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Editorial

Dear Members, dear Partners, dear Readers,

Over the last weeks, the European Commission adopted a Delegated Regulation complementing the Type Approval Regulation and securing cybersecure access to technical information, the European Parliament and the Council of the European Union approved the End-of-Life Vehicle Regulation which grants new powers to the independent aftermarket in general and to publishers of technical information in particular, and the European Commission acknowledged in its Evaluation Report of the Motor Vehicle Block Exemption Regulation that technical information was increasingly an essential topic for all.

This welcomed recognition of our role, and of our needs to perform this role, is the result of the relentless work carried out by ADPA, and opens new perspectives and new reasons for hope. This will benefit not only publishers of technical information, but the entire independent aftermarket which increasingly depends and relies on us to provide them with accurate, affordable and convenient technical information needed to ensure the continuous roadworthiness, the safety and the sustainability of ever more complex vehicles used by individuals, businesses and public services.

In the upcoming months, from Automechanika in Frankfurt in September to the celebration of our 10-years anniversary in Brussels in December, we will have the opportunity to dive further into these achievements – and to prepare for the next steps. Stay tuned and, until then, enjoy the summer!

Michael Pedersen
ADPA President

Save the dates!

The next in-person General Assembly of ADPA will be held in Brussels, Belgium, on the 2nd and 3rd of December, together with the celebration of the 10 years anniversary of ADPA, a perfect opportunity to reflect on past achievements and future objectives.

ADPA - Automotive Data Publishers' Association

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Access to technical information

Entry into force of the new Delegated Regulation on access to OBD and RMI

The [Delegated Regulation 2026/699](#) updating Annex X of Type Approval Regulation 2018/858 entered into force on the 23rd of June. Prepared and negotiated by the European Commission, the independent aftermarket including ADPA directly, and indirectly through AFCAR, and vehicle manufacturers, this text aims at addressing new technical developments, such as cybersecurity and electric mobility, and preserve a fair access to related technical information.

In order to ensure a practical a timely implementation of this new legislation which strikes a delicate balance between vehicle manufacturers' and the independent aftermarket's interests, ADPA participated to a two-days workshop on the 23rd and 24th of June, hosted by Mahle in Stuttgart. It brought together the European Commission and representatives of the independent aftermarket and of vehicle manufacturers. At this occasion, targeted, concrete proposals on identified, specific challenges were made in order to ensure a speedy, uniform and consensual materialisation of the objectives of the legislation. Future meetings in this format are planned to keep track of progresses and new challenges.



Access to technical information in Australia

On the 3rd of July, ADPA submitted its [input](#) to the consultation organised by Australian authorities on the possibility to revise and update its first right to repair laws. It insisted in particular on the need to support such efforts to modernise the regulatory framework to avoid the situation of monopoly of vehicle manufacturers on their brand-specific technical information.

New SERMI interpretation document

On the 16th of July, SERMI, of which ADPA is a member, published its [eleventh edition](#) of the sanctioned interpretations list, a document aimed at harmonising the understanding and the deployment of the SERMI scheme. This new edition is based in particular on the Delegated Regulation (EU) 2026/699, establishing a legal framework for cross-border inspections by Conformity Assessment Bodies. This development is expected to facilitate a more efficient implementation of SERMI in Member States where the scheme is not yet operational, and to benefit the independent operators in terms of having a wider choice of Conformity Assessment Bodies from which to select.

Issues around access to technical information well identified in the MVBER evaluation report

On the 25th of June, the European Commission published its [evaluation report](#) of the Motor Vehicle Block Exemption Regulation and its Supplementary Guidelines, the key legislation enabling competition between vehicle manufacturers and the independent aftermarket and expiring end of May 2028. The document shows that this regulatory framework remains all in all efficient and relevant. However, it also states that "Non-discriminatory access to technical information and vehicle-generated data is becoming increasingly important for ensuring competition in the aftermarket. [The independent aftermarket operators] have reported ongoing difficulties in this regard, despite recent changes to the SGL and EU data-related legislation".

