

EGEA Working Group 2 (WG2) - Emissions & Diagnostics

Thursday, 20th of April 2017, 09h30 – 16h30

EGEA Offices, Brussels

-MINUTES-

Participants

AICA official representative - emission/ Brain Bee	Ettore Gorreri [EG]
AICA official representative - emission/ Nexion Group	Roberto Bonzani [RB]
AICA official representative - diagnostic/ Robert Bosch	Marco Le Brun [MLB]
AICA official representative - diagnostic/ Texa	Elvis Colla [EC]
AICA/ Texa	Emiliano Pasin [EP]
ASA official representative /AVL DiTest	Harald Hahn [HH]
ASA/ Hella Gutmann Solutions	Ralf Kolberg [RK]
ASA/ Hella Gutmann Solutions	Bernhard Schwab [BS]
ASA official representative / Robert Bosch	Harald Neumann [HN]
FVU official representative / Autocom	Christer Larsson [CL]
GEA official representative / SP Diagnostics	Winston Lee [WL]
GIEG official representative / Actia Automotive	Tony Malaterre [TM]
GIEG official representative / CAPELEC	Georges Petelet [GP]
RAI official representative / Andriessen Groep - TEN Automotive	Mark De Goede [MDG]
RAI official representative / Snap-on Tools	Robert Hoevenaar [RH]
EGEA	Neil Pattemore [NP]
EGEA	Eléonore van Haute [EVH]

Emissions – from 09h30 to 12h30

1. Opening and welcome by Georges Petelet

- Roll call was done and official national delegates were defined (see above list of participants).

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

- France:
 - Feedback on Loi transition Energétique test campaign
 - GP gave a report on the French situation and the test campaign (see attached presentation) which is currently depending on the outcome of French elections and might change from one day to the other.
 - 5 equipment manufacturers participating: Spheretec/Bosch/AVL, FOG, Actia, Capelec.

- Discussion on the fact that we will never be able to replicate the testing from type-approval, therefore we need to find a way where appropriate test methods/equipment can be proposed for PTI.
 - Since March 2017, vehicles can fail because you fail either the tailpipe test or the OBD test, so they will keep the two testing methods.
 - New Opacimeter/ new procedure / new regulation: see attached presentation.
- Italy
 - *MCTCNET*: With the introduction of MCTCNET, the Ministry of Transport is currently regulating the situation and checking the conformity of all test equipment with this new communication protocol, but there is a lack of specific dedicated inspectors. This year, they started with the checking of brake testers and will start as of July 2017 with the checking of gas analysers.
 - *MID Directive*: National laws are currently being harmonized with the requirements of MID Directive. As there are no MID notified bodies available in Italy for gas analysers until now, a new Directive is currently being written.
 - At the same time, written specification for new gas analysers are currently being drafted and will deal mainly with the filter issues. They will probably use the same filters as now.
 - *PTI for tractors*: Due to frequent accidents in Italy with the handling of agricultural vehicles/machines, the Ministry decided to start defining safety requirements when working with these machines and how to test it (notably using plate brake tester). As regards pollution, only agricultural vehicles after 1980 will be checked with smoke meter with long hose according to normal procedure (not using MCTCNET2). The official legislation is awaited for Q3-Q4 2017. Discussion whether tractors need to go to the PTI station or whether this can be an in-the-field check using mobile test centers.
 - *PTI – Emission thresholds*: For cars, Italy is currently using the plate value and is not planning to use OBD.
 - *PTI - Calibration*: for gas analysers, two different bottles are already used for PTI (lower values 0.6/0.5 and 3.5) and for smokemeter, same set of filters of emission verification is used (0.7/0.9 and more than 2.5).
 - *NOx Measurements*: no campaign/initiative planned yet.
- Germany: News & new regulation/ new thresholds:
 - New “Leitfaden 5 Version 01, the Ministry of Transport decided to reinstall the tailpipe test in Germany. At the beginning of February 2017, Ministry of Transport distributed a Directive regarding tailpipe test for all vehicles.
 - Opacity values: 0.2 m-1 for Euro 6/VI vehicles
 - CO value: 0,1 %vol
 - Cut off speed should be at least 90 % of the natural cut off speed
 - New legislation entering into force on 1st of July 2017.
 - Additionally, beginning of January 2019, counting particles should be mandatory.
 - The final text should be made official in the coming weeks and should not be delayed. Law should get into force before the next elections in Germany in September 2017.
 - With these new values, only a software update is needed (only need to go to TÜV/DEKRA). But due to some new accuracy values, some test manufacturers would need to update the hardware as well and therefore going to PTB for such approval.
 - Together with PTB, ASA and TÜV/DEKRA are working on a set of new accuracy classes (class Zero (K=0,1); class zero (k=0,02)). Official docs will be found on

the verkehrsblatt, once available. *Action*: HH to keep WG2 members informed once available.

