

**ETI  
QUARTERLY  
NEWSLETTER**



**MARCH 2026**



*Highlights for Q1*

**MARCH ACTION**

**US VERTICAL GROUPS @ TOOLTECH**

**EU VERTICAL GROUP SPOTLIGHT**

**EU TECHNICAL UPDATES**

**MEMBER'S COLLABORATION ARTICLE**

**UPCOMING EVENTS**

**2026 TOOLTECH PLUS 2026 ITC EUROPE & USA**

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## Update from the Interim Executive Director

As we move through the first quarter of 2026, it is clear that this year is already shaping up to be one of meaningful progress and structured acceleration for ETI across both sides of the Atlantic. Our focus remains consistent: strengthening alignment between OEMs, tool and equipment manufacturers, trainers, and the broader independent aftermarket. The complexity of vehicle technology, cybersecurity implementation, data access frameworks and regulatory evolution continues to increase. What is encouraging is not simply the pace of change, but the quality of engagement we are seeing from members who want to be part of shaping workable, technically robust outcomes.

### **ToolTech 2026 - Palm Harbor - April 20-23 - Registration Closing Soon**

Our flagship event, ToolTech 2026, is now fast approaching. Hosted at Innisbrook Resort in Florida, ToolTech continues to evolve as more than a conference. It is a structured environment for 1:1 OEM meetings, regulatory discussion, emerging technology insight, and cross-member collaboration.

With final registration deadlines approaching, we look forward to welcoming a strong cross-section of the industry. The 1:1 meetings remain a cornerstone of ToolTech, enabling practical, direct engagement between OEMs and tool manufacturers in a focused, productive setting. ToolTech is not simply an annual gathering. It is where alignment happens.

### **ITC Europe Event - Surrey, June 15-17**

In Europe, momentum continues to build toward our ETI EU event in Surrey this June. With Brooklands Museum providing a fitting backdrop, this event reflects how far ETI Europe has progressed in a relatively short period of time.

The European regulatory landscape remains dynamic, from cybersecurity delegated implementation through to SERMI, ePTI and broader data access discussions. The Surrey event will provide a structured forum for members to engage constructively, share practical experiences, and maintain technically neutral, proportionate dialogue.

### **ITC US - Metro Detroit - September 21-24**

Looking further ahead, the ITC in Detroit this September will bring together key stakeholders in one of the world's most influential automotive centres.

Detroit remains symbolic of global automotive leadership, and ITC provides a technically focused platform for forward-looking discussion. We anticipate strong engagement around secure diagnostics, service-oriented architectures, and the evolving relationship between OEM platforms and the independent aftermarket.

# Update from the Interim Executive Director Continued..

## Meet the Member Podcast - YouTube & Spotify

In parallel with our formal events, we have launched the Meet the Member podcast series. The intention is simple but important: to give members a platform to share their expertise, their perspective on industry change, and the practical challenges they are navigating. These conversations highlight the diversity of capability within ETI and reinforce the collaborative ethos that underpins our work.

By elevating member voices, we strengthen understanding across the ecosystem. Technology is advancing rapidly, but insight shared openly remains one of the most powerful tools we have.

We look forward to expanding this series throughout 2026 and featuring members from both the US and Europe.

## Vertical Groups

One of the most encouraging developments this quarter has been the tangible progress across the EU vertical groups.

Thanks to the leadership and coordination efforts of Patrik Karlsson and the respective chairs, these groups are already moving beyond concept and into active contribution. Clear scope definition, focused agendas and member participation are creating structured channels for expertise to surface.

The forthcoming launch of the refined Vertical Group system will provide an even stronger framework. Initially supporting the EU verticals and the newly formalised Trainers vertical in both the US and EU, this system is designed to:

- Improve clarity of purpose
- Strengthen technical output
- Enhance cross-Atlantic alignment
- Provide members with defined engagement pathways

The addition of the Trainers vertical globally is particularly important. Education, capability development and knowledge transfer are fundamental to sustaining technical competence as vehicle architecture continues to evolve. Formalising this within ETI reinforces our commitment to the entire ecosystem.

