# ETI QUARTERLY NEWSLETTER

## DECEMBER 2025

ETI EQUIPMENT AND TOOL INSTITUTE

ETI EQUIPMENT AND TOOL INSTITUTE

HIGHLIGHTS FOR Q4

**VERTICAL GROUPS**
UPDATES

**EU BOARD SPOTLIGHT**
PATRIK KARLSSON & MARIA CHARLTON

**TECHNICAL SPOTLIGHT & UPDATES**
EU AND US

**UPCOMING EVENTS**
2026 TOOLTECH AND 2026 ITC EUROPE & USA

# MESSAGE FROM THE ETI TEAM

As we reflect back on the year a lot has happened. Here are some of the highlights:

- Increased membership globally
- Amalgamated US tech weeks
- Increased event attendance
- Held first EU event
- Rejuvenated US vertical groups
- Appointed Technical Director and Program Commtittie Chair in EU
- Established vertical groups in EU
- Doubled LinkedIn followers

Looking forward to seeing what the next year has in store.

Wishing You Happy Holidays and All The Best For 2026,

The ETI Team

**KEY ETI CONTACTS:**

| | |
|---|---|
| General Queries | admin@etools.org |
| Technical Queries | gpotter@etools.org |
| OEM Relations | mtruckel@etools.org |
| USA Membership | mtruckel@etools.org |
| EU Membership | wlee@etools.org |
| EU Technical | wlee@etools.org |
| Events | mtruckel@etools.org |
| Invoicing | mtruckel@etools.org |

# Update from the Interim Executive Director

As we close out an incredible fourth quarter, it's clear that ETI has entered a period of steady, confident growth, one that reflects the strength of its members and the dedication of its team. The first ETI Europe event in Lippstadt, Germany, hosted by Hella Gutmann, was a landmark for our organisation. It demonstrated how the ETI model can adapt to regional needs while maintaining the same high standards of professionalism, collaboration, and delivery that define our brand. The feedback has been overwhelmingly positive, and it has set a new benchmark for what we can achieve together.

The event also underlined an important point: the needs of the European market differ significantly from those of the United States. Our approach in Europe, grounded in open dialogue with OEMs, a technical focus on emerging standards, and close engagement with members, is resonating strongly. It shows that when we plan carefully, communicate clearly, and manage resources responsibly, we deliver real results and tangible value for our members on both sides of the Atlantic.

I am also pleased to welcome Patrik Karlsson as Technical Director and Maria Charlton as Chair of the Program Committee. Both bring energy and insight that will help shape ETI's European strategy and drive forward the new vertical groups introduced at our first AGM. These groups are already providing a platform for members to influence ETI's priorities and strengthen collaboration across the industry.

Our focus on efficiency and responsiveness continues to deliver results globally. We are seeing a growing number of membership enquiries, both in the United States and in Europe, with these being handled quickly and professionally by the team. Members continue to commend the quality of communication and responsiveness they receive, proof that ETI's day-to-day operations are in good hands and that the organisation is functioning smoothly and effectively.

Finally, I want to recognise the dedication of the ETI team, whose professionalism and responsiveness have been repeatedly commended by members this year. Their work in delivering high-quality events, clear communications, and member support, all within budget, is a testament to what can be achieved with focus and commitment.

As we look ahead to 2026, our goal is to build on this momentum, strengthen global collaboration, and ensure that ETI continues to serve its members with professionalism, accountability, and transparency.

Winston Lee
Interim Executive Director
Equipment and Tool Institute

Winston Lee

# MESSAGE FROM THE PRESIDENT OF THE ETI

ETI Members, Colleagues, and OEM Representatives:

Chris Bahlman
President,ETI Board of Directors

As we head into the holiday season, ETI, with your support, has much to celebrate: First, ETI EU's Industry Technology Conference held in October in Lippstadt, Germany, was a great success. This event brought together key industry players in an open, high-energy forum, and it established ETI EU as a key industry player. We're thankful for everyone's participation and support. Second, a majority of the ETI membership reviewed and approved ETI's 2025 bylaws. These bylaws strengthen governance, empower ETI staff, and clarify the organization's mission. Accompanying these bylaws is a new membership agreement, revised to further protect the IP of member companies and to strengthen enforcement mechanisms in case of any violations.
Please take the time to review and execute this document at your earliest convenience. Last, ETI continues to expand its mission and is inviting the training community to join our expanding organization. Trainers, whether serving product, sales, or technicians, OEM or IAM, are needed more than ever as vehicles become increasingly complex and the industry meets the ongoing challenge of technician attraction and retention. We look forward to the perspectives and ideas trainers can bring to ETI.

