

EGEA Working Group 2 (WG2) – Emission/Diagnostics

WG2 Meeting
Wednesday 28th of March 2018, 09h30 – 16h30

Participants

AICA / Brainbee	Andrea Cantadori [AC]
AICA official representative – diagnostic / Robert Bosch (only afternoon by telco)	Marco Le Brun [MLB]
AICA / Texa	Elvis Colla [EC]
ASA / AVL DiTEST	Harald Hahn [HH]
ASA / Hella Gutmann Solutions	Bernhard Schwab [BS]
AVL DiTEST	Andreas Wittig [AW]
FVU / WOW Group Autocom	Christian Burkhardt [CB]
FVU / WOW Group Autocom	Christer Larsson [CL]
GEA / Autologic	Andrew Betteley [AB]
GEA / Continental	Pete Houlden [PH]
GEA / Premier Diagnostics	Ralph Wilce [RW]
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 / TEN Automotive	Mark De Goede [MDG]
RAI official representative / Snap-on Tools	Robert Hoevenaer [RH]
EGEA	Neil Pattemore [NP]
EGEA	Eléonore van Haute [EVH]

Emissions – from 09h30 to 13h00

1. **Opening and welcome by Georges Petelet – Chairman WG2 Emissions**
 - GP welcomed all participants (see list above) and went through the agenda.
2. **PTI Roadworthiness Directive 2014/45/EU – update on implementation at national level (report from members)**
 - **New PTI-situation in Sweden (Tailpipe/OBD)**
 - Report on presentation from Opus (see attachment) on proposal from Swedish government.
 - If the connection cannot be established with OBD, then there is no other test, it passes and the tailpipe will not be mandated.
 - This will be decided and will be applied for any vehicles.

- Decisions:
 - EGEA to write a letter in conjunction with FVU to the Swedish Government
 - EGEA to inform the European Commission that Sweden is not complying with the Directive 2014/45/EU.
- **Emissions: what has been decided in France**
 - GP reported about the situation in France about energy transition for green growth (see attachment).
 - GP explained that France wants to study further the dyno solution but for that a new study to be made to define technical details/settings. No Cost/Benefit Analysis has been done before, and additional new costs will be incurred for customers.
- **Austria:**
 - The national implementation is now closed and it is up to the PTI test stations to decide about the test method.
 - This will apply for Euro 5/V and Euro 6/VI vehicles, and therefore will not be complying with Directive 2014/45/EU for Euro 5/V vehicles.

3. PTI Roadworthiness Directive 2014/45/EU

- **Data : new draft PTI technical implementing Regulation**
 - EVH reported about the new draft PTI technical implementing Regulation (see attachment) and presented the EGEA position (see attachment) on that draft that will be discussed at the next Roadworthiness Testing Working Group (RTWG) on the 16th of April 2018. EVH thanked the experts for their feedback.
 - NP and GP will be representing EGEA at the next RTWG meeting.
- **Update excel file EU emission tests**
 - Action: GP to recirculate the updated excel sheet for comments by members.
- **Required data for NOx test / Dyno test**
 - Question to EGEA Members on which kind of information would be needed from vehicle manufacturers in case of emission testing with dyno.
 - Discussion whether this is needed since this is vehicle specific and maybe very burdensome.
 - EVH explained that as the test method for emission testing within Directive 2014/45/EU, the Commission will not accept any new amendment on the PTI technical implementing measure regarding information required for dyno testing.
 - HH reported that in Germany, there is currently a study going on dyno but not following the ASM 20-40 but only 20, and this could be sufficient.
- **Report from PTI workshop organised by RDW, TDT and the European Commission in Warsaw**
 - GP and EC reported about the workshop that was organised on the 8th and 9th of March 2018 in Warsaw under the auspices of RDW, TDT and European Commission to address mainly the emission anti-tampering issues and to discuss how to improve road safety.

