EGEA extraordinary Board meeting

26th February 2014, Brussels

Financial Situation 2013 and pre-agreed budget 2014

EGEA

Analysis of VAT optimisation for EGEA

EGEA

EGEA WG rules

EGEA

EGEA WG activities

EGEA

EGEA Working Groups activities

- **WG9 EGEA label**
- **WG6 Approval of project funding**
- **WG2 Presentation of FSD analysis**
- **WG7 Market Study data**
- **WG2 New standard for tailpipe tests for diesel**
- **WG3 Creation of a new 'vehicle lighting' WG**

WG9: Creation of an EGEA label

EGEA Label: Functions of a quality label

Functions of a quality label:

- In general: Set a quality standard and thus create public trust in the market.

- EGEA label e.g. “EGEA approved MAC service units”: It will act as an assurance for workshops that the quality-marked tools perform to the EGEA specifications.

EGEA

EGEA Label: Implications for EGEA

EGEA will be responsible and liable for:

- Setting up of detailed technical specifications for the label (e.g. faults in the specifications)
- Providing a proper and objective mechanism of quality control to avoid liability for misleading usage of the EGEA label (e.g. MAC tester bears the label but does not meet the specifications and then causes a damage to the vehicle during the repair/maintenance)

EGEA

EGEA Label: Follow-up actions tbd by the Board

1) Registration of the EGEA MAC label as trademark.

2) Setting up of a Statutes (rules) the for licensing and for the compliance with the quality label.

3) EGEA Board to get an insurance coverage for possible liability/damage claims.

EGEA Label: Follow-up actions tbd by the Board

4) Setting up of a quality control mechanism via a MAC management group within EGEA:

   - Check candidatures/applications: User of the label must meet the quality criteria when applying for the trademark (e.g. provide test results from independent laboratories)
   - Verification of compliance: Monitoring that the quality criteria are continuously met
   - Enforcement: In case of non-compliance, possibility to file a complaint to stop usage of the label.

WG2 Presentation of FSD Analysis

EGEA

Conclusions of the Osborne Clarke analysis

- Legal mandate of FSD is the creation and processing of specifications through a central unity.
- Public funding (1 Euro) must be used for this purpose.
- Current distribution practice of the PTI-Adapter (blueprint software and hardware license) exceeds legal mandate of FSD.
- Under EU competition law, FSD is likely to be obliged to give the ‘processed specifications’ (:= system data and test data from VMs) to test equipment manufacturers.
- Once the Memo is finalised, WG2 and the EGEA Board must analyse it and decide about follow-up.

EGEA

WG2 New standard for tailpipe tests for diesel

-Overview by Massimo Brunamonti-

Italy

- The Ministry of Transportation has summoned a **technical committee** for the update of technology and procedure for PTI: new **opacity meters** and new **headlight testers** are amidst the subjects.
- The draft proposal is for an improved opacity meter with higher sensitivity and precision to be able to test Euro 5/6 vehicles.

AICA

Germany

- The ASA/PTB Particle diagnostic research has been completed. **Scattered light meters** have been identified as possible next step in Diesel emission testers with higher precision and resolution.
- Correlation with **turbidity coefficient K** has been ascertained. ASA aims to develop solutions for the currently unresolved issues relating to suitability for official tests, **pollution control** and the influence of condensation within 15 months.

AICA

France

- Preliminary tests for **improved opacity meters** have been carried out.

- Preview to include **Nox measurement**?

Other EU Countries?

- Are other EU countries taking steps in identifying new generation Diesel emission testers?
- Are we aware of other technologies available for improved tail pipe tests on Diesels?
- Are we keeping willing to tackle the OBD check-only approach as a threat of wiping out the tail pipe test?

EGEA

- Should EGEA WG2 take the subject on to resume the situation and check whether actions are to be taken in the interest of national Associations and their members?

EC Study on testing electronically controlled safety systems (ECSS) during the roadworthiness test

EGEA

Summary of the CITA ECSS tender activities

- The key activities of WP1 have been successfully completed but difficulties were encountered to prove that a level 3 approach was really needed (e.g. difficult to ask for an efficient test if in most cases the MIL is on when there is a fault)
- WP2 has been completed, but only after additional testing was conducted
- The interim report was presented to the EC on January 28th, 2014 and has been accepted
- The final report is expected by June 2014

EGEA

Still some key issues…

- The next stage (WP3) is the selection of tools for field testing (WP4) – based on their ability to conduct fast and accurate PTI testing to support proof of concept
- This favours FSD, especially in the cost-benefit analysis (WP5)
- EGEA tools are diagnostic based and do not have access to the VM PTI specific technical data, creating a disadvantageous position.
- FSD is able to benefit both sides: ‘testing centres’ vs. ‘tool manufacturers’
- Tools selected:

Actia	FSD
Autocom	Hella Gutmann
AVL DiTest	Tecnomotor
Bosch	Texa

EGEA

Next challenges

- It is difficult to create ‘level 3’ functionality testing without access to the VM PTI specific technical information
- WP1 (EGEA) tool providers will need to provide test tools/technical support for the field testing, which will start in early March
- This will be conducted in Sweden, Germany and Belgium on as many post-2001 vehicles and across as many ECSS as possible (a total of 300-600 vehicles inspections with each tool)