On behalf of the ETI Board of Directors, we wish you a happy, healthy, and safe Holiday Season and Happy New Year!

Sincerely,

Chris Bahlman
President, ETI Board of Directors

# 2026 EVENTS


Innisbrook Resort, located just 20 miles from Tampa International Airport, will host ToolTech 2026. Registration will open in the New Year, so please keep an eye on your inbox and register early to secure your place. We are excited to welcome you to the Opening Reception where you can reconnect with colleagues and kick off the event in style.

This year's ToolTech will introduce a refreshed format. Evening activities will flow directly into the networking sessions, creating a more relaxed atmosphere and giving attendees additional time to explore the Spotlight items. The new structure is designed to encourage deeper conversations, more fluid engagement, and a better opportunity to experience the innovation our members bring to the industry.

We are also pleased to introduce a brand-new Trainers Panel, which will bring together leading training organisations and technical educators to discuss emerging skills needs, curriculum evolution, and how the aftermarket can better support the technicians of tomorrow. This new session reflects the growing interest in ETI's Training Membership and our shared commitment to elevating technical competency across the industry.

Throughout the event, lunches, and the Closing Dinner will be the usual relaxed setting to network with industry experts and colleagues.

ToolTech 2026 will also feature an optional golf outing on one of Innisbrook's renowned courses. If you would like to take part, please email Marina at mtruckel@etools.org as soon as possible, as we currently have space reserved for only 20 golfers.

We look forward to seeing you in Florida for a productive, enjoyable, and highly engaging ToolTech 2026.

**Monday, April 20th - Evening**

Registration

Opening Reception

**Tuesday, April 21st**

Conference - Presentations, Panels, 1:1 Meetings, Vertical Group Meetings, Spotlight Trade Show

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 - contact admin, admin@etools.org

Departures

**Friday, April 24th**

09:00 Board Meeting (closed)

# 2026 ITC EVENTS

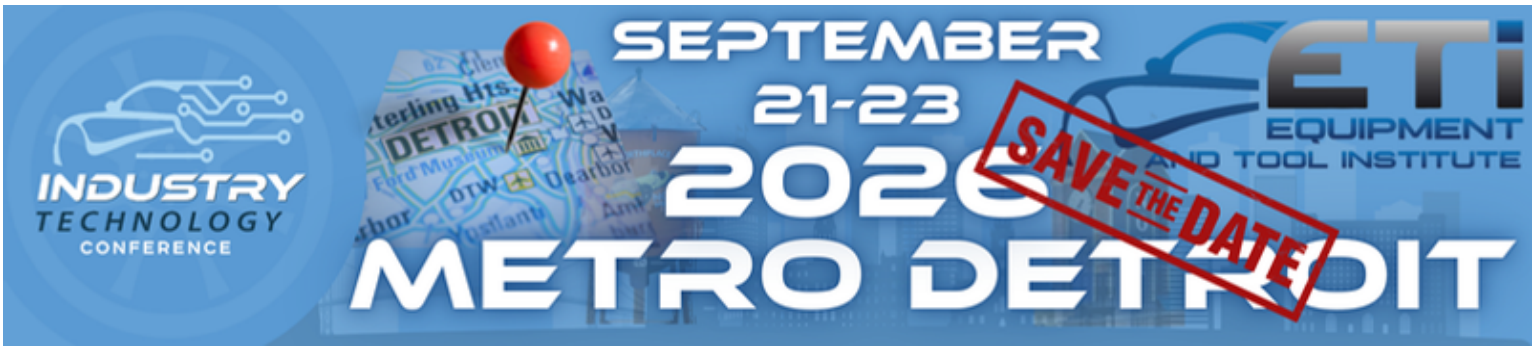

Following on from our first European event in Germany, we are looking forward to welcoming our European members to the next EU Industry Technical Conference in the United Kingdom, less than eight miles from Heathrow Airport. The 2026 programme will expand on the strong foundations set in Lippstadt with more technical content and broader OEM engagement. We are pleased to welcome Maria Charlton as the new Program Committee Chair for Europe and are grateful for the expertise she brings to shaping the agenda.

Registration will open in March 2026, with further details to follow early in the new year.

