EGEA WG 2 Meeting
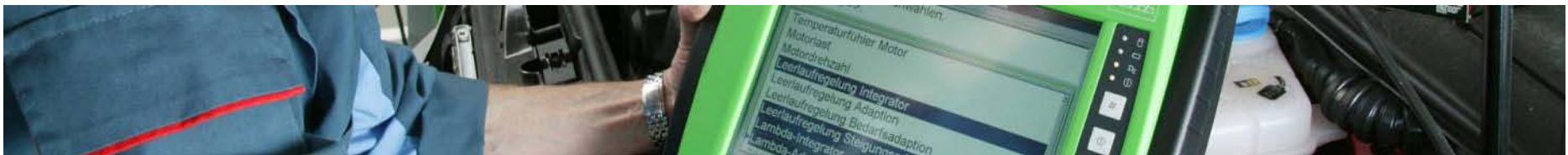
19th June 2013 - Brussels

➤ **Update Periodic Roadworthiness Testing Package in Brussels on issues affecting WG 2 (EC 2012/380)**

➤ **New ISO Project: ISO/TC22/SC3/WG1 – ISO/TC 204/WG17 "Vehicle Station Gateway" (VSG)**
  - ➤ **Presentation of the project by Gangolf Feiter, initiator of the project**
  - ➤ **How is EGEA affected?**

➤ **Euro 5 Regulation: Intended launch of a Commission investigation on the Functioning of Euro 5 with regard to access to technical information for IOs (and thus for tool manufacturers)**

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➢ **CEN – Standardisation on Access to Technical Information – TF1 – part 2 and part 3:**
  ➢ **Presentation and state of affairs of the CEN standardization project**
  ➢ **How is EGEA affected?**

➢ **Any other business**

➢ **Date of next meeting**

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PTI-Lobby: Key issues for WG2

- Regulation EC 2012/380 was published in July 2012
- WG 02 and WG 06 (WG 26) meetings worked through the proposal
- Result was our EGEA position paper on PTI dated November 2012, including teh recommendations on:
    - Access to technical information
    - Access to electronic vehicle platform
    - electronic test certificate
    - New test methods for modern headlamp systems
    - Tailpipe to remain the default testing method
    - NOx & particulates testing for diesel engines
- At that time for emissions, there were no proposed changes (petrol should be rewritten in a clearer manner)
- During the hearing process in Brussels and in the Member States there were a lot of changes (political and technical)

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Update on PTI Lobbying

- Mr. Kuhn, Rapporteur of the Transport and Tourism Committee issued his draft report in February to the TRAN Committee.

- We had meetings with Mr. Kuhn and several more with his assistant.

- OBD test data from the French market (UTAC) was very helpfull

- EGEA created a position paper „OBD versus tailpipe testing"

- Committee on Market (IMCO) and Committee on Industry and Research (ITRE) voted on 24th/25th of April. EGEA office prepared letters, which were sent to all MEPs to support EGEAs interests (many thanks for this support)

- Committee on TRAN voted on 30th of May

- Except the testing for the coefficient of damping, all of our issues have been addressed

