



Forum on Automotive Aftermarket Sustainability

Frank Schlehuber

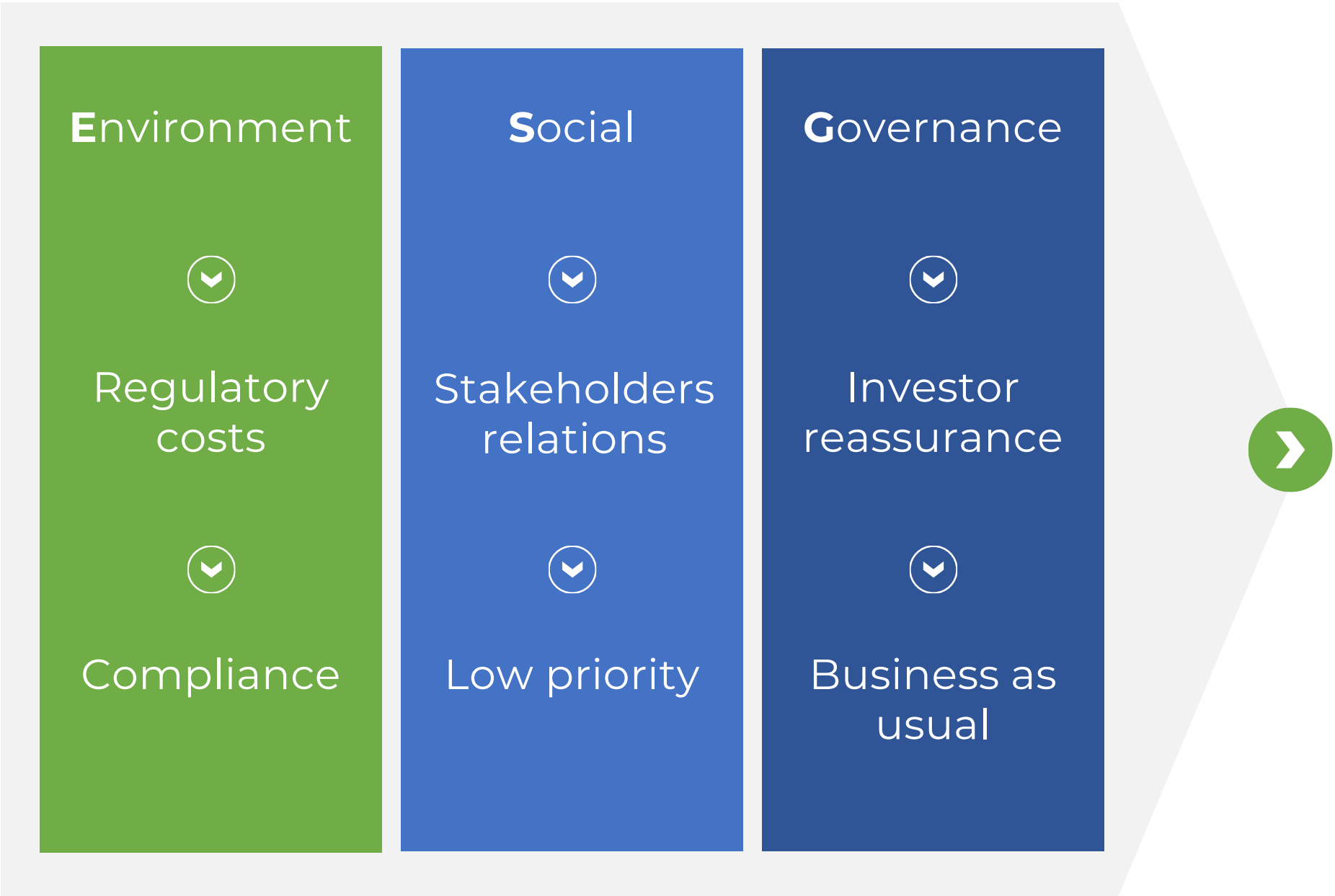
Member of the Board

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Sustainability as part of Corporate Agenda



FROM DEFENSIVE,
MARGINAL AND LOW IMPACT



TO STRATEGIC, HIGH PRIORITY
AND TRANSFORMATIVE



FAAS at a glance



The Forum on Automotive Aftermarket Sustainability (FAAS) has officially established itself as a **non-profit European association**.
Comprising more than 45 prominent members, the FAAS is dedicated to **advancing sustainability within the automotive aftermarket sector**.

Founding Members

Active Working Groups

















- **24** Suppliers
- **16** Distributors
- **6** Associations
- **2** Active Aftermarket Stakeholders

- **WG1** – Vehicle repair versus replace decisions
- **WG2** – Circular economy in the aftermarket
- **WG3** – Harmonising PCF calculations
- **WG4** – Optimising supply chain logistics
- **WG5** – ESG reporting and communication



FAAS Membership



 AAMPACT	 Brembo	 Fraunhofer IPA	 Mann+Hummel	 Robert Bosch GmbH	 TMD Friction
 ADI	 CLEPA	 Gates Industrial europe	 Meko	 Saint-Gobain	 Valeo
 ADPA	 Continental Aftermarket	 Global One Automotive GmbH	 Meyle	 Schaeffler Automotive Aftermarket	 Webasto Thermo & Comfort
 AkzoNobel	 CREATE BUSINESS S.A. (ATR network)	 Groupauto International	 MOTOR AŞIN	 SEG Automotive	 WM
 Alliance Automotive Group (AAG)	 DENSO	 Hella GmbH & Co. KGaA / FORVIA	 NEXUS Automotive International	 SERNAUTO – Spanish Association of Automotive Suppliers	 ZF Aftermarket – ZF Friedrichshafen AG
 APRA Europe	 ElringKlinger Das Original	 Inteliam	 Niterra EMEA GmbH	 SKF	
 APS, Automotive Product Solutions	 EVworkshop.com	 Intercars	 PARTSLIFE GmbH	 Svenska Fordonsbranschen	
 ATR International AG	 Ferdinand Bilstein	 Knorr-Bremse Systeme für Nutzfahrzeuge GmbH	 PHE	 Swiss Automotive Group AG	
 BORG Automotive Group	 Fersa	 LKQ Europe	 PHINIA Delphi	 TecAlliance	
 Borgwarner Aftermarket Europe GmbH	 FIGIEFA	 MAHLE Aftermarket GmbH	 Relais Group Plc.	 TERREPOWER	

Objectives



At FAAS, we are committed to advancing sustainability within the automotive aftermarket. Our shared objectives empower us to make a meaningful impact:

