AUTOMOTIVE

Automotive Security Assessment

Penetration testing, post-quantum readiness and AI security for vehicles and the systems around them — delivered as test evidence a type-approval authority can use.

R155
TEST EVIDENCE

Bench-first
NO PUBLIC ROADS

CycloneDX
CBOM & ML-BOM OUTPUT

Senior
PRACTITIONER-LED

What we assess

AI security

In-car assistants and agents that can reach vehicle functions, and the pipelines that deliver driver-assistance models and calibration data.

Post-quantum readiness

Secure boot and over-the-air signing keys, ECU key provisioning, V2X and Plug & Charge certificates — keys that have to outlive the vehicle.

Vehicle & ecosystem testing

In-vehicle networks, gateways and ECUs, keyless entry, telematics, charging, and the apps, portals and cloud APIs that can command the car.

What you get

- ✓ R155 test evidence, focused on your threat analysis's high-risk paths
- ✓ Findings rated on damage and feasibility (ISO/SAE 21434), not CVSS
- ✓ Safety-relevant findings escalated the moment we find them
- ✓ Fixes grouped by route: back end, over-the-air, reflash, production
- ✓ CBOM and a post-quantum roadmap for your vehicle programmes
- ✓ AI Bill of Materials (AI-BOM) in CycloneDX ML-BOM format
- ✓ One round of retesting to confirm the fixes landed

How it works

1. Scope against your architecture, threat analysis, and target markets
2. Review documentation and test software-only, where bugs are cheapest to find
3. Test on bench and hardware-in-the-loop rigs; a vehicle only where needed
4. Deliver evidence and findings, then retest the fixes

A good fit if

- ✓ You are heading into type approval and need to show your testing was "appropriate and sufficient".
- ✓ You are a supplier and your OEM is asking for cybersecurity test evidence on your component.
- ✓ Your apps, portals or chargers can unlock, start or locate a car, and nobody outside has tried to abuse that.
- ✓ Your keys, certificates and update signing have to stay trusted for the life of the vehicle.

Probably not, if

- ✗ You need a technical service to approve the vehicle — we produce the evidence; the authority and its technical service assess it.
- ✗ You want the work done fully remotely — vehicle testing needs a bench or a vehicle.
- ✗ You want testing on public roads — we never do it.

How we engage

Fixed scope
A fixed-scope proposal at a fixed price. No hourly meter running.

Senior-led
The practitioner who scopes the work does the work and writes the report.

Plain language
One report your engineers and your board can both act on.

Safety first
No public roads, constrained vehicles only, licensed RF, qualified high-voltage work.

Security that locks down risk, not your business. · © 2026 verrou