In a [statement](#), Michael Pedersen, President of ADPA and Chair of its Competitiveness Working Group, called upon the European Commission to build on this report to maintain, modernise and enforce the legislation beyond 2028. In particular, the regulation itself should contain a provision on access to essential inputs such as technical information. The supplementary guidelines should also provide further clarifications on the proportionality of withholding essential inputs, address undue technical and commercial practices resulting in reduced access to such inputs, upgrade the list of essential inputs to cover access to in-vehicle functions and resources, and update the list of examples of items of technical information to reflect latest technological developments.

Safety

Call for common European rules on personal mobility devices

In June, Belgium, the Netherlands and Luxembourg have jointly called on the European Commission to establish a harmonised European framework for Personal Mobility Devices (PMDs), including e-scooters and other light electric vehicles. In their [position paper](#), the Benelux countries warn that the current patchwork of national rules is creating legal uncertainty, resulting in particular in safety concerns and barriers to innovation across the European Union. They argue that the rapid growth of PMDs has outpaced existing legislation, making it increasingly difficult for authorities to enforce rules consistently and for manufacturers to operate across borders.

The Benelux proposal advocates common technical requirements, stronger market surveillance and enforcement mechanisms, and a proportionate type-approval or conformity assessment system for PMDs. According to the three countries, a single European framework would improve road safety, provide greater legal certainty for businesses and support the development of the European Union's internal market for innovative mobility solutions. The initiative reflects growing concern among policymakers that fragmented national regulations could slow the adoption of sustainable urban transport while undermining fair competition.

New compulsory safety devices in passenger cars and vans

From the 7th of July, all new passenger cars and vans in the EU must feature these systems meant at improving road safety:

- Advanced emergency brake detecting pedestrians and cyclists;
- Advanced driver distraction warning system to help drivers stay focused;
- Forward vision enhancements for vans to increase front visibility;
- New tests for worn tyres to ensure safer and long-lasting performance;
- Expanded safety glass area designed to protect pedestrians during accidents.

20th Annual Road Safety Performance Index

Road deaths across the European Union are falling too slowly for the bloc to meet its target of halving fatalities by 2030, according to the European Transport Safety Council's (ETSC) 20th Annual Road Safety Performance Index (PIN) [Report](#) published on the 23rd of June. The report describes a "two-speed Europe", with only a handful of countries on track to achieve the EU target while most Member States continue to lag behind. Around 19,500 people lost their lives on EU roads in 2025, representing a 15% reduction since 2019, well below the 31% reduction that should have been achieved by this stage to remain on course for the 2030 objective.

Poland has recorded the strongest improvement since 2019, reducing road deaths by 43%, followed by Denmark with a 32% decline, while Norway and Sweden continue to have the safest roads in Europe in terms of fatalities per million inhabitants. ETSC estimates that more than 31,000 lives have been saved over the past decade compared with 2015 levels, but argues that a further 42,900 deaths could have been prevented had countries reduced fatalities at the pace required to meet the EU target. The organisation is calling for stronger national road safety strategies, greater investment in safe infrastructure, improved enforcement of traffic rules and faster implementation of proven measures such as lower urban speed limits and safer vehicle technologies.

FIA Driver Safety Index

FIA has released its [Driver Safety Index](#), which intends to make driving risk globally standardised and comparable to support existing road safety initiatives by analysing and combining data from numerous sources. It is powered by AI technology that analyses driving data to uncover patterns in behaviour, providing a universal measure of risk, regardless of geography, industry, or vehicle type.

No over-reliance on automated driving on UK roads

The British Department for Transportation has adopted [Automated Vehicles \(Marketing Restrictions\) Regulations 2026](#) which prevent manufacturers or businesses from misleading the public into thinking a vehicle can safely and lawfully drive itself, in order to avoid road accidents caused by over-reliance on automated systems.



