



# EGEA inside

EUROPEAN GARAGE EQUIPMENT ASSOCIATION

December 2024



## FLASHBACK

When you all read this, the year 2024 will be over and the necessary events at EGEA will have passed.

Since April 1, the secretariat has been managed by our new Secretary General Marcin Barankiewicz, who succeeded Jordi Brunet after 4 years.

On the administrative level, we as a board have gained the confidence of our members. Unfortunately, due to reaching retirement age, we had to say goodbye to Massimo Brunamonti as a board member. But as expected, Massimo has provided a good replacement, Federica Ventura, and with this we can welcome the first female director in EGEA.

Legally, we were also able to speak of a success in May this year due to the ruling of the Regional Court of Cologne regarding access to in-vehicle data for the aftermarket.

Politically, the European elections have been completed and the people in the various departments have been filled. This means, among other things, for the automotive aftermarket that we can expect the publication of the revision of the roadworthiness package in 2025, which will provide clarity in directives 2014/45, 2014/46 and 2014/47.

In November we organised a WG conference day which was well attended and from which various points regarding the various working groups emerged.

All in all, enough for the board to enter 2025 with rolled up sleeves and to achieve the necessary activities as well as positions at European level for our members.

I would therefore like to wish you all, as the new president of EGEA, a healthy and happy 2025.

Leon Andriessen



Cybersecurity must not be an insurmountable hurdle that prevents the IAM from accessing repair and servicing services. The Type Approval Regulation will be amended to prevent technical restrictions on competition in future.

The UNECE Cybersecurity Regulations R155 and R156 are now applying to all new vehicles since July 2024 and the Vehicle Manufacturers have to provide a robust Cybersecurity Strategy as part of their type approval documentation. Key measure is an authorization and authentication process as we know from other online services which allows to pass not only the secure gateway but also allows SW updates or replacement of smart components including appropriate documentation who did what on a vehicle. These restrictions are today contradictory to the current regulation as the European Court of Justice stated in the court case between CarGlass/ATU and FCA/Stellantis. The EU commission started therefore a Delegated Act to update the type approval regulation and wants to find a common agreement between vehicle manufacturers and all other aftermarket operators how to manage cybersecurity and same time to keep a level playing field.

## ACCESS MUST BE GRANTED

It is obvious that a controlled authenticated access to a vehicle will come. In order not to overload independent operators a staged authentication process depending on what service will be carried out might

be a way to go. Lighter services such as reading data or changing tyres require less compared with services which are changing the SW configuration of the vehicle. As vehicles are more and more connected and automated SW changes might have to be documented in the VM server where they keep a digital twin. To keep a level playing field for independent workshops, we are discussing how multibrand tools can be integrated in the Cybersecurity System of the VM. The EU commission is willing to support that and use the opportunity also to adjust the regulation to other technical progress in the automotive industry, f.i. regarding ADAS systems and electromobility. However it is still a way to go and whether it will be possible to commonly agree on a draft within this year is questionable.





## AT A GLANCE: AFIBA – SPANISH ASSOCIATION

„The Association of Manufacturers and Importers of Equipment and Related Products (AFIBA) is an organization that represents the 27 leading companies in the automotive aftermarket equipment industry. Its primary goal is to ensure the competitiveness of the sector in a constantly evolving technological and regulatory environment.

One of AFIBA's core pillars is the defense of its members' interests. This is achieved by continued work with and before the appropriate Government authorities, as well as active dialogue with regulatory bodies and other key entities within the sector. AFIBA works to ensure that the policies and regulations affecting its members are favorable to their growth and sustainability. In addition, AFIBA offers a wide range of services to support its members in various areas, such as market information and research, providing members with access to the latest technological and market developments. At present, AFIBA replicates some of the existing working groups at EGEA and completes the work with some specific to the Spanish market. The current existing groups are dedicated to lifts, lighting, remote emissions, particulate emissions, and technician certification, among others. In this way, the range of members covers all aftermarket equipment and machinery needs, including lifts, access to technical informa-

tion, tire mounting, paint booths, and more. AFIBA is involved in the development of numerous UNE/ISO standards. Collaboration among AFIBA members is another key aspect of the organization. Through the creation of networking opportunities and the exchange of experiences, AFIBA promotes the growth of a more cohesive sector, better prepared for future challenges.

