

EGEA Working Group 6 (WG6) Brake & Suspension Test Equipment

Thursday, 6th of April 2017, 10h00 – 16h00
EGEA Offices (c/o FIGIEFA)

-Minutes-

1. Opening and welcome

- Roll call has been done, six associations are represented and one sponsoring member.

ABL	Arild Hansen	AH
AFIBA/ Vteq	Jordi Brunet	JB
AICA/ Bosch Automotive Service Solutions	Gaetano Riccardi	GR
AICA/ Equipment Group	Massimo Mambrilla	MM
AICA/ NEXION GROUP	Stefano Delfini	SD
AICA / Snap-on Equipment	Massimo Xoccato	MX
AICA/ Vamag	Massimo Brunamonti	MB
ASA/ Maha	Frank Beaujean	FB
CZ/ Modular Test	Pavel Skuhavy	PS
GIEG/ Actia	Patrick Berthier	PB
GIEG/ Actia	Michel Galland	MG
GIEG/ Capelec	Georges Petelet	GP
STM/ UNIMETAL Sp. z o.o.	Aleksander Ćwieszewski	AC
STM/ UNIMETAL Sp. z o.o.	Przemysław Turuk	PT
EGEA Secretariat	Neil Pattemore	NP
EGEA Secretariat	Eléonore van Haute	EVH

2. Approval of the minutes of the last Working Group 6 meeting held on 18th of June 2015 in Brussels

- Minutes were approved without any further comments.

3. Roadworthiness PTI Directive 2014/45/EU – implementation at national level

3.1. State of affairs

3.2. Member's round-up: Members are kindly requested to share any information on the implementation of Directive 2014/45/EU at national level

- Can every member comply with the deadline?
- How far are the members?
- Article 22 of Directive 2014/45/EU foresees that:

Member States may authorise the use for a period of not more than five years after 20 May 2018 of testing facilities and equipment referred to in Article 11 that do not comply with the minimum requirements laid down in Annex III for carrying out roadworthiness tests. L 127/64 EN Official Journal of the European Union 29.4.2014 Member States shall apply the requirements laid down in Annex V at the latest as from 1 January 2023.

- And article 23 of Directive 2014/45/EU:

Member States shall adopt and publish, by 20 May 2017, the laws, regulations and administrative measures necessary to comply with this Directive. They shall immediately inform the Commission thereof. They shall apply those measures from 20 May 2018.

- **Round-up amongst Members:**
 - **Germany: (see attached presentation):**
 - Renovation of complete German legal framework, 'FUV'.
 - Issue that test equipment is not calibrated according to ISO 17025. Problems: brake testers, headlight testers, emission testers. Exemption period for 5 years (until 2020) allowed for adaptation/transposition. Key issue is to get all equipment calibrated according to ISO17025 before 2020, as accreditation of calibration services will take some time before being ready to test equipment.
 - FB reported as well about headlight testers encountering the same issue. The identified obstacles were: what is an even floor for the vehicle and the headlamp test unit and how can this be calibrated? A WG in Germany will start in 3Rd quarter of 2017 which should be led by Frank Beaujean. Decision to have no network for headlamp units due to the fact that decision was made to have analog and digital units. FB mentioned also the complexity of headlight tester and the metrology issue around that (see attached slides).
 - **France:**
 - Renewing all checking points/lexical for LDV and HDV. New regulation on opacimeter will be published. Not so far as Germany on calibration, but have discussed already how calibration should be done (inspectors, equipment needed,...). Regarding headlight beam tester, regulation for equipment but also regulation for the floor and the way we are measuring the floor. This should be ready by mid-next year.
 - As regards two/three-wheelers, due to elections in France, this topic has been excluded from current discussions as too contentious.
 - **Italy:**
 - **Implementation of Roadworthiness Directive:** already launched last year. Ministry of transportation will be ready by May 2017. Inspector who inspects the vehicle and inspectors who inspects inspection centers, both persons are mentioned in the law. Inspectors who inspect the centers will be part of the general administration.
 - **Review of general law describing equipment procedures and calibrations:** that law was issued in 1996 and is under review for about 2 years. There are different WGs, and one specifically on calibration. ISO17020 and ISO17025 are not referenced into Roadworthiness Directive but there are already some Directives in place in EU for calibration requirements.
 - OBD will be an additional test of the tailpipe test, no plan that OBD replaces it completely.
 - **Norway:**
 - From 1st of October 2013, new rules for calibration of test equipment, all equipment should be approved according to