4. Initiatives regarding NOx and PN/PM measurement – update and feedback from members

- **Need for PN measurement: TNO – GP gave a report of the TNO presentation that was given during the PTI Warsaw workshop (see attachment):**
 - As regards PN/PM measurement, AC added that according to a workshop hold in Switzerland, it appears that the maximum emission is coming from vehicle diesel injection systems. The minimum emission is coming from a proper working Euro 6

vehicle. If you address these Euro 6 vehicles, you do not address the key issue. RW added that we should carefully take into consideration these results. NP explained that if diesel is running in correct design format, this is not an issue. The main issue is about the DPF removal, the issue is really about tampering. NP proposed that EGEA defines a method to define how to detect such vehicles. RW recommended not to use the word 'tamper'.

- RW pointed out that most of the conferences in EU are spreading the message that NOx is not the issue as this is a gas but PN is the issue.
- RW explained that calibration is an issue. MDG said that specification need to be defined before going further.
- Decision: it was again unanimously agreed that the main aim for emission testing would be to revise Directive 2014/45/EU to mandate the tailpipe testing for all vehicles.

- **PN Measurement**

- Presentation from Switzerland: GP gave a short report of the situation in Switzerland (see attachment).
- Today, you have 15 different technologies for PN testing.
- GP explained that there will a study set –up at Goca to test using (opacimeter) PN /PM test.
- Working group had been set up in NL (around TNO : Belgium, Switzerland, UK, TSI, Testo) : delivery by NMI expected May/June 2018.
- Working group had been set up in Germany (around Bast : TSI, Sensors, Testo).

- **SET II – Study: Presentation draft final report**

- GP reported about the final SET II Study report and presented the general findings (see attachment) delivery by NMI expected June (was supposed to be February)

5. Detection of tampering action on EGR, DPF, SCR, AdBlue management and engine management

- **EGEA approach - update, feedback from members and agreed approach to the Commission**
- **Preparation of next Roadworthiness Technical Working Group (RTWG) meeting on the 16th of April 2018 to discuss emission tampering**
 - See point 3 above.
- **Improvement OBD monitoring – plausibility check**
- **Manipulation on Adblue system & tachograph device**
- **Emissions tests and manipulations – update from CITA/CORTE investigation**
 - GP reported about the CITA/CORTE investigation (see attachment).
- **Report from CITA Subgroup on anti-tampering recommendation:**
 - **Visual check and measurement**
 - **Diagnostic functions**

6. AOB

7. Thank you and closure

- GP thanked all members for their participation.
- The next WG2 combined Diagnostic/Emission meeting will take place on the 19th of June 2018 in Brussels.

1. Opening and welcome by Elvis Colla – Chairman WG2 diagnostics

- EC welcomed all participants (see list above) and went through the agenda.
- EC informed briefly about the status of the new Type Approval Regulation (TAR) legislative process and thanked EVH, NP, Sylvia Gotzen, and all the people that actively participated to the lobbying activity for the new Regulation. The final text is expected to be adopted formally by the European Parliament on the 18th of April 2018, the final text is already “frozen” and will be circulated to all members as soon as it is officially finalised.
- The WG has expressed its congratulations for the activities done by EGEA and AFCAR teams.
- New big challenges are there:
 - New OBD access limitations as for the FCA new vehicles. For this, legal and technical actions are required.
 - Open Telematics Platform (OTP) instead of Extended Vehicle (ExVe) for Remote In-Vehicle Data Access.

2. Issues concerning both existing and new vehicle type-approval legislation: follow-up actions

- **Dealing with controlled proprietary OBD data access (e.g. FCA and other VM cases) – situation update and next steps**

Fiat issue:

- NP pointed out that we can either complain to the national Type approval authorities following the official complain mechanism or have individual actions with vehicle manufacturers but the most effective way to proceed with is to complain officially directly to the EU Commission as this is an industry issue.
- EC explained that as regards the Fiat case, EGEA would need to call for some extra-funding to fund the legal analysis before submitting a complaint to the European Commission. Considering the budget restrictions of EGEA it can only be done on individual company/national association (for the GEA) basis (as it was done for the AFCAR Study on access to data).
- RH asked for the results from the AFCAR study. NP informed that it is on its way.
- EC explained that today the only way to access the OBD port on certain Fiat vehicles is only done using an OE tool using proprietary certification process, and this should be tackled during this meeting. NP said that it seems that VMs are aware that they are not compliant with the legislation.
- NP went through the presentation and highlighted the key issues (see attachment). He then explained that a thorough investigation must be done with specific information following a particular ‘technical testing sheet’ that EGEA will send to the members when testing the possible affected vehicles. The testing work will be divided amongst the EGEA members following EU countries. NP informed that not only FCA is introducing OBD restrictions but also Volvo, VW, Daimler and others are starting doing so. These vehicles should therefore also be tested.
- MLB saying that Bosch requested FCA for an alternative solution and this was provided in a confidential way to Bosch. NP pointed out that this is an industry issue with more vehicle manufacturers and is directly a non-compliance issue with Euro 5 legislation.
- AB reported that Volvo is also blocking the access but explained that one vehicle tested might be blocked but the other might not. NP explained that the message should be clear and spread that compliance with Euro 5 legislation should be ensured.
- Discussion that if we use SERMI, it will take some time as that scheme must be updated to allow such functionalities.
- Common decision to ask for a harmonized approach for certification as each vehicle manufacturers have its own solution and there is no agreement between all of them. As regards the FCA certification solution, it was decided that the secretariat will prepare a letter to be sent to FCA to ask the access to any document related to the

FCA Cyber Security solution on behalf of all diagnostic manufacturers (incl. their names on the letter).

- In parallel to the technical testing and the legal analysis, suggestion to meet with the Commission with a small delegation of companies representatives to show that SMEs, entrepreneurs are hampered in their daily job when trying to communicate with vehicles via the OBD port. Action: the secretariat will organise that meeting with the EU Commission and EGEA experts.

OBD amendment:

- Discussion whether OBD is limited in remotely accessing the information. Now with the new amendment within the type-approval legislation, OBD information should be made available when the vehicle is in motion for read-only functions.
- EGEA, together with AFCAR, should continue its lobbying activities on the OBD connector and support the OTP (interoperable standardized platform) for accessing in-vehicle data.

New AFCAR OBD WG:

- Question whether we need a certificate at whole to access remotely information when the vehicle is in motion for read-only functions. If it is read-only, then why a certificate is needed.
- Decision that the following experts will join the AFCAR WG on OBD (maximum of 4-5 experts from EGEA)
 - Marco Le Brun (tbc)
 - Elvis Colla
 - Robert Hoevenaar
 - Tony Malaterre
 - Andrew Betteley

MLB suggesting to define a mission statement before any work launched, EVH replied that this will be defined at the first AFCAR WG on OBD. MLB will not be able to confirm its participation unless there is a clear mission statement defined before that meeting.

- **Certificates for data access – access/data/function/ePTI etc.**
 - Access – identification, authentication, duration for access
 - Data – range, granularity, system, safety related, security related
 - Function, actuation, vehicle status related, diagnostic routines, reverse engineering
 - ePTI – identification of the test centre, test method, system data
 - Who would it applied for?
 - A Commission guided harmonized process for electronic certificates should be started and created to implement a procedure for both existing and new RMI legislation (e.g using SERMI scheme).
- **Introduction of new reprogramming standard ISO 13400 doIP**
 - NP explained that EGEA together with CECRA and FIGIEFA wrote a letter to the European Commission to make a reference to ISO 13400 DoIP.

3. Connected vehicle - access to in-vehicle data and resources:

- **Relaunch of intensive AFCAR/EGEA lobbying activities in Brussels**
 - NP gave an update on the general activities regarding access to in-vehicle data.
 - EC reminded the EGEA position is for both OBD and OTP also for remote in-vehicle data access. Any discussion made at AFCAR level and on any document reporting also EGEA position must clearly be in line with EGEA Position Paper on this. The check and filter should be done by the Secretariat but EVH reminded that AFCAR position might be slightly different from EGEA's since AFCAR is composed of 7 associations with their own positions. It is not always easy to reach consensus and to follow all positions. EC stated that any "compromise" with AFCAR must be decided by the WG. EVH and NP replied that it is not always possible to come back to the WG when deadlines are very

tight. Members of the executive WG2 committee will always be consulted and be invited to participate to the AFCAR telcos to prepare the AFCAR positions, for example before each RDS meeting with the EU Commission and vehicle manufacturers.