Sustainability

Publication of the End-of-Life Vehicle Regulation

Following its final adoption by the European Parliament, which was welcomed by a [statement](#) by Dennis De Buck, ADPA Board Member and Chair of its Sustainability Working Group, and by the Council of the European Union, the [End-of-Life Vehicle Regulation](#) was published in the Official Journal of the European Union.

The new rules require vehicles to be designed for easier removal and reuse of parts, an important step towards strengthening the circular economy, reducing reliance on raw materials and supporting European businesses. The growing importance of access to technical information, particularly as vehicles become more complex, has also been recognised. The role of publishers of multi-brand technical information was specifically recognised, and vehicle manufacturers should make relevant technical information available in an up-to-date, unrestricted, standardised and non-discriminatory manner. Last but not least, fees should be purely cost-based, an important factor that prevents excessive charges.

Charging infrastructure for zero-emission trucks

On the 8th of June, ministers from 9 Member States (Belgium, Denmark, Germany, Lithuania, Malta, Netherlands, Austria, Poland, Sweden) endorsed the first two roadmaps developed under the Clean Transport Corridor Initiative together with Commissioner for Sustainable Transport and Tourism Apostolos Tzitzikostas, aimed at accelerating the deployment of charging infrastructure for zero-emission trucks along two major TEN-T corridors: the [Scandinavian–Mediterranean](#) and [North Sea–Baltic](#) routes.

With the number of zero-emission trucks expected to increase from around 26,000 today to nearly 400,000 by 2030, seamless cross-border charging infrastructure will be essential to support uninterrupted freight operations across the EU.

Developed jointly by the European Commission and Member States along the two corridors, the roadmaps identify priority actions, infrastructure gaps and investment needs, including in the energy sector, needed to enable efficient zero-emission truck operations by 2030. The initiative aims to support the large-scale deployment of charging infrastructure while strengthening coordination across borders and increasing certainty for investors and operators.

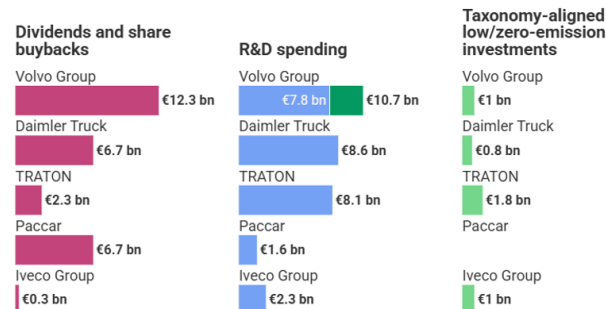
Truckmakers prioritizing shareholders over investments

A new [analysis](#) by Transport & Environment (T&E) on the 5th of May, based on research by Profundo, claims that Europe's leading truck manufacturers are increasingly prioritising shareholder payouts over investments needed to accelerate the transition to zero-emission trucks. The report found that in 2025, average shareholder distributions reached 4,9% of revenues, overtaking research and development spending (4,4%) for the first time since 2019. According to the study, only a fraction of overall R&D budgets is dedicated to zero-emission technologies, while companies continue to return billions of euros to investors through dividends and share buybacks.

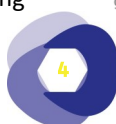
T&E argues that this investment strategy could undermine the competitiveness of European truck manufacturers as Chinese rivals rapidly expand their electric truck offerings and prepare to enter the European market. While manufacturers have pointed to limited charging infrastructure and policy barriers as the main obstacles to electrification, the report identifies the high purchase price and limited range of zero-emission trucks as key challenges that remain largely within manufacturers' control. The organisation is therefore calling on the European Union to maintain ambitious CO₂ standards for heavy-duty vehicles, arguing that strong regulation is essential to encourage greater investment in zero-emission technologies and safeguard Europe's long-term industrial competitiveness.