ISO17025. AH explained that another issue was raised regarding the proprietary calibrations methods defined by manufacturers. Lawyers are currently investigating the impacts of these proprietary calibrations procedures, the interaction with the Roadworthiness Directive and the one described in ISO17025.

Action: Suggestion to translate the legal memo in English to inform all EGEA member about this important issue.

- **Poland:**
 - Will be on time for the implementation. No major changes, no big investment needed.

- **Spain:**
 - JB gave a short overview about the structure of PTI in Spain.
 - PTI centers need to fulfill ISO 17020, all equipment has to be linked to a central server, no manual handling of data allowed.
 - Calibration every year.
 - All centers complied with ISO 21069, with some adaptations in some cases.
 - Use of scan tools
 - Opacimeter: software has to be re-written.

- **Discussions:**
 - AC asked about the safety impacts and the measurement tolerance. FB replied that discussions took place in Germany.
 - MX asked about situation with FSD and accurate brake testers in Germany. FB gave update on the situation in Germany. Next generation of the HU adapter will be only a diagnostic unit if FSD will use the integrated decelerometer to determine the brake efficiency. Technical problem so far, determination of imbalance by decelerometer measurement.
 - Discussion on calibration/PTI issues in EU/the need for roller brake testers in the future and related possible future activities, decision to ask national associations about their feedback on these issues and possible way forward.
 - Suggestion from FB to develop a standard for the equipment and the correct measurement process, to avoid future discussion on the justification of brake testers if accuracy of measurement is too low. No decision made.

4. Suspension testing – What needs to be done to move forward?

- 4.1. Concept Paper
 - Standardization for the mechanical construction
 - Standardization for the algorithm: discussion for EGEA position
- 4.2. EGEA specifications
 - Standard procedure for a ISO 17025 field calibration method
 - Standard procedure for a type homologation method (by notified bodies)
- 4.3. Proof of concept
 - Analytical assessment by analytics
 - Assessment by GOCA – field statistics

Discussions:

- FB gave background information on the last meetings held in 2016 on suspension testing. The objective of this meeting is not to re-discuss the result of the blackroom meeting.
- As regards the GOCA specification, EVH informed the members that GOCA gave their approval to use it, royalties for third-party use should still be discussed by the Board Members, and afterwards with GOCA. This is a new information to most of the WG6 members.
- EVH explained that the GOCA specifications have not been circulated yet due to its sensitivity and waiting for WG6 endorsement.
- It was discussed that the mandatory precondition for the candidate suspension testers, was the unlimited access to the IPR.
- Question was raised about IPR and “GOCA specifications”: this was previously discussed and GOCA confirmed that there is no IPR.
- Result of the discussion: EGEA WG6 should not loose time on this topic and start with EGEA - recommendation papers as soon as possible.
- Now, the aim is to review the GOCA specifications, project should be defined and Work Packages should be established.

