



# EGEA inside

EUROPEAN GARAGE EQUIPMENT ASSOCIATION founded 1980

July 2026



## DEAR MEMBERS AND PARTNERS,

As the European automotive after-market continues to evolve under the combined pressures of digitali-

sation, sustainability and regulation, collaboration across our industry has never been more important. In this edition of EGEA Inside, we consider several key developments shaping our sector, particularly the entry into force of the updated Annex X to Regulation (EU) 2018/858.

This milestone marks an important step towards a balanced framework that strengthens cybersecurity while safeguarding fair and non-discriminatory access to in-vehicle data. Its successful implementation will require sustained engagement from all stakeholders — manufacturers, independent operators, tool providers and public authorities — to ensure that the spirit of the regulation is fully reflected in practice.

EGEA remains closely involved in these discussions, contributing expertise through working groups, regulatory dialogue and cooperation with European institutions and partner organisations. Recent exchanges within the Roadworthiness Expert Group, together with the forthcoming multi-stakeholder workshop on Annex X implementation, underline the value of a coordinated and constructive approach.

At the same time, our Working Groups continue to make valuable progress across a wide range of technical and regulatory priorities, reinforcing EGEA's role as a trusted voice for the garage equipment industry in Europe.

I would like to thank all members for their continued commitment and encourage you to engage actively with the initiatives presented in this newsletter. Together, we will continue to shape a fair, innovative and future-proof automotive ecosystem.

Julian Woods



## NEW ANNEX X TO REGULATION (EU) 858 NOW IN FORCE

On 3 June 2026, the European Commission published the updated Annex X to Regulation (EU) 2018/858. It entered into force on 23 June 2026 and now applies in all EU Member States. The text is available on EUR-Lex.

The update is important for workshop equipment manufacturers, diagnostic tool manufacturers, workshops and vehicle manufacturers. It harmonises requirements on cybersecurity, access to vehicle data, repair and maintenance information (RMI), and the traceability of components. Annex X confirms that appropriate and proportionate cybersecurity measures are permitted, including access restrictions. These must be justified, documented and compliant with the Regulation. The rules apply to OBD, Ethernet, remote and telematics access, as well as to all types of powertrains, including electric vehicles.

### EQUAL RIGHTS FOR IAM

Type-approval authorities must carry out stricter checks before granting type approval to ensure that manufacturers meet their obligations. This includes cybersecurity justifications, access processes and equal treatment of independent operators and OEM networks.

For vehicle manufacturers, this means equal access to OBD and RMI as granted to OEM dealers, recognition of SERMI authorisation and tool manufacturer authentication, RMI in ISO 18541-compliant formats, no fees for physical OBD access including tokens or certificates, fees only for remote services, no bundling of unrelated services, and high server availability. All RMI must be available at the time the vehicle is placed on the market.

### CERTIFIED RELIABILITY

Independent operators must demonstrate legitimate business activity, insurance cover, certified diagnostic tools, traceable access levels and proper logging. Requirements for cybersecurity maturity, for example through TISAX, ISO 27001 or the Cyber Resilience Act, are becoming increasingly important.

Annex X also touches on the End-of-Life Vehicles Regulation: deregistration of components from previous VINs, reuse, remanufacturing and traceability.

On 23 and 24 June, a four-party workshop took place with vehicle manufacturers, the Commission, CLEPA and AFCAR, including EGEA, where EGEA made its positions clear.



## AT A GLANCE – GIEG (GARAGE EQUIPMENT INDUSTRIES GROUP)

GIEG (Garage Equipment Industries Group) is the association of French manufacturers of garage, diagnostic and vehicle inspection equipment, currently representing 16 member companies. GIEG actively contributes to technical and regulatory work, particularly within EGEA. Most recently, it supported the implementation of roadworthiness testing for category L vehicles and continues its efforts to ensure fair access to the information required for vehicle repair.

The French garage equipment association is part of FIEV, the Federation of Vehicle Equipment Industries, the French trade association representing automotive suppliers, garage equipment manufacturers and all other providers of automotive solutions.

FIEV represents and promotes the interests of an industry whose

products account for 85 percent of a vehicle's production cost. Its member companies generate combined annual turnover of Euro 17 billion, 55 percent of which comes from exports. Around 58,000 people are employed by FIEV member companies.

FIEV's 130 member groups benefit from a wide range of support services, including advice, market intelligence, training and studies. These services are essential to maintaining competitiveness in a constantly evolving market.

GIEG is based in Paris. Its Secretary General is Clotilde Grandval.