Shareholder payouts far exceed reported zero-emission R&D and investments

Truckmaker spending since 2022 in **€2025** **€annual**



Sources: Profundo (2026) Investments by European truck manufacturers into zero-emission technologies, T&E (2026) Desk research of 2025 Annual Reports • Volvo Group is the only OEM which discloses the share of its R&D spending going to low/zero-emission projects.



Electrification

New rules for battery testing

On the 13th of July, the European Commission published a new [regulation](#) on specific methods, requirements and tests as well as administrative requirements regarding in-vehicle battery durability, electric vehicle range at low temperature and electrified vehicle system power. It complements the Euro 7 provisions and aims at ensuring that the procedures match real-world driving conditions.

Public charging in the EU well on track

TEN-T Core network in June 2026 (for 2025 target)

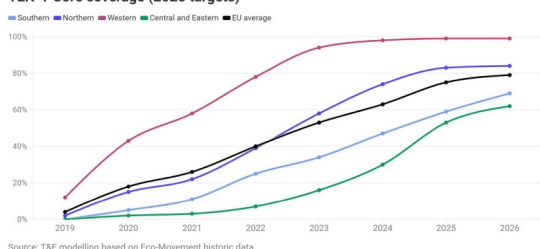


On the 20th of July, Transport & Environment published an [assessment](#) of the deployment of public charging across Europe. According to the analysis, distance-based targets set in the Alternative Fuel Infrastructures Regulation (AFIR) are within reach. By

the first quarter of 2026, 79% of the European Union's TEN-T Core network complied with AFIR's distance-based requirements, with Western Europe already achieving over 99% coverage. It also shows that lagging countries are making rapid progress. Although parts of Southern, Central and Eastern Europe continue to face challenges, they are expanding their charging networks at the fastest pace. Poland, for example, increased TEN-T Core network coverage from 20% at the end of 2024 to 59% by June 2026. Finally, the remaining gaps are limited. More than 90% of the 2025 AFIR distance-based targets could be met by installing just 70 strategically located charging hubs, including 22 in Spain, 11 in Poland and 7 in Romania.

Eastern and Southern regions are rapidly closing the gap

TEN-T Core coverage (2025 targets)



EVs' environmental benefits dependent on drivers and geography

A new [study](#) published in Environmental Research Letters on the 12th of May finds that the climate and cost benefits of electric vehicles vary considerably depending on where they are driven and how they are used. Analysing regional electricity mixes, driving patterns, climate conditions and ownership costs across the United States, researchers found that battery electric vehicles typically reduce greenhouse gas emissions by 40% to 60% compared with conventional petrol vehicles, although the benefits differ widely between locations and individual drivers. The study concludes that local conditions play a crucial role in determining both the environmental and economic performance of electric vehicles, suggesting that policies promoting the deployment of electric vehicles should account for regional differences rather than relying on a one-size-fits-all approach. According to the researchers, tailoring incentives and charging strategies to local circumstances could maximise emissions reductions while improving affordability for consumers.

Mapping the European EV economy

In May, New Automotive and E-Mobility Europe published their [Built in Europe: Mapping the EV Economy](#) report. It provides an overview of investment in Europe's electric vehicle ecosystem, covering vehicles manufacturing, battery production and charging infrastructure. The report also maps key industrial hubs across the continent and assesses the policy measures needed to ensure these investments are successfully delivered. It also assesses how the €200 billion in committed investment in the ecosystem are being spread across segments and markets.

Digital Product Passport for batteries

On the 27th of May, the European Commission organised a [webinar](#) on the implication of the Digital Product Passport for various companies active in the batteries ecosystem. It provided an overview of which information must be collected, managed and shared by relevant operators, and how companies should prepare in order to be compliant. It also presented tools and support measures for smaller companies.

Digitalisation

Promoting the Data Act

At the occasion of the Digital Omnibus, a legislative proposal by the European Commission to update digital rules in the European Union, the Data Act, while having barely entered into force and not having enough time to deliver its expected impact, might see its ambition being watered-down and its enforceability reduced, with major risks for the independent aftermarket.

