



# EGEA inside

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

July 2021



## SHAPING THE FUTURE TOGETHER

Dear readers,

In this period of uncertainty linked to COVID, which has forced each of us to change our habits, to review our organisation, to continue by integrating new rules, our association has also demonstrated its resilience. I am proud to be able to introduce this first issue of our biannual newsletter, which is part of the dynamic undertaken to make the association grow even more, both in terms of its representativeness and its actions.

Our industry, its People and its trades, manufacturers, distributors or maintainers of garage equipment, have also overcome this ordeal by adapting and innovating. It must now face other short-term problems, those linked to shortages of raw materials and electronic components, but above all, and failing that, it must seize the opportunity of the profound technological changes undertaken around mobility and digital transformation.

Defending the interests of our industry and those of our customers, guaranteeing access to vehicle data in a sustainable manner for independent repair, being a force for proposal on new and improved consensual technical solutions, convincing, and including them in the regulatory or normative framework, unity under the EGEA banner has more reason than ever to exist.

Together let us continue to build the future of our beautiful profession.

Thierry Coton  
EGEA President



Dear Readers. Only those who have been intensively involved in the topics of the service and repair market for motor vehicles in recent years may be familiar with the EGEA association. The European Garage Equipment Association, founded in 1980, represents on a political level in Brussels the interests of all well-known manufacturers and importers of equipment for the repair, service and periodic technical inspection of motor vehicles of all classes.

### FAIR COMPETITION IN EUROPE

Our highly specialized industry supports as an integral part the value chain in the automotive industry. The members of our eleven national associations represent only a part of Europe. But our ambition is to encourage technical rules, safety and quality standards that are valid throughout Europe. With their technologies, our member associations and their member companies see it as their responsibility to maintain existing vehicles in Europe with safe, high-quality products that meet the highest environmental standards. In addition, the EGEA, its national member associations and the member companies located throughout Europe are committed to fair and equal competitive conditions for all market participants. We are convinced, that fair competitive conditions can only be created with safety and quality standards

that are technically justified in detail and accessible to all interested market participants. That is why we focus our lobbying on the (further) development of technical standards for service, repair and PTI. To face the increasing pressure from influential lobby groups, we are also stepping up our activities to ensure fair competitive opportunities for all interested market players in Europe. Market foreclosure and distortion of competition prevent further technical developments and mean standstill. Therefore, as a member association or associate member within the EGEA, help to promote technical progress, fair competition and equal market opportunities for all manufacturers and importers of workshop equipment: EGEA - the best ideas for the best service!

**For more information contact EGEA-Secretary Jordi Brunet**

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## AT A GLANCE: THE RAI ASSOCIATION

The RAI Association, founded in 1893, is one of the oldest trade associations in the Netherlands. Currently, around 700 companies are organized in the RAI, primarily manufacturers and importers of road transport vehicles (cars, light and heavy commercial vehicles, motorbikes, bicycles, trailers), parts and accessories for these vehicles, and suppliers of workshop equipment. In 2018, the Association received the Royal Award to mark its 125th anniversary. The RAI Association is the founder and co-owner of the RAI Amsterdam Exhibition venue. The workshop equipment section within RAI currently has 52 member-companies. Most of them are importers. Even though the number of workshop equipment manufacturers in the Netherlands is small, they have a leading position with their products in Europe and the world. One focus of the Equipment Section is the strategic project „The Road to Healthy Mobility“. The focus here is, among other things, on how workshop equipment can contribute to the political goals of climate and environmental protection as well as more road safety in the future. Examples of activities here include ADAS systems. In order for these systems to ensure greater road safety in the long term, it must be ensured that workshops can calibrate and repair them. Another issue is the inclusion of stricter emission tests in the framework of the periodic technical inspection (PTI) for improved environmental

protection. In this regard, RAI's lobbying is having a concrete impact, as evidenced by the introduction of the particle counting procedure for diesel engines in the Netherlands from 1 July 2022. To this end, RAI and its representatives are also actively engaged at the political level. As a founding member of the EGEA, they also strive to strengthen the European lobby for workshop equipment. With Leon Andriessen, RAI currently provides the treasurer on the EGEA board. The task of Martijn van Eikenhorst, who has been working for RAI since 2006, is to coordinate and promote the diverse tasks and activities of RAI at national and European level.