#1 Stakeholder Engagement and Unity

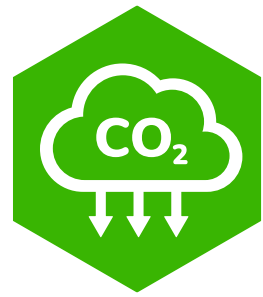


#2 Supply Chain Transformation



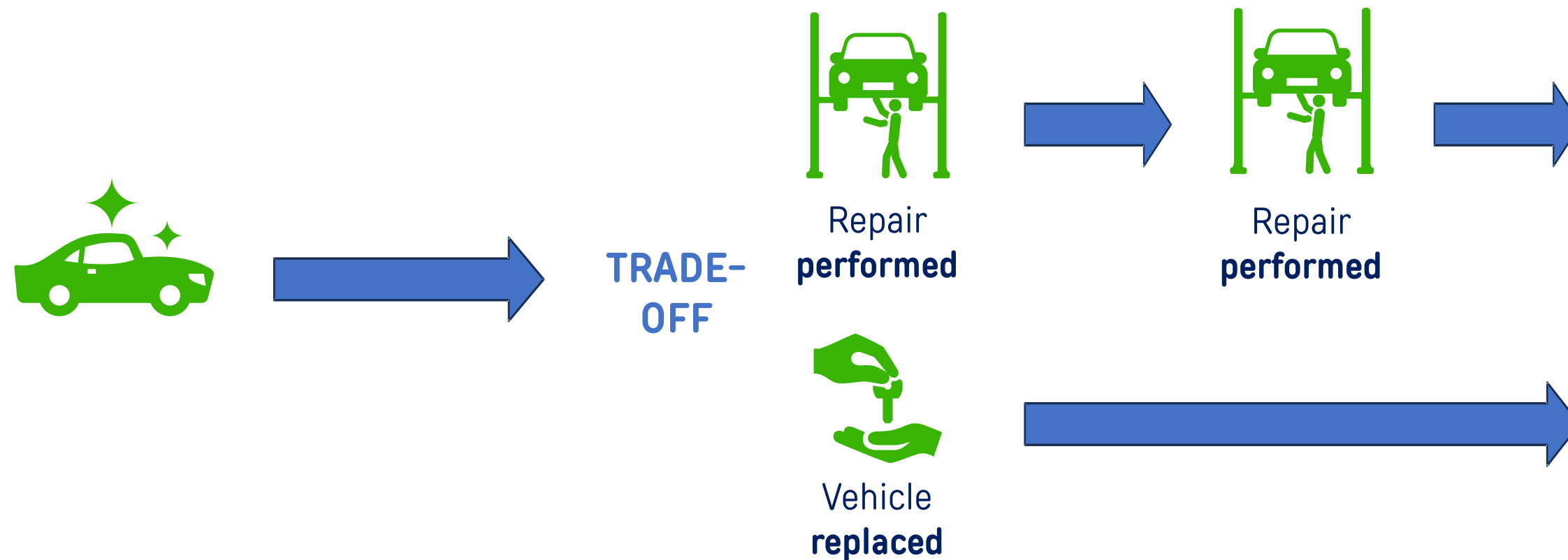
3# Knowledge Empowerment





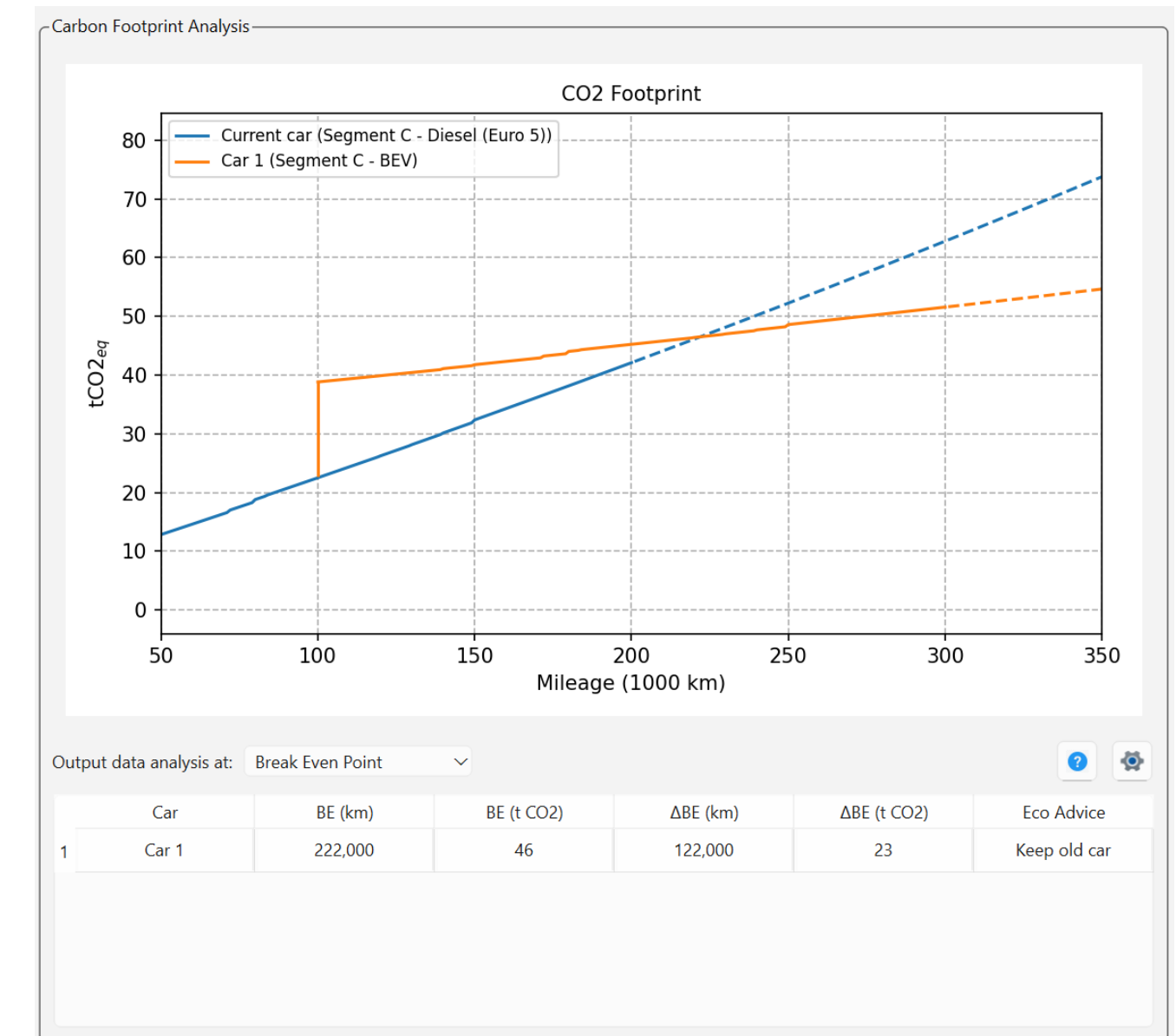
Working Group #1

Vehicle repair vs. replace decisions



Scenarios:

- Depending on mileage, consumption, weight, and many other variables
- Powertrains – Gasoline, diesel, mild/full hybrid, plug-in hybrid, full electric
- Repair and maintenance
 - use of new spare parts vs. use of remanufactured spare parts



Study to be published in 2026



Working Group #2

Circular economy & remanufacturing



Improving awareness and competitiveness of remanufacturing of components to support a circular economy

Working Package

Remanufacturing study

Objective: Understand remanufacturing perceptions along the value chain

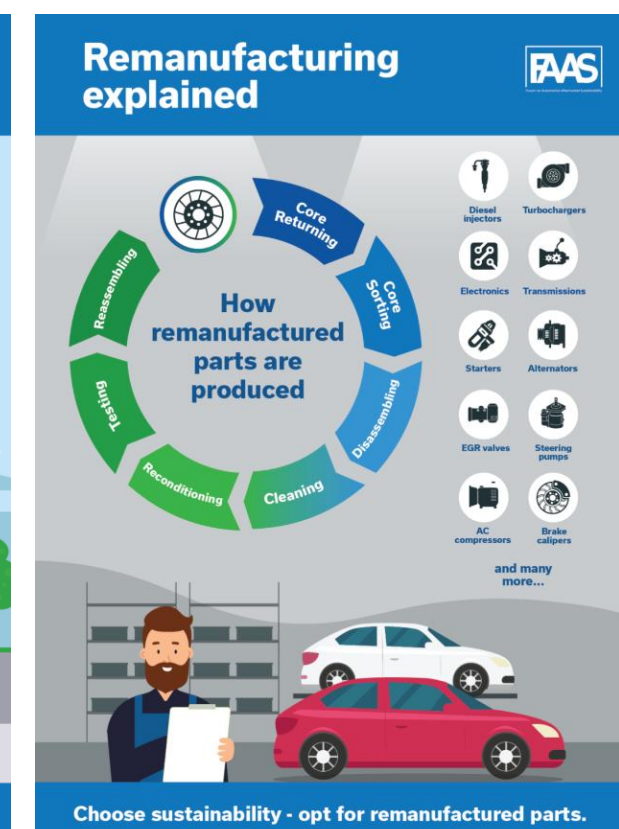
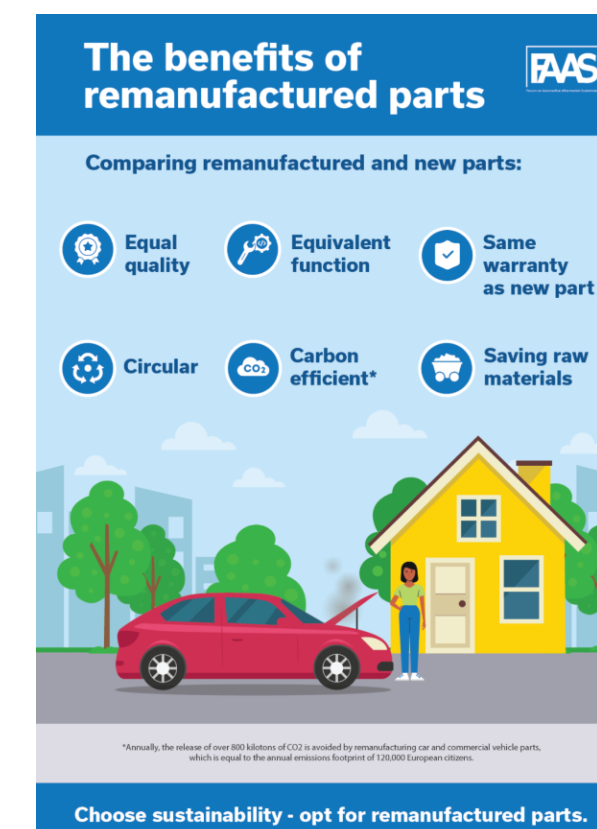
Status: Study report soon to be published

Working Package

Marketing & communications

Objective: Develop materials to explain the proposition of remanufactured parts across the value chain

Status: Campaign launched ([LinkedIn](#))



How can we increase the uptake of remanufactured products?

What are the barriers to use remanufactured parts?

What are the opportunities for remanufacturing

How does the market of remanufactured parts evolve?

Study Method



Survey on remanufactured parts

Dear automotive workshop or wholesaler,

Thank you for taking the time to fill out this survey.

The questionnaire seeks to better understand your views on remanufactured Parts. Your feedback will help us better understand the challenges, opportunities, and perceptions surrounding the use of remanufactured parts in the automotive aftermarket.

The survey should take around 5 minutes to complete, and all responses will be kept confidential.

Before getting started, please be aware of what we mean with **'remanufactured parts'**:

- a remanufactured part fulfils a function which is at least equivalent compared to the original part.
- it is restored from an existing part (core), using standardized industrial processes in line with specific technical specifications.
- a remanufactured part is given the same warranty as a new part, and it clearly identifies the part as a remanufactured part and states the remanufacturer.
- a remanufactured part is different from a reused, repaired, rebuilt, refurbished, reworked or reconditioned part.



