Benefits by using DETA for the different user groups
Structure of the document

• Each of the following 3 slides consider one user group:
  • Approval Authorities
  • Suppliers
  • Vehicle Manufacturers

• For each user group the benefits of the following conditions are examined:
  • General benefits, which are automatically available by using a database
  • Benefits, which require the storage of all part approvals in DETA
  • Benefits, which require the implementation of the „Unique Identifier (UI) concept“ in DETA
Benefits for Approval Authorities

• in general:
  • delivery of paper approvals to applying manufacturers is no longer necessary (benefit for CPs only, which still use paperwork for communication)
  • delivery of approvals on demand of other approval authorities is no longer necessary

• when all part approvals are stored in DETA:
  • direct read access on part approvals, which are referenced in the vehicle system information folders of the OEMs
  • possibility of quick check of components to detect forgeries during vehicle inspections

• when an Unique Identifier (UI) is introduced:
  • the UI is administered by DETA; the administration of issued approval numbers within the type approval authority is no longer necessary
  • as the manufacturer could directly ask DETA for a new UI, approval authorities do no longer need to handle pre-approval numbers
  • as the UI is smaller than the today’s approval mark, the characters of the UI can be designed more readable, even on small parts (e.g. license-plate lamps)
Benefits for Suppliers

- **in general:**
  - delivery of paper applications to type approval authority is **no longer necessary**
    (if communication is still basing on paperwork and if DETA is also used during approval process)

- **when all part approvals are stored in DETA:**
  - part approvals need no longer to be distributed to the various OEMs (if OEMs get read access on supplier’s part approvals)

- **when an Unique Identifier (UI) is introduced:**
  - the UI (created by DETA) could be generated very early, so that the **UI is known well before the tools/mould is finished**
  - the UI will be **significantly shorter/smaller than today’s approval marking**, what gives benefits to small parts and to stylistic relevant parts where markings are disturbing
  - changes of the approval mark (e.g. because of new series of amendment of the regulation) **do no longer force modifications of the tool/mould**
Benefits for Vehicle Manufacturers

• in general:
  • delivery of paper applications to type approval authority is no longer necessary
    (if communication is still basing on paperwork and if DETA is also used during approval process)
  • DETA would help to omit vehicle markings for ECE system approvals

• when all part approvals are stored in DETA:
  • part approvals for own vehicles can directly be downloaded and need no longer to be required from suppliers. Well-designed part approval meta data in DETA could be used to automatically fill application documents for application of system approvals.
  • OEM needs no longer to provide ECE approval authority with referenced part approvals

• when an Unique Identifier (UI) is introduced:
  • Reduction of costs and time by reduced modifications of tools/moulds of the suppliers
  • the UI will be significantly shorter/smaller than today’s approval marking, what gives benefits to small parts and to stylistic relevant parts where markings are disturbing