



EGEA Working Group 2 (WG2) -Minutes-

6th July 2015, 10h00 – 16h30

EGEA Offices

Participants

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|------------------------------|--------------------------|
| ABL | Arild Hansen [AH] |
| AICA/ Brain Bee | Ettore Gorreri [EG] |
| AICA/ Bosch | Marco Le Brun [MLB] |
| AICA/ Texa | Emiliano Pasin [EP] |
| ASA/AVL DiTest | Harald Hahn [HH] |
| ASA/ Bosch | Harald Neumann [HN] |
| ASA/ Hella Gutmann Solutions | Ralf Kolberg [RK] |
| AVL DiTest | Klaus Schulte [KS] |
| FVU/ Opus Equipment | Johan Olsén [JO] |
| GEA/ Autologic | Andrew Betteley [AB] |
| GEA/ Continental | Peter Houlden [PH] |
| GIEG/ CAPELEC | Georges Petelet [GP] |
| EGEA | Neil Pattemore [NP] |
| EGEA | Eléonore van Haute [EVH] |

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Emissions – from 10h00 to 13h00

1. Opening and welcome by Georges Petelet

GP welcomed all participants. The minutes of the last WG2 meeting on the 20th of February 2015 were approved without any further comments.

2. CITA SET Study: update on latest state of affairs

- GP gave a short update on the CITA SET Study (please see attached presentation).
- Next steps: CITA will meet DG MOVE to provide them with the SET Study results and to recommend the use of both test methods (tailpipe and OBD) as they will have the best benefit if combined and the ability to find most of the emission behavior affecting failures on modern passenger cars.

3. PTI Roadworthiness Directive 2014/45/EU: tailpipe vs. OBD

- **Implementation of the PTI Directive at national level: Feed-back requested from each country (WG2 participants) on current activities and test methods in EU Member States**
This point was addressed below and the outcome of the discussion was compiled in the excel spreadsheet (see attachment).

- **EGEA Questionnaire on emission testing in EU:**
 - GP thanked the members who had replied promptly to the questionnaire and encouraged the rest of the members who had not yet replied to do so as soon as possible.
 - GP expressed his disappointment regarding the representation of EU Member States within EGEA, although the biggest EU countries are well represented and are very much involved in all EGEA activities, a lot of new/eastern EU Member States are still missing. GP pointed out that investigation should be conducted amongst non-EGEA members in those countries.
 - The final goal of this investigation is to prepare a recommendation for the EU Commission to challenge non-compliance with the European legislation.
 - A round-up on emission testing in the various EU Member States was conducted and all results from members are shown in the attached excel spreadsheet (see attachment).
 - Exchange of practices regarding any special provision at national level for road side testing: members exchanged about their respective practices, NP explained that 5% of total PTI inspections conducted at national level should be done on roadside as it is prescribed by the new Directive 2014/47/EU (see attachment), and there is an obligation for Member States to report their roadside testing activities to the European Commission every year.
 - In order to complete the questionnaire and get more information from others EU countries, it was decided to contact the following persons:
 - Denmark: HH will provide the secretariat with emissions experts contacts at BM and Stenhøj
 - Poland: EVH will contact Polish members
 - Netherlands: EVH will contact Dutch members
 - Hungary: KS will contact AVL Hungary to get further information
 - Portugal: EVH will contact José Mira to get further information
 - Czech Republic: Antonio Multari (Maha) will contact his distributor

- **Smokemeter approval at national level:**
 - Round-up amongst members:
 - UK: until now there is no laboratory available for such approval
 - France: new tool and approval process is in place
 - Question was raised whether EGEA should push to include the smokemeter under the scope of the Measuring Instrument Directive 2004/22/EC. This was discussed some years ago with the Commission but without success due to the absence of supporting standards and the large number of discrepancies across the EU.
Decision and action: After discussion, it was commonly agreed that low level requirements should be found across EU in order to progress technical harmonisation, mutual recognition and possible inclusion into the MID Directive 2004/22/EC.