## Looking Ahead

As Interim Executive Director, my focus remains on continuity, stability and structured forward movement. We are committed to:

- Maintaining constructive OEM engagement
- Supporting members through regulatory complexity
- Ensuring governance clarity
- Building platforms for collaboration that are technically neutral, feasible and proportionate

The year is only just beginning, yet the trajectory is clear. Engagement is strengthening. Vertical collaboration is accelerating. Event participation is strong.

We look forward to seeing many of you at ToolTech, in Surrey this June, and later this year in Detroit.



Winston Lee  
Interim Executive Director  
Equipment and Tool Institute

# MARCH ACTION

## VISION HI-TECH EXPO

Launch Tech are kindly hosting ETI's Marina Truckel at the VISION Hi-Tech Expo this Friday and Saturday, March 6<sup>th</sup> and 7<sup>th</sup> as ETI promotes its new Trainers' Membership while connecting with members and trainers. If you are attending, please reach out to connect with Marina and also consider displaying the flier, below, in your booth.

## TMC

ETI's Heavy Duty Vertical Group are meeting for an inform lunch at The Palm in Nashville at 13:00 on Monday, March 16<sup>th</sup>. If you or your colleagues are interested in learning more about this group, networking over a "Dutch treat" lunch and participating in our Heavy Duty outreach program please RSVP to Marina (mtruckel@etools.org) by COB Wednesday, March 4<sup>th</sup>. If you are attending TMC but unable to attend the luncheon, we still hope you will display this flier in your booth and reach out to ETI's Greg Potter who will be attending the lunch and event.



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# 2026 EVENTS



## REGISTER BY MARCH 9TH



We are looking forward to welcoming you to ToolTech 2026 at Innisbrook Resort. This year's ToolTech introduces a refreshed format, with evening activities flowing directly into the networking sessions to create a more relaxed atmosphere and give attendees additional time to explore the Spotlight items. The new structure is designed to encourage deeper engagement, more fluid interaction, and a stronger opportunity to experience the innovation our members bring to the industry.

We are also particularly pleased to welcome our new Trainers' members and to introduce the dedicated Trainers Panel, further strengthening the connection between technical education, workforce development, and the rapidly evolving technologies shaping our sector.

### SCHEDULE

#### Monday, April 20th - Evening

- 17:00 - 18:00 Registration
- 18:30 - Opening Reception

#### Tuesday, April 21st

- Conference - Presentations, Panels, 1:1 Meetings, Vertical Group Meetings
- Evening Spotlight Reception

#### Wednesday, April 22nd

- Conference - Presentations, Panels, 1:1 Meetings, Vertical Group Meetings & Spotlight Trade Show
- Evening Closing Dinner

#### Thursday, April 23rd

- 09:00 - Golf
- Departures

#### Friday, April 24th

- 09:00 - Board Meeting (closed)

**VEHICLESERVICEPROS**<sup>too</sup>  
Check Out The Interview





**REGISTER NOW**

Following on from our first European event in Germany, we are looking forward to welcoming our European members to the next EU Industry Technical Conference in the United Kingdom, less than eight miles from Heathrow Airport. The 2026 programme will expand on the strong foundations set in Lippstadt with more technical content and broader OEM engagement.

## SCHEDULE OVERVIEW

### Monday, 15th June - Evening

17:00 - 18:30 Registration

19:00 Opening Reception

### Tuesday, 16th June

Conference - Presentations, Panels, Spotlight Trade Show

Evening - Brooklands Museum (transportation provided)

### Wednesday, 17th June

Conference - Presentations, Panels, Spotlight Trade Show, Member and BoD Meeting

Evening - Closing Dinner & Driving Range Challenge (transportation provided)

### Thursday, 18th June

Departures



**SAVE THE DATE**

**2026  
US ITC**



SEPTMBER 21-23  
**2026 METRO DETROIT**

INDUSTRY TECHNOLOGY CONFERENCE

ETI EQUIPMENT AND TOOL INSTITUTE

SAVE THE DATE

We look forward to welcoming you back to Metro Detroit in September 2026 for the next US Industry Technology Conference. This event is to be held at Four Points Sheraton in Novi which is approximately 30 minutes from Detroit Metro Airport and beside Fountain Walk, Twelve Oaks and West Oaks shopping malls.

