



EGEA inside

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

December 2022



CONTINUITY PRESERVED

Dear Friends of the EGEA, A lot has happened since the June issue of EGEA-Inside.

Our industry is returning to normality. With Automechanika in Frankfurt in September and EQUIP AUTO in Paris in October, the workshop equipment industry has sent clear signals. The COVID-19 pandemic and the war in Eastern Europe have left their mark. They could not break the innovative power of our industry companies and their will to succeed. This was clearly visible at the industry fairs in Frankfurt and Paris, which exceeded our expectations in all areas. As the newly elected President of the EGEA, I am extremely pleased with this fighting spirit. Because it shows my colleagues on the Board of Directors (BoD) and me that it is worthwhile to make a full voluntary effort for this industry at the political level. We have initiated important projects at the political level in recent years. Implementing these in the next two years is crucial for the competitiveness and future viability of our industry. Our commitment is also helped by the continuity in the EGEA Presidency and Board of Directors. Well-known faces with experience in political lobbying (cf. article on page 4, General Assembly) will shape the EGEA Presidium and BoD in the next two years.

We are a well-coordinated team with clear areas of responsibility. Our commitment and your support can contribute to successfully meeting the political and technical challenges for our industry!

Also on behalf of my colleagues in the EGEA Presidium and the BoD, I wish you a peaceful Christmas and a healthy and successful 2023!

Stay healthy and confident!

Your Frank Beaujean
EGEA President



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Since Oct. 28th 2022 the future of Electric Vehicles in the EU seems to be defined: It was decided to phase out combustion engines till 2035, even a small discussion window about synthetic fuels is still open. We know the concerns and challenges around this decision, the infrastructure of charging stations, the capability of the power grid in cities, etc.. But also for the aftermarket this decision means a significant transition, in competences, equipment, regulations.

CLOSING INFORMATION GAPS

For this reason EGEA recently started the WG12 with a holistic view on these new EV aspects. Target is to identify gaps regarding equipment (battery health status), instruction and education offer (EV certification) in order to make the aftermarket ready for the EV-future. Identified gaps in regulations will be exposed to the EU-commission. One big concern is that the new EV-generation uses much more over the air updates and diagnostics where the

EU legislation regarding remote access is still pending and some of the new vehicle manufacturers are still blocking the independent aftermarket.

Furthermore the high voltage and the Li-battery risks are in focus as even vehicle manufacturers do not provide always enough information or specification to ensure safety of the workshop personnel. Examples are f.i. lifts and equipment to safely remove an underbody battery from the vehicle. Even for tire shops it is important to have the right touch point information not to stress or damage the battery when lifting the vehicle. We know from daily battery fires in China, where the EV-car park is much bigger than in Europe especially after accidents. German car and aftermarket industry recently defined beside an EV qualification scheme for technicians also an outside minimum safety area in order to limit the damage in case the battery gets on fire.



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



AT A GLANCE: SAA, SWISS AUTOMOTIVE AFTERMARKET

Founded in 1952 as the Swiss Wholesalers Association in the Motor Vehicle Trade (SGM), the association has been operating under the name SAA, Swiss Automotive Aftermarket, since 2002. The Zurich-based association currently has 65 members, manufacturers and importers, from the garage supply sector. The companies in the SAA represent about 80 percent of the Swiss garage equipment market and generate an annual sales volume of about two billion Swiss francs with about 3,000 employees. The association's specialist work takes place in the six specialist groups: Garage and Workshop Equipment, Spare Parts, IT, Commercial Vehicles, Accessories and Tuning, Lubricants and Chemicals. Every member can contribute to the political work of the SAA through the specialist groups. The SAA stands up politically for the interests of the independent automotive aftermarket and has been involved in the European organisation FIGIEFA since 1958. Protecting the interests of its members in business, politics and society is the primary goal of the SAA. The association also offers its members an ideal platform for exchanging ideas and experiences. As an industry as-

sociation, the SAA regularly collects data on the situation and development of the Swiss market. Members thus not only always receive up-to-date information on the market situation. Through the association, they also have early access to information about new laws and regulations that can influence business development. the association is also a sponsor of the Motor Show, Geneva.



→ <https://www.saa.swiss/>

Mark Porter is a member of the SAA Board of Directors and heads the Garage and Workshop Equipment Section.



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DATA ACT

The Data Act will be a European Regulation that will set harmonised rules on fair access to and use of the non-personal data. It establishes the right for users to access the data generated through their use of connected devices, and to assign access rights to the data to a third-party service provider of their choice. Vehicle aftermarket repair and maintenance services are explicitly included in the draft of the legislation. With the implementation of the Data Act, the driver/owner will be able to assign the recipient of the data generated by the vehicle, so that he/she can receive services based on this data from providers other than the vehicle manufacturer.

ACCESS TO DATA ENSURES COMPETITION

The Data Act is the second legislative initiative resulting from the European Strategy for Data and intends to complement the Data Governance Act, as well as the proposal for a Digital Markets Act. EGEA recognises the Data Act represents a relevant step forward towards the development of the European Data Economy, but we believe that the Data Act will not be sufficient by itself in the automotive sector. The ecosystem needs a sector-specific automotive legislation translating the principles and provisions of the Data Act into concrete, legal and technical measures for the automotive sector. The sector-specific legislation shall grant "ab initio rights" for third party providers to access data and information that are essential to develop competing services. This provision is not foreseen in the current wording of the Data Act.



1000 PROPOSED AMENDMENTS

The Data Act is following the ordinary legislative procedure under the Lisbon Treaty. It is under revision in four different committees of the European Parliament (ITRE, JUTI, IMCO and LIBE) and in the Council. The lawmakers tabled over 1000 amendments which could significantly reshape the original proposal from the Commission. The final legislative act is expected by the second half of 2023.