4. Initiatives on emissions at national level: round-up

- Italy: update on the creation of a new standard for tailpipe tests for diesel/ updating of the technology and procedure for PTI regarding
- France: update on the study and investigation for the improvement of opacity meters
- Germany: brief report about discussions with PTB on new limits for smokemeters and new calibration specifications

These points were addressed under above point 3 of the agenda, outcome of the discussion has been compiled in the excel spreadsheet (see attachment). In addition, a summary of initiatives on emissions at national level has been sent to all members prior to the meeting for further details and as a 'newsletter' (see attachment).

5. Eco-Entretien

- **Presentation of the concept**
 - GP explained that, in the framework of the COP 21, the UN climate change conference taking place in November 2015, multiple initiatives on emissions are launched by the French government and others stakeholders, such as the Eco-entretien launched by Spheretec in collaboration with Bosch.
 - This concept is essentially for workshops and PTI testing centres. The idea is to use a 5-gas analyser to perform tests on diesel cars and conduct an evaluation using a special algorithm. For emission testing at PTI level, the approach is different and the testing is done according to type-approval behavior of the 5 gases.
 - GP pointed out that this concept is one of the proposed concepts under discussion at French level for emission testing. Until now, there is only one provider of such solution and France cannot impose a monopoly situation.
- **Discussion on EGEA position**
 - Some members questioned the accuracy of such measurements and the limits of such testing when it comes to exhaust after-treatment system analysis.

6. Current & potential initiatives on emissions at EU level: round-up session

- **Measuring particulates from other sources (e.g. tyres and brakes)**
 - Item not discussed
- **Emission testing vehicles (at tailpipe): drive-thru (mounted on either side on the road)**
 - Item not discussed
- **NOx measurements: new test procedures to measure the 'real world' emissions of diesel cars under the Euro 6 air quality standard**
 - Question was raised amongst members about the ability to identify faulty vehicles concerning NOx levels.
 - GP informed the members that UTAC in France is conducting a study to be started in September 2015 focusing on NOx. The goal is to use dynamic values regarding the vehicle in itself. Members noted that if this is a legal pass/fail, then legal values must be used, of course a compromise between cost/benefit and official values must be found.
 - In Germany, HH indicated that Leitfaden 5 will run until 2020, but further discussion at national level will start again in 2019.
 - Discussion on existing studies/initiatives proving the equivalence of emission testing for Euro 6 and Euro VI vehicles, as mentioned in Directive 2014/45/EU. As regards OBD testing only, NP added that there is no in-service conformance test checks of the OBD system against type-approval conditions. NP also mentioned that when testing emissions via OBD, communication with the vehicle should be established first, in Germany, a study showed that 12% of cars cannot communicate. Should these vehicles be considered as failing the PTI test?
- **Possibility to measure Sulphur Dioxide (SO₂)**
 - Item not discussed

7. Any other business

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Diagnostics – from 13h45 to 16h30

1. Opening and welcome by Harald Neumann

HN welcomed all participants for this diagnostic meeting and encouraged all members to exchange openly views on new challenges that the sector is facing such as getting access to the data, the new connected and automated vehicles and the revision of PTI (ECSS testing and ePTI).

