



EGEA inside

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

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THE R2R CAMPAIGN HAS GONE GLOBAL

We all feel that today's automotive technology and

equipment is competitively unsound. But it was not a foregone conclusion that industry representatives from literally every corner of the globe would join forces to advocate for free competition in the automotive aftermarket. That is exactly what happened at Associations in Motion: the „Global Declaration on the Right to Repair“ is now available and will be made known to society and legislators.

It all started during the Covid 19 pandemic: three major trade associations, EGEA and AICA in Europe and Auto Care in the US, agreed to form an assembly of automotive aftermarket associations from around the world. This was done with the aim of analysing the situation on the different continents and exchanging experiences in order to possibly join forces in a further step. So Associations in Motion was launched in May 2021 with a virtual kick-off meeting. It was an immediate success: an agenda was set and an action plan was defined.

Needless to say, the issue of access to data went straight on top of the agenda. Everybody from anywhere in the world, Europe, North America, Latin America, Africa, Asia and thereof, said clearly that for the industry to survive and thrive an adequate legislation to protect free competition is badly needed. So the „Global Right To Repair Statement“ position paper was developed and it's now published and signed by no less than 30 trade associations worldwide.

All I can say is that it's an amazing achievement and I'm proud of EGEA having contributed to the establishment of such a vibrant and proactive league of associations.

Massimo Brunamonti
EGEA Vice-President



BRUSSELS – March 09, 2023 – EGEA has joined other global association leaders to support the critical global right to repair movement by signing the new right to repair position statement. The statement enumerates the core beliefs of the movement and the objectives and intended outcomes of right to repair legislation. Importantly, the document sets forth 10 best practice principles to developing a framework for right to repair legislation that any supporting country can use and adapt them to their needs.

Globally, the automotive aftermarket keeps 1.5 billion vehicles on the road while contributing \$1.8 trillion to the global economy. After vehicles exit their warranty period, independent repair shops perform 70% of repairs. This vibrant industry and the consumer choice that it creates is being threatened by automotive manufacturers that block access to wirelessly transmitted vehicle repair and maintenance data. Without the convenience and choice of independent parts and repair, especially in

suburban and rural communities, consumers will have limited access to affordable vehicle service and repair. These restrictions can have catastrophic effects on local economies and the well-being and safety of millions that rely on vehicle transportation daily.

ESSENTIAL RIGHT

In Europe, the automotive retail and service sector employs more than 4.5 million people, in more than 500,000 companies, mostly SMEs, and services approximately 400,000,000 vehicles in circulation.

Frank Beaujean, president of EGEA said: "The right to repair is essential for our industry and our customers. It promotes healthy competition and supports sustainability. We must advocate for this right and work with policymakers to protect it." Both Australia and South Africa have successfully retained their drivers' right to repair their vehicles. These countries are a model for similar legislation in Europe that levels the playing field and keeps the consumer at the heart of decision-making across the transportation ecosystem.

You will find the full position statement on EGEA-Homepage: www.egea-association.eu/wp-content/uploads/Global-Position-Statement-Final-English.pdf

Organizations interested in supporting the right to repair vehicles of all classes can contact sg@egea-association.eu to join the global movement.





THE ASA ASSOCIATION

ASA - stands for Bundesverband der Hersteller und Importeure von Automobil-Service-Ausrüstungen e.V. (Federal Association of Manufacturers and Importers of Automotive Service Equipment). 14 companies in the industry founded the association over 50 years ago. In 1971, the workshop equipment suppliers had organised the first Automechanika trade fair together with Messe Frankfurt. The fair was a reaction to the cancellation of the 1971 International Motor Show (IAA). The success of the first Automechanika encouraged the trade fair company and exhibitors to establish the Automechanika permanently as the central exhibition platform for workshop equipment. Since then, the ASA Association, founded in 1972, has been the sponsor of the trade fair brand, which is now successful worldwide, and the conceptual sponsor of Automechanika Frankfurt.