AFIBA is part of ANCERA, the Spanish association of spare parts dealers, which in turn is a member of FIGIEFA. As a result, AFIBA has a comprehensive overview of the sector and is in close contact with all independent players: suppliers, dealers and workshops. In addition, AFIBA is represented in important Spanish organizations such as CEOE and Confemetal. In summary, AFIBA is a leading body in the defense and support of equipment manufacturers and importers, representing the interests of its members comprehensively and fully. The association is currently headed by David López as President and Jaume Berenguer as Vice President.

→ <https://www.afiba.org/>



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Vehicle main inspection: As part of the PTL modernization, it must be ensured that the jurisdiction of the ECJ on security gateways and data access is guaranteed for all interested parties in the European repair market.



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## UPDATE FROM BRUSSELS

As an AFCAR (Alliance for the Freedom of Car Repair) member, the EGEA is actively involved in DG GROW's initiative to revise Annex X of Regulation (EU) 2018/858 with the aim of enforcing the ruling of the European Court of Justice (ECJ) in the Carglass/ATU vs FCA case. Together with other stakeholders, we are calling for a holistic approach. AFCAR has drawn up a position paper on this. The review should take a comprehensive perspective that considers the concerns of all stakeholders in the automotive ecosystem - not just vehicle manufacturers. This balanced approach is critical to promoting a fair market for parts, tools and repair and maintenance services.

The revision must tackle several key areas:

- Proportional Security Measures: Security measures must be appropriate to the risks and should not unjustly restrict independent operators.

- Common Registration System: Establish a harmonized access regime for independent operators to ensure fair competition, enabling them to access and make available relevant inputs in a compliant way.

- Interoperability: Mandate access to interoperability information for manufacturers of diagnostic tools and replacement parts to prevent proprietary barriers, and to allow the development of parts and tools compatible with the security implementation of vehicle manufacturers.

- Parts Activation: Address 'parts coding' practices that limit access to aftermarket alternatives parts and drive up costs.

- OBD information and diagnostic data: Independent operators should have comprehensive access to vehicle-generated OBD information through various integration points.

- Regulated access to connect via Ether-

net: Regulate access to connect vehicle via Ethernet for software updates and maintenance information.

- Access to EVs and ADAS information: Mandate access to comprehensive repair and maintenance information, particularly for Advanced Driving Assistance Systems (ADAS) and electric vehicles.

The Delegated Act cannot be seen as a substitute for sector specific regulation regarding accessing in-vehicle data as foreshadowed by the Data Act. This sector specific regulation is still sorely needed to address specific issues of access to in-vehicle data, functions and resources, including for wider mobility services. In this matter, EGEA is acting in a wider Independent Service Providers (ISP) group to address authorities, specifically the newly elected College of Commissioners, need for sector specific legislation (SSL) as an extension of Data Act.



# EGEA CONFERENCE DAY

On the 13th of November 2024, EGEA organized an all-day event – Working Group Conference Day. The aim of the event was to share experiences and get to know the needs and expectations of EGEA members better. The Conference Day focused on the status and future of the various working groups. Participants also discussed the need for more active and focused working groups as well as challenges and possible solutions for the automotive industry,

especially with regard to electric vehicles. The following working groups met to present the current state of play and discuss future actions: WG1 – Vehicle Lifting Devices, WG2 – Engine Diagnostics, Emissions & OBD, ADAS, WG4 – Wheel/Tyre Service Equipment, WG6 – Brake/Suspension Testing Equipment, WG8 – Extraction and Filtration Systems, WG9 – Mobile Air Conditioning Systems, WG10 – European Network for Vehicle Testing Equipment

and WG11 – Headlight Testing. Prior to the event, participants were asked to complete a survey to provide feedback to the Executive Board and the Secretariat on how the work of the EGEA working groups and the work of the association itself can be improved. The results will help to meet the expectations of the members in an even more targeted manner and to make cooperation within the EGEA even more efficient.

## INTERNATIONAL COWORKING

The event ended with a summary of the conference results and a concluding discussion round. We would like to thank all participants for their involvement in the EGEA working group day. The event was very fruitful and provided important feedback for future activities. The EGEA will consider organizing face-to-face meetings for working groups from time to time. Obviously there is such a need. The meetings of the WG Operational Telco should also take place more frequently. The participants agreed that the core of the working groups is to provide expertise to support the role of the EGEA in Brussels. The importance of international cooperation given the global presence of many EGEA members was also emphasized.

The EGEA would like to increase the frequency of online meetings in future and thus also intensify the work and dialogue in the working groups.

