



TURNING CHANGE INTO OPPORTUNITY

The automotive sector is undergoing a series of technological developments, with autonomous driving, digitalization and electrification at the forefront.

These challenges put strategy, R&D and innovation at the center and are likely to change the activities of our customers and our industry as a supplier of workshop and testing equipment for mobility in the coming years.

In the face of these changes, the EGEA must defend industry interests more than ever and provide the entire industry with a clear view of the future.

The year 2024 promises to set an important course for this.

As far as access to vehicle data is concerned, the decisive factor will be how the positive ruling of the ECJ is implemented in practice and whether the requirements for data access via the OBD interface are simplified. In addition, a regulation specifically for the automotive sector should supplement the Data Act.

The second course-setting measure expected from Brussels next year is the technical inspection package. The new directive will replace the current Directive 2014/45. It is intended to define future developments in periodic vehicle inspections in Europe and the associated equipment in order to improve road safety and reduce emissions.

Many thanks to all those who are actively involved within the EGEA and who have contributed their expertise, skills and experience.

I wish all readers a Merry Christmas and a good start to a happy and successful 2024

Thierry Coton
EGEA Vice-president



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Since FCA introduced the so-called Secure Gateway (SGW) followed by many other Vehicle Manufacturers (VM) multibrand diagnostic tools for the independent aftermarket are no longer the same as in the past. To access the onboard diagnostic system via the 16 pole OBD connector users need now a certificate (token) issued by the Vehicle Manufacturers (VM). Different authentication processes and conditions per VM make it difficult and expensive for tool manufacturers as well as end users. Therefore, ATU and Carglass joined forces and started a lawsuit against FCA at the Regional Court of Cologne in Germany claiming that these FCA procedures violate the new European type-approval regulation (TAR) EU 2018/858. The Court forwarded questions to the ECJ how to interpret the TAR.

Oct. 5th the ECJ published their judgement which strongly supports the ATU/Carglass position stating that the FCA behavior is not in line with the spirit of the TAR asking for free and easy access to ensure that car owners have a free choice where to repair and maintain their vehicle. No other requirements for access to the OBD port than those explicitly mentioned in the regulation are allowed.

JUDGMENT IS NOT A CARTE BLANCHE

The ECJ stated further that the new UNECE Cybersecurity directive 155 does not excuse bypassing these requirements. The vehicles must be anyway cybersecured by design. It is now up to the Regional Court of Cologne to decide on the specific case of ATU/Carglass v. FCA on the basis of the ECJ ruling. It is not certain that a positive ruling will bring about changes in the behavior of VM. This is because several VMs continue to dispute that their OBD access procedures violate the Type Approval Regulation, including FCA. In order to achieve a fair aftermarket with a level playing field, measures are currently being discussed to encourage VM to change their access procedures.

Dr. Harald Neumann
EGEA Technical Advisor





AT A GLANCE: FVU – SWEDEN

Fordonsverkstadsutrustarna, FVU, is the Swedish association for workshop equipment and a member of the EGEA. All 20 members of the association are manufacturers and importers with a wide range of tools and equipment for workshops within the automotive sector. Despite very different company sizes - all sizes of company are represented in the FVU, from SMEs to listed companies - all members are driven by one goal: Fair competitive conditions for all in an open, free market.

Together with SBF, Sveriges Bildelsgrossisters Förening, the FVU is the owner of „Auto“, Northern Europe’s largest trade fair. The trade fair takes place every three years in Gothenburg with around 300 exhibitors and over 15.000 visitors, next time in January 2026.

The FVU sets high standards for its members in terms of the environment, finances and customer service. The FVO logo symbolizes competence, service orientation and fair prices and gives workshops security when choosing a reliable partner. One of the FVU’s tasks

is to monitor the various problems in the industry and to pass on important information to its members and the market as a whole at an early stage. For this reason, the FVU is also a reference body for the Swedish Transport Administration. Regularly organized member forums are used for cooperation and exchange of experience as well as for discussing common industry issues, which the FVU is to monitor with the authorities in order to safeguard the interests of the industry.



The Secretary General of the FVU is Peter Eriksson

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Peter Eriksson
Secretary General of the FVU



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CURRENT DEVELOPMENTS IN BRUSSELS

The recent weeks in Brussels have been marked by a flurry of activities related to the automotive and aftermarket sectors. One significant development is the introduction of the Euro7 regulation, which proposes amendments to the standards governing the type-approval of motor vehicles. Specifically, it addresses emissions from both light passenger and commercial vehicles (Euro 5 and Euro 6) and heavy-duty vehicles (Euro VI).

The proposal outlines provisions and requirements concerning vehicle emissions and battery durability, aiming to ensure internal coherence within the system of emission type-approvals. Despite current geopolitical and economic circumstances, the Commission has chosen not to increase emission limits for internal combustion cars (nitrogen oxides, carbon monoxide) compared to the Euro 6 standard. However, the proposal suggests tightening emission limits for lorries and buses, with specific limits for methane, methanol, and nitrous oxide.

STRICTER EMISSION LIMITS

Furthermore, the proposal expands the scope of driving conditions covered by on-road emissions tests for all vehicles. It introduces new emission limits for fine particles and ammonia, along with regulations for emissions stemming from braking and tire abrasion.

Additionally, the regulation proposes a doubling of the durability requirements



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established under Euro 6/VI rules—from 100,000 kilometers and 5 years of age to 200,000 kilometers and 10 years of age, a change that will also apply to buses and lorries. The co-legislators aim to reach an agreement on the Euro 7/VI proposal by the year’s end. Technical meetings between the European Parliament and the Council are underway to prepare for the initial round of interinstitutional negotiations, commonly referred to as ‘trilogues.’