The ASA Association is also a founding member of the European umbrella organisation EGEA (European Garage Equipment Association). The aim of the ASA-association, which is based exclusively on voluntary work, is to safeguard and promote the interests of its

member companies - in particular to represent their common interests in business, politics and society at national and international level. To this end, the association's experts from the specialist areas regularly contribute their expertise to political decision-making processes and advise authorities and ministries on, among other things, practicable solutions for testing the emission behaviour and technical safety of existing vehicles in the field. Fair opportunities for all market participants and the highest level of quality, efficiency and safety are the guiding principles of the association and its nearly 100 member companies. President of the ASA Federal Association since 2016 is Frank Beaujean.

→ <https://www.asa-verband.de>



Frank Schlieben heads the office of the ASA Association.



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STATUS OF THE RW PACKAGE

The European Commission is actively engaged in the revision of the roadworthiness package. The proposed revisions aim to amend three key directives: Directive 2014/45/EU, focusing on periodic roadworthiness tests for motor vehicles and trailers; Directive 2014/46/EU, which deals with registration documents for vehicles; and Directive 2014/47/EU, addressing the technical roadside inspection of commercial vehicles circulating within the Union. As part of the revision process, the Commission may consider the European Parliament's Transport and Tourism (TRAN) Committee's suggestions included in the upcoming Own-Initiative Report on the road safety aspects of the Roadworthiness Package.

EXTENSIVE WORK PACKAGES

Furthermore, the Commission is anticipated to initiate the ex-post evaluations of Directive 2014/45/EU and Directive 2014/47/EU in either 2022 or 2023. This evaluation process will provide valuable insights into the effectiveness and impact of these directives. The Commission's Work Programme for 2023 has affirmed its commitment to this revision.

The discussion paper, serving as the foundation for reviewing the directives, is structured into three main parts: (1) the scope of vehicles and frequency of testing, roadworthiness certificate; (2) improvements to current test requirements and procedures; and (3) introduction of new test procedures.

CHECK FUTURE TECHNOLOGY

During the Roadworthiness experts' group

discussions, participants from Member States and stakeholders delved into crucial topics such as the directive's scope, testing of electric vehicles (EVs), frequency of Periodic Technical Inspection (PTI), noise testing, advanced lighting test, suspension testing, software integrity, ePTI, and PN testing. Participants predominantly reached a consensus on the need for coordination with type approval to facilitate

access to vehicle information and data necessary for testing purposes.

The Commission aims to present its comprehensive „Road Safety Package“ tentatively in the third quarter of 2023. This package will encompass the proposed revisions and other measures geared towards enhancing road safety within the Union.



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The EU Commission is working on the future of roadworthiness testing of motor vehicles.

„WORKSHOP-NET“ SUPPORTS MOBILE APP IN IRELAND

ASC Software, a long-established company based in Ireland, is successfully using “Workshop-Net” to manage inspection jobs via mobile apps. The Irish software company provides fleet and maintenance workshops with cloud-based solutions for managing maintenance processes, compliance and cost control. ASC has successfully deployed a project on behalf of Irish bus company Eireann to connect brake testers to ASC’s “Assetminder” fleet management software, to enable brake testing orders to be placed when inspections were carried out using ASC’s mobile app. All parameters are controlled in the web application via API. The control of a test order via a mobile app is a premiere in „Workshop-Net”, which is likely to be followed by other mobile applications.

→ www.workshop-net.net



For the digital workshop

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IT SOUNDS LIKE A „LAST CALL BEFORE CLOSING“.

The last chance to one day see NOx measurement in PTI centres. For years, study after study, this opportunity has turned into a chimera, always for a good technical reason or a bad business one. JRC is making proposals. The basic idea is to test the vehicle under driving conditions so that the SCRs are at the right temperature and working... but without driving.

The trick lies in the fact that the chemical reaction generated by the urea/AbBlue spraying does not stop immediately when the vehicle stops, even if the spraying does stop.

Oh, it doesn't last for centuries, just 2 short minutes. 2 short minutes which, when the vehicle arrives at the centre, allow a relevant measurement to be taken under dri-

ving conditions ... with the vehicle stationary. This rest procedure has approach robust and simple and could be seen as “Static HOT idling test”. NOx can be measured at tailpipe using several type of analysers (also during idle). Currently NOx sensors readings are not always accessible from the ECU/OBD.

