Meeting 27/28 of August arge tp 21/fsd in Dresden

Host: arge tp 21 / FSD

1. Prof. Rompe
2. J. Boenninger
3. J.v. Calker
4. M. Ruedel
5. H.J. Maeurer

Attendance:

1.	Eduard Fernandez Ardevol	Applus
2.	Mark Warden	VOSA
3.	John Fitch	VOSA
4.	Armand Biberich	SNCT
5.	Pascal Buekenhoudt	GOCA
6.	Jorge Soria GALVARRO	BILPROVNINGEN
7.	W.D.Koppel	RDW
8.	Bernd Baumgartl	SGS

Objectives of the meeting

Discussion of the possible types of cooperation between the member states regarding the implementation of AUTOFORE recommendation 2

- Centralized R&D activities ?
- Collaborative development of testing procedures ?

Possibly: Preparation of results as presentation for CITA BP meeting

Starting point: AUTOFORE recommendations (2010)

Recommendation 1

No technical activities necessary

Amend Directive 96/96/EC to increase the frequency of ins
older vehicles of category 5 and 6, as defined in the Direct

Recommendation 2

Amend Directive 96/96/EC to include the examination of safety relevant electronic systems that are already widely fitted (airbags, ABS and ESP).

Recommendation 3

Will be done in WG 8

Amend the scope of Directive 96/96/EC to include twowheeled motor vehicles (international categories L1 and L3).

Fee for the new inspection content

The following inspection fee is taken in regard to the inspection of electronically controlled systems in PTIs:

- **1,00 Euro** from each PTI
  - to **acquire system and vehicle information** from the manufacturers
  - to **analyze and process** the acquired information
  - to **validate / create** suitable **test methods**
  - to advance the **database system**

Functional tests step 1 (since 2006)

- Selftest via **MIL** (Malfunction Identification Lamp) and / or display
- **Functional-/Efficiency tests** with existing test equpiment (i.e. roller brake dynamometer)

Information about built-in relevant systems

Test methods

Functional test

no defect

defect

System data representation

OPEL | ASTRA GTC | A-H/C | 0035.AEG | W0L0AHL0365137971 | EZD: 06/06

testing specifications (system data) v1.9.3 — Keypad assistance: ALT+F1

built-in systems	ME
Adaptive brake light	
Electronic stability program (ESP plus) contains: Adaptive anti-lock system, Brake assistant, Electronic brake balance, Traction control (TC plus), Bending brake control	
Adaptive headlight levelling (electronic) contains: Xenon headlight, Headlight cleaning system	
Bending light contains: Adaptive headlight levelling (electronic), Motorway light, Xenon headlight, Headlight cleaning system	
Electrohydraulic power steering	
Airbag/Belt tensioner contains: Airbag for driver and front passenger, Belt tensioner, Side airbags for driver and front passenger, Head airbags for driver and front passenger, Rear head airbags	

system data and further testing procedures for — summary

Adaptive brake light — assembly group: number 4.4.1 enclosure VIIIa StVZO

Obligatory and, if necessary, additional technical inspection are listed in the Annex VIIIa StVZO / german road traffic licensing regulations.

Activate step-by-step mode

Identification

Within the periodic technical inspection this system can not be identified by visual means. The installation can be determined only within this test procedure and in the case of a defect

Testing method

1. step

Activate adaptive brake lamp via FSD-interface

Adaptive brake lamp blinks	ON
Adaptive brake lamp fails to illuminate	401.5 EM
Adaptive brake lamp remains turned on	401.5 EM

The defect categorisation (severe defect, without defect) of this inspection procedure is a applicable to vehicles with a date of first registration starting at 01. April 2006. The final decision, wether the system passes or fails, will be made by the authorised vehicle examiner (aSoP/PI) according to the official technical inspection guideline and the road traffic licensing regulations (StVZO).