## SCHEDULE OVERVIEW

### Monday, September 21st

- 11:00 - 14:00 Board Meeting (closed) - ETI Office, Farmington Hills, MI
- 17:00 - 18:00 Registration - Four Points By Sheraton, Novi, MI
- 18:30 - Opening Reception - Four Points By Sheraton, Novi, MI

### Tuesday, September 22nd

- All Day - Conference
- Evening Dinner - Brentwood Grille, Novi, MI (transportation provided)

### Wednesday, September 23rd

- All Day - Conference
- Evening Closing Dinner and Tour - Detroit Historical Museum (transportation provided)

### Thursday, September 24th

- 09:00 - Golf
- Departures



**PLEASE FOLLOW US ON LINKEDIN TO KEEP UP TO DATE WITH HIGHLIGHTS FROM THE EVENTS AND CONFERENCES ATTENDED.**

Please contact Marina [mtruckel@etools.org](mailto:mtruckel@etools.org) with any suggestions or queries.

I love consuming news about the automotive business. It comes from many sources which are all from within the automotive industry like trade publications, daily emails, and of course social media. Recently there was a story that brought a lot of attention to the industry. Mr. Jim Farley, the CEO of Ford, was on a podcast and stated his company has a shortage of people to fill 5,000 open jobs as technicians that pay up to \$120,000 a year. The reactions I saw ranged from curiosity to skepticism about career progression, compensation growth, and working conditions. What stood out to me was not disagreement, but a clear gap between public perception and the realities of today's automotive careers. Commentators pointed to the increasing technical complexity of modern vehicles, investment in tooling and training, and evolving workshop compensation models as factors that shape the technician experience. What I didn't see was anybody with a solution. OEMs, suppliers, tool manufacturers, trainers, and industry associations all share a responsibility in strengthening the technician pipeline. The solution will not come from any one segment, but from coordinated effort across the ecosystem.

If I can give Mr. Farley credit for one thing, it is that this topic quickly was out in the mainstream and not just within the industry. With the exception for maybe Mike Rowe, I never heard anybody really talking about this, that wasn't within our industry. People everywhere seemed to hear about this, and many were realizing this could be a problem for them and their pocketbooks. Has anyone seen what a plumber charges per hour now? Last year in my position as an automotive trainer and troubleshooter I took well over 100 flights. At times I had clothing on with insignia like my ASE master tech patches, which sometimes started conversations at places like airport gates, on rental car buses, and even my seatmates on the flights asking about what I did for a living. Upon getting the answer, most of the times the topics morphed into "the computers in cars now", good or bad experiences people had with getting their vehicles repaired, and invariably someone asking for free diagnosis of their vehicle. After Mr. Farley's comments, I noticed my conversations changed to "is what he said true", "do mechanics make that much" and questions of the like regarding his statements. As the holiday season rolled around and I saw family and friends who I only see around that time, similar conversations commenced as they asked my opinion, knowing I spent my whole life in this industry. It got me thinking: we actually have some attention on this subject, and we need to capitalize on it.