EGEA Key issues adopted by TRAN

- Tyre pressure testing

Information on other issues

- Minimum test frequency remains 4-2-2
- Repairer can act as inspector only if the supervising body ensures high level of objectivity
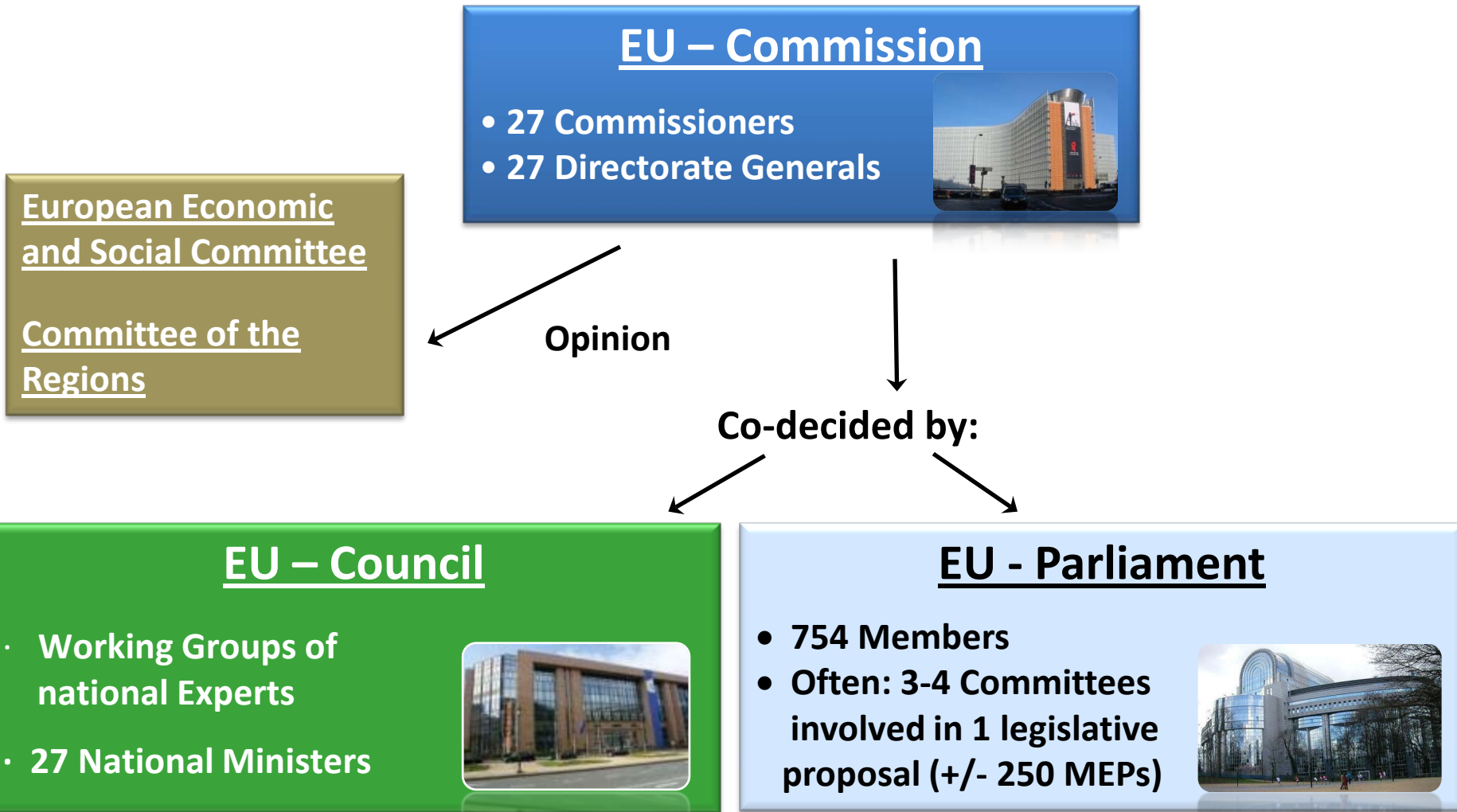
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Suspension