- DAKKS: ISO 17020: maintenance and calibration:
 - In Germany, test organisations have to fulfill a quality management process that complies with ISO 17020 (means, that the used equipment has to fulfill ISO 17025).
 - Audits are currently done within PTI stations to see how the quality management process is running. It applies as well for headlight testers, manometers, brake testers, ...
 - Discussion on possible threat on calibration services from test equipment manufacturers.
 - Calibration procedures have been defined by stakeholders for PTI test equipment.
 - Next milestone: as of 1st of January 2019, all emission testers would need to be calibrated according to ISO 17025.

- Spain
 - Introduction of Diesel test with plate value from July 2016.
 - Question whether failure rate is available or not. *Action*: GP to check it with PTI test stations.

- The Netherlands
 - Before the elections, a letter was written by the Secretary of State to the Parliament stating that according to the new PTI Directive, as from the 20th of May 2018, an official visual check of the DPF should be done at PTI as the DPF modification/removal was not allowed. The reply stated that when adequate equipment would be available and at affordable price, this DPF visual check will be reconsidered, until then it stays like this.
 - Default value: 1.5.
 - TNO investigating and fighting against the Ministry of environment to promote tailpipe testing vs. OBD only. TNO last investigation seems to target PM measurement introduction.

- UK
 - Plate value is not considered. Currently the PTI test is the visual check of the DPF, and the political issue is that the government does not want to include new equipment as this would raise costs. Although DVSA (previously VOSA) is aware of the solution, they are not allowed to address that issue.
 - No desire to use the plate value to avoid the need to use a database.
 - Discussions around OBD testing but no decision made yet.
 - Database issue for gas analyser: legislation going through regarding MOT to change the frequency from 3-1-1 to 4-1-1 for light vehicles only (or after 160000km), and 3-1-1 for the rest of the vehicles. No decision made yet, consultation launched until end of May 2017. This is to decrease the PTI costs for the end-consumer.

- *Action*: after the 20th of May 2017, after official notification from Member States to the Commission about the planned implementation of Directive 2014/45/EU at national level, WG2 members will decide whether EGEA should complain officially to the Commission, notably regarding the issue of non-compliance with the PTI legislation as regards emissions in The Netherlands or other Member States.

3. **CITA SET Study: update on latest state of affairs**
 - GP reported about the latest state of affairs, please see attached presentation.

4. **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 was already discussed under point 2 above.

5. **EGEA Roadmap for 2017-2018 for emission activities**
 - GP made a summary of past activities and gave background information (see attached presentation).
 - Discussion on next steps regarding lobbying for tailpipe testing vs. OBD. Decision will be made once Germany finalises the revision of their position/legislation as this could have a key spill-over effect on many other Member States (e.g. Austria who wants to implement OBD only, but is waiting for Germany).
 - Discussion about ISO17025 regarding calibration and maintenance. *Action:* EVH to check the EU legislation that mandates the compliance with that ISO standard. Once done, need to decide how to deal with that within EGEA as it interferes with many equipment such as the headlamp tester, the brake tester, the emission tester, etc...
 - GP presented a list of priorities for 'WG2 – Emission' that was discussed and agreed by WG2 members (see attached presentation), this list will be discussed further at the next General Assembly meeting.

Discussion:

- HN requested WG2 to continue working on homogeneity of type-approval and PTI validation of values (e.g. Dutch situation) with lower emission values for cars in future legislation. Particulates should also be taken into account although it is difficult to measure it by opacity.
- RB stressed that work conditions (ambient where the workers work) are important. *Action:* EVH to make a note on EU development regarding working conditions exposed to carcinogenic substances, and to recirculate the EGEA press release. AICA to report about latest state of affairs in Italy on that issue at the next WG2 meeting.
- Off-road vehicles: EVH explained that there was an important revision on type-approval legislation for non-road mobile machines but a deeper countercheck should be made to evaluate its impact in terms of PTI checks.
- EG confirmed together with the WG2 members that the issue of calibration and maintenance should be more thoroughly analysed and an assessment should be made on its benefits vs. opportunities.
- MLB added that the issue of Cal ID software monitoring should be covered by WG2 and might already be covered in the framework of ePTI activities.

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Diagnostics – from 13h00 to 16h30

1. **Opening and welcome by Harald Neumann**
 - HN welcomed all members for this important meeting as intense discussions on access to in-vehicle data are taking place in Brussels.

2. **Update and discussion concerning vehicle telematics access to in-vehicle data**
 - 2.1. **Telematics strategy discussion:**
 - Extended Vehicle concept
 - VDA Paper
 - CARUSO – Independent Telematics Platform (TecAlliance initiative)

- CLEPA Proof of Concept – updated news
 - NP gave an update on CARUSO, the VDA Paper discussions and the CLEPA proof of concept, please see attached presentation. NP explained that CLEPA is currently making a proof of concept of the VDA Paper ‘neutral server’ using a simple use case agreed with the VMs (fuel level up to 3 times per hour). Unfortunately, it appears that the available data that can be accessible via ExVe/neutral server are read-only data and these data are already ‘processed’. Diagnostic is already done in the vehicle by vehicle manufacturers. For more ‘demanding’ use cases, such as real-time data for diagnostics, access is only possible via B2B contracts with each VM and may still be limited.
- EGEA Connectivity Paper – finalisation and official approval
 - All members went through the EGEA Connectivity Paper. After discussion, all members agreed on this final version. As next steps, this paper will be distributed to all members for their use at national level and will be used by EGEA in its lobbying activities at EU level.