So, what does the industry need to do to help with this issue? I don't have all the answers, but I do know that if you sell parts, tools, software, chemicals, shop equipment, uniforms, safety equipment, etc. you have some skin in the game of this industry growing. This doesn't even begin to add in the OEMs, their dealer networks and Tier 1/2 suppliers. What I do know is it has to start with showing the opportunities this industry has beyond being a tech for the rest of your life. I have always been told this is the 2<sup>nd</sup> largest industry in the world after hospitality jobs. It's going to take collaboration from the industry to fix this problem. The light bulb has been lit; the interest has been created. We need to start and start now. In the last few years, the emphasis on the need for a 4-year College degree has decreased. I have read and seen that enrollment at community colleges and post-secondary schools that teach specific occupations is up. We as industry leaders need to step up with advertising and some of our time to fix this issue. It might be something like an industry task force to come up with an advertising campaign or even a slogan...Got Milk? I mean it worked for the Dairy association, and it doesn't have to be overcomplicated. Whether through coordinated awareness campaigns, structured apprenticeship promotion, or modern digital outreach, the industry has the opportunity to present automotive technology careers as high-skill, high-value, future-ready professions..



# US TECHNICAL GROUPS



Thank you to the many members who are participating in our rejuvenated vertical groups. The Collision, Electrification and Scan Tool Groups will all be presenting at ToolTech and there will also be a Trainers' Panel. We are also looking forward to the groups meeting in person. All ToolTech attendees are invited to join the group meetings to find out more and maybe get involved in future endeavors.

## TECHNICAL GROUPS AT TOOLTECH

### Scan Tool Group



**Jay Horak**  
Presenter &  
Group Chair



**Glen Eaton**  
Presenter

### Heavy Duty Group



**Kim Cottle**  
Co-Chair



**Kevin Smallhorn**  
Co-Chair

### Technical Director



**Chris Bowman**

### Trainers' Group



**Tanner Brandt**  
Trainers' Panel &  
Group Chair

### Telematics Group



**Robert Vogt**  
Chair

### Electrification Group



**Scott Bolt**  
Presenter

### Collision Group



**Chuck Olsen**  
Presenter



**Jeremy Holloway**  
Presenter





# EU TECHNICAL CHAIRS



The EU team, led by Patrik, has been actively engaging with members to map practical needs, prioritise technical focus areas, and translate that feedback into a structured Vertical Group framework supported by the new TekHub repository.

TekHub is being developed as a centralised knowledge and collaboration platform, designed to provide continuity between meetings and ensure that technical discussions, regulatory interpretations, and shared resources are captured in a structured and accessible way. This moves us beyond isolated calls and into a more disciplined, outcome-driven model of engagement.

Two Vertical Groups, the Cybersecurity & Secure Diagnostics Group and the Diagnostics & Repair Group, have already held their kick-off meetings and are progressing defined work-streams. The Telematics Group and the ADAS Group now have confirmed Chairs and are preparing to launch, further strengthening the technical depth of the EU structure.

This progress reflects significant groundwork behind the scenes, aligning member priorities with regulatory developments and ensuring the independent aftermarket remains technically prepared and constructively positioned.

Keep reading to learn more about each group.

Further updates will follow in the next newsletter as workstreams develop. Patrik will be attending ToolTech and the EU Industry Technology Conference. If you would like to become more involved or contribute to a specific workstream, please reach out to him directly.



**Patrick Karlsson**  
Technical Director - Europe

## EU Cybersecurity and Secure Diagnostic Vertical Group

I have worked in the security industry for my whole career and today it feels more important than ever. Rapidly changing regulations and industry trends increasingly intersect with security, an area where I bring both expertise and passion. At Integrity Security Services (ISS), we partner with leading automotive OEMs and tool providers to deliver end-to-end security solutions that safeguard data, protect communications, and enable trusted diagnostic and service ecosystems. ISS is helping Auto OEMs, Tool Vendors and Shops comply with the latest 'Right to Repair' Laws while protecting OEM's vehicles and brands. AutoAuth, operated by ISS, is a strategic partnership with ETI to support ETI members.



**Martin Bergenwall**  
Chair

The EU Cybersecurity and Secure Diagnostic Vertical Group was established to tackle security issues most pertinent to our ETI EU members. Our efforts are closely coordinated with the EU Diagnostics & Repair Group, ensuring our initiatives complement rather than duplicate each other. We are dedicated to advancing topics that directly benefit our members within the security landscape.