- The EGEA proposal for coefficient of damping did NOT find a majority in the Transport Commmittee <u>BUT</u>
  - Suspension testing remains part of PTI
  - The only deletion (proposed by Council) was Annex V point 10 – device for testing the efficiency of shock absorbers
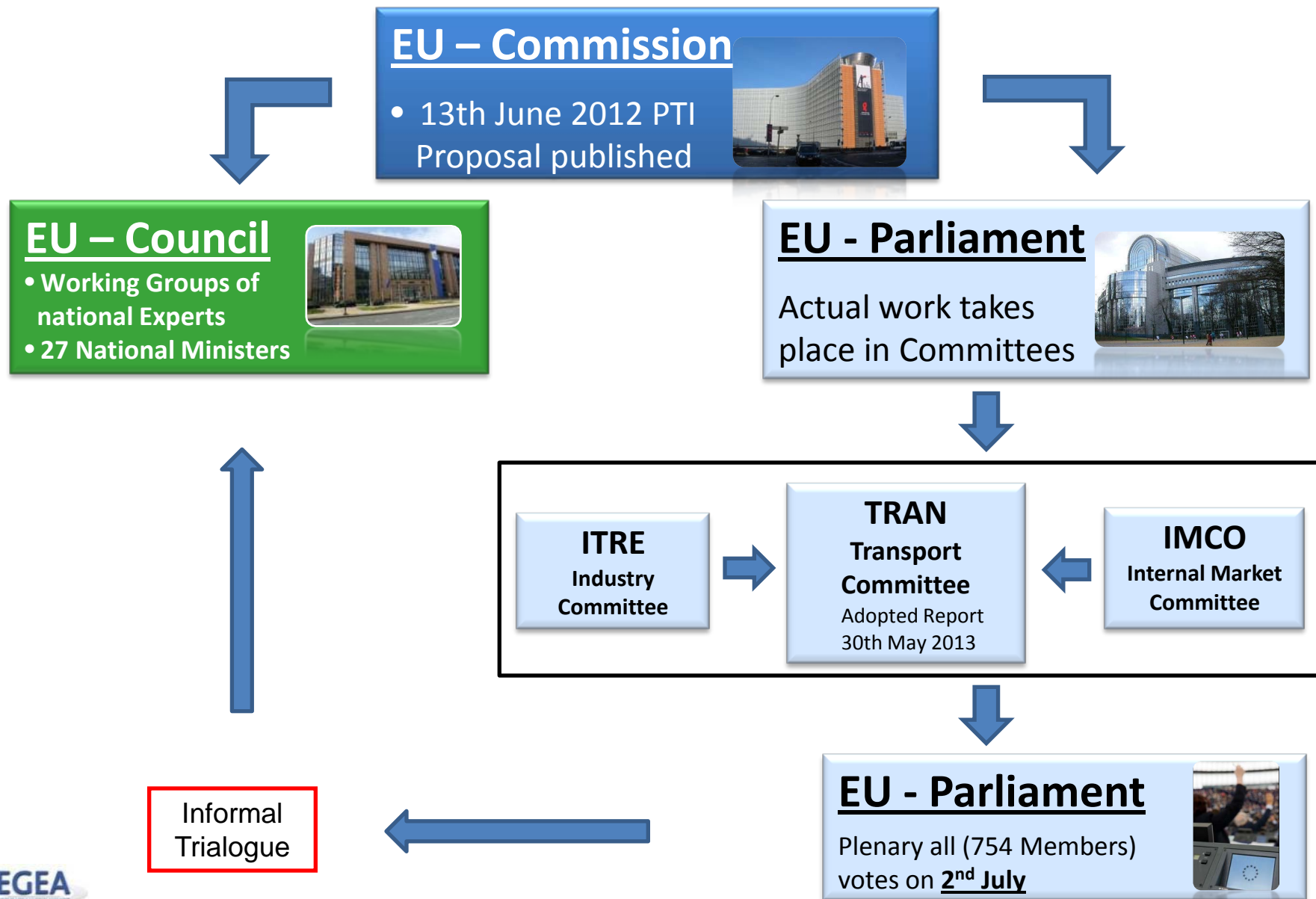 - EGEA needs to propose a validated solution

Summary:

The European Parliamentarians support the original (EC) proposal which includes suspension testing, including an assessment of the shock absorber efficiency. The European Council proposed to continue with suspension testing, with shaker plates being used to check mechanical joints/linkages etc. but with only a visual inspection of the shock absorber unless there is a cost justifiable, harmonised single test method available. The Commission's view is that this could be part of a technical implementation discussion once a verified single solution is available.

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EU decision-making process: co-decision procedure

EU – Commission

- **27 Commissioners**
- **27 Directorate Generals**

European Economic and Social Committee

Committee of the Regions

Opinion

Co-decided by:

EU – Council

· **Working Groups of national Experts**

· **27 National Ministers**

EU - Parliament

- **754 Members**
- **Often: 3-4 Committees involved in 1 legislative proposal (+/- 250 MEPs)**

PTI decision-making process: EP in detail

EU – Commission

- 13th June 2012 PTI Proposal published

EU – Council
- Working Groups of national Experts
- 27 National Ministers

EU - Parliament

Actual work takes place in Committees

ITRE Industry Committee	TRAN Transport Committee Adopted Report 30th May 2013	IMCO Internal Market Committee