Holiday Inn Shepperton

SAVE THE DATE

BROOKLANDS MUSEUM




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. More information coming soon.

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

**Please contact Marina mtruckel@etools.org with any suggestions or queries.**

# EU BOARD SPOTLIGHT

Maria Charlton
EU Program Committee Chair

I am a prominent international entrepreneur in the automotive aftermarket sector, involved for over 20 years with vehicle technology, repair standards, and professional training. I am the founder and director of two successful UK-based companies.
In 2008, I founded The Automotive Glazing Academy Ltd, a professional training organisation dedicated to advancing standards in automotive glazing. As an approved provider for assessed outcome training in Automotive Glazing and ADAS, the Academy delivers courses across European countries covering auto glass installation and ADAS camera calibration. Clients include insurance companies, large fleet operators, independent glaziers and collision repair workshops.
I founded in 2023 and am also director of AirPro Diagnostics Ltd, the first overseas operation for the parent company. AirPro Diagnostics provides essential pre-and post-collision repair scanning, ADAS calibration, vehicle diagnostics, and on-going technical support to collision repair workshops, service workshops as well as glazing companies. In just a few years the company has established a significant foothold in the European market.
My expertise uniquely bridges vehicle glazing, collision repair workshops, and ADAS technology, a critical intersection as modern vehicles increasingly integrate advanced safety systems into the entire car.
I advocate for proper repair standards and comprehensive technician training in response to evolving automotive technology. This is achieved by presenting at prestigious events and actively contributing to many working groups in the sector.

Patrik Karlsson
Technical Director - EU

I have over 25 years of experience in the automotive industry, starting as a BMW service technician before moving into software development and diagnostics. For the past 19 years, I've been with Autocom Diagnostic Partner, where I've developed diagnostic content, led engineering teams, and worked as a subject matter expert in vehicle communication and OBD.
Now serving as ETI EU's Technical Director, I'm excited to contribute my experience to support ETI's mission across the full spectrum of the vehicle service and repair industry. As technologies continue to evolve, from advanced diagnostics and electrification to remote services and new powertrain systems, I look forward to working closely with our industry partners to address emerging challenges and drive innovation in the best possible way for our members.

# TECHNICAL DIRECTORS' SPOTLIGHT

Chris Bowman
Technical Director - USA

I have built my career at the intersection of engineering, vehicle diagnostics, and industry collaboration. From leading multi-disciplinary engineering teams at DENSO to serving as Technical Director and Board Member at ETI, my focus has always been the same: help people solve hard technical problems, strengthen connections across the industry, and build systems and processes that will stand the test of time. Over the past several years in my role as Technical Director, that mindset has guided my efforts to re-establish ETI's vertical groups and increase meaningful engagement across our membership.

With the support of our members and board, we have produced several valuable resources that continue to grow in usefulness. These include updated OEM contact lists, a comprehensive data license matrix, and a standardized method for documenting and reporting data gaps. I have also worked closely with the Scan Tool Vertical to release a white paper on SOVD written by Jay Horak of Opus IVS, which has already sparked productive conversations within the industry. In addition to this, I chaired the committee that developed the new Trainer membership category and helped lead the creation of the ADAS and Electrified Vehicle vertical groups, which will become important focal points for collaboration as technology continues to advance.

I am a regular presenter at Tech Week and ITC events, where I highlight industry trends and support discussions among members. Outside of these events, I occasionally work directly with prospective and new members to provide data stream walkthroughs so they can better understand what OEMs provide in their licensed data. I also help members communicate data gaps to OEMs and ensure that OEMs fully understand the challenges being raised, which often leads to meaningful progress for both sides.

With these new engagement strategies in place and the revitalization of our vertical groups, I expect to see significantly more collaboration, technical exchange, and member-driven output over the next year. It has been incredibly rewarding to support this work and to see the value it brings to our members. I look forward to continuing this momentum and helping ETI strengthen its role as a technical leader and collaborative force within the automotive industry.

# US TECHNICAL UPDATE

## ETI Launches Two New Vertical Groups: Electrified Vehicles and ADAS

As vehicle technology continues to evolve at an unprecedented pace, ETI is excited to announce the formation of two new vertical groups: Electrified Vehicles (EV and Hybrid) and Advanced Driver Assistance Systems (ADAS). These technologies increasingly span multiple existing verticals such as scan tools, collision repair, mechanical systems, and service information. Rather than forcing members to navigate these conversations in separate silos, these new verticals create focused environments where diverse members can collaborate, exchange insights, and identify common challenges across the ecosystem. For example, ADAS-focused scan tool manufacturers can gain valuable perspective from collision and calibration specialists who work with the same systems every day but from different angles.