2. PTI Roadworthiness Directive 2014/45/EU

- **Short update concerning access to vehicle specific technical information for PTI testing of ECSS**
 - EVH gave a short report about the current discussions held in Brussels with the Commission, Member States, FSD, CITA, EGEA and ACEA regarding the access to PTI technical information (see attached presentation).
 - Discussions are quite intense as ACEA is trying to reduce the scope of PTI technical information to fitment test and functional test of lights only, and the Commission is quite reluctant to legislate on contentious points with no consensus.
- **Presentation of the new ISO proposal for a standard on “vehicle roadworthiness interface for electronic PTI (ePTI) – communication requirements”**
 - MLB presented the new ISO proposal for ePTI: background and key points of the proposed concept for standardisation (see attached presentation). ePTI will be one of the use cases of the Extended Vehicle (ExVe) discussions in ISO.
 - MLB explained that the architecture only will be standardized and not the test procedures in itself.
 - NP pointed out that as it stands, the New Work Item Proposal (NWIP) does not meet the requirements of PTI Directive 2014/45/EU and although the standardisation work will be done at ISO level, the EU legislation should be taken into account.
 - Next steps: EGEA will monitor the issue and participate to the first kick-off meeting to be held on 21-22 September 2015 in Wolfsburg.
- **UNECE WP29 – Informal Working Group on PTI**
 - MLB and EVH informed the members that an informal WG on PTI has been created at UNECE level (international level in Geneva). The aim of this WG is to review the UN Rules 1 (emissions testing) and 2 (other testing) under the UN 1997 Agreement on Periodical Technical Inspections, to align it with the EU PTI Directive 2014/45/EU and to prepare new Rules on equipment to be used for PTI, on skills and training of staff performing PTI and on supervision and quality control of PTI centres (see attached presentation).
 - EGEA will monitor remotely the work done in this WG, but currently EGEA had no resources to attend these meetings which are taking place all over the world. More experts from our sector are needed and should take part in future meetings.
 - Action: The secretariat to circulate a mini-newsfeed to WG2 members and regular members calling for experts to follow this important issue which could have a serious impact at international level.

3. Update and discussion concerning vehicle telematics access to in-vehicle data

- **Update on C-ITS (Cooperative-Intelligent Transport Systems) activities in Brussels**
 - NP reported about the C-ITS activities and developing discussions in Brussels (see attached presentation).
 - Following the presentation, members discussed the VM proposal, the possible closing/future developments of the 16-pin connector and how to access the data via a server.
 - Members are reporting that vehicle manufacturers (VMs) are changing their way of service, some dealers (but mostly independent operators) are kept out of these new services. Country-specific derivations are also newly created by VMs.
 - It was noted that pressure is put on VMs to improve their security systems so they would need to implement a new solution/system.

- **How to communicate with the new Volvo XC90 with restricted data access (i.e. 16 pin OBD) connector?**
 - MLB and NP presented the various key points of the new Volvo XC 90 and its way of communicating (K-Line + DoIP) with restricted data available through the physical connector.
 - The vehicle is also using Ethernet, but the communication is validated using the vehicle telematics system before any data communication is possible. Only emissions related data would be available without pre-validation.
 - In the future:
 - The OBD port might be closed, with remote activation needed (e.g. through ExVe) to allow data transfer.
 - No software/no VCI needed anymore for vehicle communication (RJ45 connector)
 - Reverse engineering will not be possible anymore.
 - Possible issue when re-flashing is needed with gigabytes download and the use of SAE J2534.

- **Future engineering challenges**
 - Following an extensive discussion, the following was agreed:
 - Maintain the 16-pin connector as it is now
 - What data is available today should be maintained
 - No monitoring will be tolerated
 - Access to in-vehicle data/information should be done on a non-discriminatory basis compare to vehicle manufacturers (and not anymore authorized repairers)
 - Access to in-vehicle data/information is of course possible without compromising the security/safety of the vehicle.

- **Report from joint ISO/SAE/ETI meeting of May 14th 2015, on access to secured In-Vehicle Networks (IVN)**
 - MLB reported about the joint ISO/SAE/ETI meeting held on the 14th of May 2015 regarding the access to secured In-Vehicle Networks (IVN), and explained that after several attempts to define the standardisation level, a potential pathway to a solution for secure vehicle data access with the "Vehicle Station Gateway" project and its associated "Unified Gateway Protocol", discussions have been reactivated at ISO, SAE and ETI levels.

- To address the numerous and potential diagnostic issues, MLB pointed out that this automotive gateway of the future could be a solution to access in-vehicle networks.

4. Ricardo-AEA report on the functioning of the Euro 5 – RMI provisions: follow-up

- Due to lack of time, this item was not discussed.

5. Any other business

No other business.

6. Thank you and closure

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Eléonore van Haute.