EU - Parliament

Plenary all (754 Members) votes on **2nd July**

Informal Trialogue

EGEA

PTI decision-making process: Committee outcomes

IMCO Opinion

Internal Market Committee
- access PTI specific technical information
- electronic roadworthiness certificate
- access to the electronic vehicle information platform
- testing of dynamic headlamps
- **EGEA proposed suspension testing**
- tailpipe as default testing method
- NOx & particulates testing for diesel engines

ITRE Opinion

Industry Committe
- access PTI specific technical information
- electronic roadworthiness certificate
- NOx & particulates testing for diesel engines

TRAN Report

Committee on Transport & Tourism
- access PTI specific technical information
- electronic roadworthiness certificate
- access to the electronic vehicle information platform
- testing of dynamic headlamps
- ~~**EGEA proposed suspension testing**~~
- tailpipe as default testing method
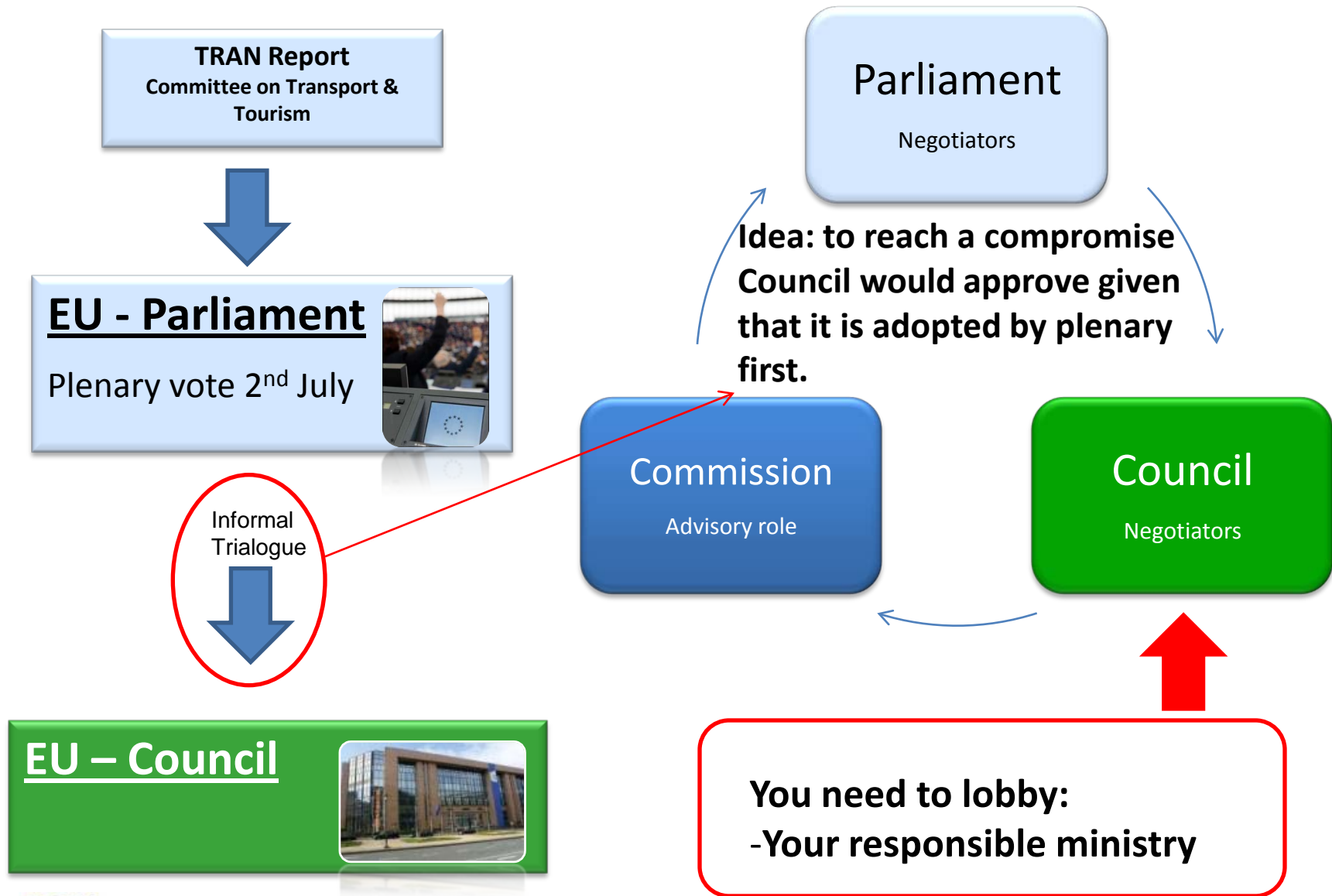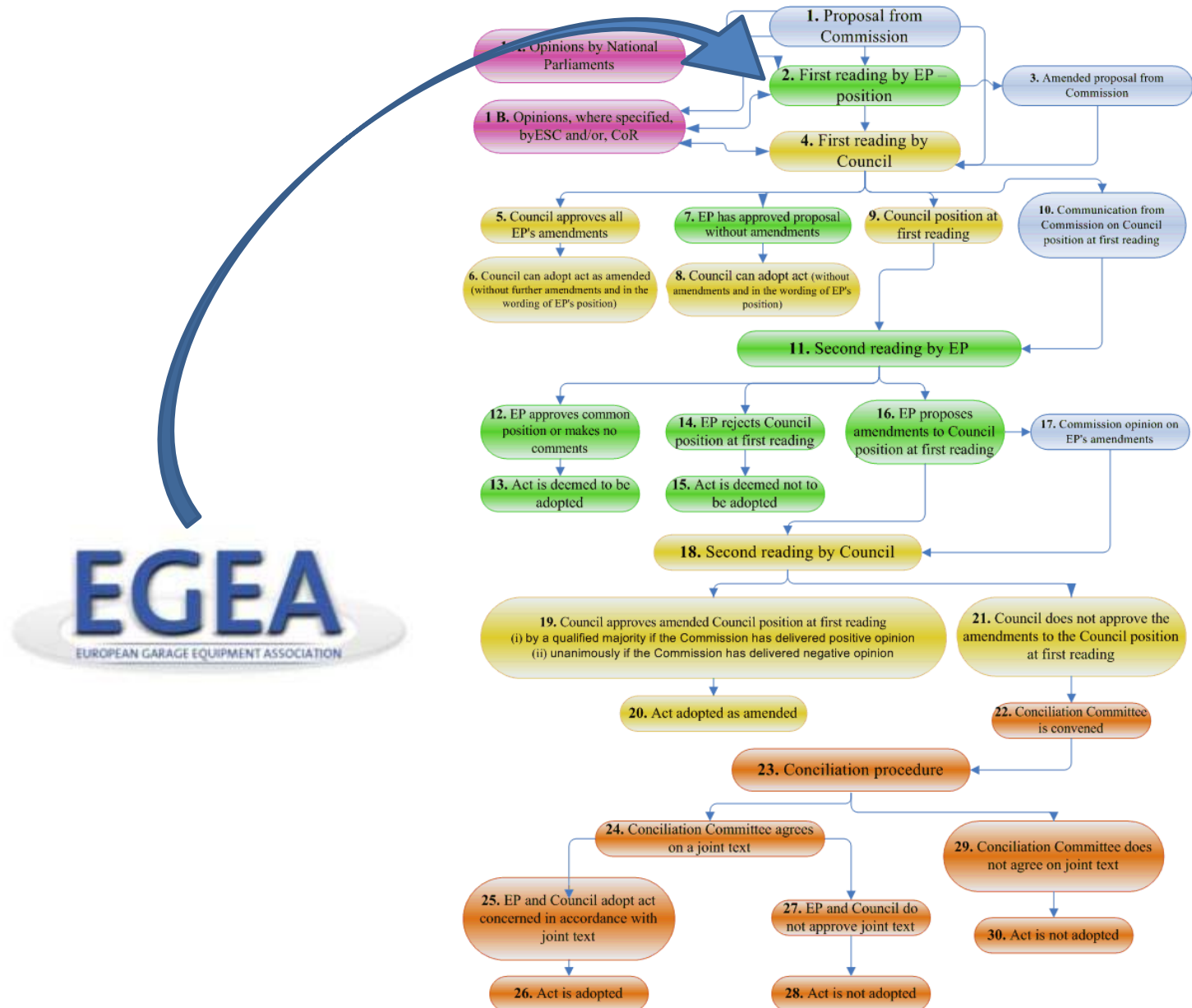- NOx & particulates testing for diesel engines
- Tyre pressure testing

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TRAN Report
Committee on Transport & Tourism

EU - Parliament

Plenary vote 2nd July

Informal Trialogue

EU – Council

Parliament

Negotiators

Idea: to reach a compromise Council would approve given that it is adopted by plenary first.

