



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