Pierre Thibaudat, Director General of ADPA, therefore defended the continuous relevance of the Data Act and the need for clear, stable, enabling and enforceable rules on data sharing at the occasion of two events organised by political groups in the European Parliament on the [3rd of June](#) and on the [1st of July](#).

In particular, he highlighted the risks of narrowing the ambition of the legislation on fair, cost-based compensation, as shown by real-life examples discouraging actual access to data. He also warned that the provisions on trade secrets, while well-intentioned, could be misused to deny legitimate access requests, and would put a disproportionate burden on smaller stakeholders. He underlined as well that the new definition of access, which potentially excluded the download of data, would be technically detrimental. Finally, he reminded participants that the Data Act was a first step which needed to be completed rather than limited, in order to enable access to in-vehicle functions and resources and the development and deployment of multi-brand telematics services.

The various Committees of the European Parliament in charge of the file still have to adopt their respective position on the matter, and the final legislation is currently scheduled to be adopted by the end of 2026.



Entry into force of the AI Omnibus

On the 27th of July, the [AI Omnibus](#), a legislation of the European Union aimed at simplifying AI rules for companies, entered into force. The new legislation aims to support innovation by extending key benefits previously reserved for SMEs to small and mid-cap companies and expanding access to regulatory sandboxes, including a new European Union-level sandbox. Compliance deadlines for certain high-risk AI systems will also be postponed until late 2027 and 2028, giving businesses more time to adapt. The text further reduces administrative burdens by simplifying obligations related to AI literacy, legal requirements for smaller companies and registration in the EU AI database. Finally, it seeks to improve governance by strengthening the AI Office's oversight powers and clarifying how the AI Act interacts with other legislation and conformity assessment procedures.

Code of practice for AI-generated content

The European Commission has published on the 10th of June a voluntary [Code of Practice](#) on marking and labelling AI-generated content to help organisations improve transparency and prepare for the AI Act. The guidance provides practical recommendations for identifying AI-generated and AI-modified content, supporting consistent implementation across sectors and strengthening public trust in AI.

Fighting digital obsolescence

On the 2nd of July, the European Parliament published a [report](#) on fighting premature digital obsolescence of consumer goods and consumer rights. It highlights that measures to improve durability and fight premature digital obsolescence introduced by European legislation are still not sufficient. It therefore recommends that:

- Information about the minimum period during which the producer or the provider supplies software updates should be made available to consumers;
- Information about the supply of updates should also be provided;
- Measures to avoid information overload and to increase transparency should be taken, as well as measures against unilateral modification of digital content or digital service leading to abuses by the trader.

Connected & automated driving

Expected impact of the deployment of automated vehicles in the European Union

On the 29th of May, the European Parliament's Research Service published a [study](#) examining the expected impact of deploying automated vehicles in the European Union. The report assesses the future rollout of automated vehicles through a combination of technological analysis, scenario development, and policy evaluation. Drawing on recent advances in artificial intelligence, software-defined vehicles, and intelligent infrastructure, it presents three possible scenarios—European leadership, selective strengths and dependencies, and external dependence—to explore how Europe's regulatory and industrial landscape could evolve. These scenarios aim at providing a framework for evaluating policy options on legislation, market deployment, and EU support for research and innovation.

EU-Swiss cooperation in the field of autonomous mobility

EIT Urban Mobility, an initiative from the European Union, and the Swiss Association for Autonomous Mobility (SAAM) announced on the 30th July that they have signed a Memorandum of Understanding to strengthen cooperation on autonomous mobility across Europe. The partnership aims to combine Switzerland's expertise in automated transport with EIT Urban Mobility's European innovation network to accelerate the safe deployment of autonomous mobility solutions. The agreement includes cooperation on industry events, knowledge sharing, policy discussions and training, while promoting cross-border collaboration and the exchange of best practices. Both organisations believe the partnership will help bring autonomous mobility solutions to market faster and strengthen Europe's competitiveness.

