

- Meeting Notes-

EGEA Working Group 1 (WG1)

Wednesday, 27th April 2016 (10h00 – 16h00)

at “New” 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/ Velyen Elevación y Engrase	Manuel Castells Herrero	MCH
AFIBA/ Velyen Elevación y Engrase	Victor Garcia Rovia	VGR
AICA/ Ravaglioli SpA	Fausto Manganelli	FM
ASA/ Blitzrotary	Wolf-Erik Schmitt	WES
FMA/Techno Automotive Equipment	Nico Hellebaut	NH
RAI/ Stertil	Jan Fijnvandraat	JF
EGEA Secretariat	Neil Pattemore	NP
EGEA Secretariat	Eléonore van Haute	EVH

3. Adoption of the agenda

The agenda was unanimously approved. EVH asked to include a new point under AOB regarding new initiatives from the Commission on market surveillance actions for vehicle lifts.

4. Approval of the minutes of the last Working Group 1 meeting held on 24th June 2014 in Brussels

- FM went through the minutes and pointed out that:
 - Point 5: It was decided during that meeting that discussions should be put on hold before waiting the official revision of EN1493:2010.
This might change now since the official revision which started in January 2016.
 - Point 6: It was decided that the EGEA comments document dated 29th January 2013 was the basis for discussion during the official review of EN1493:2010;
 - Point 8: FM informed the members that all the consideration reported in the minute are still effective and the follow-up should be done on this point as Mr. Trabold is expecting for next TC98/WG3 meeting a proposal on how to handle this conflict.
- With no further remarks, the minutes of the previous WG1 meeting on 24th June 2014 were unanimously approved.

5. EN1493:2010 - official revision launched in January 2016

5.1. Report from the last CEN/TC 98/WG 3 meeting held on 13th and 14th January 2016 in Mannheim

Main reference documents:

N0002 Template of comments before the meeting (on which were based the discussion during the meeting)

N0007 Template of comments resulting at the end of the meeting. (It includes N0009 received by CNB/VG8 (notified bodies) and discussed in the meeting).

- **Conflict between EN1490:2013 & PTI Directive 2014/45/EU:**

- FM reported that one core issue was raised during that meeting which is the conflict between EN1490:2013 and the roadworthiness Directive 2014/45/EU.

According to EN1493:2010, it is clear that lifts to which the standard refers are not allowed for the lifting of persons and this is in contradiction for example with the checking of the steering for the roadworthiness technical inspection. This issue will be mainly for heavy duty vehicles and for tractors (for passenger cars, it is more easy to avoid being in the car while being on a lift).

- Decision: after discussion, it was agreed to try to revise Directive 2014/45/EU rather than changing the vehicle lift standard completely, considering lifting people would bring significant changes to the standard EN1493, which would result severely disrupted.

The hypothesis for the proposal for amendment of Directive 2014/45/EU about this issue could be as follows:

- The control of the steering (smoothness of the steering gear box) would be done with the vehicle at ground level, without any operator under the vehicle itself.
- The check of play on steering and suspension components would be done on the lifted vehicle through play detector equipment, so no operator on the raised vehicle and no vehicle engine on.

For that, the secretariat will circulate a first draft describing the issue and listing some justifications to be sent to the European Commission (DG MOVE). WG1 members will be invited to give their rapid feedback before sending it to the Commission and before requesting a meeting.

- **WG1 members went through main points of N0007:**

- FM pointed out that in CEN/TC 98/WG 3 meeting were discussed issues up point 37.
- In WG1 meeting only main significant issues were discussed.

- **Points 17-22**

All these points relate to the **position of controls** and especially to presence and limitation to be considered for **the remote control** (wired or wireless).

In the meeting CEN/TC98WG3 two aspects were focused:

- Possibility of inadvertent change of wireless remote control in case of two lifts in operation in the same workshop (addressing of wireless remote control).
- Risk related to the possibility induced by remote control (wired or wireless) to operate under the vehicle with lift in motion.

