

# WGs – status & expectations for 2016

November 11, 2015

## Working Group 1 – vehicle lifting equipment

Official review of EN1493	<ul style="list-style-type: none"> <li>• WG1 activities for 2016 depending on the activities in CEN TC98/WG3</li> <li>• Many people will be present in both working group (TC98/WG3 and EGEAWG1) so it will be possible and desirable that WG1 will coordinate and bring forward a good job of preparing to speed up work within TC98/WG3</li> <li>• Involvement from the secretariat: For that standardisation review, EGEA would need to ensure coordination among members and prepare the set of comments.</li> <li>• Involvement from the national associations: in order to speed up the review activities, it would be essential that members at national level prepare review work within their national mirror committees.</li> </ul>
Next meetings	<ul style="list-style-type: none"> <li>• There should be 3-4 meetings of CEN TC98 / WG3</li> <li>• There should be a maximum of three WG1 meetings</li> </ul>

## Working Group 2 – OBD & Diagnostics

Access to in-vehicle data	<ul style="list-style-type: none"> <li>• The next couple of years will be very decisive for the path aftermarket will or has to take and we should meet on a regular basis</li> <li>• The aim in 2016 would be to strive for next year for a common harmonised position of the various aftermarket organizations about general vehicle data access (open telematics platform vs. shared server vs. extended vehicle vs. OBD+ incl. all combinations which make sense)</li> </ul>
ePTI	<ul style="list-style-type: none"> <li>• New ISO ePTI Standard which might be an interesting argument which could help aftermarket regarding data access especially if this becomes an ISO standard</li> <li>• It would be essential that EGEA is present for the drafting of this standard</li> </ul>
Euro DFT Tool and new market approach	<ul style="list-style-type: none"> <li>• Following the creation of the new Euro DFT tool in the market which is a 'platform' to connect to the OEM portals and which could replace any IAM aftermarket tool.</li> <li>• With this new tool and the enhanced need to access the OEM portal due to the lack of efficiency/data in the independent tools, there is a real need to re-think the strategy of diagnostic tool producers and the need to access in-vehicle data.</li> <li>• Diagnostic tool manufacturers are tired to fight with OEMs about data access, first about normal code coverage incl. RMI information, next telematics, next ePTI, next autonomous driving specific information....</li> </ul>
RICARDO Study and review of Euro 5 Regulation	<ul style="list-style-type: none"> <li>• Euro5 regulation is still not running well</li> <li>• EGEA should proactively lobby for the revision of the Euro 5 Regulation to ensure that shortcomings of this Regulation highlighted by the RICARDO Report are addressed into updated legislation, and according to technical progress</li> </ul>

Next meetings:	<ul style="list-style-type: none"> <li>• There should be a maximum of three WG2 meetings</li> <li>• A general workshop to be organised to discuss further the new approach and EGEA members' expectations in terms of lobbying activities</li> </ul>
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## Working Group 2 – Emissions

European compliance with Directive 2014/45/EU	<ul style="list-style-type: none"> <li>● White paper for Opacimeter ( test regarding plate value + new threshold + technical spec matching with the equipment + route for approval)</li> <li>● Following the emission scandal in the industry, EGEA will call for the reopening of the Directive 2014/45/EU to ensure that tailpipe testing remains as well for Euro 6/VI vehicles, as OBD is not reliable enough.</li> </ul>
European compliance recital of Directive 2014/45/EU about NOx proposal	<ul style="list-style-type: none"> <li>● SET2 NOX project with CITA: <ul style="list-style-type: none"> <li>• Definition</li> <li>• Involvement</li> <li>• Conclusion / perspective / action plan</li> </ul> </li> </ul>
European compliance with type-approval legislation	<ul style="list-style-type: none"> <li>● The (VW) emission discussion but also the challenge to meet NO2 and PM limits within the big cities is calling for new measures regarding type approval as well as monitoring/in field tests of vehicles (China wants to monitor truck emissions via telematics by submitting emission parameters, e.g. NOx sensor data, ...).</li> </ul>

