

## **EGEA Working Group 6 (WG6)**

### **Brake & Suspension Test Equipment**

**Friday, 10th of November 2017, 09h30 – 16h00**

**EGEA Offices (c/o FIGIEFA)**

#### **-Minutes-**

#### **List of participants:**

|                          |                        |     |
|--------------------------|------------------------|-----|
| AFIBA/ Vteq              | Jordi Brunet           | JB  |
| AICA/ Equipment Group    | Massimo Mambrilla      | MM  |
| AICA/ NEXION GROUP       | Stefano Delfini        | SD  |
| ASA/ SAXON               | Torsten Maul           | TM  |
| CZ/ Modular Test         | Pavel Skuhravy         | PS  |
| 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         | Eléonore van Haute     | EVH |

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

- JB welcomed all participants (see participants list above) for this WG6 meeting and asked for the approval of the agenda.
- GP requested the inclusion of a supplementary point on the agenda under point 8-AOB regarding the new tender that was launched by the European Commission, DG MOVE, regarding a study to introduce L and O category vehicles in the Roadworthiness Directive 2014/45/EU.
- The amended agenda was agreed by all participants.

#### **2. Approval of the minutes of the last Working Group 6 meeting held on 6<sup>th</sup> of April 2017 in Brussels**

- With no further comments, the minutes were approved.

#### **3. Suspension testing activities**

##### **3.1. Report from SubWG6 meetings**

##### **3.2. Updated GOCA specification**

- JB gave a report from the last SubWG6 meetings.
- PS gave a report on the basic principle of minimum phase shift and its history together with the description of the known problems in GOCA with EUSAMA method.

##### **3.3. Outstanding issues**

- Discussion on the calibration tool. Legal limitations of having a special tool. Special one, approval procedure, just description of the tool? Remove the approval procedure from the document? Leave the approval procedure as it is in the EGEA document. Decision in the future in case an ISO type document has to be released. How to use EGEA label for such tool (software compliance tool available?)?

- Discussion from Germany about the fact that the German ministry is currently putting pressure on PTI test centres regarding calibration compliance with ISO 17025 (see point below), TM asked to take it into consideration these discussions from Germany (and other EU Member States) when developing the calibration tool (if any development) as measurements and requirements could be different.
- Discussion on proposal to separate approval procedure from EGEA specification document.

### **3.4. Next steps and time schedule**

- JB explained that there will be a CITA WG1 meeting scheduled for next week during which EGEA has been requested to give a presentation on the status of its suspension activities. Decision that JB will update the EGEA presentation that was given during the last CITA Conference in Zagreb.
- To finalise the discussion on the outstanding issues, decision to organise a subWG6 meeting before Christmas. A doodle poll will be circulated by the secretariat.
- To try to schedule a meeting with VIAS regarding the calibration tool.
- Once the specification are finalised, decision to organise a new 'marketing' meeting to discuss how to promote the new suspension method. The following was agreed:
  - To create a document including safety data, brake distances, etc...
  - To look for support from Member States
  - To reflect on the possible creation of an alliance composed by CITA, FIA,... to promote the new suspension method across EU
  - To define 'marketing tools' such as a brochure, letter with basic explanation of the principle/method, ...
  - Once finalised, to schedule a meeting with DG MOVE, pending on the outcome, to present the suspension method to the roadworthiness committee.

## **4. Test equipment calibration according to ISO 17025 and potential conflict with roadworthiness testing— updates from members (if any)**

- EVH informed the members of the organisation of a workshop on calibration in January 2017.
- MM gave feedback on calibration issues in Italy about legal instrument which has also an impact on safety systems (brakes, etc...). No certainties about the application of such measures on the brake tester.
- TM reported about the situation in Germany which is quite active on this issue right now (Dakks). All PTI test centres in Germany must be ISO 17020 approved, and therefore ISO 17025 approved.

## **5. EN17003: standard for the safety of roller brake testers for vehicles (> 3,5 tons GVW) - Current status**

- JB gave a report on the WG11 activities within CEN TC301 after the formal vote on EN17003 which was reviewed/contested by CEN experts. The draft will now be reviewed by CEN, the experts and WG11. A new formal vote will probably be needed after final review.

## **6. Roadworthiness PTI Directive 2014/45/EU – implementation at national level – updates from members (if any)**

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

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

- The members decided first to finalise their current activities before defining new issues, as the work is still heavy and intense.

## 8. Any other business

- **New tender that was launched by the European Commission, DG MOVE, regarding a study to introduce L and O category vehicles in the Roadworthiness Directive 2014/45/EU:**
  - EVH reported about the new call for tender launched by the European Commission.
  - Some members were interested in participating to it as this is an opportunity for EGEA regarding L- & O- category vehicles but EGEA has not the resources the best would be to create perhaps a consortium with CITA or others stakeholders.
  - Action: EVH to contact CITA and ask them to put this item on the agenda of their next WG1 meeting next week.
  - Decision: after discussion, it was decided that EGEA cannot respond alone to this call for tender. EGEA will offer anyway its support (equipment & expertise) at a later stage to the winner of the tender.

## 9. Thank you and closure

- Next meeting in February/March 2017 (tbd by the secretariat).

\* \* \*

Jordi Brunet.