These new verticals also align seamlessly with ETI's new Trainer membership category. Trainers play a crucial role in bridging the gap between technology development and real-world application. By participating in these groups, they will hear firsthand the challenges tool makers face with EV, hybrid, and ADAS technologies, while also sharing what technicians encounter in the field. This kind of cross-functional synergy strengthens the entire industry and reinforces ETI's mission to promote collaboration and technical advancement.
Both the Electrified Vehicles and ADAS fields face significant challenges that no single company or sector can solve alone. In the EV and hybrid space, members are dealing with rapidly changing high-voltage architectures, evolving diagnostic methods, and the need for consistent communication protocols that span multiple powertrain designs. ADAS presents its own set of complexities such as maintaining calibration accuracy across diverse platforms, managing data dependencies between sensors and control modules, and adapting to new OEM repair and validation procedures. These vertical groups will provide members with a platform to openly discuss these challenges, compare experiences, and collectively determine the most valuable areas for further exploration. This may include whitepapers, coordinated questions for OEMs, new testing methodologies, or presentations at upcoming ETI events.

Over the next few months, ETI will host a series of virtual vertical group meetings to establish priorities and determine what members would like each group to accomplish. This could include planning presentations for future conferences, developing technical resources, or organizing structured conversations with OEMs. Participation is essential for shaping the direction and value of these new groups, and we encourage all members who work with diagnostics, collision, calibration, EV systems, training, or any related discipline to get involved.

Members interested in joining these discussions should reach out to Marina to be added to the meeting invitations. mtruckel@etools.org

These new verticals represent an exciting step forward for ETI, and we look forward to the collaboration, insight, and innovation they will bring to our membership and the industry as a whole.

Chris Bowman

# EU TECHNICAL UPDATE

European Commission

# ANNEX X

Patrik Karlsson
Technical Director - Europe

## Foreword

The European Commission has proposed significant amendments to Annex X of Regulation (EU) 2018/858. These changes aim to modernise access to vehicle data, strengthen cybersecurity, and ensure fair competition in the automotive repair and maintenance sector. Below is a detailed summary of the key updates and their implications for manufacturers, tool providers, and independent operators.

## Broader Scope

Annex X now explicitly applies to all powertrain types, including electric vehicles (EVs) and advanced driver assistance systems (ADAS). This ensures that repair and maintenance rules cover emerging technologies such as EV batteries and automated driving systems. Independent operators will gain access to critical data for these systems, enabling safe and efficient servicing of next-generation vehicles.

## Updated Standards

Compliance is now tied to the latest EN ISO 18541 standards: Parts 1–4 (2021) and Part 5 for heavy-duty vehicles. These standards define general information, technical requirements, functional user interface, and conformance tests. This update ensures harmonised, modernised access to repair and maintenance information across Europe, reducing fragmentation and improving interoperability.

## Expanded Repair Information

Manufacturers must provide comprehensive data sets, including:

- Calibration details for ADAS, ADS, and DCAS systems.
- Information for traction battery systems and safe handling of high-voltage components.
- Identification of correct software updates and variant coding for each system.

This expansion supports accurate repairs and maintenance of complex systems, improving safety and reducing downtime.

## Multiple Access Channels

Access to vehicle data is no longer limited to the standardised OBD connector. Manufacturers must enable bidirectional access to the in-vehicle data stream through:

- **Standardised OBD port:** Compliant with UN Regulation No. 154 and No. 49.
- **Additional in-vehicle interfaces:** Ethernet connectors, non-standardised pins on the OBD port, APIs for aftermarket integration, and wireless local area networks.
- **Remote access facilities:** For diagnostics, monitoring, and repair services, including remote programming.

When the vehicle is in motion, data may be restricted to read-only functions. Manufacturers may apply conditions for cybersecurity and regulatory compliance, but these must remain proportionate and consistent with Appendix 4.

## Cybersecurity Framework (New Appendix 4)

A completely new Appendix introduces secure access procedures to balance open data access with cybersecurity requirements. Key elements include:

- Authentication of diagnostic tools, operators, and in some cases employees.
- Traceability of diagnostic actions, including VIN and job logs.
- Conditions for one-time or continuous online connections during sensitive operations.
- Compliance with cybersecurity standards such as ISO 27001 or TISAX.