Mr. Haase (CNB/VG8) will prepare a proposal that will be discussed in next TC98/WG3 Meeting.

It was agreed on the opportunity to unify the original points of the standard 5.4.1 and 5.4.2 at a single point.

The proposal of FM in this direction (Doc N0008) was discussed and was agreed in principle even needs **better clarification about “dangerous” and “hazardous area”**

NP proposed a draft definition, for further discussion:

Hazardous area: *The area around the vehicle which includes the dimensions of any part of the vehicle or its load which move when the lift is operated. The hazardous area does not include the designated area used when operating the lift*

It was agreed also to deepen the concept of **operator responsibility**, to properly evaluate the extent to which the lift is to be intrinsically safe or not (or rather, if certain safety devices may be omitted or reduced in relation to the presence of a qualified operator)

Action: WG1 members have been requested to give feedback on this articulated issue before the next CEN TC98/WG3 meeting.

- Question from Velyen on standard used for the “Stands”.
JF replied that until now there are no EU standards existing but only at USA level
Decision: to check the US standard and decide whether any elements can be transposed/implemented at EU level.
- **Point 29:** Wheel support lifts (Platform lift)
Decision: to keep 1°.
- **Point 29a:** Chassis supporting lifts.
NB proposed to have 3° from the horizontal for lifts loaded with nominal load.
Action for points 29 and 29a: WG1 members have been requested to give feedback before the next CEN TC98/WG3 meeting.
- **Point 30:** Is agreed on the opportunity of not predict load control devices, especially when these may impact considerably on the cost of the lift (the cost of a “load sensing device” in a mobile column lift is better tolerated than the same in a two column lift).
- **Points 31a) 32):** The discussion is about the “**Normative vehicle**”.
 - Discussion whether we keep the normative vehicle or we introduce a new concept.
 - In general: it shares to keep the concept of “normative vehicle” as reference for the design of lifts, providing load control devices only as optional additional equipment
 - Related to the opportunity to include also different kind of vehicles to day not covered (e.g.: motorbikes, minicar, quad,...) it has not reached a shared opinion by those present
- **Point 31a) refers to Normative vehicle for wheel support lifts**
Is agreed on the opportunity to reassess Table 4 of the standards to see if it is still updated in front of actual vehicles.
FM highlighted that the work done to achieve this table in the first stage of the writing of the standard took a very long time and commitment of resources.
This because at that time (late 90’s) there were no database or reference available.
 - Today a reference may be the Regulation (EU) No 1230/2012 with regard to type-approval requirements for masses and dimensions of motor vehicles and their trailers and amending Directive 2007/46/EC of the European Parliament and of the Council (see attachment).
 - JF suggests to consider also the American Standards (ANSI/ALI ALCTV: 2011) to see if it possible to get some improvement about our method.
- **Point 32) refers to Normative vehicle for chassis support lifts**
This is the critical point that started the petition for review of the standard.
This gave rise the temporary solution of RfU from notified Bodies
It notes with satisfaction that in the meeting CEN TC98/WG3 EGEA proposal (“....add in last sentence of 5.7.4.3a and b:reaching the load rectangle”) was completely accepted.

WES pointed out that the “new proposal for overload sensing device” mentioned in column “observation from secretariat” is a misunderstanding because that proposal is already reported in column “proposed change”.

Anyway it was reconfirmed that the concept of loading control device is not an alternative to the concept of normative vehicle, but an option that could be mentioned in Informative Annex.

It was agreed that further analysis should be carried out also for normative vehicle for chassis support lifts to see if it is still updated in front of actual vehicles.

Discussion on load distribution especially for electric vehicles. EVH mentioned that this is not included in particular into the Directive 2007/46/EC, only general requirements for passenger cars and heavy duty vehicles. It is a problem of safety, not about dimensions.

FM pointed out that the credibility of the concept of Normative vehicle depends on the actual correspondence of the same with the current vehicles.