Built-in Systems

Identification test

Based on KBA code

Function test

Software Application - 2

BMW | 530i | 560L | WBANA71000B002519

PRÜFVORGABEN v1.7.8 — Tastaturhilfe: ALT+F1

Tatsächlich verbaute Systeme	ME
Airbag/Gurtstraffer enthält: Airbag für Fahrer und Beifahrer, Seitenairbag für Fahrer und Beifahrer, Kopfairbag vorn und hinten, Gurtstraffer für Fahrer und Beifahrer, Seitenairbags hinten	
Automatische Leuchtweiteregelung (elektronisch)	
Automatscher Blockierverhinderer	
Automatisches Licht	
Elektronisches Stabilitätsprogramm er Brems-Kontrolle)	
Kurvenlicht	
Überlagerungslenkung	

SYSTEMDATEN UND GGF. WEITERE PRÜFVORGABEN FÜR — Bewertung

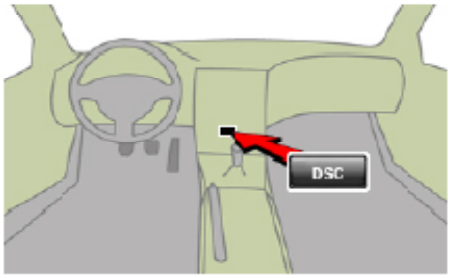
Elektronisches Stabilitätsprogramm — Baugruppe: Ziffer 4.7 Anlage Villa StVZO

Pflicht- und ggf. notwendige Ergänzungsuntersuchungen sind der Anlage Villa StVZO zu entnehmen.

Identifikationsprüfung

Vorhandensein anhand folgender Merkmale prüfen

DSC-Kontrollleuchte im Kombiinstrument



DSC-Taster in Mittelkonsole

System kann identifiziert werden — weiter mit 1. Schritt

Systemverbau ist nicht feststellbar — 711.1 EM

Prüfverfahren

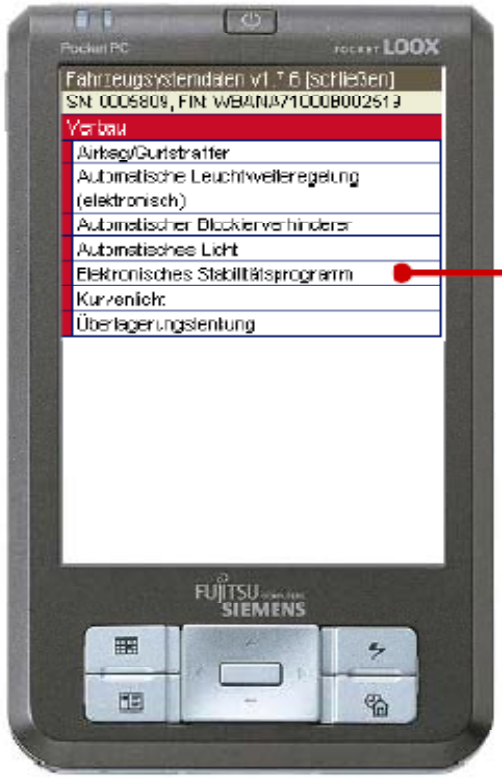
1. Schritt

- Feststellbremse lösen

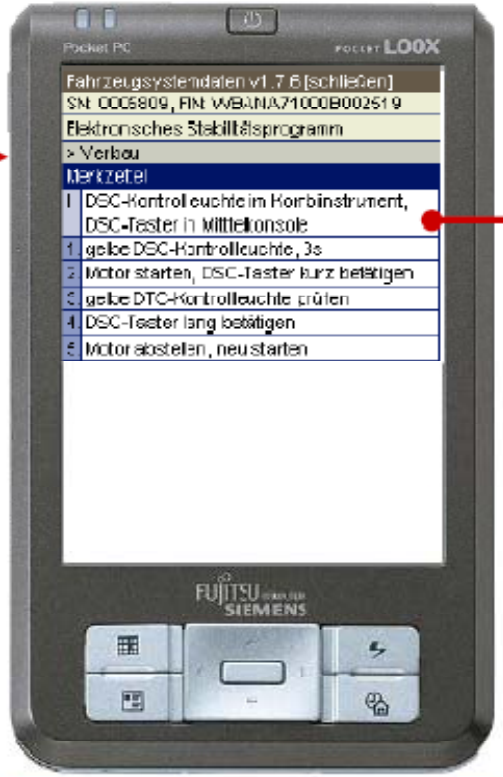
2.