Security often presents significant challenges, particularly when evolving requirements and shifting market dynamics come into play. This group serves as a collaborative forum where members can navigate these complexities together, exchange valuable insights, and raise critical issues for collective problem-solving. Through this shared commitment, we aim to make security easier to deal with.





# EU TECHNICAL CHAIRS CONTINUED



## EU Diagnostic and Repair Group

Andy Brooke is an automotive engineer, former SAAB Master Technician and garage owner, with a lifelong passion for performance cars and drag racing. Having held roles with LKQ, SPX and Bosch, he brings extensive experience in OEM diagnostics and aftermarket service solutions. For the past 10 years, Andy has been CEO of Maverick Diagnostics Ltd, a long-established UK-based provider specialising in OEM diagnostic tools, technical support and professional training for the independent automotive aftermarket globally. Andy is passionate about raising standards in the independent sector, empowering technicians with dealer-level capability, and ensuring the aftermarket remains competitive in an increasingly complex, technology-driven.



**Andy Brooke**  
Chair

The EU Diagnostics & Repair Vertical Group is now actively progressing its work programme, bringing together technical experts from across the membership to address the practical realities facing independent workshops and tool providers. The group is focused on implementation challenges linked to secure gateways, cybersecurity compliance, data access frameworks, and evolving regulatory requirements that directly affect diagnostic capability.

Rather than theoretical discussion, the emphasis is on identifying workable solutions, sharing technical interpretation, and aligning on proportionate, technically neutral approaches that support effective vehicle repair across diverse architectures. Early engagement has already highlighted key areas where clarity, standardisation, and structured industry dialogue are essential.

The group provides a dedicated forum for maintaining diagnostic viability in Europe, ensuring members are informed, aligned, and constructively positioned as regulatory and technical frameworks continue to evolve.

## Telematics Group

Craig Ash joined Motive in Europe in 2025 and has been an active member since. Motive has been a member in the US for a number of years and is a founding member in Europe. We are grateful that his experience and enthusiasm mean he is able to lead this group. You can meet Craig in person at ToolTech next month and the Europe Industry Technology Conference in June. Watch your inbox for more information about this group and its kick-off meeting.



**Craig Ash**  
Chair

## ADAS

Chuck Olsen (AirPro) is a member in the US and a founding member in Europe. He has been a member of ETI since 2010, heavily involved in vertical groups since 2013 and been on the ETI Board of Directors since 2020. We are looking forward to his experience and leadership to drive this new group forward. You can meet Chuck in person at ToolTech next month and the Europe Industry Technology Conference in June. More information about this group and its kick-off meeting will be coming soon.



**Chuck Olsen**  
Chair





Cybersecurity regulation in the EU automotive ecosystem continues to evolve. Since our December update, there have been developments around the proposed amendment to Annex X under Regulation (EU) 2018/858, alongside increasing clarity on the implementation timeline for the Cyber Resilience Act (CRA). This update is intended to provide ETI members with:

- The current status of the Delegated Act
- Practical considerations for tool manufacturers and solution providers
- Key compliance dates under the CRA
- Clarification on how the CRA aligns with the RED cybersecurity requirements
- The product support and lifecycle obligations introduced under the CRA

## Delegated Act Update – Annex X and Secure Gateway

### Background

Annex X of Regulation (EU) 2018/858 governs access to OBD information and Repair & Maintenance Information (RMI). Over recent years, questions have arisen regarding how OEM cybersecurity measures, particularly Secure Gateway models, interact with independent operator access rights. The European Commission has been developing a Delegated Act intended to clarify how cybersecurity measures may be applied while preserving compliance with Annex X obligations.

### Recent Developments

We understand that:

- The Type Approval Committee (TCMV) met on 27 January 2026.
- The draft Delegated Act amending Annex X was reportedly approved at committee level.
- The Commission must now proceed with formal adoption.
- The European Parliament and Council will have the standard scrutiny period, typically two months, during which objections may be raised.