Action: Therefore it is desirable to effective collaboration of all to collect more data and do a proper review of the normative vehicle. To consider in particular the load effects on light commercial vehicles, decisive to confirm/update the load distribution provided by the current standard.

Actions for Points 31a) and 32:

- JF will investigate about possible alternative calculation concept (incl. L-category vehicles, electric vehicles, caravans ...).
- WG1 members have been requested to give feedback before the next CEN TC98/WG3 meeting to be held on 21-22 June 2016 in Bologna.

5.2. Coordination of activities/comments amongst EGEA members at national level

5.3. EGEA position at EU level

5.4. Review of CEN doc N0007 resulted at the end of TC98WG3 meeting

5.5. Next steps

6. Recommendation For Use (RFU): Brief report

- This item was already discussed under point 4.

7. Installation and periodical check of vehicle lifts in different Member States’ Regulations – review of EU practices.

WG members are invited to fill in the attached matrix, if not already done with your national practices.

- EVH presented the enquiry results regarding the various EU Member States requirements for the installation and periodical check of vehicle lifts (see attachment).
- After discussion and proposal from Norway & Spain, it was suggested to investigate with the European Commission (DG GROW or DG EMPL) whether any legislation/guidance paper could be issued to harmonise requirements across EU for the inspector to inspect vehicle lifts. Pending on the feedback from the European Commission, WG1 members might start working on common EU specifications to support this exercise.

- AH presented a study from the Health & Safety Executive (HSE) Department from UK on the assessment of the arm locking systems of two-post vehicle lifts. This should be circulated for information to all members.
- Actions:
 - The secretariat to circulate latest version of the EU requirements excel sheet together with the UK HSE study.
 - The secretariat to contact the European Commission regarding EU requirements for inspectors to inspect vehicle lifts.

8. Next meetings, frequency and location

Decision: The next WG1 meeting might be scheduled after the next CEN TC98/WG3 scheduled on 21st -22nd of June, if required.

9. Any other business

- EVH informed the members that EGEA has been invited recently by the European Commission to participate to its PROSAFE initiative which is a joint market surveillance action on vehicle service lifts. (Information about PROSAFE is available on their Website: <http://www.prosafe.org/>).

The joint action on vehicle lifts involves the market surveillance authorities of 9 Member States. It started on 1 January 2016 and is expected to be finished by the end of 2017. The objective of the joint is to check the safety and conformity with the Machinery Directive of vehicle lifts placed on the market in the EU. In particular, the action will target two-column and scissor lifts.

The project team had a first meeting in February and wishes to associate representatives of the industry with this joint action in an appropriate manner. The second meeting of the project group, to be held in Brussels on 2 June 2016, will include a session open to stakeholders to which a small delegation from EGEA will participate.

Decision: it was decided that FM, Dave Garratt and EVH will attend this meeting on behalf of EGEA.

- Additionally, EGEA has invited to provide some information about the vehicle lifts market (figures, cases of unfair competition, etc.. see attached presentation for further details). After discussion, it was decided that EGEA will support and participate to the EC's initiative.

Action: the secretariat will send an email to all WG1 and national association members to request such figures and evidences. The replies will be coordinated by EGEA.

- In parallel, EVH added that in order to inspect potential vehicle lifts not being in compliance with the Machinery Directive, the European Commission has launched a call for tender for inspection bodies or independent experts who will assist the officials of the national authorities during the inspection of vehicle lifts. The deadline for submission of candidacies is Friday 13th of May. Action: the secretariat will circulate the related information to all WG1 and national members.

Attachments:

- Regulation (EU) No 1230/2012 with regard to type-approval requirements for masses and dimensions of motor vehicles and their trailers and amending Directive 2007/46/EC of the European Parliament and of the Council
- Updated excel sheet with EU Member States requirements for the installation and periodical check of vehicle lifts (dated 27th April 2016)
- UK Health & Safety Executive (HSE) Department study on the assessment of the arm locking systems of two-post vehicle lifts

- EGEA Presentation on recent EU initiatives on vehicle lifts

Eléonore van Haute
(17.05.2016)