Standardized survey
in 12 European languages



Distributed by FAAS members
across their network

Respondent overview

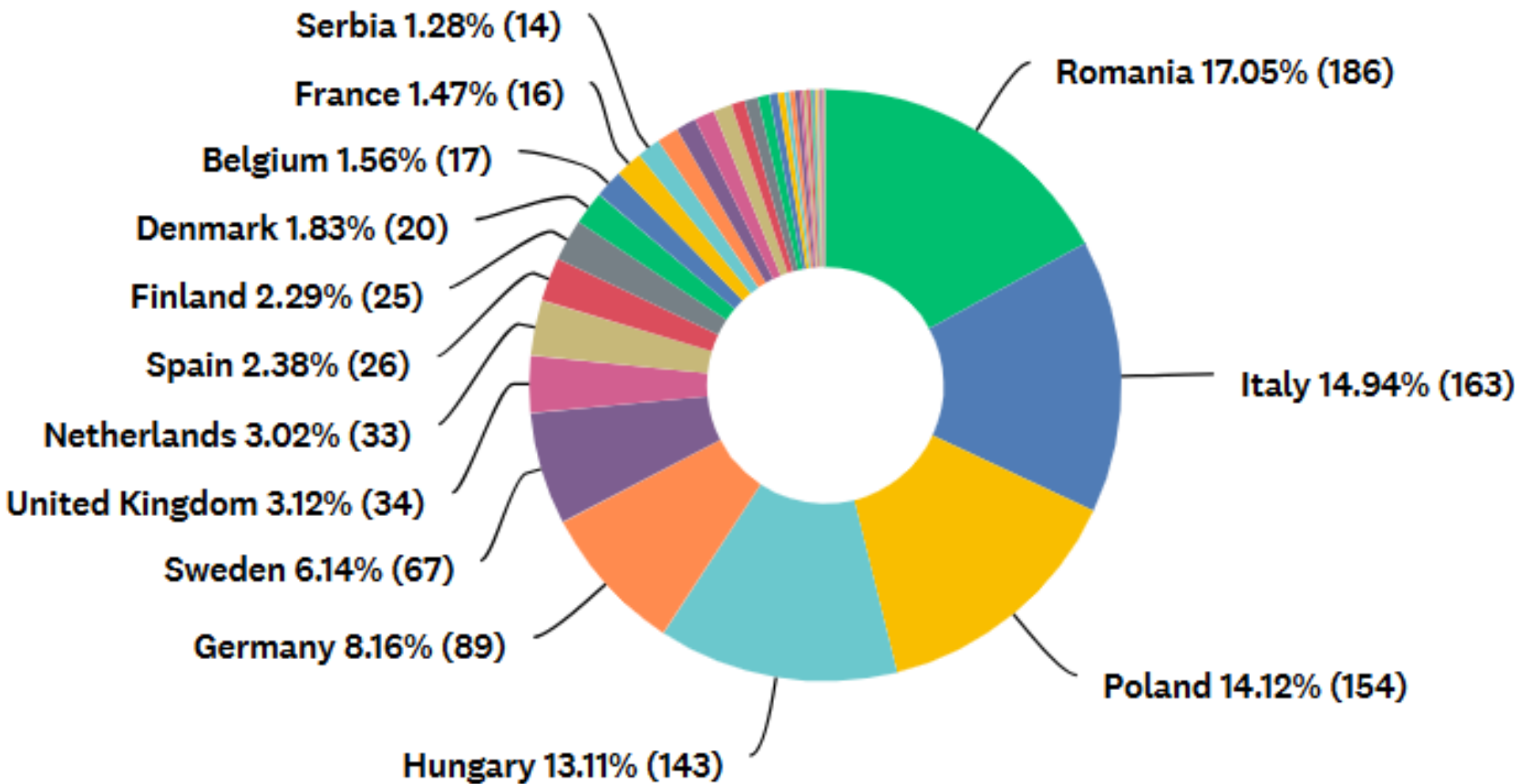


1 109 responses



What is your country of operation?

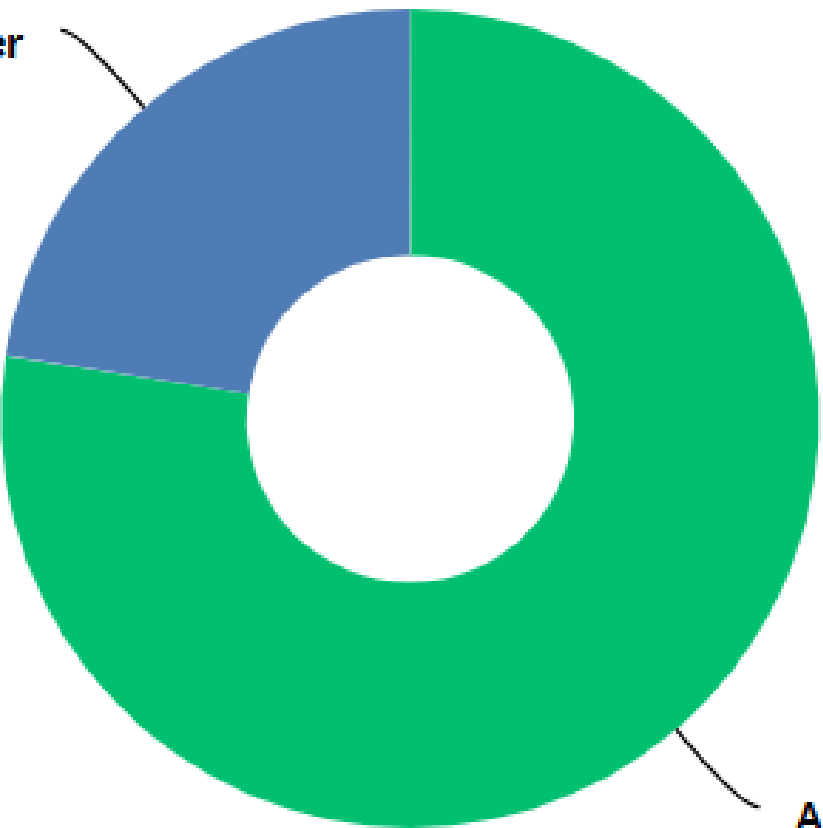
Answered: 1,091 Skipped: 18



What type of business do you represent?

Answered: 1,109 Skipped: 0

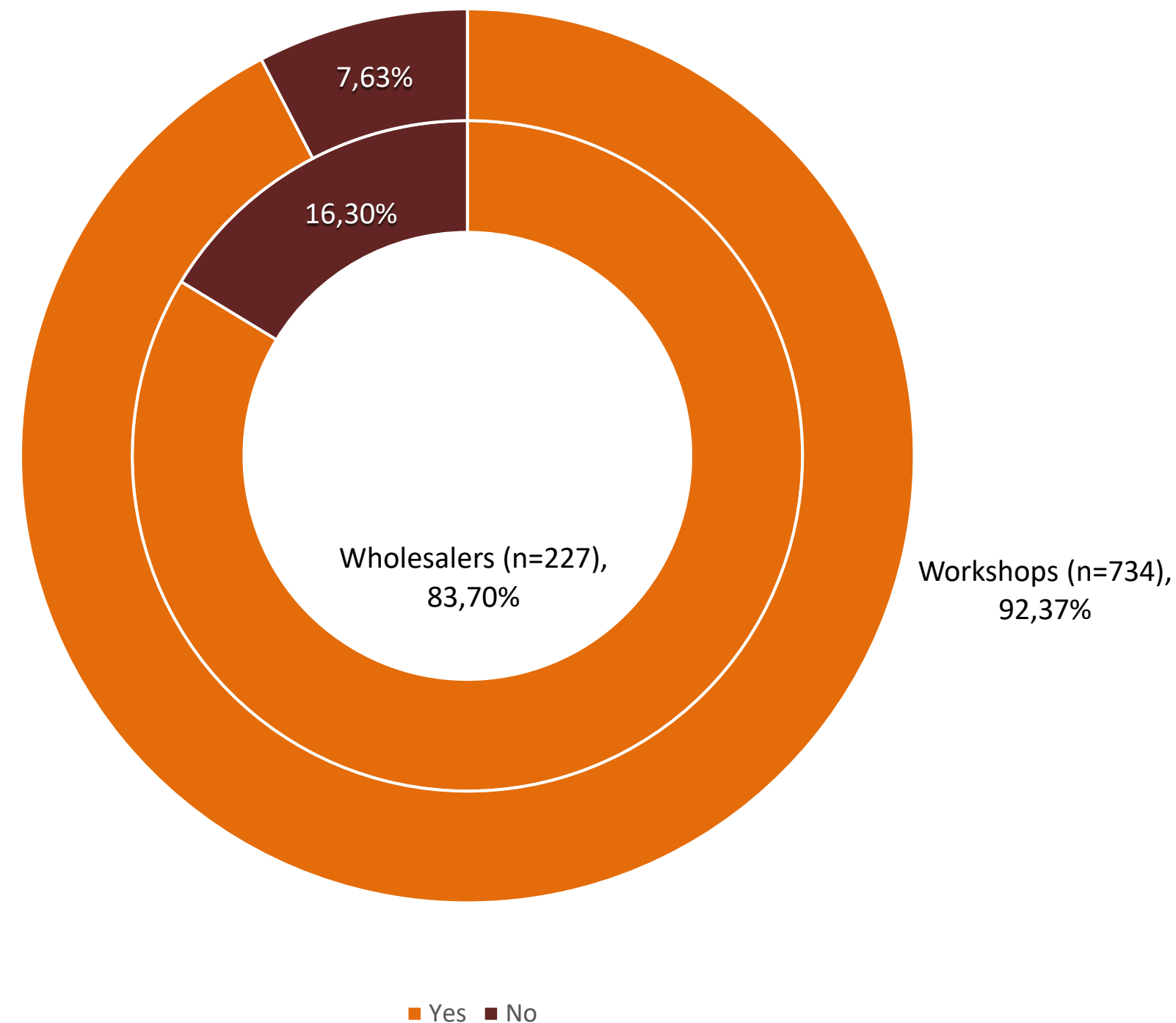
Automotive wholesaler
22.54% (250)



Automotive workshop
77.46% (859)

Penetration rate

Do you currently offer remanufactured parts?