Initiative for autonomous driving in EU cities

On the 23rd of June, the European Commission launched the Autonomous Drive Ambition Cities (ADACities) initiative to support the deployment of autonomous driving technologies in cities across the EU. The initiative aims to help selected cities deploy autonomous shuttles, robo-taxis and other AI-enabled mobility services while strengthening Europe's competitiveness in connected and autonomous mobility.

Mapping the automated mobility ecosystem

A new [report](#) from the European Commission's Joint Research Centre, published on 17 May, examines the rapidly evolving Connected, Cooperative and Automated Mobility (CCAM) ecosystem, highlighting Europe's strengths and competitive challenges. Analysing 122 automated mobility services and nearly 2,000 supplier relationships across 937 companies, it finds that Europe leads in connectivity, cybersecurity and vehicle-to-everything (V2X) technologies, but trails in artificial intelligence, cloud infrastructure and automated driving systems.

The report also warns that EU-based suppliers represent only around 18% of mapped component-supplier relationships, underscoring the need to strengthen Europe's technological capabilities and strategic autonomy. It concludes that a better understanding of the sector can help policymakers support innovation and improve the competitiveness of Europe's CCAM industry.

Cross-border testbeds for autonomous vehicles

On the 8th June, 18 EU Member States signed a [Joint Declaration of Intent](#) to establish large-scale cross-border testbeds for autonomous vehicles, marking a major step towards the coordinated deployment of automated transport across Europe. The initiative will support testing and commercial deployment in public transport, freight and logistics, while promoting harmonised approval procedures and regulatory cooperation. It is also expected to strengthen Europe's competitiveness by accelerating innovation and cross-border pilot projects.

Safety focus in first UN regulation on autonomous driving

On the 24th of June, the United Nations Economic Commission for Europe (UNECE) has adopted the world's first global [regulation](#) for fully autonomous driving systems, establishing harmonised international safety requirements for driverless vehicles. Backed by major automotive markets including the EU, the United States, China, Japan, Canada and the United Kingdom, the new framework is expected to accelerate the safe deployment of autonomous vehicles while reducing regulatory fragmentation.

Business

Challenges and opportunities in the automotive aftermarket from Italian and European perspectives

On the 17th of June, at the occasion of its General Assembly, ADPA organised a conference on challenges and opportunities in the Italian and European aftermarket, kindly hosted by Tekné Consulting. Speakers included Carmine Fiorentino, from Tekné Consulting, Carlo Siviero, from Editoriale Domus, Andrea Boni, from ADIRA, the Italian association for spare parts distribution, and Michael Pedersen and Pierre Thibaudat, respectively President and Director General of ADPA.

Participants exchanged on issues related to the persistent difficulties to access technical information, which constitute a lack of compliance by some vehicle manufacturers with European aftermarket rules and is encouraged by the lack of enforcement by public authorities. Ongoing technological developments, such as the increasing importance of access to in-vehicle data, functions and resources for the provision of telematics services and the growing occurrence of coded spare parts, were also discussed. They also highlighted the need to offer better protection to competition and consumer's choice in the 2-wheels market, which currently is less covered by European legislation.

More information on the event (including the recording) is to be found [here](#), and the media coverage [here](#).



Test

The first 3 persons to send "The ADPA Newsletter is my favourite read of the summer" to the [Secretariat](#) of ADPA will receive a present.

New EU Innovation Platform

On the 16th of June, the European Commission launched a new [EU Innovation Platform](#) to provide innovators and start-ups with a single entry point to access European Union's support for bringing new technologies and ideas to market. It brings together existing innovation services, funding opportunities and tools through a streamlined interface. An intelligent recommendation engine offers personalised guidance based on users' sector, location, innovation maturity and specific needs. Initially aimed at EU-funded innovators looking to scale their solutions, the platform will gradually be expanded to include start-ups, investors, business support organisations and corporates, with the objective to strengthen Europe's innovation ecosystem and competitiveness.

