



## ETI Position on Scan Tools

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Recent events and trends in the current Automotive Diagnostics and Collision Repair spaces have led to increased discussion, and some confusion, on where the industry stands on practices and standards in common diagnostic processes. This document is intended to bring clarity to the position held by ETI and its Membership.

- ETI has been asked to provide feedback on commentary from others in the industry. This document was produced after consultation of key subject matter experts in not just OE scanning, but also multi-brand aftermarket tools.
- ETI members have been licensing legitimate OE diagnostic data, service information, and repair procedures used in millions of aftermarket scan tools by both professional mechanical and collision repair customers for more than two decades. Much of this data is currently held by ETI in a secure cloud-based repository.
- ETI members have been instrumental in Right to Repair (R2R) legislation and standards development to support the use of both OE and multi-brand tools in these segments.
- Current agreements, (e.g., Massachusetts R2R and the resulting Memorandum of understanding (MOU)) require that data be made available to tool manufacturers for the purpose of developing multi-brand diagnostic tools with the capabilities of a dealership tool, less Immobilizer systems.
- There are a wide variety of multi-brand diagnostic tools available ranging from very basic, emissions-only, code reading devices to all-modules diagnostic systems that support ADAS calibrations. ETI member companies are continuously introducing new products to the market in order to address the growing and evolving needs of the repair industry. These products are rigorously tested to ensure their performance in the course of vehicle repair.
- Multi-brand scan tools make economic sense for collision and mechanical repair. Most multi-brand scan tools often have a UI of common navigation and operation flow. The investment in numerous individual OE tools can be cost prohibitive or lack financial feasibility over time.
- Because of the efforts of ETI and its members, there are multiple options available for collision and mechanical repair shops during the repair and diagnostic processes. ETI believes that shops will be best served to have both OEM and multi-brand accessibility, enabling shops to choose the most appropriate solution for each repair. Each repair provider must assess their needs in order to determine which tools are best for the services they are performing.



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- There are pros and cons to each solution. Right to Repair OEM tools may not be easily or quickly obtainable and the cost and training requirements may be high, especially for shops supporting multiple vehicle brands. Remote OEM tool services may have a lower upfront cost than onsite tools and are often more easily accessible but can have coverage gaps, communications difficulties when there is internet latency, and per-use fees that are cost prohibitive for certain repairs. Multi-brand aftermarket tools can be the lowest cost and easiest to use, but may have a delay in coverage for a new model year or when secure gateways are not yet supported. Our members did experience some delays with the FCA secure gateways, but that was, in part, due to the FCA gateway being the first in the industry. ETI and our members worked directly with FCA to get the solution supported in the aftermarket space. Going forward the new Right to Repair will require OEMs to support aftermarket secure gateway access at the time of the vehicle launch.