At the time of writing, formal publication in the Official Journal has not yet occurred.

Members should note that regulatory clarity will only be confirmed once the final adopted text is published.

### What the Delegated Act Is Expected to Address

While final wording remains pending, the Delegated Act is expected to provide further clarity on:

- The scope of permissible cybersecurity access controls
- The relationship between authentication mechanisms and Annex X obligations
- Conditions under which access restrictions may be justified
- The balance between vehicle cybersecurity and independent operator access

The objective is to define how secure access models operate within the existing Type Approval framework. Cont.....



# EU UPDATE CONTINUED



## Implementation Considerations

Industry stakeholders are currently reviewing how authentication and access mechanisms may function in practice across different tool platforms and development environments.

For ETI members, the key consideration is ensuring that any future access model is:

- Clearly defined
- Predictable in implementation
- Technically workable across a range of architectures
- Consistent with the legal framework governing OBD and RMI access

Further clarity is expected following formal adoption and publication of the final text.

ETI will continue to monitor developments and provide members with factual updates as additional detail becomes available.

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## Cyber Resilience Act (CRA) – Overview for ETI Members

The Cyber Resilience Act is separate from the Delegated Act discussion. It is a horizontal EU regulation covering “products with digital elements” placed on the EU market.

For many ETI members, including tool manufacturers, software developers, connected diagnostic system providers and certain categories of workshop equipment suppliers, the CRA may apply directly.

### Key CRA Dates

#### 10 December 2024

The CRA entered into force.

#### 11 September 2026

Mandatory reporting obligations begin.

Manufacturers must report:

- Actively exploited vulnerabilities
- Severe cybersecurity incidents

Reporting must be made via the designated EU reporting mechanism within prescribed timeframes.

#### 11 December 2027

Full CRA requirements apply to products placed on the EU market from this date onward.

From this point, in-scope products must demonstrate:

- Secure-by-design development processes
- Vulnerability handling procedures
- Security update mechanisms
- Technical documentation supporting compliance
- Conformity assessment under the CRA framework
- CE marking under CRA provisions





# EU UPDATE CONTINUED



## Product Support and Security Update Obligations

In addition to design and documentation requirements, the CRA introduces minimum product support obligations.

Manufacturers must ensure that vulnerabilities are addressed and security updates are provided for the declared support period of the product. This covers the complete product software, including any third-party libraries and open-source components that may be part of the final product. This support period must reflect the expected lifetime of the product and, in most cases, must be no less than five years unless the product's expected lifetime is shorter. Security updates made available during the support period must remain available at least ten years.

The support period must be clearly communicated to users at the time the product is placed on the market.

This represents a shift toward lifecycle-based cybersecurity accountability rather than point-of-sale compliance. Note that non-compliance may be subject to substantial penalties.

For ETI members, this has practical implications for:

- Product lifecycle planning
- Update delivery mechanisms
- Vulnerability management processes
- Technical feasibility of supporting legacy hardware platforms
- End-of-life policy alignment

Manufacturers should begin reviewing whether existing product architectures and internal processes are capable of meeting a five-year minimum vulnerability handling and update commitment.

## CRA and the RED Directive – Understanding the Relationship

There has been understandable uncertainty regarding the interaction between the CRA and the cybersecurity requirements introduced under the Radio Equipment Directive (RED).

### RED Cybersecurity (Delegated Regulation (EU) 2022/30)

- Applies to certain categories of radio equipment.
- Cybersecurity provisions apply from 1 August 2025.
- Particularly relevant to connected and wireless devices.

### Cyber Resilience Act

- Applies broadly to products with digital elements.
- Full application begins 11 December 2027.

### How They Align

The European Commission's direction is to avoid overlapping horizontal cybersecurity regimes.

The intention is that once the CRA fully applies in December 2027, the cybersecurity-specific delegated regulation under RED will no longer operate in parallel for the same requirements.