Commission

Advisory role

Council

Negotiators

You need to lobby:
-Your responsible ministry

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Co-decision procedure in more detail…

VSG

New ISO Project: ISO/TC22/SC3/WG1 – ISO/TC 204/WG17 "Vehicle Station Gateway"

Presentation by Gangolf Feiter
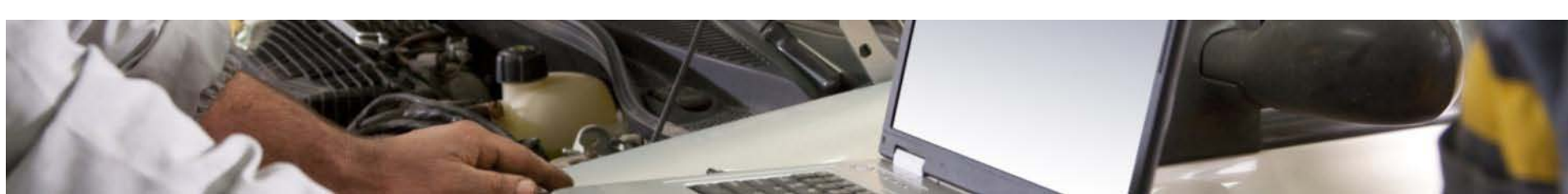
Background:

A project has been established to consider a secure access to a vehicle's electronic systems using either telematics or existing standardised physical connection (OBD), where only pre-authenticated communication and operators would be permissible, based on pre-defined use cases.

"The VSG primary focus is to protect the in-vehicle networks to unauthorized access via internally (IVI) and externally connected test equipment."

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VSG: EGEA preliminary Assessment

- The VSG concept introduces a communication firewall. The OBD port could be closed. The project will define how diagnostics tools will register and communicate with the vehicle.

- The VSG will de-couple the link between external/internal test equipment and in-vehicle communication.

- Reverse engineering could be blocked.

- All information will be defined in pre-determined use cases.

- "Registration Authority": although probably independent, the VMs still decide what functionality is acceptable (beyond defined use cases) as "unauthorised" tools will not be allowed without a validated certificate.

- No legal basis for this ISO-project, meaning the rights of the IOs might be compromised.

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Further threats deriving from the planned telematics communication

- Scope of data which will be decided by the predetermined use cases, but for any additional function, by the VM.

- Open question: IO's can create an APP, which if acceptable, must be implemented by the VM for the standardised use case, but this could be subject to a B2B contract if VSG configurations are needed for use case specific APPs.

- In this concept, there is a threat that IO's will be pushed into peripheral devices, whilst the VM will still be able to access all vehicle data via telematics.

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Commission Study on the Functioning of Euro 5 Regulation
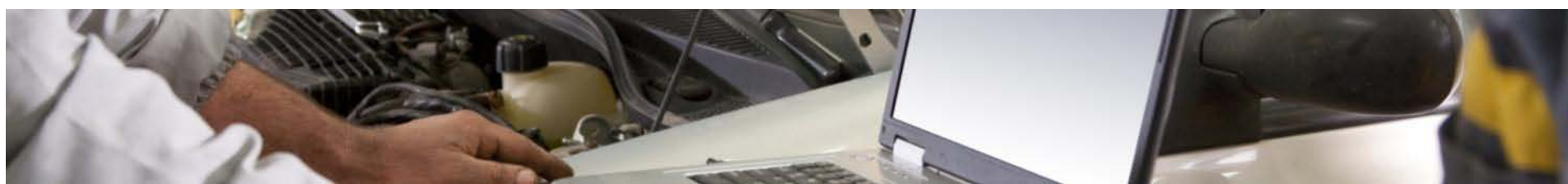
Study on functioning of Euro 5 Regulation

**In the regulation EC 715/2007 is written under**

Article 9

Report
Not later than 2 July 2011, the Commission shall present to the European Parliament and to the Council a report on the operation of the system of access to vehicle repair and maintenance information, with particular consideration being given to the effect on competition and the operation of the internal market and the environmental benefits. The report shall consider whether it would be appropriate to consolidate all provisions governing access to vehicle repair and maintenance information within a revised framework directive on type approval.