Conclusions:

- Installation of a EGEA-WG6-Subworking Group
- Goal is a recommendation paper without room for technical interpretation
- Pavel is the head of the EGEA-WG6-Subworking Group
- The recommendation paper should include the following chapters
 - Chapter1: introduction
 - Preamble
 - Basic description/principles
 - Chapter2: mechanical specifications:
 - Construction
 - Sensors
 - Actors
 - Chapter3: algorithms:
 - Formulas
 - assessment
 - Chapter4: type-approval
 - Check points (e.g. description of all docs needed such as the operation manual, calibration manual, ...).
 - Description of the procedures
 - Specification of tolerances
 - Chapter5: calibration
 - Retraceability
 - Model for uncertainties
- EGEA office made the proposal to involve GOCA within the EGEA-WG6-Subworking group by presenting GOCA draft versions. FB did not support this idea and gave some arguments not to do so. WG6 decided that GOCA representatives should not be involved at this stage, they will only receive the first EGEA draft once it is ready.
- GOCA field experience “figures and numbers” will be used to support the proof of concept – paper. This paper should be used for the political part of the EGEA-recommendation.

5. **CITA Conference, 6th to 8th of June 2017 in Zagreb: preparation of EGEA presentation**
- Decision from the Board that the WG6 Chairman should give that presentation
 - Some slides announcing the project without any too specific technical details, “teaser” with some basic information.
 - For CITA:
 - **Possible titles:**
 - A single solution for suspension testing
 - Suspension testing – a comfortable solution
 - Suspension testing – a single solution that works
 - The ups and downs of suspension testing
 - **Possible description/extract:**
 - After various previous designs and test methods to test the vehicle’s suspension, EGEA will present the results of how a single solution has now been found/ will present the approach of a technical concept for suspension testing.
6. **EN17003pr - Standard for the safety of roller brake testers for vehicles (> 3,5 tons GVW)**
- 6.1. Current status
- Last WG met in Paris, all open topics were finalised. Now the standard is finalised and will be sent out for final formal vote.
 - EVH stated that this standard will be NOT automatically part of the Machinery Directive.
 - As next steps, discussion on the reference of that standard into the Machinery Directive and its technical implications.
 - Discussion on possible activities regarding EGEA label and notified bodies.
 - Formal vote will be launched on the 15th of June 2017 within standardisation bodies at national level and will be officially closed on the 10th of August 2017. The official publication is expected for the first semester of 2018.
7. **Election of Chairman**
- FB explained that due to his commitments at ASA and EGEA, he will step out from his position of Chairman
 - All members agreed to proceed with a non-formal vote.
 - All members unanimously elected Jordi Brunet as the new WG6 chairman and Frank Beaujean as the new deputy-chairman.
 - Jordi Brunet thanked Frank Beaujean for his precious support during all these years and for his dedicated involvement within WG6.
8. **Digitalisation/connectivity/Internet of Things/Industry 4.0/Robotics: possible impacts on brake and suspension test equipment**
- NP gave a presentation on the new digitalisation trends and possible impacts on brake and suspension test equipment.
 - MB confirmed that we will face new business models due to these trends, need to ensure viability by establishing communication protocols between equipment, and this could be done via the asanetwork. EGEA is moving into the right direction but we need to focus more on what our customers need in the future, pro-active maintenance, services and offers will change. Technical data will no longer be local, but in the cloud and would need to be constantly updated.
 - GP questioned the nature/kind of future customers, and what can be the added-value around that data.
 - AH raised concern about the difference between authorized repairers network and independent network and the different needs to get technical information. This situation will

change as now vehicle manufacturers will directly be in contact with the customer/the driver and therefore might bypass the dealers. The vehicle manufacturer will now decide to whom to give the technical information and on what basis.

9. Discussion on further work for the group – priorities for 2017/2018

- Establishment and follow-up of suspension testing
- Our industry has to change from producer of products to services around the product
- Promotion of EGEA network at EU level, will be open and free
- EGEA office keep monitoring of all PTI activities, especially “Roadworthiness Committee” going on in Brussels.

10. Thank you and closure

- Suspension testing small group: to launch doodle for a date and call for specific technical experts (first meeting: f2f and then possibly by webex)
- Next WG6 meeting: Friday, 10th of November 2017.

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Eléonore van Haute.