In practical terms:

- Between August 2025 and December 2027, certain radio-enabled products may need to comply with RED cybersecurity requirements.
- From December 2027 onward, the CRA becomes the primary horizontal cybersecurity framework for products within its scope.

Members should assess:

- Whether their products fall within RED scope
- Whether CRA will apply directly
- Whether transitional dual compliance may be required between 2025 and 2027





# EU UPDATE CONTINUED



## Practical Implications for ETI Members

Across both the Delegated Act and the CRA, the regulatory trajectory is clear:

- Cybersecurity expectations are increasing.
- Documentation and traceability requirements are expanding.
- Identity, authentication and auditability models are becoming more structured.
- Lifecycle security responsibilities are being formalised.

For tool manufacturers and software providers, preparation should include review of:

- Secure development lifecycle processes
- Vulnerability disclosure and management procedures
- Incident reporting readiness
- Authentication and identity management architecture
- Technical documentation practices
- Long-term support and update strategies

For connected equipment and workshop solution providers, attention should be given to:

- Secure update mechanisms
- Product support lifecycles
- Secure configuration and authentication controls
- Conformity assessment planning

## ETI Monitoring and Member Support

ETI continues to:

- Track developments relating to Annex X and Secure Gateway implementation
- Monitor CRA implementation guidance and standardisation progress
- Align cybersecurity discussions with SERMI, secure access models and authentication frameworks
- Provide members with timely factual updates as regulatory clarity develops

As with many EU regulatory frameworks, the practical impact will depend on implementation detail. ETI's focus remains on keeping members informed and supporting structured understanding as the regulatory landscape evolves.

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## SERMI Update

### UK Implementation Compared with the EU Framework

The Secure Electronic Repair and Maintenance Information (SERMI) scheme continues to develop across Europe, and 2026 has brought important progress in the United Kingdom.

Given ongoing questions from ETI members, this update clarifies:

- What SERMI is
- How it operates across the EU
- What has changed in the UK
- Practical considerations for members operating in both markets





# EU UPDATE CONTINUED



## What Is SERMI?

SERMI is the European framework designed to provide controlled access to security-related Repair and Maintenance Information (RMI).

It establishes a harmonised system under which:

- Independent operators can be approved and authorised
- Employees can be individually verified
- Secure credentials are issued
- Vehicle manufacturers can grant access to security-sensitive information and functions

The objective is to balance vehicle security with independent repair access rights.

## SERMI in the European Union

Within the EU and EEA:

- SERMI operates under the EU Type Approval framework.
- Member States designate national accreditation bodies and conformity assessment bodies.
- Once approved in one participating country, credentials are recognised across the participating EU/EEA territory.

In practice, SERMI has become the structured mechanism through which access to security-related RMI is provided under Regulation (EU) 2018/858.

For EU-based independent operators and tool providers, SERMI is now embedded within the regulatory access landscape.

## What Has Changed in the UK?

The UK is not legally required to adopt SERMI, as it is outside the EU framework.

However, in early 2026 the UK achieved approval and has moved forward with implementing the SERMI scheme domestically.

Key points:

- The UK has established its own recognised SERMI approval pathway.
- The scheme is reported as going live in the UK from April 2026.
- The UK becomes the first non-EU country to implement SERMI in this way.

This development is significant for members operating in both EU and UK markets.

## Is SERMI Mandatory in the UK?

Unlike the EU, where SERMI is integrated within the regulatory Type Approval structure, the UK framework is not identical in legal basis.

Current industry guidance indicates:

- Vehicle manufacturers are not automatically mandated under UK law to use SERMI.
- Where OEMs choose to operate security access via SERMI in the UK, it becomes the practical route for independent operators seeking access.
- In other words, uptake in the UK will depend in part on manufacturer participation and alignment.

