2016

- FM reported about the last CEN TC98/WG3 meeting held on the 21st and 22nd of June 2016 and went through the minutes report to give an overview of the discussions during that meeting.
- *Time schedule:* Intention is to finalise all discussions in the TC98/WG3 in the course of 2017, and then public enquiry will be launched afterwards.

b) Main issues, with reference with doc N0027:

- **Conflict between EN1493 and PTI Directive:**
 - EVH reported about the European Commission’s feedback (see attached presentation).
 - FM explained that a ‘consensus sentence’ has been found to be included into the standard, (Ref: Paragraph 1 Scope “*This standard does not exclude a person to enter in a lifted vehicle....*”) but this has a consequence on point 7.3.1 which refers to the user the need to

mark a special assessment of the risks in terms of means to enter/exit safely from the raised vehicle.

- BH proposed to include in the standard that in terms of safety, somebody in the car relates to local requirements.
- The presents shared concerns about giving to the user the responsibilities of running the risk analysis related to the presence of people inside the vehicle with the consequent adoption of countermeasures. This is clearly a compromise solution that does not convince anyone.
- *Action*: FM invited the WG1 members to provide him with any alternative solution/sentence to be included into the scope of the standard to cope with that issue.

- **3.1. – including or not motorbike in the standard**

- The question “including or not motorbike in the standard” is caused by the inconsistency currently present in the norm: paragraph 3.1 expressly cites “motorcycles” but then in any other part of the standard these vehicles are taken into account.

Hence the proposal to include motorcycles in the table (ref: point 31a of document N0021)

But the inclusion of motorcycles intended as “two wheel vehicles” would result in a substantial intervention in the norm: not only the normative vehicle (dimensions and load distribution) but many other points would need to be reviewed accordingly.

- FM highlighted the proposal of Mr. Trabold in point 31a of document N0021: exclude vehicles with two wheels because these vehicles doesn’t require any operation below the vehicle. Although this concept is not wholly consistent with the fact that the standard already provides for short-stroke lift “...which are not designed for working under the raised vehicle” (point 3.1 Note 4).
- Decision: the participants unanimously agreed that 2-wheel motorbikes shall be excluded. The proposal of Mr. Trabold needs to be re-discussed and deepened in any case. The issue about 3-wheel vehicles and light 4-wheel vehicles that can be considered like a usual 4-wheel vehicle, decision whether these vehicles should be included should not be linked to the fact that we can go under or not. All WG1 members are invited to give their feedback on that point.

- **5.4. control position**

- The discussion is about the need to reorganize the whole paragraph providing for the revision of 5.4.1 and 5.4.2 to better define the aspects related, among the other things, to the use of remote control (wired or wireless), the visibility, the safety distances of the place control, the possibility of being under the vehicle to the lift in motion,...
- FM pointed out that the topic is rather complex and it has been discussed in last CEN TC98/WG3 meeting without reaching a definition.
- During that CEN TC98/WG3 meeting FM had prepared a draft (Doc N8) but the discussion of that document was postponed until next CEN TC98/WG3 meeting.
- FM subsequently reworked the draft proposal as in attached doc “controls”.
- The new document was discussed in WG1 meeting but given the complexity of the subject has not come to a complete share of the contents.
- In illustrating the proposal FM pointed out that in reference to remote control the document has two different settings depending on the responsibilities that can be attributed to the operator and the manufacturer's instructions (Hypothesis 1: the destination of use of the lift and trained operator are considered sufficient to ensure the proper management of the remote control, Hypothesis 2: the destination of use of the lift and trained operator are NOT considered sufficient to ensure the proper management of the remote control: the remote control shall be intrinsically safe)
- FM highlights the importance of reaching a shared proposal to be presented to the CEN TC98/WG3 meeting.

- *Considerations in the discussions:*
 - The idea of this standard is to standardise low requirements.
 - Maybe it could be better to avoid too complex detail leaving the possibility to make direct reference to Machinery Directive.
 - After check of the dedicated provisions, it appears that provisions on the pairing of wireless remote controls was already addressed in the new draft of the EN1493.
 - BH explained that the CEN TC301/WG11 – standard for the safety of roller brake testers for HDV is mentioning that issue and this could be included in our standard. The issue was also discussed in recent ASA meeting (Frank Beaujean will give the proposal).

