



## EGEA Working Group 2 (WG2) -Minutes-

20<sup>th</sup> February 2015, 10h30 – 16h30

EGEA Offices

### Participants

AICA/ Bosch	Marco Le Brun
AICA/ Texa	Emiliano Pasin
ASA/AVL DiTest	Harald Hahn
ASA/ Bosch	Matthias Knirsch
ASA/ Bosch	Harald Neumann
ASA/ Hella Gutmann Solutions	Pete Bradley
FMA/ TAE	Michel Vervekken
FVU/Autocom	Christer Larsson
FVU/ Opus Equipment	Johan Olsén
GEA/Autologic	Andrew Betteley
GEA/Continental	Peter Houlden
GIEG/ CAPELEC	Georges Petelet
RAI/ Andriessen Groep	Leon Andriessen
RAI/ Snap-on Tools B.V.	Robert Hoevenaar
EGEA	Laurence Eeckhout
EGEA	Neil Pattemore
EGEA	Eléonore van Haute

#### **1. Opening and welcome**

Harald Hahn welcomed the participants. Laurence Eeckhout and Eléonore van Haute agreed to take the minutes.

#### **2. Approval of the notes of the last meeting held on 23/24 July 2014 in Brussels**

The Minutes were approved without any further comments.

#### **3. Discussion and collection of suggestions from participants on follow-up actions to be recommended to the European Commission as a result of the Ricardo-AEA report on the functioning of the Euro 5 – RMI provisions**

- Harald Hahn introduced the first topic and handed over to Laurence Eeckhout who reported on the Ricardo Study (see slides).

- Discussion on the obstacles considered by the members as the most important when negotiating with the OEMs: amongst all obstacles highlighted by the report, it was unanimously agreed that contractual clauses such as territorial clauses and termination clauses were the major obstacles, followed by the format of the information provided. In addition to that, there is also another obstacle which has not been sufficiently taken into account in the final report: the validation of VCIs. While the reprogramming standards define certain parameters, OEMs still have a level of discretion in the way in which they operate within these parameters. It is therefore important that OEMs provide a function for VCI validation.
- Neil Pattemore proposed to recommend to the Commission the use of the new SAE J2534/J1699 to ensure more accurate compliance and avoid the need to have such problematic/costly VCI validation.
- Discussion on realistic solutions to these problems: all the participants welcomed the creation of a body similar to the ETI in the United States, although this one is OBD emission information related only. The members then agreed that the European Commission should give better guidance through explicit guidelines. It was also suggested that the existing EGEA guidance document could serve as a basis and should be updated.
- Action: the participants were asked to send relevant examples of contractual clauses and of unacceptable format to the Secretariat.

Next steps: the Secretariat will elaborate a Position Paper where concrete solutions will be developed to be presented to the European Commission in the near future. The aim is that the Commission, when drafting the revised Type-Approval legislation will take into account the study results and EGEA recommendations to tackle the problem by putting in place concrete ways of achieving a more fair level-playing field (for example: concrete guidelines on the format and on the price; creation of an intermediary body in which all stakeholders would discuss beforehand and try to reach a compromise; etc.).

#### 4. Update and discussion concerning vehicle telematics access to in-vehicle data:

- Neil Pattemore gave an extensive presentation on the latest update on eCall legislation in Brussels and its ensuing technical implementation. He then informed the members about the newly created C-ITS Forum where discussions are currently taking place about access to in-vehicle data: OEMs' 'extended vehicle concept' versus AFCAR's 'open platform concept' (please see attached presentation).
- In addition to that, impact on EGEA Members between the OEMs' 'extended vehicle concept' and AFCAR's 'open platform solution' were presented:
  - What is possible, what is not possible (e.g. reverse engineering/monitoring of Aftermarket activities/B2B contracts/competitive choice considerations)? (please attached presentation).
  - Possible interim solution(s) developed by AFCAR towards the 'open platform concept'?
- After that, members discussed the EGEA position and a round-up was made during which all members agreed on the way forward with the AFCAR proposal. In addition to that, some remarks were made:
  - Harald Neumann asked whether supplementary issues could be tackled with the AFCAR proposal such as the safety of the in/out communication with the vehicle and the VMs liability.
  - Harald Hahn encouraged the way forward and called for stronger support from EGEA to participate actively with AFCAR.
  - Robert Hoevenaar agreed and asked whether more emphasis could be done on the local access to the connector, to the Ethernet access.
  - Neil added that by pushing for OBD+, much more can be done with the connector rather than via WiFi only as most of the data would be read-only.