Manufacturers may temporarily suspend access in cases of misuse or cybersecurity threats, under approval authority oversight.

## Reprogramming and Variant Coding

Manufacturers must allow reprogramming using non-proprietary hardware standards (ISO 22900-2, SAE J2534, RP1210B). They must provide APIs and software for coding and updates under clear timelines. Transitional provisions allow remote service providers to use OEM tools temporarily, ensuring continuity while independent tools adapt.

## Data Formats and APIs

Repair and maintenance information must be machine-readable and structured for electronic processing. APIs for maintenance history updates are required, enabling integration with workshop systems and supporting automation. VIN-based parts databases must include OE numbers, validity attributes, and fitting characteristics.

## Security Certificates

Secure communication protocols such as SSL/TLS (RFC5246) and ISO/IEC 95948:2020 for mutual authentication are mandatory. These measures protect data integrity during remote operations and ensure secure interactions between tools and vehicle systems.

## Governance

An OBD Forum will be established to coordinate implementation, provide guidance, and resolve disputes. This forum will include OEMs, tool makers, and independent operators, fostering collaboration and consistent interpretation of the new rules.

## Conclusion

These amendments represent a major step toward a secure, transparent, and technologically advanced automotive ecosystem. They empower independent operators with broader access while introducing robust cybersecurity measures to protect vehicles and data. Stakeholders should prepare for compliance and leverage these changes to enhance service capabilities.

Patrik Karlsson

# EU TECHNICAL UPDATE

## Regulatory Spotlight: Evolving EVAP Testing under Euro 7 - and What's Next

During recent member discussions at the SEMA Show, several questions were raised about upcoming European emissions regulations, in particular whether new requirements are emerging around evaporative (EVAP) system leak detection under "Euro 8."

To clarify, the current regulatory framework in Europe is Euro 7, which was formally adopted in April 2024 and comes into effect for new light-duty vehicle type approvals from November 2026. Euro 8 has been mentioned in policy circles, but no official proposal or draft regulation has yet been published.

Under Euro 7, the requirements for evaporative emissions have been tightened. The total hydrocarbon limit from fuel system venting (the so-called "SHED" test) is reduced from around 2.0 g/test under Euro 6 to 1.5 g/test, and a new refuelling emissions limit of 0.05 g/L of fuel has been introduced. These measures are designed to reduce hydrocarbon releases both during normal vehicle operation and refuelling, reinforcing the importance of robust fuel system integrity and venting control.

While the test method continues to reference the UN R154 Type 4 procedure, Euro 7 places greater emphasis on long-term system durability, on-board monitoring, and anti-tampering provisions. This is likely to drive a renewed focus on leak detection capability during both type approval and in-service testing.

For tool and equipment manufacturers, the trend is clear:

- Fuel and venting systems will be built to tighter tolerances.
- Leak detection down to smaller thresholds (around 0.5 mm or less) will become increasingly relevant.
- Diagnostic tools capable of verifying purge and vent valve function, detecting micro-leaks, and confirming proper refuelling vapour control will remain essential for maintaining compliance.

Looking beyond Euro 7, although no confirmed Euro 8 framework exists, early discussions indicate that the European Commission may eventually consider further tightening of evaporative and real-world hydrocarbon controls, potentially extending on-board monitoring (OBM) to cover more evaporative functions.

ETI will continue to monitor regulatory developments and share updates as they evolve through the European Commission's working groups and implementing acts.

## Delegated Act: What It Means for Data Access, Security, and the Automotive Aftermarket

Another question of note during SEMA this year was in relation to the EU Delegated Act, something discussed briefly during the European event in Lippstadt. The European Commission's Delegated Regulation supplementing Regulation (EU) 2018/858 represents a significant step in defining how vehicle manufacturers must provide access to vehicle data, functions, and repair information to independent operators. The European Commission's ongoing work on the Delegated Regulation supplementing Regulation (EU) 2018/858, along with updates being discussed under TAR858 and the new End-of-Life Vehicle Regulation (ELVR), is reshaping how independent operators gain access to vehicle data, functions, and telematics systems. For ETI members, manufacturers of diagnostic tools, workshop equipment, and information systems, these developments represent a new era of structured, secure, and increasingly regulated access.