# Study on functioning of Euro 5 Regulation

- This background requires the European Commission to launch a study on the functioning of EURO 5 including access to technical information for IOs.

- Therefore, as tool manufacturers, we should contribute with our perspective and experience.

- This should be based on hard facts which are verifiable by an institute/consultancy conducting the study.

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CEN
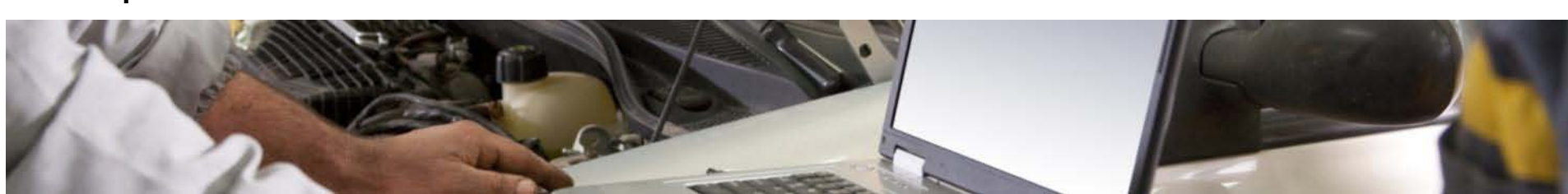
Standardisation on Access to Technical Information
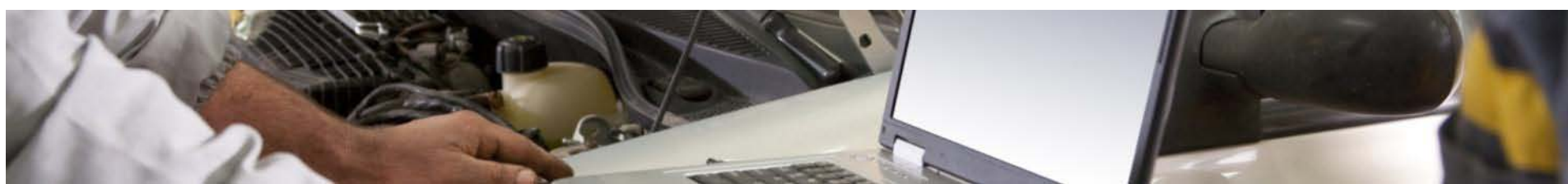
TF1 – part 2 and part 3

ZDK (CECRA) contacted EGEA for Assistance/Support on an issue which came up during the discussions on the CEN standard « Euro 5 - Access to Technical Information »

- ❏ **Background: First experiences with different Euro 5 applications installed on the same PC demonstrated, that a lot of different problems occured (e.g. interference between the applications, influence to settings of the PC, if you are working with one application and closing it and try to work with the next application – nothing is working (PC is blocked))**

- ❏ **H Hahn's first reaction was – why should we help or give assistanceto solve the problems the VM s have with their different applications??**

- ❏ **This is exactly that, what we have on our argumentation list why multibrand applications have its place on the market further (responsibility, helpline, one user interface, same look and feel,…..)**