## Working Group 4 – Wheel & Tyre Service Equipment

Update	<ul style="list-style-type: none"> <li>• WG4 not very active in 2015, some of its members followed the development of 2 European standardisation projects which are about to be finalised.</li> <li>• WG4 should redefine its priority and new projects</li> <li>• A call for experts should be done to enlarge its membership</li> <li>• Election of the new WG4 Chairman to be done at the next WG4 meeting/or before by email (tbd)</li> <li>• Nevertheless I saw your mail sent on Saturday of last week where you propose a meeting in February. Theoretically this is fine with me but there are several questions to be raised from my side:</li> </ul>
Next meetings:	<ul style="list-style-type: none"> <li>• Possible next WG4 meeting to be scheduled in February 2016 to relaunch activities and renew WG4 membership</li> </ul>

## Working Group 6 – Braking & Suspension testers

Expectations for 2016	<ul style="list-style-type: none"> <li>• Relaunch of suspension activities</li> <li>• Blackroom meetings will be organised to share experiences, know-how to agree on a formula to be proposed at EU level</li> <li>• A common paper to be created before going to any independent body (e.g. IDIADA) for a proof of concept.</li> <li>• European Commission is expecting a presentation of possible EU-wide solution/formula at one of the Roadworthiness Committee meetings in 2016 (2017)</li> </ul>
Next meetings	<ul style="list-style-type: none"> <li>• Kick-off meeting to take place on 2<sup>nd</sup> of December</li> <li>• There should 1-2 blackroom meetings</li> <li>• There should be a maximum of 3 WG6 meetings</li> </ul>

## Working Group 8 – Extraction & Filter Systems

Expectations for 2016	<ul style="list-style-type: none"> <li>• WG8 is not active at present</li> <li>• Activities should be relaunched following all emission scandal and following the discussions in COP21</li> <li>• The secretariat will liaise with the Chairman and make a roundup of possible activities</li> </ul>
Next meetings	<ul style="list-style-type: none"> <li>• No meetings planned yet</li> </ul>

## Working Group 9 – Mobile Air-conditioning Systems

Expectations for 2016	<ul style="list-style-type: none"> <li>• EGEA Label <ul style="list-style-type: none"> <li>◦ Business plan finalised</li> <li>◦ Terms and Conditions to be finally counterchecked by lawyers</li> <li>◦ Next steps: EGEA currently investigating with KPMG to define which legal/fiscal structure EGEA would need to create as a separate/interlinked entity to launch among other activities, the labels activities</li> </ul> </li> <li>• New MAC specification for CO2 <ul style="list-style-type: none"> <li>◦ WG9 members will investigate the possibility to create new MAC specifications for CO2</li> </ul> </li> </ul>
Next meetings	<ul style="list-style-type: none"> <li>• There should be 2-3 meetings with lawyers/KPMG</li> <li>• There should at least two WG9 meetings</li> <li>• There should be a meeting with the Board for official approval of the business plan</li> </ul>

## Working Group 10 – European Vehicle Test Equipment Network

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Expectations for 2016	<ol style="list-style-type: none"><li>1) Preparation of a business plan (financial/setup and commercial/development)</li><li>2) Technical development plan.</li></ol>
Involvement from national association & Board members	<ul style="list-style-type: none"><li>• To ask for and get the buy in from the EGEA member associations in order to fund the business plan.</li><li>• Until then, to use the budget reserved for the WG and limited support from the secretariat to organize meetings and to follow up with liaisons like Eucaris, Unisys or the recently mentioned CITA-CORTE WG.</li></ul>
Next meetings	<ul style="list-style-type: none"><li>• There should be 5-6 WG10 meetings in 2016, stressing the need for more participation from existing or new WG10 members</li><li>• There should be 1-2 meetings with other stakeholders (e.g EUCARIS, CITA, UNISYS, etc...)</li></ul>