### A Collaborative Framework, Not a Confrontation

ETI remains neutral in regulatory matters and works collaboratively with OEMs and members to interpret and implement technical solutions that enable secure, interoperable access within the boundaries of the law. The delegated act provides the framework, but industry cooperation will determine its success.

### What the Delegated Act Covers

At its core, the delegated act clarifies OEM obligations to make available:

- Diagnostic and repair data, including OBD, DTCs, and calibration information
- Software updates and reprogramming data
- Remote diagnostic capabilities via telematics
- Cybersecurity-related information required for diagnostic and repair
- Data needed for functional testing and emissions compliance

This information must be provided in a non-discriminatory manner and in machine-readable formats, building upon recognised standards such as ODX, OTX, UDS, and emerging interfaces like SOVD (ISO 22959). The intent is to ensure that independent tool and equipment manufacturers can continue to develop products compatible with modern, software-defined vehicles.

# EU TECHNICAL UPDATE

The forthcoming revisions to Regulation (EU) 2018/858 and the associated Delegated Acts will introduce a Staged Access Level Regime (SALR) to manage access to vehicle data and functions.
This model is designed to balance cybersecurity, safety, and competition by differentiating levels of access according to the sensitivity of the data or function being requested.

| Level | Description | Typical Use Cases | Authentication Requirements |
|---|---|---|---|
| **Basic Access** | Read-only data and non-critical vehicle information accessible to all independent operators. | OBD data, standard RMI, service intervals, fault codes. | No individual authorisation; public or business-level registration. |
| **Intermediate Access** | Read and limited write access to systems not safety or security-critical. | ECU resets, service operations, configuration parameters. | Verified business registration, standard login/certificate. |
| **Advanced Access** | Security- and safety-critical operations requiring technician verification. | Programming, coding, calibration, software updates. | SERMI-verified technician credentials and OEM authorisation. |
| **Remote Access** | Access via telematics or backend systems, potentially outside the workshop. | Remote diagnostics, OTA reprogramming, data retrieval via OEM servers. | Combination of SERMI, OEM digital certificates, and possibly new EU remote authentication layers. |

# EU TECHNICAL UPDATE

## TAR858 (Updated Type Approval Regulation)

Discussions around TAR858 emphasise:

- mandatory audit trails for vehicle data access
- clearer OEM responsibilities for maintaining access interfaces
- harmonised security requirements across brands
- alignment with UNECE R155 (cybersecurity) and R156 (software updates)

## ELVR (End-of-Life Vehicle Regulation)

The ELVR introduces lifecycle transparency requirements:

- traceability of components
- data-sharing obligations for repair, reuse, and recycling
- secure access to parts/materials data
- alignment with vehicle data access frameworks to ensure data remains available until end-of-life

## How This Affects Tool and Equipment Manufacturers

For ETI members, the staged regime directly shapes tool design, access management, and API integration strategies:

1. **Granular Access Handling:** Tools must recognise and handle which access level a requested function belongs to and automatically prompt for the correct credentials or authentication workflow.
2. **Dynamic Permissions:** As functions move between levels (e.g., some calibration tasks shifting from Intermediate to Advanced), software updates will need to reflect those changes without interrupting service.
3. **Remote Session Management:** For remote access, diagnostic tools and cloud systems must be capable of securely linking the operator's verified identity (via SERMI or equivalent) with a vehicle session that could occur through an OEM backend rather than the OBD port.
4. **API Standardisation:** The staged model ties closely to ASAM SOVD, which already allows for permission-based function calls. This will likely become the technical mechanism that enforces these levels in practice.

## Understanding SERMI – Authorisation and Identity

The Security-related Repair and Maintenance Information (SERMI) scheme introduces a harmonised European process for verifying the identity and authorisation of individuals performing security-sensitive operations.

For ETI members, SERMI does not create a new data channel, it defines the trust layer that underpins secure access. It identifies who is permitted to perform a given function, not how that function is executed.

## What SERMI Means for Tool and Equipment Manufacturers

Although SERMI applies to workshops and technicians rather than manufacturers directly, it has direct technical implications for tool design:

- Tools must be able to handle and transmit SERMI digital certificates provided by authorised technicians.
- Diagnostic platforms will need to interface with OEM web services to validate those credentials before unlocking security-related functions such as immobiliser programming or key coding.
- Systems should log and trace security-related access in line with OEM audit requirements.

By supporting the SERMI framework, ETI members enable their customers to operate within a unified, legally recognised trust model across Europe.