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Martijn van Eikenhorst coordinates the activities of the RAI Association



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## AUTOMOBILE MANUFACTURERS RESTRICT ACCESS TO OBD

The improved revision of the article in EU Regulation 2018/858 (see p. 4, EGEA Success) is an important success for the EGEA and its fellow partners in AFCAR. However, this has not yet solved another problem: the systematic restriction of OBD ports for diagnostic units by so-called security gateways (SGW). This is currently practiced by almost all automotive manufacturers. Independent repair workshops have to follow very complicated authentication procedures in order to be able to get access to diagnostic-relevant data from vehicles using multi-brand diagnostic tools. The manufacturers justify their authentication procedures with their efforts to protect vehicles against criminal access from outside (Cybersecurity). In practice, SGWs

lead to significant competitive disadvantages for independent repair workshops:

- 1.** Some vehicle manufacturers completely restrict access via the OBD ports to diagnostic, repair and maintenance-relevant data, and so far, offer no options for the independent aftermarket (IAM);
- 2.** Others use so-called security gateways to provide access;
  - a.** The problem: since the procedures are not standardized by the legislator for the entire automotive industry, is each manufacturer defines individually their own authentication procedure;
  - b.** In some cases, the fees for authentication procedures via SGW are unfair and not

compatible with the legal requirement of „non-discriminatory provision“;

**c.** The scope of data accessible varies from vehicle manufacturer to vehicle manufacturer; the scope ranges from exclusively EOBD data (emission) to repair and maintenance-relevant data; in some cases, this data can only be read out, write access is not possible, which makes it impossible to delete/ clear error codes logged.

### ACCESS VIA EXVE OR S-OTP?

The European Commission will assess regulatory options on remote repair and maintenance and other services based on data generated by vehicles. The target date for adoption of Commission proposal is Q4/2021 and DG GROW has commissioned a study to TRL on this matter. EGEA is closely coordinating with other European associations of the IAM on this issue. This also addresses future „over-the-air access“ to vehicles, which has also been unregulated to date. Fair and non-discriminatory access is currently the most important political issue for EGEA, and we are investing much of our efforts in this topic. If the restrictive attitude of the car makers cannot be overcome, this will have existential consequences not only for our industry in Europe and beyond.



At the Secretary General Jordi Brunet, all EGEA activities come together.



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Vehicle safety and minimising accidents is one of the declared goals of the European Commission. That is why Vision Zero was defined a few years ago. According to this vision, the number of people killed in road traffic accidents in Europe is to be reduced to zero in the long term.

The experts of Working Group 6 (Braking and Suspension Testers) are also working towards this ambitious goal. Functioning brakes in vehicles of all kinds are essential for survival. That is why it goes without

saying that the reliable functioning of brakes on vehicles must be tested periodically as part of official inspections.

### QUESTION OF LIABILITY

„It would be consistent to also have the condition of the shock absorbers in vehicles officially checked on a regular basis“ says Massimo Mambrilla, engineer and chairman of Working Group 6.

Because the braking effect of a vehicle is only as good as the even grip of the tyres

on the road surface. And the shock absorbers on the vehicle are responsible for the tyres' grip and even road contact. „If they are defective, this can lead in many conditions to an increase in braking distance during emergency braking,“ says Mambrilla. Driver assistance systems such as ESP, emergency braking or lane departure warning systems can only fully develop their effect on road safety if the chassis geometry and shock absorbers are in good condition.