→ Further information: <https://www.fiev.fr/en/>



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issues, such as noise and suspension testing, at an upcoming meeting of the Commission's Roadworthiness Expert Group. Following the WG2 Emissions meeting, EGEA representatives Georges Petelet, Chair of the EGEA WG Emissions, and Marcin Barankiewicz, EGEA Secretary General, participated in the Roadworthiness Expert Group (RWE) meeting in Brussels on 15 June. They were supported online by Jordi Brunet Garcia, Chair of EGEA WG6.

### CLARIFICATION NEEDED

EGEA welcomed the discussions on PN/NOx emissions testing, RSI, the use of OBD during vehicle inspections and recall actions. At the same time, the EGEA representatives pointed to several issues requiring urgent clarification:

- PN measurement for compression-ignition engines should be mandatory in all Member States.
- Noise testing for category L vehicles: The current wording remains ambiguous and risks inconsistent national implementation.
- Suspension testing: EGEA strongly supports making the damping efficiency test mandatory across the EU. The Minimum Phase Shift method, proven in Belgium, ensures accurate and repeatable results—particularly important for heavier electric vehicles and vehicles equipped with ADAS systems.
- Headlamp alignment and lighting inspection, including AFS/anti-glare systems: The draft lacks clear measurement methods and limit values.
- Diagnostics and access to vehicle data, including EPTI/ADAS: These issues remain unresolved but are of central importance.

Constructive cooperation with EU institutions and relevant stakeholders remains essential to developing future-proof vehicle inspection regulations. EGEA will continue to actively represent the interests of the garage equipment industry throughout the legislative process.

## EGEA OFFICE: INITIATIVES FOR GREATER ENVIRONMENTAL PROTECTION AND SAFETY

The WG2 Emissions meeting on 11 June focused on developing an EGEA position. The key question was whether PN and NOx measurements under the Roadworthiness Package should be voluntary or mandatory. Participants discussed the need to consider PN and NOx separately. There was

agreement that PN measurement is well established and ready for mandatory implementation across Europe.

### HOW TO CONVINCE POLITICANS

The group reviewed scientific data demonstrating the effectiveness of PN measurement and discussed how its health and environmental benefits could be communicated to Members of the European Parliament in simple terms. The group also agreed to emphasise that PN measurement devices are affordable, require no special training and are already in use in several European countries.

The group decided to prepare an executive summary with the key messages and to address both PN measurement and other





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# FROM THE EGEA WORKING GROUPS — KEEPING PACE WITH THE TIMES

The WG4 meeting on 23 March 2026 focused on evaluating candidates and electing a new Chair. Ercole Sangregorio, who works for Nexion Group and represents AICA, was elected as Paolo Strozzi's successor. During the meeting, WG4 members discussed the possible need to reopen the standard for machines used to mount and demount vehicle tyres. This followed related discussions at a recent CEN-ISO meeting held in Brussels.

## EN 1493 IN THE HOME STRETCH

The WG1 conference call on 8 May focused on updates concerning the EN 1493 standard and the Machinery Regulation. Sandro Ramponi provided a status update on the draft standard. According to him, new additions were incorporated into the standard between December 2025 and January 2026, including higher performance levels for cable-less control systems and references to related standards.

The meeting also addressed updates on the transition to the Machinery Regulation. Sandro explained that manufacturers will have to switch to references to the Machinery Regulation after 20 January 2027. The use of references to the Machinery Directive will end on 14 January. According to Sandro Ramponi, manufacturers will have

to assume full responsibility for their certificates after 19 January 2027 and carry out gap analyses to ensure compliance with the new requirements. Existing certificates may, however, continue to be used, provided they comply with the requirements of the new Machinery Regulation.

## CLEAR GUIDELINES FOR THE FUTURE

WG2 Diagnostics met on 11 June to discuss concerns and framework conditions ahead of the upcoming four-party workshop on 23 and 24 June. The focus was on the updated Annex X to the type-approval regulation. Key concerns include the need for free OBD access without diagnostic

data contracts, cybersecurity requirements for equipment manufacturers, the role of type-approval authorities in enforcement, and liability insurance requirements for repair workshops.

The group emphasised the importance of clear guidance from the Commission to prevent vehicle manufacturers from creating loopholes around the new requirements. This applies in particular to access to the existing vehicle fleet and the correct interpretation of different authentication levels. The group agreed that it is essential for EGEA to have a seat in the forthcoming OBD Forum in order to represent the interests of the independent aftermarket.

## „WORKSHOP-NET“: WORKSHOP.NET POWERED BY EGEA: READY FOR GUIDELINE 7

The regular emissions test for the existing vehicle fleet is a central pillar of emissions monitoring in Germany. With the new Guideline 7, requirements will change significantly from March 1, 2027. Workshop.net powered by EGEA is already prepared: the communication interface has been adapted to the new requirements for exhaust emission testing equipment manufacturers, enabling them to integrate the stricter test procedures at the touch of a button. This also includes the national fuel code, which applies only in Germany and covers 40 different fuel types — including purely OBD-based testing of battery-electric vehicles.