EGEA

Financial position

CITA payments are based on:

- The time of the EGEA activities – to the end of January = 25,640 Euros
- The travel expenses incurred – to the end of January = 2,189 Euros
- There could be a shortfall on the expenses as the maximum amount in the budget in the service contract for EGEA is :
  - Manpower: 28,800€
  - Travel expenses: 2,400€

EGEA

Summary of actions

- Discussion with Nissler concerning the possible distortion of the future market based on ‘reference values’ and access to VM technical information for testing centres only
- Participation in field testing to optimise the tool performance and results
- Submission of all time and expense claims to ensure maximum allowable payments
- The final outcome of the tender also remains a challenge – to ensure that it is a generic VCI and test method that suits EGEA members (without having access to the PTI technical information) – as many of the decisions rest with the CITA Bureau Permanent.

EGEA

Revision of PTI roadworthiness legislation

EGEA

State of affairs: trilogue agreement reached!

- On December 18th, the Council, the European Parliament and the Commission agreed on an informal trilogue agreement
- This informal trilogue agreement has been backed by the Transport Committee (TRAN) at the European Parliament on 21st of January
- Next steps: The proposal is to be put to a vote by the Parliament as a whole on March 11th → **BUT** there is no further possibility to table amendments or make modifications!
- EGEA contacted EP legal services, MEPs, and some EGEA members were also asked to send a final letter to request support from their MEPs at national level. However, the procedure is now closed to any external amendment/action ('undemocratic process') due to upcoming elections.

EGEA

Trilogue agreement: Access to technical information

Access to technical information

- Due to strong resistance from Member States, test equipment manufacturers are unfortunately at the end left out from the article 4 (3)
- However, they included test equipment manufacturers under article 15 in order to get access to the future European vehicle information platform which needs to be further defined in the delegated acts and which in the future may contain some interesting information/routes of access
- EGEA will work in close collaboration in the coming months with the European Commission to draft technical annexes, particularly on the PTI technical information

EGEA

Trilogue agreement: OBD vs Tailpipe Testing

Petrol:

For vehicles up to emission class Euro 5/Vxx:

- Measurement using an exhaust gas analyser in accordance with the requirements(1) **or reading of OBD**. **Tailpipe testing shall be the default method of exhaust emission assessment**. On the basis of an assessment of equivalence, and by taking into account the relevant type-approval legislation, **Member States may authorise the use of OBD in accordance with the manufacturer's recommendations and other requirements.**

For vehicles as of emission class Euro 6/VIxxx:

- Measurement using an exhaust gas analyser in accordance with the requirements(1) **or reading of OBD** in accordance with the manufacturer's recommendations and other requirements (1). Measurements not applicable for two-stroke engines.

EGEA

Trilogue agreement: OBD vs Tailpipe Testing

Diesel:

For vehicles up to emission class Euro 5/V:

- Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged **or reading of OBD**. **The tailpipe testing shall be the default method of exhaust emission assessment**. On the basis of an assessment of equivalence, **Member States may authorise the use of OBD in accordance with the manufacturer's recommendations and other requirements.**

For vehicles as of emission class Euro 6/VI:

- Exhaust gas opacity to be measured during free acceleration (no load from idle up to cut-off speed) with gear lever in neutral and clutch engaged **or reading of OBD** in accordance with the manufacturer's recommendations and other requirements (1).

Additionally, a Recital 6b has been added to ensure that the equivalent emission assessment method is independently verified.

Trilogue agreement: Key results

- **Electronic certificate:**
  It was agreed that a roadworthiness certificate should be issued after each test and that the results of the roadworthiness test should be made available electronically.

- **Electronic Vehicle Interface:**
  The requirement of using an electronic vehicle interface has been added to various items to be tested such as: ABS, EBS, EPS, Headlamps, Front and rear position lamps, stop lamps, engine performance, airbag and SRS, odometer and ESC.

  Additionally, the use of test equipment to connect to this interface has been made mandatory (see Annex V point 17) and has been defined as ‘a device to connect to the electronic vehicle interface, such as an OBD scan tool’.

Trilogue agreement: Key results

Minimum requirements for facilities and equipment:

They added some requirements for facilities and equipment in Annex V:

- point 2 regarding the mandatory use of ‘a pit or lift and for vehicles up to 3.5 tons a device to lift a vehicle on one of the axles
- points 3 and 4 for roller brake testers
- point 8 on wheel/axle load measurement
- point 9 on wheel-axle suspension
- point 17 regarding the use of a OBD scan tool
- point 18 for a device to detect LPG leakage.

Revision of PTI: Implementation at national level

Next crucial steps:

- As PTI legislation → Directive, implementation will be at Member States levels in coordination with national stakeholders.
- Therefore, coordination amongst EGEA members should be aligned to ensure harmonised actions and objectives
- EGEA members should focus at national level on tailpipe testing, access to technical information and electronic roadworthiness certificate issues to avoid misinterpretation of legislation

EGEA

Various issues depending on time left

EGEA

EGEA

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

Thank you!