### „WORKSHOP-NET“: MORE PRODUCTIVITY IN AFTER SALES

Historically, the „Workshop-Net“ communication standard has its roots in the Periodic Technical Inspection (PTI). Here, it was primarily used to transfer test result data in a paperless, error-free and tamper-proof manner. This automated appliance communication also makes processes in the repair, service and accessories business more efficient. This is why more and more service companies are utilising the advantages of 'Workshop-Net', especially as practically all intelligent workshop devices can be networked today. The prerequisite for smooth data exchange is dealer management systems that 'speak the language of workshop equipment' and can therefore record and control orders via „Workshop-Net“. DMS providers must regularly prove this feature in an audit if their systems are to be 'Workshop-Net' approved. The software company Limex Computer GmbH, based in Osnabrück, passed the 'Workshop-Net' interface audit in summer 2024 with great success. The four DMS systems repdoc (WM SE), PV:Manager (PV), WAP (Select AG) and PartsFinder faktura (Alliance Automotive Group) were audited.

'This means that over 6,000 users of these dealer management systems in Germany alone can utilise the productivity potential offered by the 'Workshop-Net' interface. The master data of customer vehicles is consistently maintained in our solutions, which alone saves unnecessary and incorrect double entries on the workshop devices! Added to this is the automatic transfer and secure storage of test reports in the DMS,' says Frank Wiedemann, Key Account Manager at Limex.

Frank Wiedemann at the audit handover by Frank Beaujean (right) at Automechanika

# AUTOPROMOTEC



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In its 30th edition, Autopromotec will take place at Bologna Fiere from May 21 to 24, 2025, boasting 60 years of history as the oldest automotive aftermarket exhibition in Italy and Europe. This international event, held biennially in Bologna, Italy, unites all sectors of the automotive aftermarket. From tires and car service to workshop equipment and spare parts, it attracts top-tier exhibitors from around the world. During the 2022 edition, Autopromotec hosted 75,141 professional opera-

tors and 1,311 participating companies. A hotspot for automotive equipment innovation, Autopromotec attracts mechatronics experts, tire specialists, and key industry players, offering a platform that celebrates excellence in tires, repair machinery, components and spare parts. This fair a vibrant marketplace fostering global networking and strategic collaboration. With 583 product categories on display, Autopromotec encapsulates every detail of automotive post-sale service, presenting everything

from state-of-the-art equipment to advanced ICT solutions. Supported by MAECI (Ministry of Foreign Affairs and International Cooperation) and ICE – Italian Trade Agency, Autopromotec 2025 anticipates even greater international participation. Many sectors are already sold out, signaling the high demand for this premier event. Engage in invaluable networking through workshops and themed meetings tackling pivotal topics like sustainability, ESG standards, artificial intelligence, and data access. These subjects will be covered through symposia on international trends and specific workshops within an educational and informational arena, which in the last edition hosted over 20 conferences, attracting 2,300 participants.

→ Free ticket upon registration available at [www.autopromotec.it](http://www.autopromotec.it)

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21 – 24 Maggio 2025  
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## EGEA-GENERAL ASSEMBLY IN FRANKFURT/MAIN

Last 9th of September the EGEA General Assembly took place in Frankfurt am Main, Germany, kindly hosted by Automechanika Frankfurt and ASA-Verband. A welcome lunch with Automechanika representatives - Olaf Mußhoff, Director Automechanika Frankfurt and Sarah Lindsey, Director Business Development, Automotive; Transport & Logistics for all EGEA members was prepared. In the days following the General Assembly, the participants took the opportunity to visit the Automechanika-Frankfurt and the accompanying supporting program extensively. An important point of the meeting was the speeches of our esteemed sponsors: Automechanika, Autopromotec, and Equip Auto. They briefly presented the latest developments within their organizations to the EGEA members and gave valuable insights into their exhibition plans for the coming years. Thank you very much for your support. We look forward to further fruitful cooperation.

An important point of the EGEA General Assembly was the presentation of the current financial report and the adoption of the 2025 budget. In addition, the EGEA Board of Directors was to be newly elected for the next two years. The new Board consists of seven members representing national associations: Leon Andriessen (RAI – NL), Frank Beaujean (ASA – GE), Jaume Berenguer (AFIBA – ES), Thierry Coton (GIEG – FR), Rafał Sosnowski (STM – PL) Federica Ventura (AICA – IT) and Julian Woods (GEA – UK). The challenges faced by the independent aftermarket were discussed, as well as a revival of EGEA Working Groups. The next General Assembly will be held on the 22nd of April, 2025, in Madrid, Spain.



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At the invitation of Messe Frankfurt and the ASA Association, the EGEA-General Assembly met in Frankfurt at the start of Automechanika 2024.

### IMPRESSUM

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