

Press Release



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Specialist conference at TÜV SÜD

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TÜV SÜD: Tackling the challenges of vehicle homologation together

Munich/Fuerstenfeldbruck. Vehicle type approvals are imposing increasingly rigorous requirements while growing ever more complex. Homologation experts rely on regular communication with each other and with official authorities. TÜV SÜD's Homologation Conference, first held twelve years ago, provides a specialist forum for these professionals to discuss new developments in the vehicle type approval sector. The event's popularity clearly shows that information and discussion in this field are vital and much appreciated; almost 300 attendees came to Veranstaltungsforum Fürstenfeld outside Munich for the event at the end of November, setting a new record.

In his opening speech Stefan Merkl, Head of Mobility Industry at TÜV SÜD, described the situation confronting experts in the homologation sector: "The automotive industry is in the grip of change driven by technology, shifting customer behavior, and ever-tougher regulations." He ascribed the changes to factors including the advent of innovations, the desire for greater sustainability, and the mobility transition to electric vehicles. "In the past, exhaust emissions were the hot topic. Now discussion has shifted to themes such as Artificial Intelligence, digitalization, new technologies like autonomous driving, or new drive concepts like e-mobility," noted Merkl. He pointed out an increasingly urgent need to join forces in addressing challenges in order to confront complexity.

Lower exhaust emissions, more software

The topic of exhaust emissions has lost none of its importance, but is becoming more complex and more rigorous, with new requirements added all the time. This was clear in the talks on the planned Euro 7 standard, which primarily addressed non-engine emissions. The planned restrictions on brake and tire wear will require vehicle manufacturers and Technical Services like TÜV SÜD to introduce new measurement methods, which were discussed at the conference. The general emphasis was that there are still many unanswered questions in connection with Euro 7, including the requirement for components to have a service life of up to 15 years—a particularly challenging requirement where batteries are concerned.

In the era of software-defined vehicles, cybersecurity is playing an increasingly central role. Regulations addressing this factor, including the General Safety Regulation (GSR2), may not always be in step with the rapid pace of technological development and other bodies of requirements, warned Patryk Dudek from the German Federal Motor Vehicle Agency (KBA).

Another new trend, e-mobility, is likewise generating new requirements. Michael Winter from TÜV SÜD gave a talk in which he set out testing and homologation methods for traction batteries. As he informed the listeners, the Global Technical Regulation (GTR) specifies that in the case of dangerous vehicle battery conditions, vehicle passengers must be allowed five minutes to get clear of the vehicle. A corresponding warning function is planned.

New “U” vehicle category

Special vehicles and work machinery are a perpetual focus of discussion at every homologation conference. For the past 30 years, this community of experts has hoped for the introduction of EU-wide regulations for non-road mobile machinery (NRMM). This time, Christian Krumbein-Schulze from TÜV Technische Überwachung Hessen announced the good news that a regulation valid across the EU is about to be passed. It will replace a host of individual regulations in the individual countries and will create the new U vehicle category.

Electrification is expected to gather pace for these vehicles, too. A further talk addressed replacement of combustion engines in other applications up to chainsaws and boats. Christoph Heidt from the Heidelberg Institute for Energy and Environmental Research (ifeu) described over 200 different applications with the possibility of replacing combustion systems with electric drives.

Media Relations

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