MEETING NOTES
Meeting of EGEA Working Group 6 held on:

Wednesday 17th March 2010, 10h00 – 16h00
EGEA offices
42 boulevard de Woluwe
BE- 1200 Brussels

PARTICIPANTS

AFIBA/ Capatest	Spain	Caparrós, Xavier
AFIBA/ Ryme	Spain	Díez Izarra, Carlos
AFIBA/ Vteq	Spain	Casado, Fernando
AICA/ Texa spa	Italy	Rachini, Enrico
AICA/ Vamag	Italy	Crosta, Pietro
ASA/ Beissbarth/ Robert Bosch	Germany	Velkoski, Stefan
ASA/ Snap-on	Germany	Beaujean, Frank
GEA	United Kingdom	Garratt, Dave
GIEG	France	Sauzay, Olivier
STM	Poland	Sosnowski, Rafal
STM	Poland	Grzymala, Lucjan
EGEA		Basset, Jean-Ludovic
EGEA		van Haute, Eléonore

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1. Opening and welcome – Mr. Olivier Sauzay, WG6 Chairman, and EGEA Secretariat

Olivier Sauzay welcomed all participants and in particular Lucjan Grzymala and Rafal Sosnowski from Poland (STM) for their first participation to the Working Group 6.

2. Objectives of the Commission for the testing of electronic systems in the framework of PTI

Presentation by Jean-Ludovic Basset on the state of affairs of the policy-making process and next steps regarding the Directive 2009/40/EC on Roadworthiness testing (please see attachment).

3. Test of electronic components (ABS, ESC): action plan and start of work

Following the recommendation of Mr. Nissler during the last EGEA General Assembly to start working on the procedure for efficiency testing of electronic systems and particularly on ABS, ESC, it has been suggested to the WG6 to start finding common technical basis for testing: ABS and ESC. Specific WG meetings should be planned to set up together limit values for these items.

After discussion on point 1.6, Anti-lock braking and new point 7.12 Electronic stability control of Annex II of Directive 2009/40/EC, all members agreed that no proposal of such control can be done without the supply of car manufacturer's information. It is necessary to obtain more technical data about each single type of vehicle which obtain a European type approval. As per Article (6) of Regulation (EC) N°715/2007: "Manufacturers shall provide ... standardised access to vehicle repair and maintenance information".

Two test procedures have been suggested to test efficiency ABS and ESC: 1) OBD/diagnosis testing and 2) dynamic test. As OBD alone would not be satisfactory and as dynamic tests would not be feasible from a practical point of view (speeds variation, not totally feasible for HDV, very expensive and time costs tests), it has been finally decided that the 'efficiency test' solution would be a combination of both methods: diagnosis and dynamics.

Actions

- WG6 chairman will have contact with WG2 chairman in order to precise clearly the data that should be provided in order to allow a useful and effective control of these security devices.
- With regard to this information, WG6 will study a technical proposal of test during next meeting.

4. Suspension testing: action plan and approach

On behalf of ASA, Frank Beaujean gave a presentation of the German solution proposal, in which ASA propose to validate all the solutions with a reference bench (MAHA) (Please see attachment).

About benches developments, other members involved in such developments confirmed that they were going in equivalent ways but on the basis of Eusama specification. Everyone seems to have a result which has more or less some relation with Lehr's coefficient.

The WG started again on the organisation of comparative tests.

The goal is to make comparison tests between the results provided by different suspension benches on three cars equipped with well known shock absorbers. These shock absorbers will be provided by shock absorbers manufacturers. Their Speed/effort reference value (20%, 50% and 100% efficiency) will be compared with the results given by the benches. The priority is to check the cars with normal tire pressure and normal weight but by changing the Speed/force value of the shock absorbers with 20%, 50% and 100% of efficiency. If time is enough, more tests will be made with tire pressure variation and weight variation

Comparison between the benches will be made:

- on the accuracy of imbalance in order to improve the existing PTI tests
- on the correlation with the shock absorber speed/effort reference.

3 benches/principles will participate to the tests:

- MAHA / SNAP ON (1) and BEISSBARTH (2),
- ACTIA MULLER (3),
- VTEQ (4).

There are no fitting problems. Benches can be installed everywhere
(1) and (4) need ramps with hieght 280mm
(3) can have ramps 280 mm or nothing
(2) has no need

Cars will be provided by the participants. They must be of different types: light, medium and heavy vehciles.

Actions

- Olivier Sauzay to contact Mortefontaine CERAM, near Paris, in order to check whether the WG6 may use their workshop which contains 4 four post lifts and to inform the EGEA Secretariat about venue and date of the test by the end of March 2010.
- The EGEA Secretariat to contact Mr. Nissler and organise a meeting to inform him about EGEA WG6 activities and projects on suspension testing.

5. Discussion on chairmanship

Olivier SAUZAY explained his difficulties to find enough time to supply an effective work as chairman of the group. It was thus advisable that any permanent member of the workgroup, which could be interested and able to support this workload, will have to present its candidacy to EGEA secretariat before the next meeting.

Actions

- The EGEA Secretariat to inform WG6 members about nomination procedures of new chairman.
- Members of WG6 to propose candidates for chairmanship one month before next WG6 meeting.

6. Next meetings, frequency and location

The next meeting will be held in EGEA offices, in Brussels, 31th may 2010 if the suspension test meeting is not definitely scheduled before or around this date.

Actions

- Venue and date of next meeting to be confirmed by the Secretariat.