Most wholesalers and workshops already use reman



Reman market shares are on average 18% for wholesalers and 24% for workshops

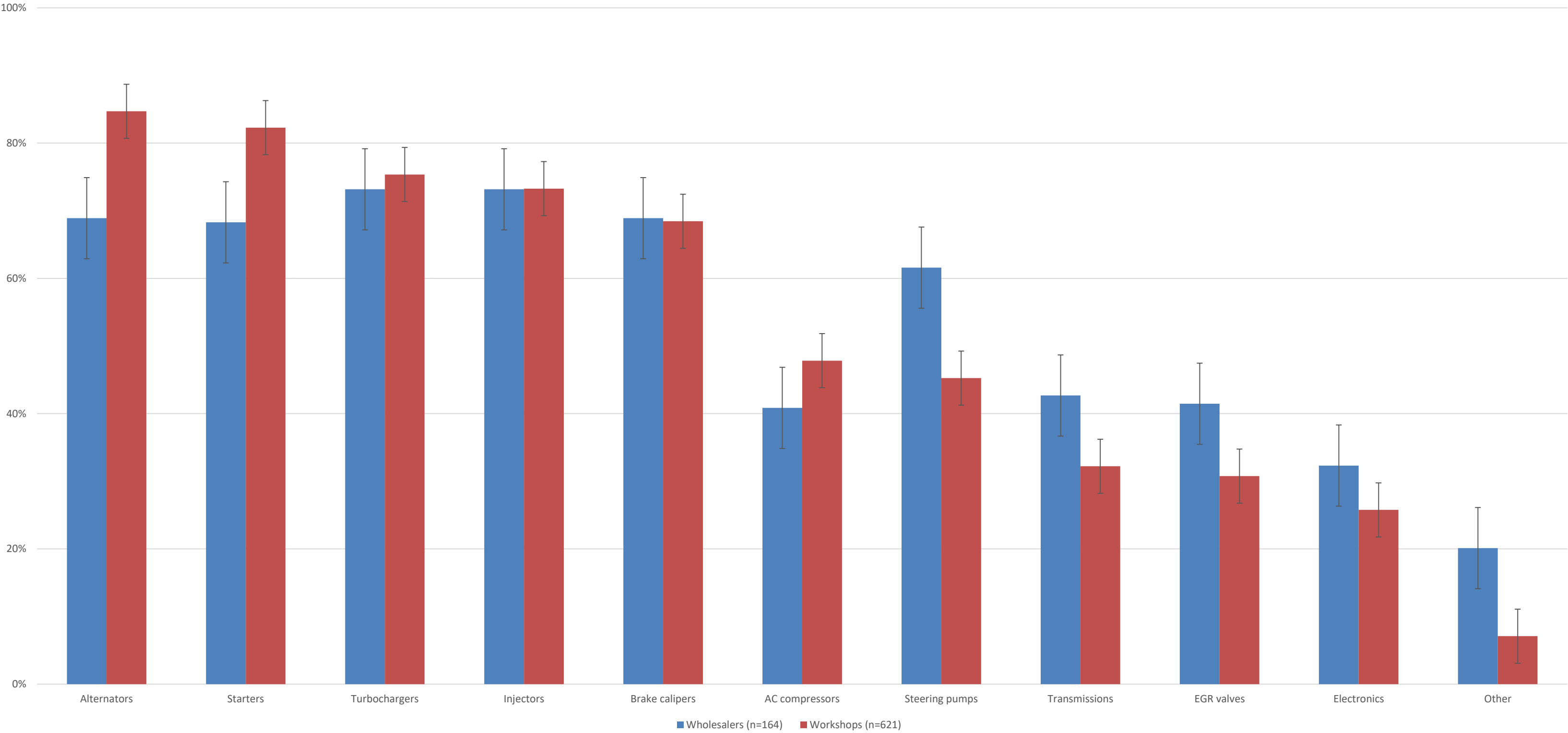


To promote reman, member should increase the market share with existing customers as well as expand the penetration rate

Remanufactured parts used

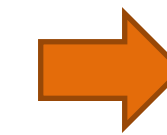
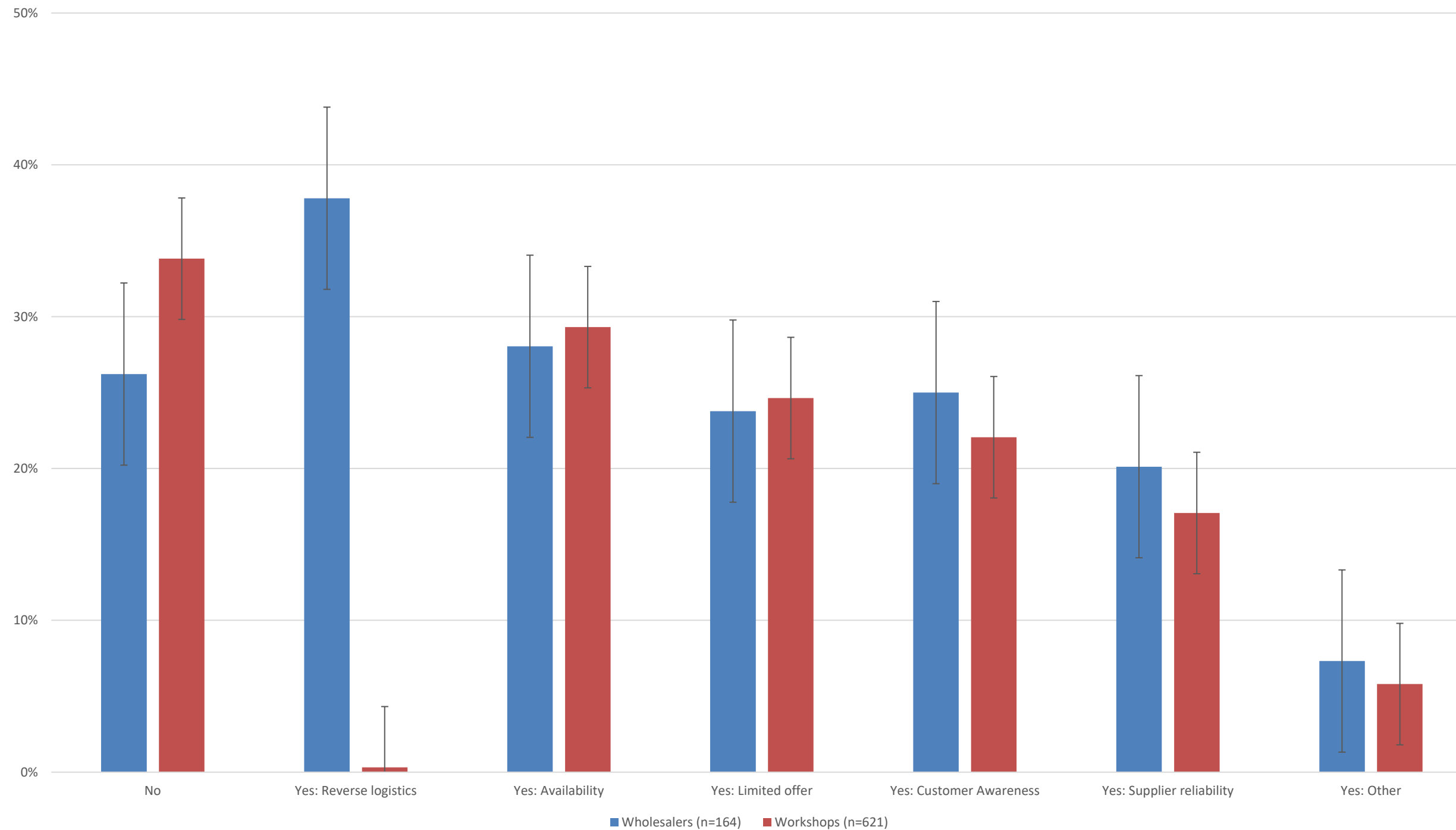


What types of remanufactured parts do you use?



Perceived barriers

Do you face any challenges
when selling remanufactured parts?