Call of the information for manual identification and test method by click in the system list

PDA - Layout



Information about built-in systems



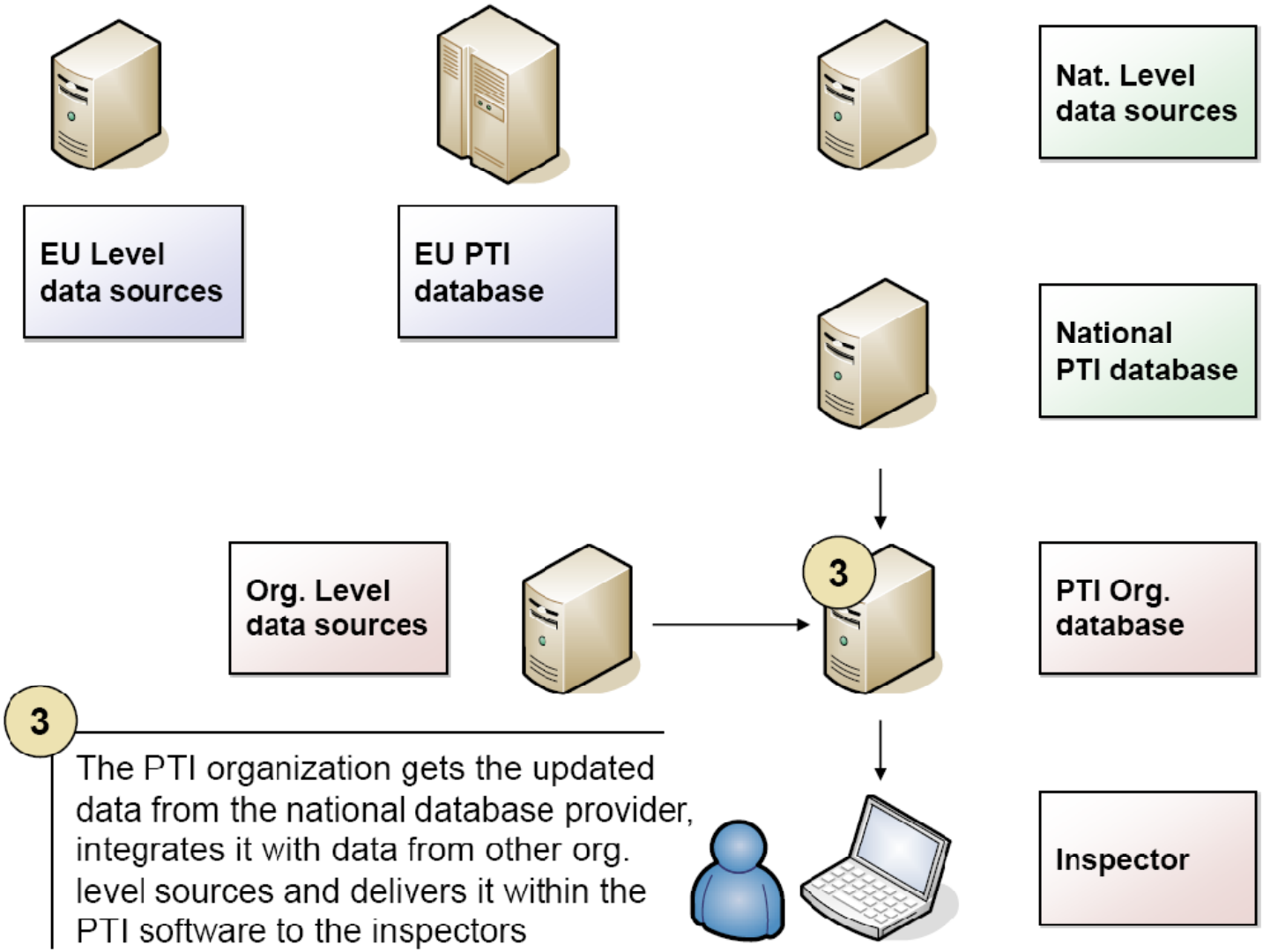
Summary

Test methods

First implementation in Europe

In appreciation of its potential for increasing roadworthiness, **Germany decided to introduce this kind of inspection as pilot for Europe**. Continuous reports of the won experiences will be submitted to the Commission, and could serve as a basis for future Community regulations.