## Secure Gateways – Protecting Vehicle Networks

While SERMI governs who can access security-related information, Secure Gateways (SGWs) define how that access occurs within the vehicle or its backend systems. SGWs are manufacturer-specific security architectures designed to protect vehicle networks from unauthorised access or manipulation. ***(some examples below)***

| *OEM / Group* | *Secure Gateway Model* | *Independent Access Method* |
|---|---|---|
| **Stellantis (FCA, Jeep, Fiat, Alfa)** | **Dedicated SGW ECU** | **Access via API (AutoAuth in NA) with registered tool certificates** |
| **Volkswagen Group** | **SFD (Schutz Fahrzeug Diagnose)** | **Online unlock via ODIS or partner API** |
| **BMW Group** | **AOS / ISTA Platform** | **Online session validation and role-based authorisation** |
| **Mercedes-Benz** | **XENTRY / PassThru** | **User roles and online authentication for coding/programming** |
| **Renault / Nissan** | **Token-based gateway** | **Time- or VIN-specific access tokens (AutoAuth in NA)** |

These systems are proprietary, meaning tool manufacturers must design flexible authentication modules capable of integrating with multiple OEM protocols and token systems. Unlike SERMI, which is unified, SGW implementations vary considerably across brands.

# EU TECHNICAL UPDATE

## Towards Greater Alignment

Although a single unified security model across all OEMs is unlikely in the near term, there are encouraging signs of convergence:

- ***ISO 18541*** establishes harmonised structures for OEM repair and maintenance portals.
- ***ASAM SOVD*** offers a standardised, API-based approach to diagnostics for software-defined vehicles.
- ***UNECE Regulations 155 and 156*** **(Cybersecurity and Software Update Management Systems)** require documented, auditable security processes that are increasingly aligned across manufacturers.

These developments point toward a future where independent diagnostic tools can interface with vehicles through consistent technical standards, even if OEM-specific authentication remains distinct.

## What ETI Members Should Focus On

- ***Design for interoperability.*** Build modular authentication layers to manage multiple OEM gateway systems.
- ***Integrate certificate handling.*** Ensure tools can store, present, and refresh operator credentials and tokens securely.
- ***Support online connectivity.*** Many SGWs require live internet sessions for authentication.
- ***Discuss with ETI emerging standards.*** Follow ASAM, SOVD and ISO 18541 to future-proof diagnostic architectures.
- ***Maintain collaboration.*** ETI's role is to provide the neutral environment where OEMs and members can share technical perspectives, clarify requirements, and develop practical solutions.

## In Summary

The delegated act formalises OEM obligations but leaves room for technical interpretation. SERMI ensures trust, Secure Gateways ensure protection, and ETI ensures dialogue.

By fostering collaboration and aligning around open standards, the industry can deliver secure, efficient, and future-ready diagnostic and repair solutions that benefit both OEMs and the wider aftermarket ecosystem.

Winston Lee


***Check out the new ETI - EV Working guide here!***

The document password will be emailed to each members companies registered delegates

# How can you help ETI & our industry?


## Promote ETI membership

Highlight your ETI membership like the example above.

## Follow ETI on LinkedIn

## Join our weekly LinkedIn ambassador program

Please contact admin@etools.org, to be added to the ambassador list. Then, just **like, comment, and repost**.

## Full / Training member ? Join a technical vertical group

Please contact admin@etools.org for more information.

## Participiate in ETI events

## Host an event or activity

Please contact admin@etools.org, if you are interested in hosting an ETI event or event activity. For example, Hella-Gutmann conference facility and Light Tunnel demonstration.

## We cannot succeed without our members' support. Please contact Marina mtruckel@etools.org if you would like to get more involved.

# CURRENT TOOLTECH 2026 SPONSORS

ETI EQUIPMENT AND TOOL INSTITUTE

## DIAMOND

AUTEL · BOSCH · Getac · Snap-on · TOYOTA

## PLATINUM

ENDEAVORB2B · HUNTER Engineering Company · ISS INTEGRITY® SECURITY SERVICES · LAUNCH TECH USA FOCUS & INNOVATE

## SILVER

OPUS | IVS · INNOVA® · IOSI™

**WE COULD NOT HOST OUR EVENTS WITHOUT OUR MEMBERS' SUPPORT. IF YOU WOULD LIKE TO SPONSOR THIS OR ANOTHER FUTURE EVENT PLEASE CONTACT MARINA MTRUCKEL@ETOOLS.ORG**