



Xavier ROMERO
FIEA President

Dear colleagues, dear readers,

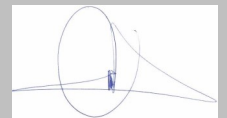
The world is currently facing a sanitary crisis which will have a big impact. Our personal and professional lives are already disrupted.

During this time, the FIEA is committed to help information flow quickly between experts of various countries and encourages everyone to practice solidarity.

In this issue, you will find CFEA guidelines for automotive experts during the Covid-19 sanitary crisis, which we invite you all to follow, as well as other articles.

To finish this editorial on a lighter note, the FIEA is proud to announce that its new website is online with many new features which we always work on improving

Dear readers, we wish you courage and patience during this uncertain times and please, follow sanitary guidelines.



The new FIEA website is online
Come have a look at our new website and
learn about FIEA's actions on

WWW.FIEA.ORG

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GUIDELINES FOR AUTOMOTIVE EXPERTS

Because of the sanitary crisis and the Covid-19 pandemic, the FIEA permanent secretary is now working from home full-time. She remains available by email for any questions you might have and to keep FIEA's projects moving forward.

The June 2020 board meeting is so far still happening. The directing committee is following the situation closely and will keep all delegates updated of any changes.

Regarding automotive experts' activity during this period : because of the proximity between individuals during inspections, automotive experts are at risk to contract the virus. In France, the CFEA (Confédération Française des Experts en Automobiles) has announced some guidelines. The FIEA encourages all its members to follow them. Similar actions have been adopted by various European countries.

Here they are :

- Expertise firms are to be closed to the public, any staff still present at the office must follow sanitary recommendations strictly,
- Remote inspections and working from home are to be privileged,
- Follow up expertise on damaged vehicles are to be postponed, repair shop must be alerted to postpone their reparations on the vehicles during this time,
- Exception granted for vehicles of essential workers and individuals helping the nation (only if remote inspection is impossible).

The FIEA will keep you updated of any evolution during this exceptional situation.

Source : Confédération Française des Experts en Automobiles.



UBER AND HYUNDAI ANNOUNCE AERIAL RIDE SHARE PARTNERSHIP

Uber and Hyundai Motor Company have announced a new partnership to develop Uber Air Taxis for a future aerial ride share network.

In this partnership, Hyundai will produce and deploy the air vehicles, and Uber will provide airspace support services, connections to ground transportation, and customer interfaces through an aerial ride share network. Both parties are collaborating on infrastructure concepts to support take-off and landing for this new class of vehicles.

"Hyundai is our first vehicle partner with experience of manufacturing passenger cars on a global scale. We believe Hyundai has the potential to build Uber Air vehicles at rates unseen in the current aerospace industry, producing high quality, reliable aircraft at high volumes to drive down passenger costs per trip. Combining Hyundai's manufacturing muscle with Uber's technology platform represents a giant leap forward for launching a vibrant air taxi network in the coming years," said Eric Allison, head of Uber Elevate.

Hyundai has worked with Uber Elevate to develop a PAV (Personal Air Vehicle) model, S-A1. It is designed for a cruising speed up to 180 miles/hr, a cruising altitude of around 1,000-2,000 feet, and to fly trips up to 60 miles. It is 100 per cent electric and will be piloted initially, but over time they will become autonomous.

FIEA 2020 GENERAL ASSEMBLY CANCELLED

After studying the current sanitary crisis and the economical consequences it will have, the FIEA and NIVRE have decided not to hold the 2020 General Assembly in October 2020.

The 2020 General Assembly held in Rotterdam is thus cancelled. More information on the next General Assembly to follow.



Which fuel to choose? The response of Xavier Daffe, editor-in-chief of the automobile monitor

The Belgian changes cars on average once every eight years. During this time, everything has evolved. In fact, eight years ago, we were only talking about one thing: But today, this is no longer the case.