- Action: All EGEA members have been invited to comment on the AFCAR brochure and on the AFCAR manifesto by Wednesday 4th of April 2018. The deadline is tight since these documents were already circulated one month ago and no members gave feedback at that time.
- **Roadmap for remote access to in-vehicle data for on-board application platform**
 - NP reported about the intensive activities going on with the Commission and the vehicle manufacturers in order to agree on a definition of RDS (Remote Diagnosis Support) already present in the Euro VI legislation for heavy duty vehicles but not for Euro 5 for passenger car which is now the case with the new type-approval legislation which foresees RDS for passenger cars. He then reported about the last Remote Diagnostic Support (RDS) meeting with the vehicle manufacturers and the European Commission held on the 27th of March 2018.
 - Decision: The AFCAR RDS definition was presented and agreed to WG2 members.
- **Presentation of “ADU” (Aftermarket Digital Unit) concept - proposal to support the development of remote digital services**
 - NP explained very briefly that FIGIEFA together with some IT experts is working on an alternative solution to CARUSO/NEVADA that would be open to any independent third party service. This topic will be further discussed with all WG2 members once more mature.

4. ePTI – report of the status of the ISO standard

- NP reported about the latest state of affairs of ePTI. No major progresses have been made at the last ISO WG meeting.

5. Liaising with ETI (Greg Potter and Brian Herron)– telco (15h30-16h30 – Brussels time)

- **FCA certificate process:**
 - NP, EC, Greg and Brian agreed on the need to coordinate the activities of the two associations on major matters as the OBD restriction.
 - NP informed about the activities going on in Europe by EGEA WG2 and the next steps decided with the today meeting.
 - Greg informed the members about the activities done so far especially with FCA-Chrysler. ETI had several meetings with FCA to work on a certification process based on SERMI but this process was not selected by FCA. It ended up with integrity security services created by greenhill software building a bridge server to design a certification system (FCA is using greenhill software to provide PKI certificated to their dealers). Greg said that they don't have any legislative basis to base this certification process. It appears that what Fiat is proposing is very different from what Chrysler is offering at US level.
 - RH asked whether Nissan would do the same but this was not confirmed by Greg. Same for GM who is not planning to use certificate process.
 - NP and Greg shared some information about the legal framework available both in USA and Europe to force vehicle manufacturers to stop and properly address the OBD restrictions in order to continue to have a free and independent aftermarket.
 - Coordinated activities were agreed. AB noted that since the dialogue between ETI, the aftermarket, and vehicle manufacturers is very open, if EGEA is conducting test and research here, it might be of interest for Greg to use the outcome for discussing with vehicle manufacturers. NP will send once finalised the outcome of the technical investigation on the closure of the OBD port (using the technical testing templates).
 - EGEA and ETI decided to meet also in conference call on regular basis.

- Greg explained that ETI is changing its lobbying strategy for general activities since the US authorities want to regulate less.
- Discussion on ITS certificate.

6. AOB

- The meeting finished at 16:45.
- The next WG2 combined Diagnostic/Emission meeting will take place on the 19th of June 2018 in Brussels.

Elvis Colla
Georges Petelet
Eléonore van Haute

Attachments:

- Opus Presentation on Swedish situation
- Presentation of French situation
- European Commission draft PTI technical implementing measure (political + technical annexes)
- EGEA Comments on European Commission draft PTI technical implementing measure
- TNO presentation
- PN Measurement – presentation of Swiss situation
- CITA Presentation on final SET II Study report
- Presentation on investigation made on emission tampering by CITA/CORTE
- EGEA Presentation on WG2 diagnostic activities