- ❏ **Therefore Harald Hahn had a meeting with ZDK (Mr. Arathymos) to get some more background/details**
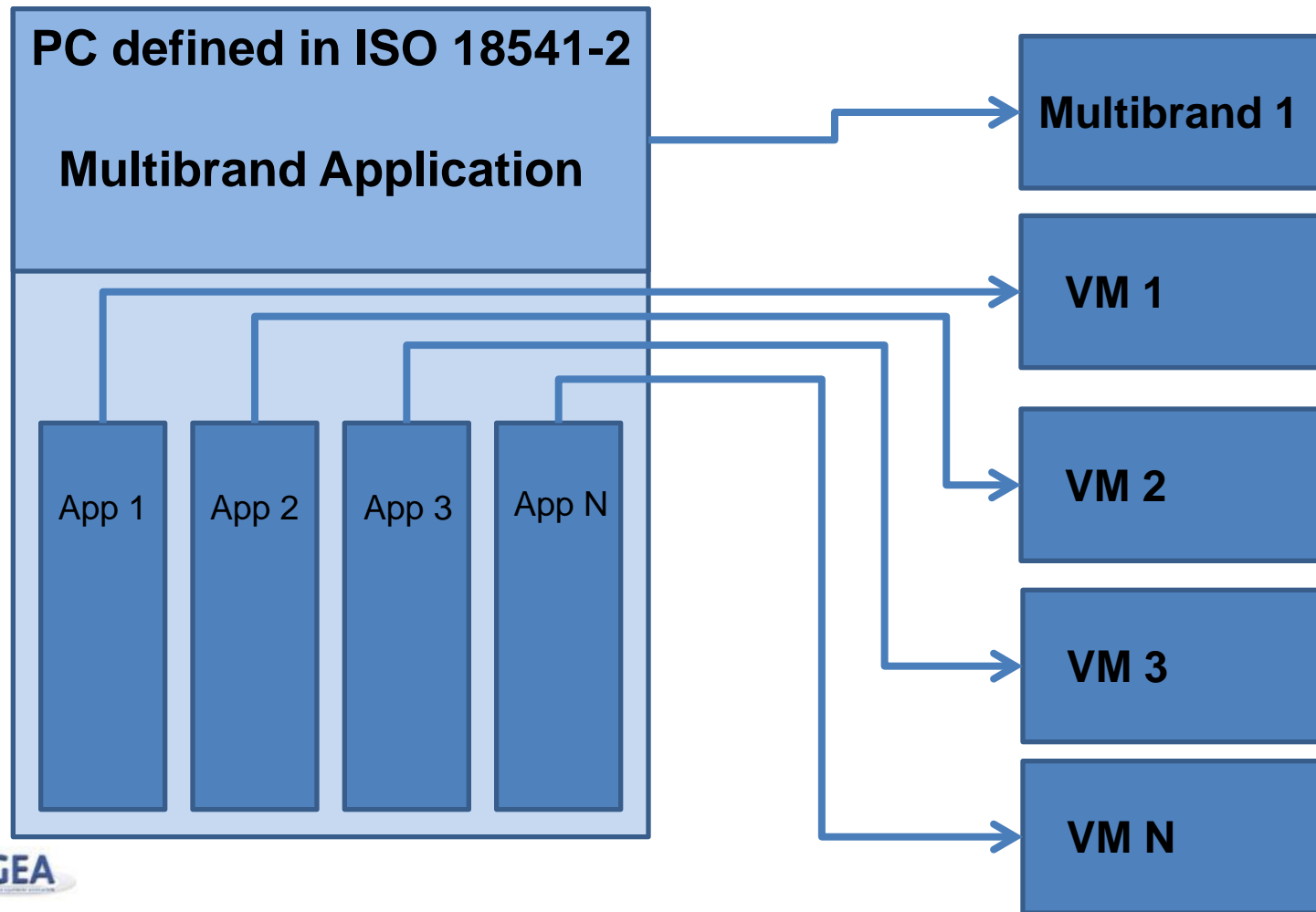
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ZDK (CECRA) contacted EGEA for Assistance/Support on an issue which came up during the discussions on the CEN standard « Euro 5 - Access to Technical Information »

❒ **Recognizing these problems, during the standardisation process in CEN, special paragraphs (ISO/DIS 18541-2   9 and 10) has been added to define a standard PC and the influence on installed applications**

❒ **ZDK (CEKRA) is asking for support for this project: Does mean that our applications are also running in conjunction with the OEM applications without any interaction or disturbance each other**

❒ **Copy of ISO/DIS 18541-2 is attached**

❒ **Please give feedback in supporting this project**

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Basis: Not status quo – ISO 18541 – 2 requirements

Thank you!