By the time this news is released, it is likely that the Data Act will have been published as there is agreement after the triologue. The Data Act aims to establish a

horizontal framework for sharing non-personal data by introducing obligations that give users access to the data they contribute to generate. Once approved by both co-legislators, the agreed text would then be published in the EU Official Journal.

FREE DATA ACCESS

A Sector Specific Legislation on access to in-vehicle data is to complement the Data Act is hopefully in its final stages before the draft text is known. This legislation is of vital importance to unlock the European automotive data ecosystem, fostering competition, innovation, consumer choice, and affordability.

PHASE SHIFT SUSPENSION



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After years of development, testing, and validation, our members now have access to the validation tool for suspension test benches based on the phase shift system. This milestone is pivotal in ensuring the consistency of results across benches from various manufacturers, addressing a significant obstacle that previously hindered the integration of suspension tests into vehicle roadworthiness testing.

OPEN SPECIFICATION

This marks the culmination of EGEA's system design. The open specifications for the EGEA phase-shift suspension tester are meticulously developed to permit any test equipment manufacturer to create

their own equipment without technological constraints. This approach fosters innovation, welcoming new technologies and ideas as long as they meet the specified requirements. The specifications cover the test principle, metrological characteristics, test procedure, and essential construction details. Notably, specifications of the construction details are limited to the most essential ones to facilitate the upgrade of a maximum number of existing suspension testers in Europe to this new test method.

EGEA has presented this test system to the European Commission for consideration in the ongoing revision of the roadworthiness package. In view of current techno-

logical developments, robust and reliable Suspension testing is more important than ever for safety on our roads. Examples include electronically assisted braking systems, advanced driver assistance systems (ADAS) in current vehicles, the increasing prevalence of heavier electric vehicles and the imminent market readiness of self-driving vehicles.

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25 YEARS OF DIGITAL WORKSHOP PROCESSES

Founded in 1998, asanetwork GmbH operates the „Workshop-Net“ network standard for automated data exchange between workshop equipment and commercial software. This year, it is celebrating its 25th anniversary. With the digitalization of workshop processes, the standard continues to gain in importance. Frank Beaujean has been Managing Director of asanetwork GmbH since October 2018 and is responsible for the technical development of the standard. Since 2021, the EGEA has recommended Workshop.Net as the industry standard for the digital communication of workshop equipment throughout Europe. „We reinvest all of the GmbH's profits in further development,“ says Beaujean. This makes it possible to gradually expand the number of applications in service and repair for automatic data transmission. Workshop-Net currently enables automated data exchange between management software and workshop devices for 21 service and repair cases, including ADAS calibration and particle counting. Further applications for greater efficiency in service and repair processes are already under development. Further information: → www.workshop-net.net

Frank Beaujean (1st row, 3rd from left) celebrated the 25th anniversary of asanetwork GmbH together with his advisory board members

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ASSOCIATIONS IN MOTION

On November 2nd, the seventh Associations in Motion assembly convened in Las Vegas during the AAPEX Automotive Aftermarket Products Expo. Representatives from aftermarket associations worldwide discussed diverse political-economic trends, emphasizing the electromobility and digital transition. Bill Hanvey (President of Auto Care) opened the proceedings with a focus on independent garages' access to in-vehicle data, a crucial issue. Alana Baker (Canada) and Lesley Yates (Australia) proposed coordination among public relations professionals to share information and document effective lobbying techniques. The goal is to disseminate regulatory principles adaptable to diverse national contexts, empowering stakeholders to advocate for rights and consumer protection.

LIFELONG LEARNING

Stuart Charity (Canada) and Paola Zaccheroni (AICA) focused on training and education, stressing the need for integration among governments, industry associations, training institutes, and companies. This integration is crucial to meet the rising demand for upskilling, particularly for work on electrically powered and ADAS-equipped vehicles. Proposed initiatives include an international exchange program for „best trainers“ and exploring joint development and distribution of technical training courses and digital content.



The discussion then shifted to the transformation of trade shows, led by Mark Bogdansky (Vice President Meetings & Events Auto Care Association). He highlighted AAPEX's evolution into an experiential space for testing equipment and immersive technical updates, resulting in excellent attendance and loyalty.

WORKSHOPS ON CURRENT TOPICS

A Right to Repair Campaign Tactics Work-

shop followed the assembly, examining case studies and offering insights derived from successful lobbying activities. Alana Baker (Canada) gave an interesting presentation on guidelines for improving the effectiveness of lobbying, Jordi Brunet (EGEA) discussed the Data Act and Sector Specific Legislation case in Europe, and Lesley Yates (Australia) outlined a grassroots initiative engaging 75 Members of the Australian Parliament.



The participants of the Associations in Motion Meeting in Las Vegas, on the far right Jordi Brunet, Secretary General of the EGEA.

EGEA-OFFICE - GENERAL ASSEMBLY IN BOLOGNA

Last 15th of November took place in Bologna the EGEA General Assembly, kindly hosted by the Italian association AICA. We want to express our sincere thanks to AICA for their outstanding hospitality and seamless event organization. They went the extra mile to make sure all EGEA members experienced a warm and comfortable atmosphere throughout the occasion. The memorable highlight was their thoughtful arrangement of a delightful tour to the „Bologna Portici,“ concluding with a delicious dinner.

A notable moment during the meeting was the participation of our esteemed sponsors, Autopromotec and Equip Auto. They dedicated time to brief EGEA members on the latest updates and developments within their organizations, offering valuable insights into their upcoming exhibition schedules for the coming years. We extend our sincere appreciation for their continued support and collaboration.

This time, the primary focus of the meeting revolved around the recent European Court of Justice (ECJ) ruling regarding restrictions on OBD port access and the potential implications for both our members and the automotive aftermarket.

IMPRESSUM

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