



# EGEA inside

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

December 2021



**MARINKOVIĆ  
HOFMANN,  
WELCOME.**

It is now 20 years ago when I received a letter from the then EGEA President Hans-Peter Fritschli inviting the Italian workshop suppliers in AICA to attend the EGEA General Assembly. I was already of the opinion then that the Italians should join the EGEA, so I took the opportunity, bought the plane ticket and flew to Brussels.

At the General Assembly, I could hardly understand what these guys around the table were talking about at first. I had a hard time understanding their technological language. Should I stay and try to learn or should I leave and forget? Well, I knew Brussels was the place, so I decided to give it a try. And I went again and again for the next twenty years!

During these twenty years, many things happened that made the EGEA more and more important for the European workshop equipment industry. And over time, new members joined the Association, of which I now have the honour and pleasure to welcome one new member on behalf of the EGEA Board: Marinković Hofmann from Serbia, a leading workshop equipment supplier operating in Serbia, Montenegro and Bosnia-Herzegovina for more than three decades, who became an associate member of the EGEA in October 2021.

For me, as the longest-serving member of the EGEA Board, Marinković Hofmann represents a new generation of active members. They are driving future challenges and will work for the interests of our industry. A warm welcome!

Massimo Brunamonti,  
EGEA Vice President



The European Commission is preparing the revision of a package of directives on vehicle and road safety to update Directives 2014 / 45, 46 and 47EU. The EGEA has been working for years to be considered as a recognised organisation by the European institutions in the decision-making process for new legal requirements. In recent years, the EGEA working groups have successfully worked on issues related to vehicle and road safety and have achieved a high level of knowledge and experience. On the occasion of the revision of the Roadworthiness Package by the European Commission, the EGEA, in line with the commitment made in the EU Road Transport Strategy 2018, would like to share this knowledge with legislators in order to achieve the best possible legislation.

### ROADWORTHINESS TASK FORCE

For this reason, the EGEA has decided to establish a dedicated EGEA ROADWORTHINESS TASK FORCE. Its task is to prepare recommendations from our Association for the revision of the Roadworthiness Guidelines. This revision is of crucial inter-

rest to our members, as it will also define the tests (and the equipment required) to be used in the coming years in the framework of the periodic technical inspection (PTI) and roadside inspections in Europe. In its first meeting in September, the working group decided to develop recommendations on the following packages:

- Suspension testing
- Parking brake testing
- ADAS systems / ePTI / software testing
- PN
- NOx
- OBFCM
- Networking
- AC fluid testing
- Specific tests for electric vehicles

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## AT A GLANCE: GEA UK

On the 4th December 1945 the founding members met for the first time in London to form the proposed association of garage equipment manufacturers and distributors original known as AMDGE (association of manufactures and distributors of garage equipment) which was later renamed as the GEA (Garage Equipment Association). In 1972 the Garage Equipment Association was integrated into the SMMT (society of motor manufacturers and traders) as an independent trade section of the society. In 1994 the GEA decided to setup its own limited company with its members bound by its own article of association, shortly after this the GEA relocated its office to Daventry England and appointing a new Chief executive. From this point the GEA has gone from strength to strength becoming the appointed administrators for the UK DVSA, MOT testing equipment testing and certification scheme. In 2008 the GEA started the accredited engineer program offering independent assessment of industry engineers' competence to work and certify vehicle lifts in workshops and later certification of calibration engineers and sales consultants. Currently the GEA has

approx. 130 active members which is a combination of manufactures, importers, distributors, and service providers, with over 500 engineers GEA accredited. Following the UK's decision to leave the European union common market at the end of 2019 we felt that the GEA needed to remain a part of EGEA as our common interest in improving quality and standards of garage equipment supplies and services is a universal goal, and we all stand to gain from the united approach. Julian woods CEO of the GEA is a current and active member of the EGEA board of directors and many of the EGEA working groups.