To illustrate these technically complex relationships, the EGEA, under the leadership of WG6, has produced a video for decision-makers in politics and the media, which can be accessed via the EGEA homepage. <https://www.egea-association.eu/the-importance-of-the-vehicle-suspension/>

Massimo Mambrilla is convinced that „to achieve the Vision Zero goal it would be necessary to legally prescribe shock absorber testing in PTI“



WG 6 and the EGEA are committed to the introduction of such a test in the future in the fight for more road safety.

Engineer Massimo Mambrilla heads the EGEA Working Group 6

## WORKSHOP-NET CLOSING THE DIGITAL GAP IN THE WORKSHOP

The industry standard „Workshop-Net“ solves the challenge of different workshop devices from different manufacturers communicate in a uniform standard with a productive system from a PTI-organization or a dealer-management system in a car dealership.

The communication standard that emerged from the „asanetwork“ currently covers more than 25 different equipment categories and the „Workshop-Net“ interface is currently offered by more than 50 well-known equipment manufacturers in Europe that are organized in the EGEA.

„Workshop-Net closes the digital gap in the workshop and is an important contribution of our industry to digitalization“, summarizes Thierry Coton, President of the EGEA. In April 2021, the course was set for a partnership between the EGEA and asanetwork GmbH. On 01.09.2021, the standard will start its international journey under the new brand identity „network powered by EGEA“.

→ [www.workshop-net.net](http://www.workshop-net.net)



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# UNITED KINGDOM: NEW PRODUCT CONFORMITY RULES

The exit of Great Britain from the European Union on December 31st, 2020 also has legal consequences for manufacturers of workshop equipment, which must be taken into account in the future when selling products in Great Britain and in Northern Ireland.

One of the most important chapters in the cross-border movement of goods is the conformity marking of products. This certifies the compliance of products, traded on the market with national laws (for example, for product safety). Within the EU, the CE marking is the proof of conformity with European legislation for products manufactured and imported to the EU. As of January 1st, 2021, products sold in the UK must be labelled with the so called UKCA label (or NICA for northern ireland), which confirms that products imported into the UK are in compliance with the relevant UK laws. Bri-

tish producers selling their products within the EU and in Northern Ireland must also mark them with the European CE label in addition to the UKCA label. Full details can be found on the UK.gov website (Placing manufactured goods on the market in Great Britain - GOV.UK (www.gov.uk)

## GUIDE ON THE INTERNET

The Manufacturing Technologies Association, MTA, which represents the U.K. manufacturing industry, has also compiled a dossier outlining the labelling requirements for product imports into the U.K. and exports to the EU. The MTA guidelines provide information on conformity testing, responsible accredited bodies, accreditation procedures depending on the product, British or European laws and directives to be observed. In addition, the guideline contains useful information on basic pro-

duct labelling requirements. The MTA guidelines can be found on the Internet at the following address:

[www.mta.org.uk/resources/mta-guide-ukcace-marking-4th-edition](http://www.mta.org.uk/resources/mta-guide-ukcace-marking-4th-edition)

The EGEA is organising a special webinar for all members on 6th July. For more information, please visit the EGEA website or contact the EGEA office directly.



## EGEA SUCCESS: REVISION OF TYPE APPROVAL 858

Access to the OBD port is explicitly protected in EU Regulation 2018/858, which came into force on September 1, 2020. However, when the regulation was first revised by a delegated act from the EU-commission a few months later, the scope of accessible Data would have been limited and very restrict. After EGEA's lobbying efforts, supported also by AFCAR, we obtained a better revision which even extended the scope of data. Publication of the delegated act is expected in the next few weeks.

- Further Information: COMMISSION DELEGATED REGULATION amending Annex X to Regulation (EU) 2018/858 (ANNEX)
- [www.egea-association.eu/wp-content/uploads/090166e5dd6111cd.pdf](http://www.egea-association.eu/wp-content/uploads/090166e5dd6111cd.pdf)



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