Data flow process - step 3



3

The PTI organization gets the updated data from the national database provider, integrates it with data from other org. level sources and delivers it within the PTI software to the inspectors

Summary of the meeting – in general

- R&D will deal with developing procedures/technologies… based on the CITA recommendations developed by **CITA WG's**
- In general, all agreed to work together to find Synergies
  - Reducing cost for development
  - have European harmonist procedures/technologies
  - speeding up the time of development

- There are different national conditions regarding projects and approaches
- Identified 4 possible centralised projects

Summary of the meeting – Projects

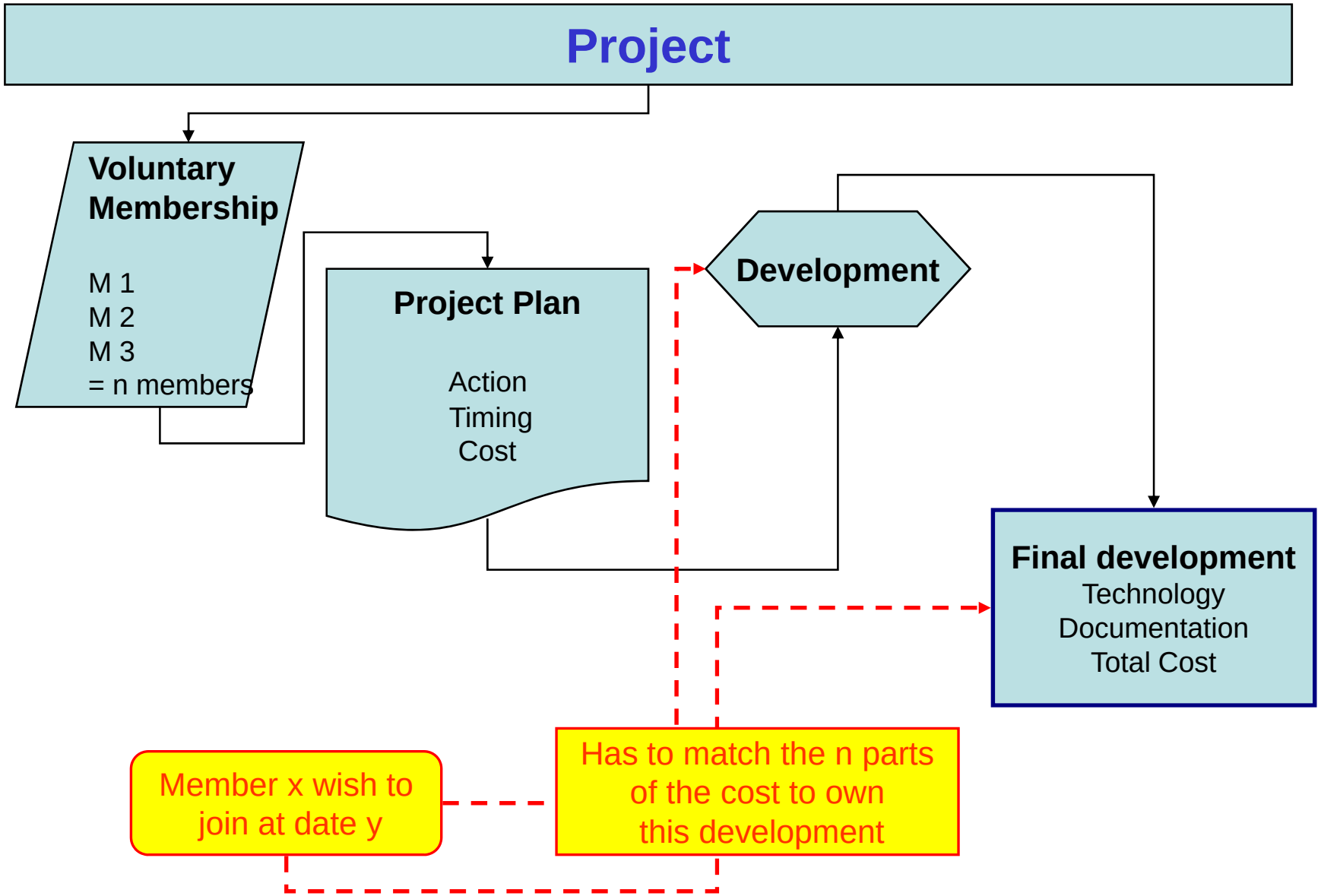
Restrain Systems

Central European Database
VIN based

ABS/ESP…

Diesel Emission Test

Summary of the meeting – projects mechanism (not agreed/discussed)



Summary of the meeting – Problem

The data base is owned by the German Government

It was agreed that every country is writing to the German Minister of Transport (Tiefensee), to get access (Minister to Minister letter)

In the meantime any of the members doubting this step

For discussion :

CITA and the EU commissioner should write this letter

Summary of the meeting – next steps (not agreed/discussed)

- Follow up meeting to discuss in detail the 4 projects and forming active Development Groups (DG)
- Discussion if this is a CITA activity
- Information / Expansion for all (European ??) members about the R&D activity