Members should therefore monitor:

- Which OEMs are enabling SERMI-based access in the UK
- Whether UK access processes differ from EU practice
- Whether cross-border credential recognition operates seamlessly in practice





# EU UPDATE CONTINUED



## Practical Implications for ETI Members

For tool manufacturers and platform providers:

- Alignment between EU and UK authentication processes will be important.
- Differences in implementation detail could create additional integration requirements.
- Cross-market product strategies should consider whether credentials are interoperable.

For workshops and independent operators:

- UK businesses may now need to pursue SERMI approval where accessing security-related functions from participating OEMs.
- EU-approved operators working in the UK should confirm whether credentials are recognised or if additional steps are required.

For members operating in both territories, the key consideration is operational consistency.

## Points to Watch in 2026

As UK implementation begins, areas that may require attention include:

- OEM participation levels
- Speed of certificate issuance and approval processing
- Cross-border recognition between EU and UK operators
- Interaction between SERMI and Secure Gateway authentication models
- Alignment with broader Annex X Delegated Act developments

## ETI Monitoring

ETI continues to monitor:

- Regulatory developments around Annex X and security-related RMI
- SERMI implementation in both the EU and UK
- Operational impacts on tool manufacturers and independent operators

As implementation progresses, ETI will provide members with factual updates where clarity develops.

Aspect	European Union (EU/EEA)	United Kingdom
<b>Basic Access</b>	Read-only data and non-critical vehicle information accessible to all independent operators.	OBD data, standard RMI, service intervals, fault codes.
<b>Legal Basis</b>	Mandated under EU law (Delegated Regulation (EU) 2021/1244)	Voluntary adoption by manufacturers; not mandated by UK law
<b>Implemented Through</b>	National SERMI schemes recognised across EU/EEA	SERMI implemented via UK accreditation body RMISC
<b>Launch Status</b>	Established / ongoing rollout in multiple Member States	Officially goes live 1 April 2026
<b>Accreditation Body</b>	Nationally appointed Conformity Assessment Bodies (CABs)	RMI Standards and Certification (RMISC)
<b>Manufacturer Participation</b>	OEM participation required under EU delegated law	Participation is voluntary but multiple OEMs have committed
<b>Credential Recognition</b>	EU/EEA cross-recognised	UK certificates recognised by participating OEMs; cross-market recognition varies
<b>Independent Operator Requirements</b>	IO approval + individual employee credentials	Same model: business and employee verification





# EU UPDATE CONTINUED



Aspect	European Union (EU/EEA)	United Kingdom
Typical Validity of SERMI Certificate	5 years	5 years
Relation to Secure Gateway / Type Approval (EU)	Tied/expected to align via Delegated Acts	Not part of UK type approval framework
Applicability to Non-UK Entities	Standardised across EU/EEA	UK scheme is local but some OEMs may accept; check with OEMs

## Participating OEMs Reported in the UK SERMI Scheme

According to reports following the UK launch announcement, 19 vehicle brands have publicly committed to participating in the initial UK SERMI rollout:

### Stellantis Group brands:

- Abarth
- Alfa Romeo
- Chrysler
- Citroën
- Dodge
- DS Automobiles
- Fiat
- Jeep
- Lancia
- Maserati
- Opel
- Peugeot
- RAM Trucks
- Vauxhall

### Other OEMs:

- Ford
- Jaguar
- Land Rover
- Nissan
- Toyota

This list may expand over time as more manufacturers announce participation. The IGA and industry press have noted further OEMs, including Mercedes, Hyundai, and Kia, are adding SERMI gateways on their technical portals ahead of or concurrent with launch activity.

### Notes for Members

- Manufacturer participation can change rapidly as the scheme matures; always check direct OEM portals or industry announcements for the most current list.
- EU and UK SERMI certificates may differ in how they integrate with OEM access systems, particularly for cross-market tool developers and independent operators.
- OEM participation in the UK remains on a voluntary basis, so some brands could delay or limit access if they operate alternative security access systems outside of SERMI.

*Winston Lee & Martin Bergenwall*

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