- *Actions:*
 - EVH to circulate the draft standard EN17003 on the safety of roller brake testers for heavy duty vehicles.
 - EVH to circulate draft proposals from FM on ‘controls’
 - EGEA to prepare a shared position to present to Mr. Trabold at the next meeting, WG1 members are invited to review the proposals before next CEN TC98/WG3 meeting.

- **5.7.1. allowable inclination of vehicle in chassis supporting vehicle lifts**
 - WG1 Members in general agree about max inclination of the vehicle of 3°
 - The test should be run with lift loaded at rated capacity according with normative vehicle.
 - FM pointed out that a doublecheck from lift manufacturers should be recommended.

- **5.7.4.1. alternative: load sensing device/normative vehicle**
 - FM highlighted the following:
 - The phrase "The load distribution ..." lead to a substantial innovation in the standard that requires all the necessary attention.
 - Until now there was only one reference for the sizing of the lifts (the normative vehicle), from now on it could be possible a completely different approach.
 - It is true that the standard should not restrict the development of the products but it is also true that it is a due priority to consider that the results of different approaches must, however, be comparable to avoid having the same product on the market but with different rated load.
 - Dimension of the lift and capacity are the two key issues raised by customers.
 - Concept of capacity/results must be the same according to the same needs: this in order to avoid confusion on the market and unfair competition (of which some tracks are already evident).
 - This issue has to be deeply discussed at the next CEN TC98/WG3 meeting.
 - For this reason is really important to have the best feedback from EGEA WG1 before next CEN TC98/WG3 meeting.
 - Regarding normative vehicle, EGEA WG1 has to decide if it considers that these normative vehicles are up-to-date or not.
 - If we believe it is no longer compatible with the fleet and therefore needs to be updated, then we would need to organise a way to conduct investigation and gather data.
 - FM explained that what is now available in some literature (for example ALI user guide) is the position of pick up points but the load distribution is not available, and this is an important information which is missing.
 - BH added that in new cars, it changes rapidly with all new models.
 - Common opinion that it is quite difficult to get data from car manufacturers.
 - One solution could be that WG1 Member share their available own data but this way could be not so easy to follow because of data property reason.
 - EVH asked whether WG1 members had already contacts with vehicle manufacturers or big data publishers such as TecAlliance to request officially this kind of information. No concrete replies were given.

- **Actions:**
 - FM to provide the secretariat with more technical details about these 2 sets of information before sending officially the letters out.
 - To contact all data publishers and ask whether they have this kind of information.
 - To draft a letter to all vehicle manufacturers to ask about these 2 set of information.
 - To draft a letter to all WG1 members and legal responsible to ask whether this information is available or not and whether it can be shared. One alternative could be that this information would be provided to one third-party so it is 'anonymised'.
- **5.7.5.2. sizing of synchronization ropes**
 - Discussion on the validity of this proposal. The members concluded that there were no objections to that proposal.
- **5.9.5. arm locking device: allowable play in positioning of pick up pads**
 - All participants agreed with the proposal.
- **5.9.5. arm locking device: strength test procedure**
 - All participants agreed with the need to define a procedure to test the correct dimensioning and function of arm locking device.
- **5.9.6. roll off safety device**
 - All participants agreed on the proposal in terms of both reference forces for sizing the device and for the inclusion in table 4 of the wheel diameter which must be considered in assessing the effectiveness of the device.
- **5.15. additional requirements for lifts with several drives or lifting elements**
 - As regards the deletion of note 1, all participants agreed to keep the load distribution of the normative vehicle symmetrical to the vehicle axis.
- **Other issues:**
 - BH asked some further clarification regarding the Load rectangle for 2-post lifts as there was a discussion to come back with the previous version (see point 5.7.4.3 of N0027).