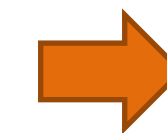


Remanufactured alternatives are
often not available or not in stock

This is the main reason some
workshops do not offer reman



Core management is the
key barrier for distributors



Awareness could be improved at
workshop and consumer level

Opportunities for remanufacturing



Improved availability

More efficient core management systems

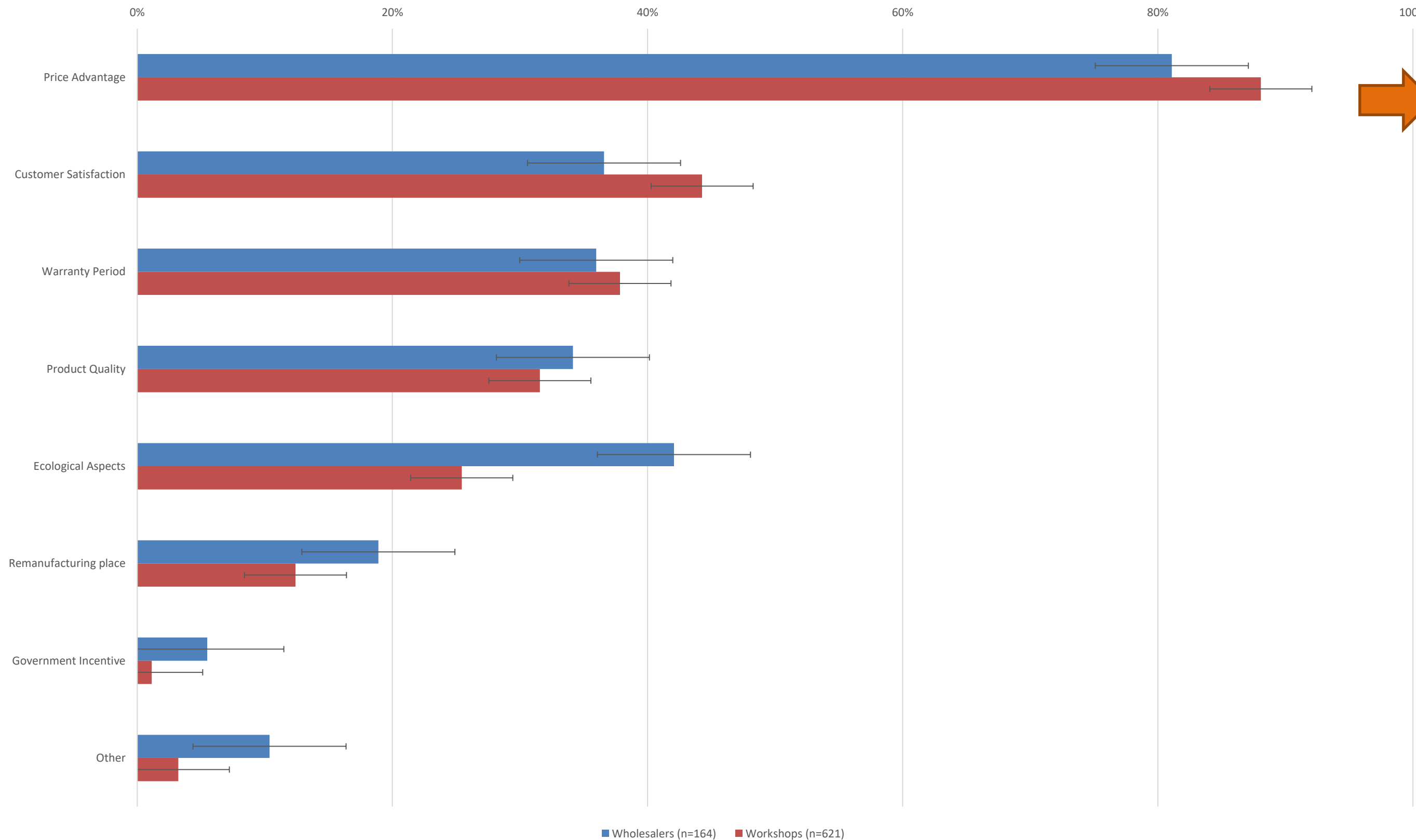
Clearer core return criteria

Marketing campaign to workshops (who decide on which part is used)

Perceived benefits



What are the most convincing benefits of choosing remanufactured parts?



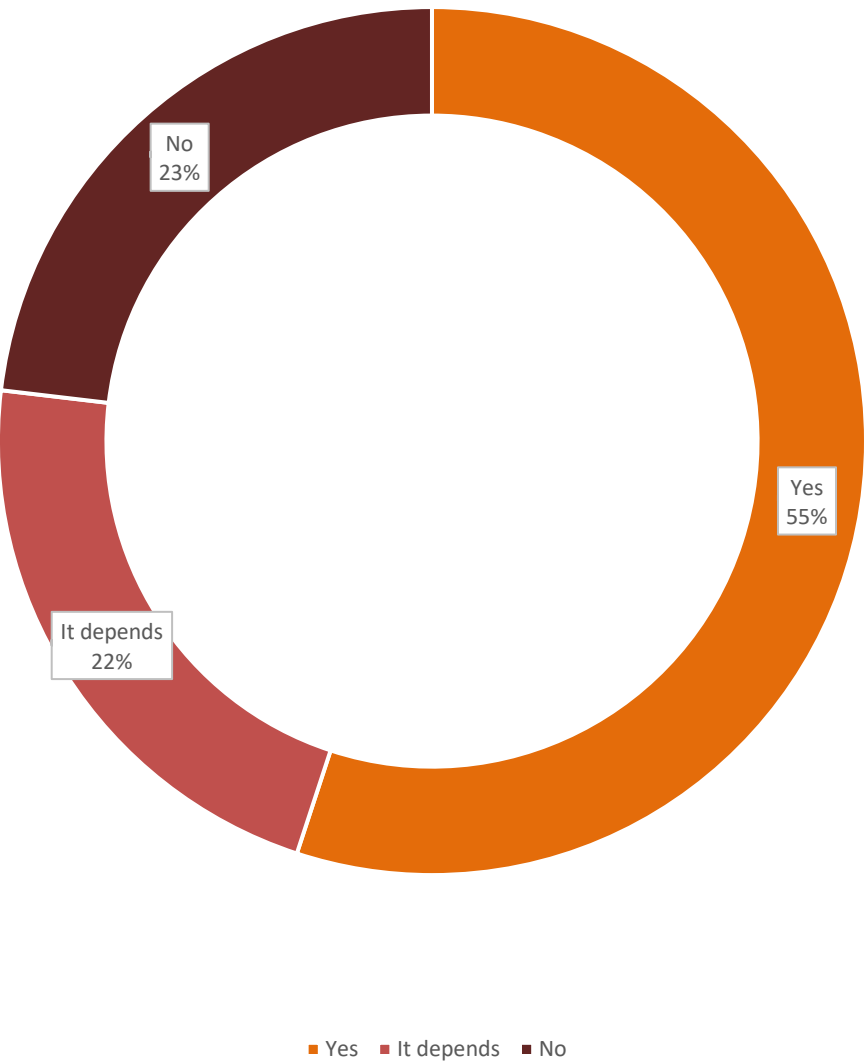
Benefits to highlight in campaign

1. Price advantage
2. Quality aspects (with testimonials)
3. Sustainability?

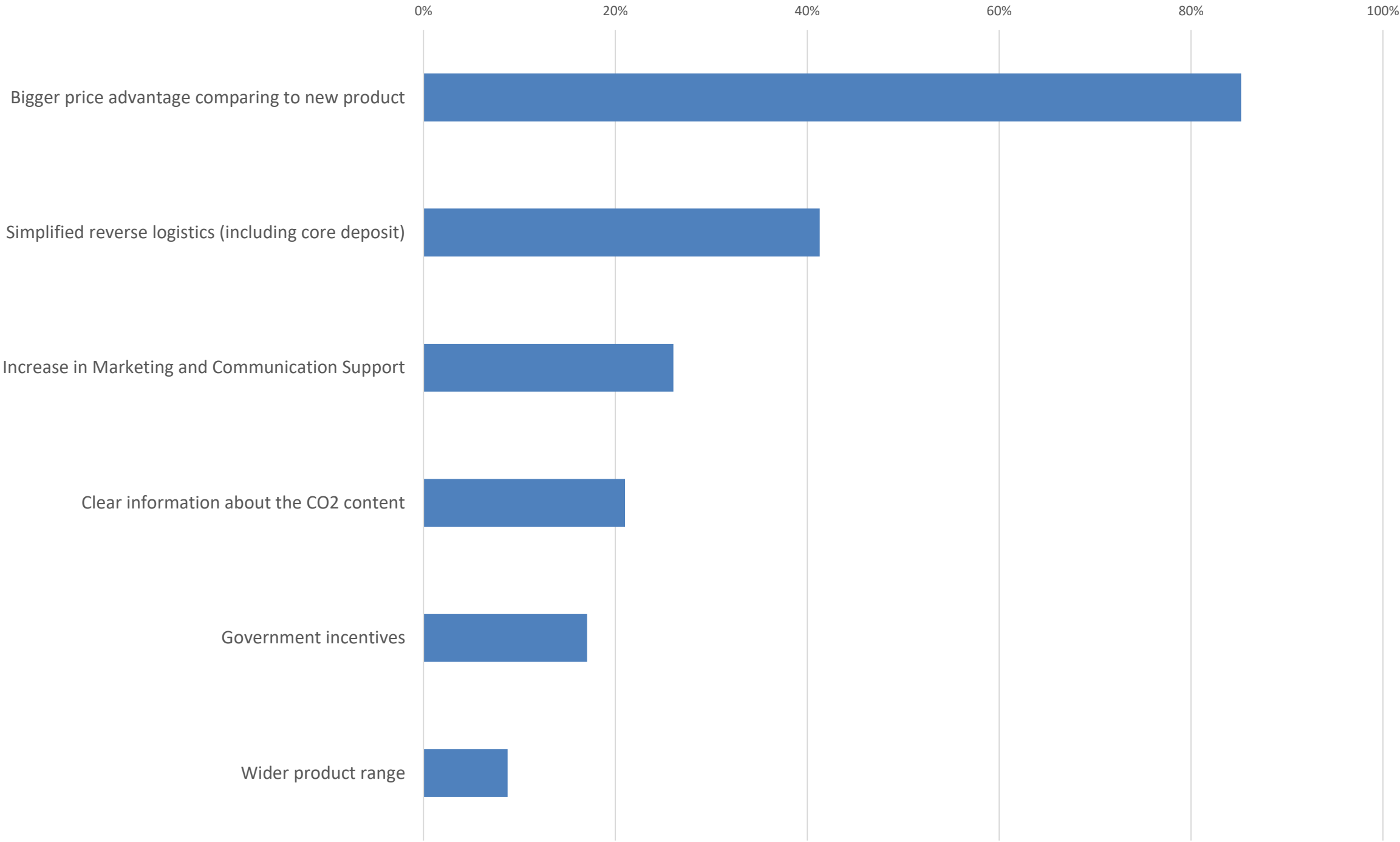
Increasing the uptake of reman parts



Do you consider offering more remanufactured parts in the future? (n=843)



What changes could increase your interest in reman parts? (n=833)



Takeaways



- ➔ **The market expects remanufacturing to become more relevant**
- ➔ **Companies are eager to grow their remanufactured portfolio**
- ➔ **Opportunities need to be taken for reman to reach its full potential**