Contact [www.gea.co.uk](http://www.gea.co.uk)

Julian Woods is Secretary General of the GEA and Board Member of the EGEA



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## PARTICLE COUNTING - BLUEPRINT FOR THE WORLD

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The topic of particle counting is gaining momentum in Europe. After preliminary studies by TNO (NL), BAST (D), GOCA (B) and the European laboratory JRC, the specification phase was carried out by the working group NPTI (New periodical technical inspection) and the Physikalisch Technische Bundesanstalt PTB (D).

The pioneer countries Holland, Belgium and Germany have developed specifications from these working groups and agreed on 1.7.2022 (NL, B) and 1.1.2023 (D) as the introduction date for the particle counting method.

The approval phases are underway in the Netherlands (for the NL and B markets) and also at the Swiss Federal Institute of Metrology, Metas (CH). They are expected to start shortly in Germany as well. Initially, only diesel vehicles (DPF) will be eligible for the measurement of particles at

idling speed. In terms of equipment, particle measurement can be carried out on petrol vehicles with the same equipment. However, the procedure for conditioning petrol vehicles will be different from simple idling. The definition of this procedure still needs to be investigated. The JRC (Joint Research Centre) has addressed this issue.

### RECOMMENDATION FRAMEWORK FOR THE EU

The European Commission has listened to the initiative of these pioneering countries and for this reason has asked the JRC to carry out additional studies. On the basis of these, a recommendation (non-binding document) is to be prepared by the end of 2021, which will provide a framework for Member States wishing to introduce particle measurement.

In parallel, the revision of the directive on roadworthiness testing has started. The European Commission has taken a posi-

itive stance on the introduction of particle measurement. This stance is based on the JRC reports on two test campaigns carried out this year to complement the work on the Recommendation.

It is clear that this Recommendation will form the basis for the work on the recast of the PTI Directive. Other regions of the world are waiting for European initiatives to introduce this new feature into their regulations.



Georges Petelet from the French federation GIEG (Groupe des Industries d'Equipements de Garage) chairs the EGEA WG 2 Emissions/OBD





## MAKING FUTURE TECHNOLOGIES CONTROLLABLE

Since 2018, the working group (WG) responsible for ADAS topics (Advanced Driver Assistance Systems), a subgroup of Working Group 2 (Diagnostics/ Emissions/ OBD), has been meeting regularly. Its topic is the rapid spread and technological progress of ADAS systems in the vehicle population. The working group's main focus is on the effects of the increasing spread of assistance systems on workshop equipment manufacturers and suppliers, but also on independent workshops that deal with these complex systems in everyday repair work. The WG's task is to support EGEA members and other stakeholders with information on ADAS technologies. This includes issues such as legislation, regulations and standards. Technical issues include defining solutions for repair, maintenance and calibration of new systems.

### NEUTRAL RECOMMENDATIONS

All members of the working group are recognised experts in their field and work for renowned companies from all over Europe. Neutrality and an unbiased focus on technical issues are important working principles of the WG members. This guarantees an independent view of the issues and leads to neutral, professionally sound work results. In addition, the Working Group cooperates with associations and industry partners from all over Europe.

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Among others, the Dutch ADAS Alliantie, Thatcham Research and CITA (International Motor Vehicle Inspection Committee). This collaboration aims to raise awareness of ADAS technologies in Europe and support the workshop equipment industry

in providing quality tools to work on the systems. To this end, the WG also actively lobbies. By pooling their expertise and submitting position papers to political decision-makers, the WG experts want to ensure that the interests of independent market participants are taken into account at EU level and in the member states on the topic of ADAS. A current example of this is the revision of the directive package on vehicle and road safety (see Roadworthiness report, p.1), which will also include the review of mandatory ADAS in the context of the PTI.

The EU has adopted a regulation called the General Safety Regulation (2144GSR), which requires new vehicles to be equipped with certain assistance systems on a mandatory basis. The WG, together with other EGEA working groups, has developed recommendations on how these systems could be tested and what information is required for efficient and reliable testing. In the coming months, the EGEA will follow how the issue is implemented politically.