6. PROSAFE Initiative – joint market surveillance action on vehicle service lifts: state of affairs

- EVH gave an update on the state of affairs of the join market surveillance activity, see attached presentation.
- Action: EVH to contact Gilbert Fransson and ask about any more precise information from Sweden since one of the inspector is a Swedish representative.

7. Installation and periodical check of vehicle lifts in different Member States' Regulations – discussion on the creation of EGEA Guidelines to harmonies requirements across EU

- MCH asked that EGEA works on that issue and issues guidelines as no legislation does exist in Spain and the Spanish Ministry is willing to start working on that issue.
- Discussion on enforcement issues with lifts and Asian lifts. There can be as many standards as possible, without any enforcement/market surveillance activities, this becomes very useless.
- Discussion on the fact that general/broad guidelines should maybe be included in the revision of the EN1493.
- MCH suggested to start with minimum requirements guidelines from EGEA and not to include anything into the standard.
- *Decision:* start with the guidelines and then go for an annex in the standard once it is in public enquiry.
- *Actions:*

- The secretariat to start to merge the RAI and GEA Guidelines and make the basis draft of EGEEA guidelines.
- The WG1 members to review and select the minimum requirements possible and adequate for the all EU, taking into account each national minimum requirements.
- To finalise a first draft for the next CEN TC98 WG3 meeting scheduled around March 2017.

8. Digitalisation/connectivity/IoT/Industry 4.0/Robotics: possible impacts on vehicle lifting equipment

- EVH explained that with all new EU initiatives such as robotics, digitalisation, industry 4.0, Internet of Things, and advanced technological developments, WG1 members are requested to evaluate to what extent all these trends will have an impact on the vehicle lifting equipment industry/sector. WG1 members feedback will constitute the basis for discussion at the next Workshop on the 4th revolution that EGEEA is organising in February to set up priorities for the near future.
- BH explained that there is a slight impact at least on the combination of different products and the use of data.
- AH added that you need access to data for more and more services such as wheel alignment, TPMS,
- BH: Lifts have become more and more 'connected', as now every lift has a barcode that has all the information (e.g. serial number, who built it, ...) on that lift to help the traceability of that lift. But this was discussed in Germany but controverted as the distributors do not want to release such information, so it might be possible but only through a third party.
- BH: at the end it would be good to have a standard to track remote services.
- AH: in the Electric Vehicles: you should improve testing in brakes as EVs don't use the brakes but when you should brake, it damages. All the disks are full of corrosion. Windscreen: camera-based systems. Tyres: lots of issues in tesla tyres because of higher acceleration. All the components are not balanced. Headlamps.

9. Next meetings, frequency and location

- The idea is to schedule the next WG1 meeting after the next CEN TC98/WG3 meeting that should be scheduled around March 2017.

10. Any other business

- **Public Consultation on the evaluation of the Machinery Directive**
 - EVH announced that the European Commission has launched a public consultation on the evaluation of the Machinery Directive. Deadline is 16th of December 2016. EVH explained that the secretariat is preparing a first draft that will be circulated to all WG1 members for feedback.
 - *Actions:*
 - FM to prepare a short comment on questions around the responsibility of the installation of the lift.
 - EVH to circulate the questionnaire with pre-filled replies and ask comments to WG1 members.
- **Membership to EGEEA WG1:**
 - EVH asked the members whether the membership of WG1 should be enlarged and/or include representatives of non-EGEEA members such as Denmark. The general reply was that main manufacturers are well represented within EGEEA but for sure Danish representatives should be invited to our next WG1 meeting in spring 2017.
- **Chairmanship of EGEEA WG1:**
 - FM highlighted that since he was appointed chairman of WG1 in 2012 it should be appropriate to think about a rotation for this function to allow any other interested WG1 member to propose his candidacy.

- Actions: elections of the chairmanship of WG1 will be organised at the next WG1 meeting and a call for candidates will be sent out before the meeting.

Attachments:

- EGEA WG1 Presentation
- Draft proposal from FM on 'controls'
- Draft standard EN17003 for the safety of the roller brake testers for trucks.

Eléonore van Haute
(07.12.2016)