Yes, indeed, it was the time of the famous " CO2 premiums " granted by the government .(...) Today, these bonuses have disappeared and we have seen that in the aftermath of the "Diesel Gate", this fuel has less favourable press today. Bashing "is a bit of an exaggeration. But today, we are seeing a whole series of alternative powertrains appearing and indeed the customer is a little lost.

In what situation, you will advise me to buy a diesel vehicle ? It depends on what? The number of kilometres that I will make, the type of journey that I will make?

These are the two criteria to analyse. Someone who makes more than 30,000 kilometres per year makes a majority of motorway journeys. In this case, there is no alternative but to run on diesel , which is what suits him best and which is the most economical and ecological for this motorist. Indeed, when a diesel is hot and well used, it pollutes relatively little. On the other hand, if you want to circulate mainly in an urban environment, diesel is less indicated.

In Which cases do you advise me to buy a petrol car ?

If you mainly make short trips, of a few kilometres, in an urban or peri-urban environment. If the car is not used often. If the car does not often have time to warm up. So indeed, in these cases, the petrol engine may be a good solution. This if you go 10,000 to 15,000 kilometres a year or so.

It must be taken into account that the price of a litre of petrol costs less and the purchase price of diesel is more expensive.

Yes, anyway, a diesel always consumes a little less than a petrol vehicle. So it emits less CO2 . In the fight against global warming and CO2 emissions , diesel can be an ally. It is not an ally for urban public health, but these are two completely different themes.

This year, we have the impression that we are only talking about the electric. At the auto show, almost all brands have their model. They put this model forward. So, this is the year of the electric according to you?

It is the year of the electric actually. Manufacturers today are being pushed behind by the European Union, which imposes very strict CO2 emission standards. The other alternative to diesel today to meet these objectives set by the European Union is the electrification of ranges. What does electrifying your range mean? It is to market hybrids, to market electric cars. The problem is that these electric cars remain expensive to buy. The recharging time remains relatively high and the range is still limited compared to a car with a petrol or diesel engine. (...) We have heard that the authorities of the city of Brussels want to ban petrol and diesel cars by 2030-2035. That's great, but what do we put instead? Encourage people to ride in an electric car, I want to, but not everyone has a terminal and anyway public terminals today, there are about 17 in the territory of the city of Brussels . It's relatively little, you will agree. (...)

Listen to the entire interview on :

<https://m.rtl.be/info/1187931>



AIRBAG TAKATA

Airbags, once safety options found in luxury vehicles have now become the standard across almost every make and model of cars sold in the United States. While vehicles first only included driver's side airbags, many models now come with passenger-side airbags as a standard option. Many more are adding side airbags in case of an accident involving the back seat. However, not all airbags are safe, as Takata found out.

Takata, a Japanese airbag manufacturer, began making airbag inflators with an ammonium nitrate propellant in 1999. As early as the year 2000, there is evidence that the company was aware that the inflators were not functioning correctly and that some had erupted in tests. In 2004, an unnamed company executive admitted to manipulating test data on the inflators.

However, it wasn't until November of 2008 that Honda made the first recall of the deadly airbags. By November of 2009, the National Highway Transportation Safety Administration had opened an investigation into the way Honda handled the recalls. On June 11, 2014, the NHTSA opened a formal defect investigation into Takata airbags.

Since the recalls began in 2008, millions of vehicles equipped with the defective airbags have been recalled, affecting 19 different auto manufacturers selling cars in the United States. The cause of the defect was also determined: the chemical propellant degrades over time. This degradation can be hastened, especially in vehicles in warm, humid climates.

For a completed list of affected vehicles, click on the link : <https://thomasjhenrylaw.com/blog/product-liability/takata-airbag-recall-a-complete-list-of-affected-vehicles/>

OUR NUMBERS IN 2019

Experts FIEA Members	7475
Experts FIEA UE Members	6772
Acceding Countries	18
Member Associations	20



OUR NEXT MEETING

BOARD MEETING
June 4th and 5th
2020
Barcelona, Spain