“Workshop.net is structured in such a way that we can flexibly implement legal requirements set by national supervisory authorities within a very short time and often integrate them into testing processes before they officially enter into force,” says Frank Beaujean, Managing Director of asanetwork.

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# AUTOPROMOTEC: INNOVATIVE FOR THE AFTERMARKET BY TRADITION

Autopromotec, the biennial international trade fair for garage equipment and aftermarket products, looks back on more than 60 years of history. This makes it the oldest event of its kind worldwide. It is now preparing for its 31st edition, once again confirming its position as one of the most specialised international events in the sector. With 646 product categories on display, Autopromotec covers all areas of the automotive aftersales business—from state-of-the-art garage equipment to advanced ICT solutions. Each pavilion becomes a “show within a show,” highlighting the latest developments in innovation and technology. In 2025, the event welcomed 97,348 trade visitors and 1,692 exhibiting companies.

The next Autopromotec will take place from 26 to 29 May 2027 at the Bologna Exhibition Centre in Italy and will address pressing topics facing the industry.

## PREDICTIVE DIAGNOSTICS AND AI: THE FUTURE IS PROACTIVE

Thanks to advanced algorithms and the analysis of big data from vehicle sensors, workshops are on the verge of becoming technology hubs capable of monitoring the condition of vehicle components in real time. The integration of AI is fundamentally changing the understanding of maintenance: the focus is no longer solely on repairing faults, but increasingly on preventing them.

## SUSTAINABILITY AND CIRCULAR ECONOMY: RESPONSIBILITY BECOMES A BUSINESS MODEL

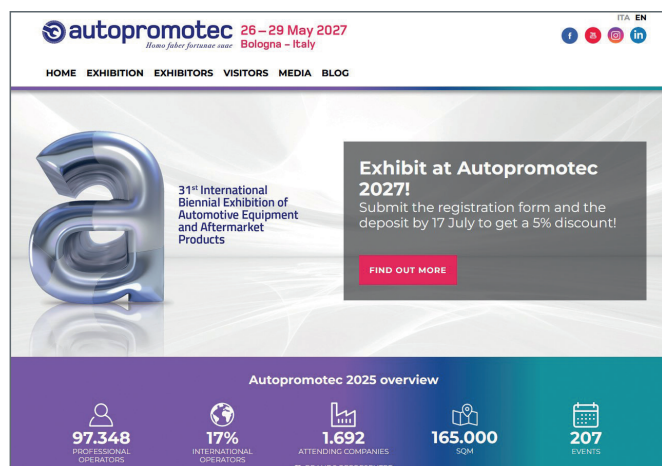
Driven by growing social awareness and forthcoming specific EU regulations, the aftermarket sector will play a central role in the ecological transformation. At the trade fair, sustainability will be presented not merely as a concept, but as a practical approach covering the entire product life cycle: from material recycling and component remanufacturing to the introduction of resource-saving workshop processes.

## SOFTWARE-DEFINED AFTERMARKET: A NEW SERVICE ARCHITECTURE

With the emergence of so-called software-defined vehicles, the core of the automobile will gradually shift from hardware to data and code. This development will transform the entire value chain. In future, spare parts will no longer be exclusively physical components; updates and software licences will become an integral part of the extended value creation around service and repair.

The exhibitor application form for the 31st AUTOPROMOTEC is available online:

[https://www.autopromotec.com/en/richiesta\\_contatto.php](https://www.autopromotec.com/en/richiesta_contatto.php)



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## EGEA-GENERAL ASSEMBLY IN OSLO

The EGEA General Assembly took place on May 27 in Oslo, kindly hosted by ABL Norway, with representatives from member associations across Europe discussing various industry updates and initiatives. A highlight of the meeting was the participation of EGEA's valued sponsors—Equip Auto, Autopromotec, and Automechanika—who shared updates and future plans for their exhibitions. Members approved the 2025 audited accounts and discharged the EGEA Board. A significant discussion centred on establishing a new working group dedicated to electric vehicles, with members expressing both support for the initiative and concerns about scope and coordination with existing working groups. The meeting also covered updates on Regulation 858 and the upcoming taking into force of updated Annex X (access to in-vehicle data), as well as the latest developments regarding RWP update with Trialogue negotiations starting soon. The agenda for the event, prepared by ABL, was fully packed, including visits to the Munch Museum, the STENA Recycling Plant, and the Eight Amcar Club Museum, as well as a joint dinner and meetings. The next General Assembly will be held on October 14–15, 2026, in Switzerland.



## IMPRESSUM

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