## 5. PTI

- **Short update concerning access to vehicle specific technical information for PTI testing of ECSS.**
  - Neil Pattermore gave a short update on the ECSS report (please see attached presentation).
  
- **Implementation of the PTI Directive at national level in particular regarding emissions testing: Feed-back requested from each country (WG2 participants) on current activities/initiatives and measures in EU Member States (“OBD only” or “tailpipe testing” or combination of both).**
  - Italy:
    - Emiliano Pasin explained the new Italian MCTC2Net program which had now started, including OBD and tailpipe testing for emissions, with OBD being used for engine speed.
    - He reported also about current discussions on a new smokemeter specification, which will use VM plate values as the limits.
  
  - UK:
    - Pete Houlden explained that no smokemeter approval is now possible in the UK, so European laboratories (e.g. NMI in Holland) would be used to test to the UK requirements (no mutual recognition). UK does not use plate values.
    - After discussion, it was suggested that EGEA should contact the Commission and ask if the UK can avoid doing so and still comply with the requirements of the Roadworthiness Directive 2014/45/EU.
  
  - Germany:
    - Harald Hahn explained the position in Germany (see attached slides).
  
  - The Netherlands:
    - Leon Andriessen reported that the implementation of the new PTI in The Netherlands is currently being discussed, with a final position expected in March.
    - Dutch position is still to test using OBD and then use tailpipe testing if needed (not for trucks).
    - Leon Andriessen pointed out that tailpipe testing of most of Euro VI vehicles is not possible due to a construction problem. This problem was not raised during type-approval as these are not tested at that stage.
    - Action: the secretariat to check the Framework type-approval Directive 2007/46/EC for any further clarification on that issue.
  
  - Sweden:
    - Johan Olsen explained that now diesel cars will be tested using OBD as the test method, but if the readiness codes are not set, then it remains a tailpipe test.
  
  - France:
    - Georges Petelet reported that all equipment will be updated according to new OTC LAN.
    - They are currently re-defining procedures regarding emissions based on RPM, for software update only.
    - Plate values from the type-approval database will now be used.

## 6. Update of CITA SET study status

- Georges Petelet reported briefly on the status and findings of the CITA SET Study. The report was finalised in December 2014 and will be presented at the CITA Conference in Dubai (April 2015). The final aim would be to present the final report to the European Commission and Member States very soon as this one show clearly that OBD and Tailpipe testing are different measurements. In order to efficiently test emissions, Member States would need to use both measurements.

- In addition to that, Georges Petelet informed that there is also a new discussion about trying to measure the particulates created by tyres and brakes, but this is difficult to achieve – with no test method yet proposed.

## **7. Counterfeiting & Product piracy**

- Item not discussed due to lack of time.

## **8. Election of a new WG2 Chairman**

- After 11 years of Chairmanship, Harald Hahn explained that he would like to pass over the Chairmanship. The idea would be to have two Chairmen: a Chairman for emissions and another Chairman for diagnostics.

The candidates for elections were the following:

- For Emissions: Georges Petelet (GIEG France - Capelec).
  - For Diagnostics: Andrew Betteley (GEA UK – Autologic) and Harald Neumann (ASA Germany – Bosch).
- 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 Harald Neumann, Vice President Engineering Test Equipment & Systems at Bosch, 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 the Board members attending this meeting thanked sincerely Harald Hahn for his excellent work within the WG2, for his magnificent support over the years when facing new and numerous challenges for the independent aftermarket, and for his valued guidance to the secretariat and expertise as Chairman.

## **9. Any other business**

No other business.

## **10. Thank you and closure**

\* \* \*

Laurence Eeckhout & Eléonore van Haute