PRAGMATIC SOLUTION

A properly functioning SCR would result in low NOx concentrations under these conditions for both HD and LD. Yes, this is tricky to implement. It will be an investment in terms of organisation, but not much in terms of equipment, but it will be a strong investment from a political point of view. No solution is perfect. We've known that for too long.

But this solution is pragmatic, requires a reasonable investment and has the support of DG Move. It's a solution that won't leave any other appeal. Particle measurement is on the right track, NOx measurement can be, the planet will thank us, let's seize this business opportunity.





New technologies will completely change the way vehicles are repaired and maintained in the future. Futurmotive wants to describe ways into the automotive world of tomorrow.

THE CHALLENGES OF THE NEW MOBILITY IN THE SPOTLIGHT AT FUTURMOTIVE – EXPO & TALKS

Energy transition is round the corner and companies are already looking for solutions on the present challenges the entire mobility sector is facing. In a moment when it is essential to find a mediation between the EU Parliament final decision to ban the sales of new petrol and diesel cars in Europe from 2035 on, and the safeguard of the European automotive industry competitiveness and employment, it is crucial not to lose the compass and explore new perspectives and potential innovations.

THAT'S HOW FUTURMOTIVE IDEA WAS BORN.

Futurmotive – Expo & Talks is in fact a brand new international exhibition focused on the future of mobility, for energy and ecology transition and innovation in the automotive industry. The event, organized by Autopromotec, will be held from 16 to 18 November 2023 in Bologna Exhibition Centre, and it is aimed at auto manufacturers, component manufacturers, distributors and buyers.

Futurmotive Expo: halls & product sectors
During the three days of the trade show, the Futurmotive Expo section will bring together participating companies in an exhibition space of approximately 25,000 square metres in Halls 14, 16 and 19 and in the 42 e 43 external areas, showcasing

a full range of technological innovations and solutions to address global challenges in the automotive world, in a format designed to foster an effective interac-

tion among companies, institutions and industry opinion leaders. The main areas of interest will be alternative fuel systems, components, equipment, tyres and new materials. Wide space will also be devoted to the topic of remanufacturing and innovations related to the world of connectivity and service and repair networks.

FUTURMOTIVE TALKS: THE TOPICS

Innovators, technologists and institutions will alternate on the Futurmotive Talks stage to outline the new routes of energy sustainability: not only new generation power plants, alternative fuels and raw materials procurement but also infrastructure and smart cities, human-machine interconnection for computerized car maintenance, big data management, cybersecurity, the transformation of business models and the labour market.

The complete and updated agenda is available at www.futurmotive.com



GENERAL ASSEMBLY AMSTERDAM

The EGEA General Assembly, held on May 11th in Amsterdam and hosted by the RAI association, was a resounding success. We would like to extend our heartfelt gratitude to RAI for their exceptional hospitality and flawless organization. They went above and beyond to ensure that all EGEA members felt welcomed and comfortable throughout the event. Their gesture of treating us to a delightful dinner on a boat, which sailed through Amsterdam's picturesque canals, was truly memorable. One of the crucial agenda items during the assembly was the approval of the new statutes of EGEA. These modifications were necessary to ensure compliance with the Code of Companies and Associations in Belgium, which will become mandatory from January 1st, 2024. By aligning our statutes with the legal framework, we are setting a solid foundation for the future of EGEA and its operations.

A highlight of the assembly was the presence of our esteemed sponsors, Automechanika, Autopromotec, and Equip Auto. They took the time to update EGEA members on the latest news and developments within their organizations, as well as provide insights into the upcoming exhibition schedules for the years ahead. We greatly appreciate their ongoing support and collaboration.

Looking ahead, we eagerly anticipate the next General Assembly in Bologna and hope to see all our valued members in attendance.

The EGEA Members met in Amsterdam in a relaxed atmosphere and went out to eat on the water.



IMPRESSUM

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