



MEETING NOTES

EGEA Working Group 6 – Braking/Suspension Testers

Wednesday 20th November 2013, 10h30 – 16h30

**EGEA offices (2nd floor)
Boulevard de la Woluwe, 42
BE- 1200 Brussels**

Participants:

ABL	Arild Hansen
AFIBA/Vteq	Jordi Brunet
AICA/Snap-On	Massimo Xoccato
AICA/Vamag	Massimo Brunamonti
ASA/Maha	Frank Beaujean
GIEG/Actia	Olivier Sauzay
GIEG/Capelec	Georges Petelet

1. Opening and welcome

On behalf of EGEA, Frank Beaujean welcomed all participants. He then asked the members to discuss first point 4 of the agenda and then to follow with point 3. This was agreed unanimously by all members.

2. Approval of the minutes of the last Working Group 6 meeting held on 26th June 2013 in Brussels

With no further remarks, the minutes of the last WG6 meeting held on 26th June 2013 in Brussels were approved.

3. Suspension testing: action plan and start of work

- Neil Pattemore gave a short state of affairs of the current revision of the Roadworthiness Package at EU level, plus more detailed information on suspension testing:
 - the Coefficient of damping could be optional not mandatory
 - Currently, the Commission and Parliament are pro, and the Council is pro “but without testing equipment”
 - Wishlist of the stakeholders: “Single solution” for all Member States
 - Cost-benefit: justification problem for Member States.
 - Mr. Nissler:
 - EGEA-Tender makes sense, if the EC-Commission will get the authority to implement the technical measures (for “suitable equipment”) when drafting the delegated acts.
 - Cost-benefit-justification is expected. EGEA to consider if data is available from shock absorber manufacturers to support this CBA.

3.1. Suspension efficiency tests: redefinition of the project

3.2. Confirmation of the Terms of reference

3.3. EGEA's possible collaboration with GOCA

3.4. WG6 project funding

- Massimo Brunamonti as member of the EGEA board explains the new process to fund EGEA projects:
 1. Working Group approves the need of an EGEA project
 2. WG Chairman sets up a project budget plan
 3. Approval by Working Group
 4. Approval by EGEA board
 5. EGEA office asks EGEA member associations for budget contribution (tbc)
 6. EGEA Chairman/members ask third parties for contribution(Contribution of third parties must not change EGEA's original tender goal or create an imbalance/conflict of interest)
- Decision: The draft version of the budget plan was discussed, adopted and approved by working group 6 (please see attachment).

3.5. Next steps

- Following Neil Pattemore's short report on the situation at EU level, the members discussed the next steps and how to proceed with the suspension testing:
 - a) Field Validation
 - Step #1: Get in touch with GOCA to share the WG6 approach with Pascal B. Trigger: Political decision (Delegated Acts)
 - Step #1: Get in touch with GOCA to coordinate a field validation test
 - Step #2: Invite GOCA to participate with their equipment on the EGEA – Tender
 - b) Cost-Benefit-Analysis:
 - Step #1:
 - Get in touch regionally with the shock-absorber-suppliers to get support for
 - Lobbying
 - Funding of EGEA – tender
 - Figures & Numbers
 - Step #2:
 - Round table on European level

4. National safety regulation in France for roller brake tester installation

4.1. State of affairs (report from Olivier Sauzay)

- Olivier Sauzay gave a report of the state of affairs (please see attached presentation).
- Status quo:
 - The national regulation is published for one week (AFNOR-website), The process to implement a European standard at (CEN), First meeting in 13 December 2014.

An inspector of the ministry of labor can prohibit the workshop/PTI – station, if there are no safety means.

- **Background:**
 - EN ISO 13089 Type B – Brake testers are categorized on category D
 - EN ISO 13855 Type B – Decision to create an Type C for brake testers
- **Pit protection:**
 - Light curtains (existing solutions are confirmed to new standard) app. typ. min. distance 6m)
 - Pit covers
 - Moveable brake tester cover sheets
- **Floor protection:**
 - Protection area “only” 50cm (because of twin resp. triple axles)
 - Optical solutions (scanners, light curtains, etc.)
 - Discussion: Dirt, snow, emission could activate optical protection system by mistake.
 - Barrier solutions (movable covers)
 - Optical devise when roller set is activated
- **Operation:**
 - No Infrared – remote control,
 - Remote control only with emergency stop
 - Only one single point of use to start the brake tester.
 - Multiple point to stop a brake tester
- **Operating modes:**
 - Normal, degraded and maintenance mode.
- End of 2014 all new brake tester equipment should be suited with safety means according to NF R 63 – 706. In the end, it is the risk of the brake tester manufacturer to supply with/without the new standards in case of fatality or personal harm.

4.2.Next steps: EGEA support

5. EC Tender on a study for testing Electronic Controlled Safety Systems (ECSS)

5.1.State of affairs (report from Neil Pattemore)

- Neil Pattemore gave a short report on ECSS WP1 activities (please see attached presentation):
 - “trouble codes” versus “functional tests”
 - EGEA is leading WP1
 - Transition problems from WP1 to WP2 (BAsT)
 - Interpretation of tender target: “Concept” versus “Coverage”
 - Possible interpretation of tender target: “CITA” versus “EGEA desired outcome”

5.2.Support from EGEA and its Members

6. Next meetings, frequency and location.

- Suspension testing – Validation field test GOCA:
 - Meeting with Pascal (GOCA) this year

- Lobbying activities on suspension testing: the members decided to contact the following persons:
 - France (SECUR, www.amortisseurs.eu)
 - Norway (Figiefa-Members, ABL)
 - Germany (Sachs, Bilstein, ...)
 - Italy (ADIRA)
 - Spain (GESAFA)

- Feedback expected for participation

- Decision will be taken after the vote on the EC proposal on the Roadworthiness Package.

Frank Beaujean
WG6 Chairman.