Improving availability

Making core management more efficient

Developing a marketing campaign

Providing clarity on core return criteria along the value chain



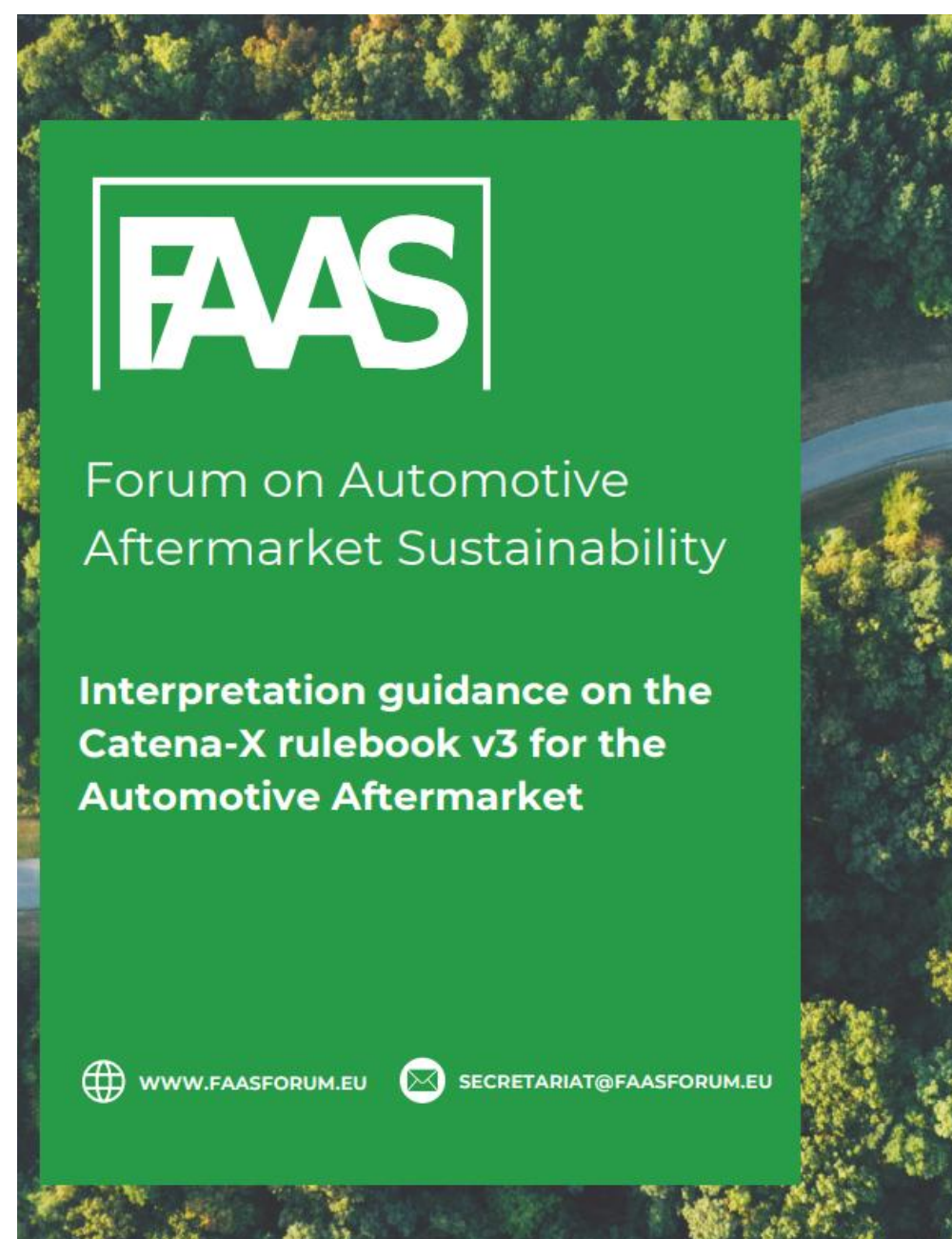
Working Group #3

Product Carbon Footprint

A harmonised Product Carbon Footprint methodology to enable accountability and comparability of components and operations

Be aligned with other initiatives

The FAAS Product Carbon Footprint workstream is developing guidelines on the interpretation and application of the **Catena-X** methodology to the specific needs of the automotive aftermarket sector



Be consistent, comparable and recognised

Comparability is the key to competitiveness; a harmonised methodology will enable parties to share and assess **trustworthy product carbon footprint data** and provide valuable information to customers



Working Group #4

Sustainable logistics



Being at the core of the automotive aftermarket, logistics are central in the FAAS effort to advancing sustainability in the sector

Compendium of sustainable practices

Draw a general list of best practices linked to logistics, serving as guidelines for companies to follow, offering direction in their sustainability efforts.



Packaging

Learn and raise awareness of impact of packaging on CO2 footprint; learn about packaging options. Work towards a standardised packaging at supply chain level.



Working Group #5

ESG reporting & communication



Harmonising sustainability data requests along the value chain
to report effectively on your sustainable practices

Exchange knowledge

Deep-dive into ESG reporting legislation:

- CSRD
- CSDD
- EUDR
- PPWR
- CBAM
- Battery Regulation
- ...

Get inspiration

Exchange Double Materiality Assessments (DMAs) as examples

Resolve critical issues

Identify core datapoints that create sector-wide issues and formulate guidelines for resolutions

Create a platform

Map out data requirements to establish a trusted platform where relevant data can be exchanged

Upcoming milestones



Publish WG4 **'Best Sustainable Practices'** to improve supply chain logistics

Publish guidance paper to implement the WG3 **PCF methodology**

Publish WG2 study report to promote the use of **remanufactured parts**

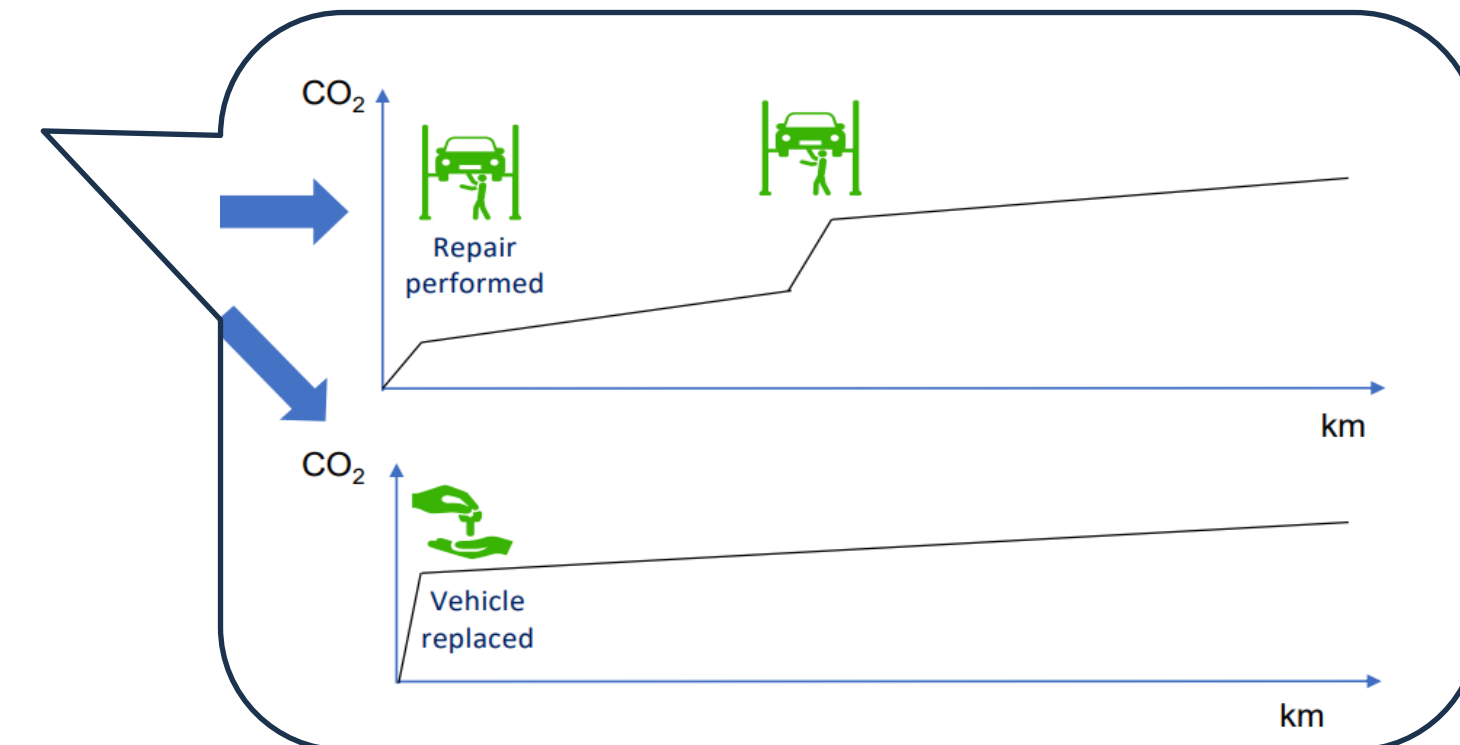
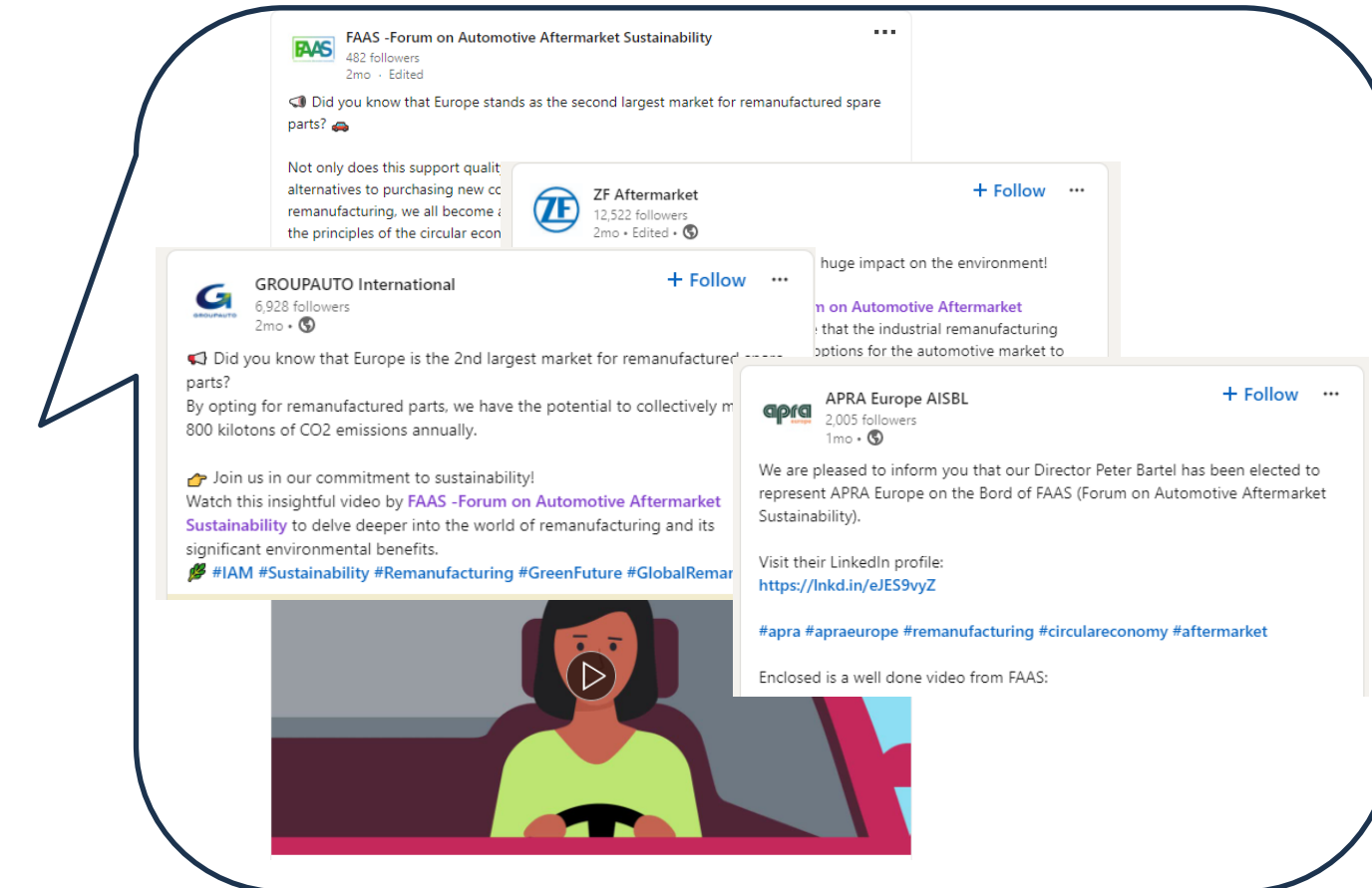
Assist companies with WG5 guidelines on the **exchange of PCF data**

