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## **Heavy Duty Vehicles: new Euro VI environmental norms as of 2012 - FIGIEFA welcomes inclusion of access to repair information -**

FIGIEFA welcomes the adoption by the European Parliament on Tuesday 16<sup>th</sup> December 2008, of a Resolution supporting the proposal of the European Commission on the type-approval of Heavy Duty vehicles with respect to their emissions on access to repair and maintenance information ("Euro VI").

If one of the aims of the proposed Regulation is to reduce in 2012 the pollutant emissions from trucks and busses, the instrument also contains comprehensive provisions on access to information for the aftermarket care of these vehicles. On this latter, FIGIEFA salutes the use of a similar wording to the Euro 5 Regulation for passenger cars and light commercial vehicles, notably as regards the obligation for vehicle manufacturers to provide **independent operators** with "unrestricted and standardised access to on-board diagnostic (OBD) information, diagnostic and other equipment, tools including any relevant software and vehicle repair and maintenance information".

### **Environment protection: stronger standards**

The proposal of the EU Commission aims at the **reduction of 80% in nitrogen oxides (NOx)** and **66% in particulate matter (PM) emissions** compared to the Euro V stage limits which entered into force in October 2008.

### **Access to information: better vehicle maintenance**

FIGIEFA welcomes the inclusion in the proposed Euro VI Regulation of a reference to the Articles 6 & 7 of the Euro 5 Regulation which provides for the obligation of vehicle manufacturers to give to independent operators **unrestricted and standardised access to repair information** and this in a **consistent, readily accessible and non-discriminatory manner**, initially in accordance with the technical requirements of the OASIS format.

On this point, OASIS not being fully applicable to Heavy Duty vehicles, the future Euro VI Comitology process has to **clarify which part of the OASIS standard is to be immediately applicable** to the Heavy Duty vehicle segment, and which part needs further elaboration, for example through the work of the CEN (European Standardisation Body).

### **Multi stage type-approval cases**

FIGIEFA also welcomes the response of policy makers as to prevent possible legal loopholes in the communication of the information. As many Heavy Duty vehicles are built and approved in multi-stages, the responsibility to give access to repair and maintenance information to independent operators will lay upon **the final manufacturer as well as the manufacturer responsible for each approval**.

For Knud Sørensen, President of FIGIEFA, "once adopted by the Council, this instrument will be a contribution to the protection of the environment through the guarantee of equal access to repair and maintenance information for all aftermarket operators. Indeed, this access to information is one of the essentials to continue to maintain Heavy Duty vehicles and to ensure their compliance, during their entire life cycle, with high environmental standards."

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Next step in the policy making process: The legal text must now be adopted by the Council of Ministers, which is expected early next year, as all involved EU institutions agreed already on the essentials in the so-called 'Trilogue' process.

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**FIGIEFA is the International Federation representing the interests of the independent distributors of automotive replacement parts and components. FIGIEFA represents 27 member associations worldwide. Its aim is to maintain free competition in the production, supply and distribution of automotive replacements parts and to ensure fair access to technical information.**