

(English version)

**Question for written answer E-003434/26
to the Commission
Vivien Costanzo (S&D), Gabriele Bischoff (S&D)
(1 September 2026)**

Subject: Access to electronic vehicle systems for vehicles adapted for persons with disabilities

The implementation of cybersecurity requirements for motor vehicles under Regulation (EU) 2019/2144 and UNECE Regulation No 155 is giving rise to more and more secured or closed vehicle architectures (e.g. CAN bus systems). If vehicle manufacturers do not open access to these systems for converters — for example through encrypted or closed CAN bus architectures — adaptations are harder to carry out technically or are possible only at a significantly higher cost. There is currently no explicit EU obligation for vehicle manufacturers to provide access to vehicle systems for the purpose of disability-inclusive adaptations.

1. Is the Commission planning legislative measures or delegated acts to oblige vehicle manufacturers to provide secure, standardised access to electronic vehicle systems for authorised converters?
2. What measures does the Commission intend to take to ensure that cybersecurity requirements do not lead to disproportionate barriers or additional costs for people with disabilities?
3. Is the Commission aware of vehicle manufacturers that already provide converters with secure access to the vehicle features necessary for disability-inclusive conversions? Will it instate a harmonised EU standard for such an interface?

Submitted: 1.9.2026

**Answer given by Executive Vice-President Séjourné on behalf of the European Commission
(21 October 2026)**

The Commission has discussed the issue of access to vehicle systems for the purpose of disability-inclusive adaptations already with the European vehicle manufacturers.

In that context, vehicle manufacturers expressed openness towards accommodating requests from converters to the extent that it does not compromise vehicle cybersecurity. Some manufacturers claimed to offer technical solutions facilitating such conversions in a safe and secure manner.

The Commission does not possess information about a systematic problem for converters due to cybersecurity requirements. On the basis of more substantiated information on converters' requests being refused, the Commission could bring up this matter with the relevant Commission expert group (Motor Vehicles Working Group) to see if the matter needs to be addressed, e.g. by means of adaptation of UN Regulation 155 or in the context of a potential revision of the Type-Approval Regulation ⁽¹⁾.

The Commission does not have an empowerment under the type-approval legislation to impose on manufacturers obligations related to access to the vehicle for the purpose other than vehicle repair and maintenance.

⁽¹⁾ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:02019R2144-20260802>.