Organise the yearly **FAAS Sustainability day**

Publish the WG1 study on **repair versus replace** decisions
+ accompanying tool to test your own scenarios

Develop WG4 **packaging** standards for the automotive aftermarket

Develop a common WG5 **platform** to exchange sustainability data



FAAS Publications



09/09/2025



22/09/2025



10/2025



Remanufacturing of automotive components in Europe A value chain perspective

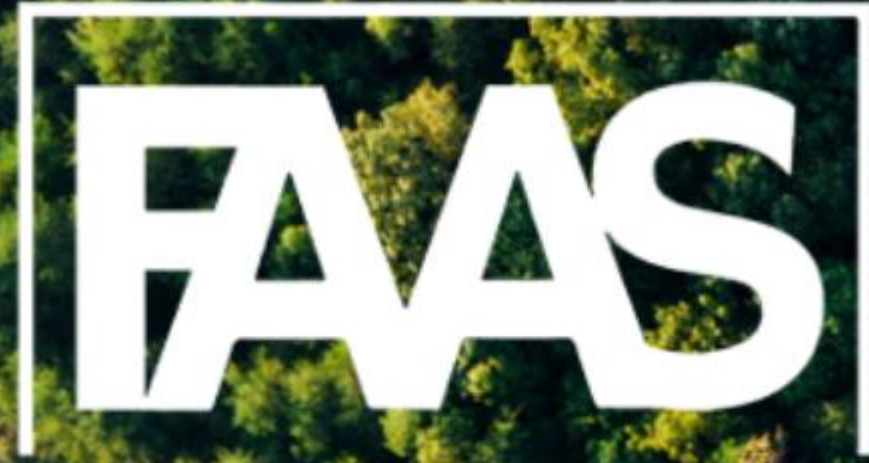
Forum on Automotive Aftermarket Sustainability
Stijn Vervoort
September 2025

1. Executive Summary

This study explores the use and perceptions of remanufactured parts within the automotive aftermarket value chain. The findings show that remanufactured parts are already widely adopted across the supply chain. To further increase uptake, efforts should both encourage existing clients to deepen their adoption of remanufactured products and address gaps in customer coverage.

Several barriers must be addressed to unlock the full potential of remanufacturing. While adoption is already widespread, availability remains limited. Workshops cite the availability of remanufactured alternatives and the limited wholesaler offering as the main barrier to choosing remanufactured parts. Improving the availability of remanufactured components is instrumental to their uptake. Wholesalers highlight several barriers to offering a wider range of remanufactured products: the financial risk of not being reimbursed for returned cores, the complexity of core management within product groups, and unclear or inconsistent reasons for core rejection. Opportunities for improvement therefore include simplifying core management systems, harmonizing acceptance criteria, and ensuring greater transparency in return decisions.

The final decision to use a remanufactured part rather than a new one typically happens at automotive workshop level. Therefore, targeted marketing efforts should focus on this segment. For workshops, competitive pricing is the primary driver behind choosing remanufactured components. Most respondents express a clear willingness to opt for more remanufactured parts when they are attractively priced. While product quality is also considered, it plays a secondary role. Environmental benefits are acknowledged but are not a primary factor in the workshops' purchasing decisions.



Sustainability Day 2025

Register for the event now!



26-28 November



Hermitage Hotel, Prague

FILL THE FORM TO REGISTER

Accommodation info: To receive the discount and secure your spot, book the hotel using **this link** by **October 6**.

Reduce:



KNORR-BREMSE

Reuse:



MEKO

Recycle:



MEYLE

<https://sustainabilityday.faasforum.eu/>

Agenda 26/11



<i>When</i>	<i>What</i>
14.30 – 15.00	Welcome coffee
15.00 – 17.00	General Assembly
17.00 – 17.30	Coffee break
18.00 – 19.00	Opening Sustainability Day + Introductory presentation
19.00 -	Networking Dinner

Agenda 27/11



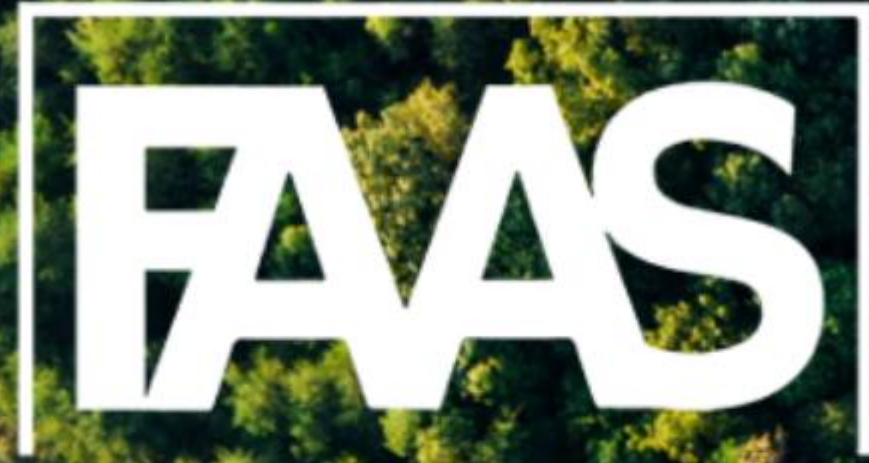
When	What	Speaking
08.00 – 09.00	Breakfast & registration	
09.00 - 09.15	Setting the scene	FAAS Chair
09.15 – 10.30	<u>Sustainability data</u> <i>Keynote:</i> sectoral overview, trends & learnings <i>Fireside chat:</i> supplier – distributor exchanging PCF data	Consultant Member duo
10.30 – 11.00	Coffee break	
11.00 – 12.20	<u>Batteries</u> <i>Expert introduction:</i> Managing batteries <i>Panel:</i> the afterlife of a battery	Distributor Battery repairer, remanufacturer, recycler, reuser
12.20 – 13.30	Lunch break	

When	What	Speaking
13.30 – 14.30	<u>Packaging</u> <i>Keynote:</i> Towards Sustainable Packaging <i>Member experiences:</i> reducing packaging emissions <i>Member experiences:</i> reducing transport emissions	EPR Association Suppliers Distributors
14.30 – 15.00	Coffee break	
15.00 – 16.00	<u>Circularity</u> <i>Recap:</i> Learnings from remanufacturing survey <i>Panel:</i> circularity along the value chain	Study author Garage network CZ Distributor Supplier
16.00 – 16.45	Recognition of contributions	WG Chairs
16.45 – 17.00	Closing remarks	FAAS Chair
	Enjoy Prague	

Agenda 28/11



<i>When</i>	<i>What</i>
7.00 - 8.00	Breakfast & checkout
8.00 - 9.30	Transport to factory
9.30 – 11.30	Remanufacturing plant visit + takeaway lunch
11.30 – 13.00	Transport to Prague airport



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Forum on Automotive Aftermarket Sustainability

Join us

at FAAS as we drive positive change, create a greener aftermarket, and shape a sustainable future for the automotive industry!