Improving policy-makers' understanding of the aftermarket

On the 9th of June, the Automotive Coalition for Europe, of which ADPA is a member, launched with an event organised in Brussels its [#WeDriveEU](#) campaign aimed at improving the understanding of European Union's policy-makers of the automotive aftermarket, its strengths and its challenges.

After speeches from representatives of the European Parliament, the European Commission and various businesses, Pierre Thibaudat, Director General of ADPA, delivered the [closing remarks](#) to the event. He reminded the predominant weight of the aftermarket in the automotive value chain and how ambitious legislations had helped it becoming a worldwide leader up until now, and called upon legislators to continue adopting enabling legislations for the sector.



Automechanika

HighTech4Mobility at Automechanika Frankfurt: A New Platform for Software-Driven Mobility

As vehicles become increasingly software-defined and connected, new technologies are reshaping the automotive aftermarket. To address these developments, Automechanika Frankfurt from **8–12 September 2026** is launching **HighTech4Mobility**, a new format dedicated to the technologies and business models driving the future of mobility.

Located in the Festhalle, HighTech4Mobility will bring together **OEMs, Tier-1 suppliers, software companies, start-ups, investors and aftermarket professionals** to discuss the latest developments in software-defined vehicles (SDVs), advanced driver assistance systems (ADAS), autonomous driving, artificial intelligence, cybersecurity, data management and digital services. Visitors will also have the opportunity to exchange ideas in a dedicated networking lounge designed to encourage collaboration across the mobility ecosystem.

The stage programme combines keynote presentations, expert panels and practical use cases, offering visitors valuable insights into how software is changing vehicle architecture, maintenance, repair and aftersales services. Highlights include the presentation of the "AI in Motion – Reinventing Automotive Aftersales" study by the **IBM Institute for Business Value**, as well as a discussion hosted by **Google Cloud** and **Boston Consulting Group** on how artificial intelligence is creating new value in the automotive aftermarket. **Benteler Mobility** will provide insights into robotics and autonomous driving, while **Bitkom** and industry partners will explore the challenges of software-defined vehicles, with a particular focus on cybersecurity. Another key topic will be the EU Data Act, featuring a keynote and panel discussion on its implications for the automotive aftermarket. In addition, the **Technical University of Braunschweig** will present live demonstrations of its newly developed driver monitoring software in two demonstration vehicles.

Join Automechanika Frankfurt in September and discover how HighTech4Mobility is creating a new meeting point for software-driven mobility and the automotive aftermarket.

More information: [HighTech4Mobility – new format at Automechanika Frankfurt 2026](#)

Content by Automechanika

ADPA Members' booths at Automechanika

- ALLDATA: Hall 9.0, Booth C84 & Hall 11.0, Booth C11
- AutoDAP: Hall 3.0, Booth D24
- Autodata: Hall 9.0, Booth A42
- Caruso: Hall 3.0, Booth B50
- Hella Gutmann Solutions: Hall 9.0, Booth A80
- Infopro Digital Automotive: Hall 9.0, Booth E08
- Jifeline: Hall 9.0, Booth C43
- Robert Bosch: Hall 9.0, Booths A05, A05, A15, A16, B01 & Hall 11.0, Booth E37
- TecAlliance: Hall 3.0, Booth B50
- Topmotive: Hall 4.0, A12
- YQ Service: Hall 9.0, Booth C47

Full list of ADPA members [here](#)

Full list of Automechanika exhibitors [here](#)



ADPA events at Automechanika

ADPA will organize 2 conferences at Automechanika Frankfurt:

- On Tuesday, the 8th of September, from 16:00 to 18:00, Hall 3.C, Room Argument: Access to technical info: what has changed since last Automechanika, and what should change in the next years? More info [here](#).
- On Thursday, the 10th of September, from 10:00 to 11:00, Hall 8.0, Academy Stage (M78): Accurate and reliable technical information: not an option any longer! More info [here](#).