Without fair data access, the independent aftermarket is excluded.



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„WORKSHOP-NET“ SUPPORTS PTI LEGISLATORS

„Workshop-Net“, the European networking standard for test and workshop equipment, will be used by German legislators in the future. Background: For the introduction of the particulate measurement procedure for diesel engines from 1 July 2023 at the latest, the Application Regulation for the Periodic Technical Inspection (PTI) has been amended to include the new emission measurement procedure. The new Guideline 6 has been created for this purpose. Paragraph 7.6 states: „All content must be transmitted in the format of the „Workshop-Net“ of asanetwork GmbH or in a format compatible with this network in such a way that all data relevant for the investigation and for the verification are contained in the Workshop-Net XML format (...)“. Frank Beaujean, Managing Director of asanetwork GmbH, says: „We are proud to be able to support the new process for more emission protection through „Workshop-Net“.“

→ www.workshop-net.net



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SUSPENSION TESTING STANDARD

The suspension tester standard phase-shift developed by EGEA is reaching milestones. The goal of EGEA is to present a uniform and standardized solution that is viable for both PTI roadworthiness testing Authorities and for the vehicle repair industry, in order to ensure the roadworthiness of vehicles can be achieved through regular maintenance and assessed through periodical roadworthiness inspections.

SUCCESSFUL TRIP TO POLAND

Within the activities of the development of the phase-shift suspension test standard, some Working Group 6 (Braking/suspension testers) members visited the ITS laboratory in Warsaw. Several sessions of test were performed during the visit. The main goals of the tests were: 1) Verify the testing procedure defined for the type-ap-

proval of the equipment and 2) Train the ITS staff to habilitate them for coming approvals. Both goals of the tests have been achieved successfully, the tests described in the SPECSUSP2018 document have been validated only with minor corrections and the ITS staff is now qualified to submit suspension testers for verification.

CONFOMITY TESTABLE

Suspension tests were carried out with vehicles under different load conditions, over and under tyre pressures and in some of the vehicles the shock absorbers were even removed to verify the behaviour of the bench under extreme conditions. In all cases the suspension bench was able to measure the condition of the shock absorbers successfully. From now on, EGEA member companies will have the necessa-

ry tools, procedures, and laboratory access to submit their equipment for verification. After receiving the proof of compliance, all approved suspension benches will be published on the EGEA website.

We want also to express our gratitude to our colleagues of the Polish association STM for their kindness and hospitality during the visit.

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No. 1 brand for the
automotive aftermarket

All dates and locations: automechanika.com

messe frankfurt



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With Automechanika Frankfurt (13 to 17 September 2022) and EQUIP AUTO, Paris (18 to 22 October), two important events for the European workshop equipment industry took place this year. The trade fair relaunch for the automotive aftermarket was eagerly awaited. The final reports of both fairs show: All fears that trade fairs might have lost importance and acceptance among exhibitors and the public were unfounded. On the contrary: with more than 78,000 professional visitors each, both fairs clearly exceeded the expectations of organizers, exhibitors and visitors. Around 2,800 exhibitors from 70 countries presented their inno-

vations for vehicle service, repair and care in Frankfurt. More than 1,000 exhibiting companies and brands from all over the world came to Paris. The visitors were as international as the exhibitors. Automechanika Frankfurt, for example, registered visitors from 175 nations.

NEW EVENT CONCEPTS

In addition to numerous product innovations from the exhibitors, they also received extensive information on future topics of the automotive aftermarket at both trade fairs. Many of the specialist events and lectures integrated into the trade fairs focused on the transformation of the auto-

motive sector, digitalization, networking, the decarbonization of mobility and alternative drive types. With new event concepts as the „Garage of the Future“ by EQUIP AUTO and free workshops, the trade fairs especially invited young professionals and professionals from the vehicle repair professions to visit - and with great success. The conclusion of the fair organizers is correspondingly positive: „The feedback from the exhibitors is enthusiastic. EQUIP AUTO Paris 2022 was characterized by a friendly atmosphere, high visitor numbers and very good business“, said Aurélie Jouve, Director of EQUIP AUTO. And Detlef Braun, Member of the Board of Management of Messe Frankfurt, was pleased to note: „There is no substitute for trade fairs. The high level of internationality on the part of exhibitors and visitors clearly shows: the international automotive aftermarket is back in Frankfurt.“ In short: a successful new start - mission accomplished! EQUIP AUTO 2023 will be held in Lyon from 28 to 30 September 2023 together with the Lyon Motor Show. Automechanika Frankfurt will open its doors again from 10 to 14 September 2024.

EGEA GENERAL ASSEMBLY

The EGEA General Assembly held on October 18th in Paris. The EQUIP AUTO exhibition and our France member GIEG hosted the General Assembly. We would like to express our gratitude for their hospitality. Almost all our associations attended the meeting in Paris. After the Assembly, GIEG offered a diner for all participants. During the General Assembly, the Board of Director members were re-elected by acclamation. The new composition of the board is as follows:

- President: Mr Frank Beaujean
- Vice-president: Mr Thierry Coton
- Vice-president: Mr Massimo Brunamonti
- Treasurer: Mr Leon Andriessen
- Board member: Mr Jaume Berenguer
- Board member: Mr Julian Woods
- Board member: Mr Rafal Sosnowski

Beside the protocolary discussion points, during the assembly we have received the visit from our valued sponsors, Automechanika, Autopromotec and EQUIP AUTO, that have updated the EGEA members with the latest news from their organizations and the exhibitions schedule for the coming years.



IMPRESSUM

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