In another project, the WG is currently producing a best practice document for repairers. The guide will be available from the first quarter of 2022.

### „WORKSHOP-NET“ SUPPORTS NEW TEST CONTENT

In accordance with EU Regulation 2021/392, the CO2 emissions from the practical driving operation of passenger cars and light commercial vehicles registered for the first time from 01 January 2021 will be collected throughout Europe. For this purpose, the data from the vehicle's internal monitoring device „On Board Fuel Consumption Meter (OBFCM)“ will be read out. „Workshop-Net“ supports this initiative by forwarding the data from the diagnostic device by means of a new service that is embedded in the existing diagnostic services of „Workshop-Net“. The standardised transfer facilitates the transmission of the consumption data recorded throughout Europe to the central data archive CDR (Central Data Repository) of the European Environment Agency (EEA).

After particle counting, which has also been integrated into the existing „Workshop-Net“ standard services for exhaust devices, this is the next logical step in the further development of the „Workshop-Net“ standard.

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## OF GLOBAL IMPORTANCE – RIGHT TO REPAIR

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The Right2Repair regulation aims to protect the consumer's choice of where to have their vehicle repaired and to keep the cost of mobility at a reasonable level. Vehicle manufacturers are obliged to provide independent providers with the same technical repair and spare parts information as their own dealer network. New vehicle technologies such as connectivity and ADAS systems, including mandated cybersecurity measures with certificate-based access rights to vehicle data, are an imminent threat to ensuring fair Right2Repair conditions. Traditionally, the „lighthouse markets“ of the USA and the EU set the

pace for discussing the various arguments and reaching an agreement between the stakeholders in the automotive industry. This then often serves as a blueprint for other regions of the world, such as Japan or Australia in the past.

### OVER THE AIR DATA

In 2020, Massachusetts began to expand the legislation to include over-the-air data access, which again passed with strong voter support. However, an alliance of vehicle manufacturers sued Massachusetts over high safety risks. The court decision is still pending. The EU has passed two im-

portant regulations to balance the automotive aftermarket. One is the 2010 Vehicle Block Exemption Regulation (expires on 31 May 2023 and needs to be updated soon), the other is the Type Approval Regulation (currently the EU 2018/858, valid from September 2020).

Both regulations are currently under revision by the EU Commission to include the new threats. The EGEA, together with AF-CAR, is actively involved in finding a good solution to balance the different interests of the aftermarket and consumers.



Dr. Harald Neumann manages projects for the EGEA as a technical consultant

### LIFTING PLATFORM STANDARD EN1493 – CURRENT STATUS

The revision of the EN1493:2010 standard on the safe operation of vehicle lifts started at the beginning of 2016. The aim was to solve the problems encountered in practice when applying the standard and to significantly improve the clarity of the design. At the end of 2020, the public consultation process was concluded with the adoption of the draft. In early 2021, the comments from the public consultation were discussed in CEN/TC98/WG3 and the resulting changes were incorporated into the final draft, which was then sent for a formal vote. In September 2021, CEN/TC98/WG3 received a negative assessment from the Harmonised Standards Consultants (HAS). The HAS consultants assess whether the draft complies with the standardisation mandates of the European Commission. Only if the assessment is positive can a standard be listed as a harmonised standard in the EU Official Journal. Due to this negative evaluation, the formal voting procedure has been suspended until CEN/TC98/WG3 has further developed the standard, probably at the beginning of 2022. This is likely to significantly delay the publication of the standard originally planned for mid-2022.



#### IMPRESSUM

EGEA aisbl  
@ Silversquare Triomphe  
Avenue Arnaud Fraiteur, 15-23  
1050 Brussels, Belgium

Jordi Brunet  
EGEA General Secretary  
sg@egea-association.eu  
M: +324 99 39 04 59