Follow our activities



[@FAAS-AUTOMOTIVE-SUSTAINABILITY](#)



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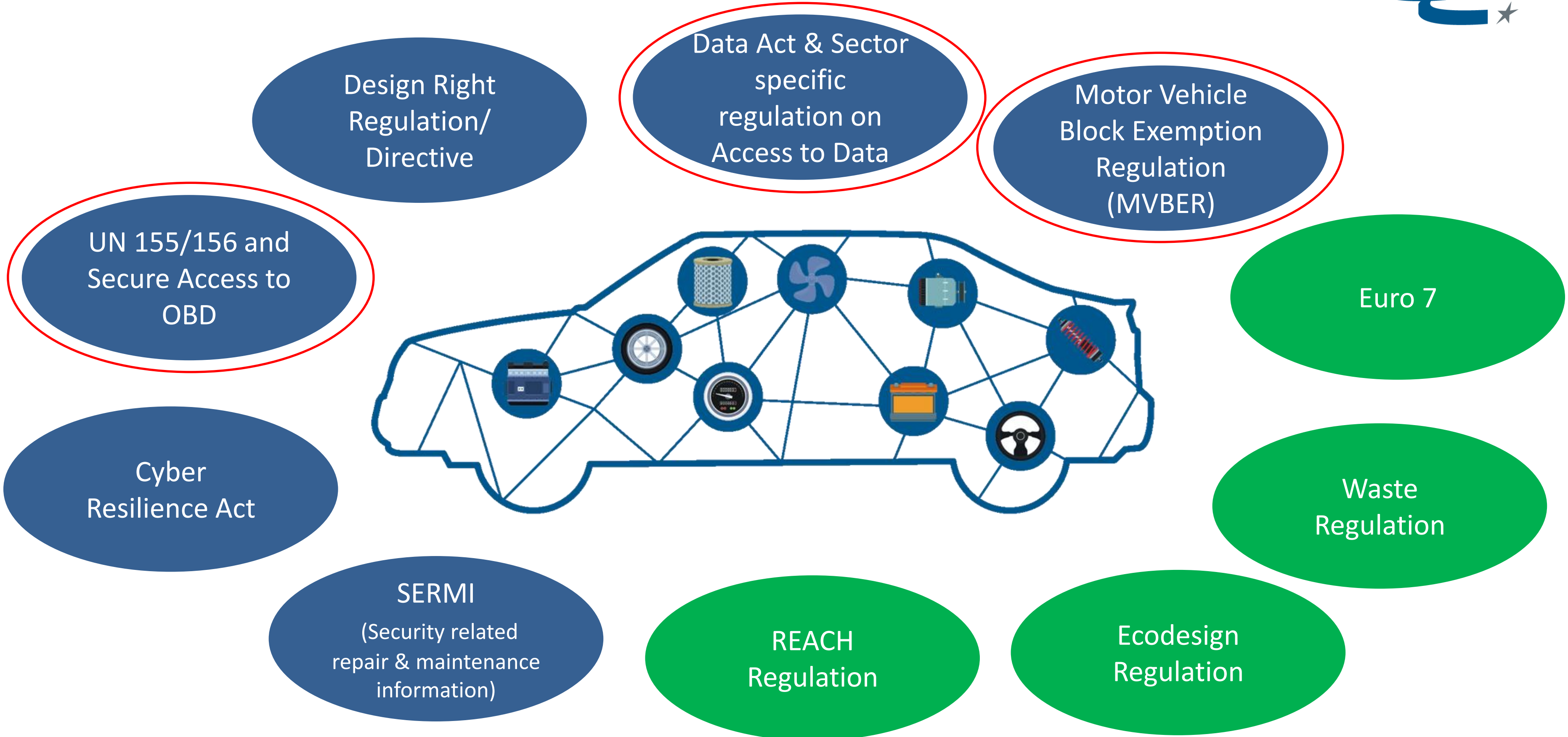


WWW.FAASFORUM.EU

Cybersecurity – Gamechanger for the Aftermarket?

Some thoughts

AFTERMARKET RELEVANT LEGISLATION



THE UNECE R155 VERSUS ART 61 OF EU 858/2018



Cybersecurity vs discrimination free OBD-access

UNECE R 155

Since 7.2024 vehicles sold in EU require an approved cyber-security measurement systems (CSMS) which must be renewed every 3 years.

OEMs see restricted access to OBD and parts coding as legitimate part of such security concepts.

EU 858/2018 (type approval)

Art. 61 obliges OEMs to ensure unrestricted, standardised and non-discriminatory access to vehicle OBD information.

The ECJ ruled in 10.2023 common practices of restricted OBD access as illegal.

DG GROW sees conflicting regulations and plans a Delegated Act to Annex X of EU 858/2019

SECURE ACCESS TO OBD – INITIATIVE BY DG GROW



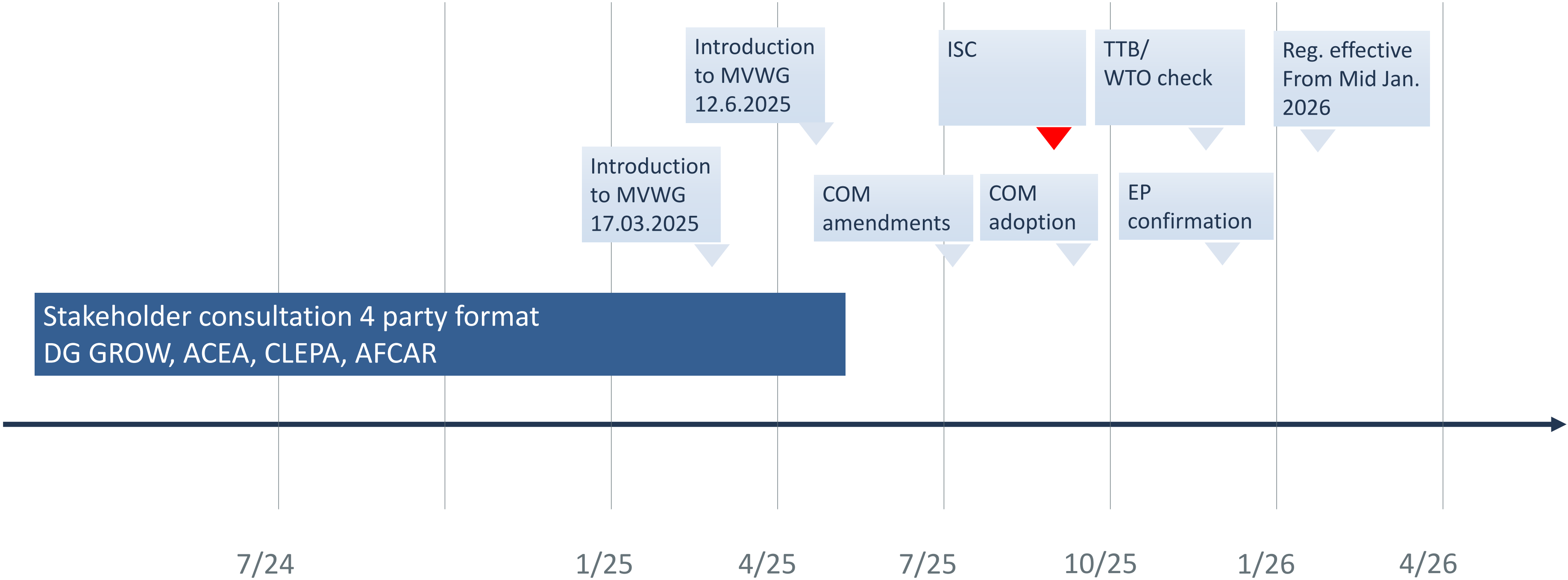
Latest developments

- Interservice consultation process delayed due to:
 - The Legal Service is not in favour of the OBD Forum as mentioned in appendix 3 (SERMI) but meanwhile changed the opinion
 - Late response and interventions by other DGs followed by vacation
 - DG GROW currently is in internal discussions with DGs and expects a final clean version by End of this week.
- DG GROW mentioned changes in the text but without negative impact on independent stakeholders.
- Publication in the Official Journal not before February 2026

SECURE ACCESS TO OBD – INITIATIVE BY DG GROW



Legislative roadmap



DELEGATED ACT TO ANNEX X OF EU 858/2018



What does it regulate?

Grants Independent Operators access to information and services as:

Access to all vehicle interfaces (OBD port, API, Backend servers)

Coding and activation of spare parts

Software updates via fast ethernet protocols

RMI information for ADAS and EV-batteries

Grants OEMs flexibility in implementing cyber security measures:

Access to OBD information can be limited to authorised repairers

Track and trace possibility for OEMs in case of suspicion of serious misuse

Access is restricted to OEM-approved diagnostic tools supporting the CSMS

OEMs get technical and economic control of aftermarket services

DELEGATED ACT TO ANNEX X OF REG. (EU) 858/2018

Control points for OEMs



Availability of diagnostic tools is key for diagnostics and parts replacement



Bilateral agreements between OEMs and diagnostic tool manufacturers

- Technical requirements
- Cost for diagnostic information
- Delay in contractual



OEM server availability



Cost for OEM server services (only access to OBD information is free)



Dispute settlement and market surveillance – OBD Forum



DELEGATED ACT TO ANNEX X OF REG. (EU) 858/2018

Impact on the Aftermarket

OEMs get higher leverage
on Aftermarket control
points and Independent
Operators will get enabled
to keep up with the
technical development.

Each repair shop and mechanics will need an
authorisation / authentication

**OEMs get notice of each repair/diagnostic work on
vehicles requiring credentials**

For all diagnostic jobs and many spare parts replacements
OEM-credentials are required

**The spare parts business in the IAM will depend on
available diagnostic tools and OEM credentials**

**Diagnostic tool providers will collect proprietary
information about conducted repairs and diagnostic jobs**

Repairers must make investments in tools, authorisation
and skills

66 years advocating for safer, smarter, and more sustainable mobility



+120 global automotive suppliers, covering all systems and parts in a vehicle



20 national trade associations & sector organisations



+3,000 companies across the entire supply chain

EUROPEAN AUTOMOTIVE SUPPLIERS AT A GLANCE



75% of the value of a vehicle comes from its parts, components, and systems



32% of total R&D investment in the EU comes from automotive, making the sector the top private investor



€30 billion are invested yearly in research and development



1.7 million direct jobs generated across the EU



+39,000 new patents are registered each year



€26.7 billion trade surplus generated in 2023

Vielen Dank