2.2. Update on TRL Study on access to in-vehicle data

- Brief report on EGEA feedback
- AFCAR/EGEA Next steps
 - NP reported about the latest state of affairs regarding the TRL Study, please see attached presentation. AFCAR provided TRL with several UCs where direct real-time access to in-vehicle data and resources are fundamental such as the ‘EGEA prognostics’ UC.
 - HN reminded that as the OTP might take some time to be implemented, direct access to in-vehicle data should be maintained through the OBD connector within the current revised type-approval vehicle legislation, this is crucial.
 - NP added that together with the economic analysis, a legal analysis had to be conducted by Mills & Reeve but this has not been seriously taken into account by TRL. The principle of ‘fair and undistorted’ has not been correctly addressed by these consultancies, and this should be reported to the Commission.

2.3. European Commission initiative on ‘free flow of data’ – brief update

- As regards the current Free Flow of Data public consultation launched by the European Commission, EVH informed the members that deadline for completion is the 26th of April 2017. In order to finalise the EGEA input, the members discussed whether EGEA members should also be considered as ‘data holders/owners’. After discussion, it was decided that EGEA members are only users of the data. EVH will therefore submit the EGEA input accordingly and will send the final input to the members should they wish to submit their own input as well to this public consultation.

3. Euro 5/6 RMI provisions - Access to technical information for diagnostic tool manufacturers: update on the revision of the vehicle type-approval framework regulation and the amendments for validation of VCI/ reprogramming/ OBD connector

- EVH gave an update on the lobbying activities for the revision of vehicle type-approval legislation and particularly regarding the OBD connector which is vital for EGEA diagnostic tool manufacturers and the rest of the aftermarket chain, please see attached presentation. She went through all amendments that EGEA together with AFCAR succeeded in getting into the European Parliament IMCO report. She called for

support from EGEA members at national level since these amendments might be lost at the Council level now, as Member States have been asked by the Commission not to address any RMI issues at this stage since the Commission is planning to revise it together with the connected vehicle issues at a later stage in 2-3 years. WG2 members agreed that 'analogue' issues should be addressed now and not be mingled with the connected car.

4. Camera and sensor calibration: access to the calibration tool equipment and routines

- Due to the importance of this issue, decision to discuss it at the next WG2 meeting in autumn 2017.

5. Pre and post collision diagnostics and repair in US - concerted practices - any actions from EGEA?

- NP and EVH reported about the US concerted practices that VMs are currently conducting in the aftermarket and particularly regarding diagnostics for pre and post collision diagnostics. NP alerted members that these practices can be done at EU level and this should be directly prevented.
- After discussion, it was agreed that the secretariat will prepare a draft position paper supporting our US colleagues, ETI, for discussion/feedback for WG2 members.
- The secretariat to circulate all related press extracts and ETI Position Paper.

6. Status of the new standard: Road vehicles -- Vehicle roadworthiness interface for electronic Periodical Technical Inspection (ePTI)

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

7. Elections of new WG2 Chairmen and Deputy-chairmen

- As the EGEA Working Group rules foresee an election of the Chairperson of each Working Group (co-chair for WG2) every two years and given the fact that the two WG2 Chairmen were elected on the 20th of February 2015, elections took place for these two positions.
- The candidates for election were the following:
 - Emission: GIEG/ Capelec/ Georges Petelet
 - Diagnostic:
 - AICA/ Texa/ Elvis Colla
 - ASA/ Robert Bosch/ Harald Neumann
- After presentation of the candidates, the members proceeded to the vote: Georges Petelet, Business Developer at Capelec was elected as the new Chairman for the WG2 emission activities, and Elvis Colla, Sales & Marketing Director at TEXA, was elected as the new Chairman for the WG2 diagnostic activities. They are looking forward to their new roles and will in a fruitful collaboration, promote the interest of EGEA members in the field of emissions and diagnostics.
- The Secretariat together with WG2 Members thanked HN for his support and active work within the WG2 over the 2 last years when facing new technological challenges for the diagnostic tool manufacturers.
- With the new WG rules, a Deputy-Chairman for each division of WG2 will be designated at a later stage.

8. Thank you and closure

- Before closing the meeting, EVH asked the members their feedback about smart tachograph activities at EU level. After a round-up among the members, it was decided to keep monitoring that issue and to keep members informed about any new development.
- The next WG2 meeting will take place around September/October 2017.

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