



COLLISION INDUSTRY
CONFERENCE

Emerging Technologies Committee

*Secure Vehicle Gateway
Panel Discussion – Scanning & Calibration*

Committee Members:

Jack Rozint, Mitchell
Jason Zeise, LaMettry's
Chuck Olsen, AirPro
Jake Rodenroth, asTech
Darrell Amberson, LaMettry's

Agenda

Secure Vehicle Gateway Overview – FCA (and others?)

Jack Rozint

Panel Discussion – Scanning & Calibration

Greg Potter – ETI

Donnie Seyfer – NASTF

Scott Brown – Diagnostic Network

Matthew McDonald – Big Sky Collision

Michael Marsh – Fountain Valley Body Works

Darrell Amberson – LaMettry's Collision & Glass



COLLISION INDUSTRY
CONFERENCE

Secure Vehicle Gateways

Presented by:

JACK ROZINT

Secure Vehicle Gateway (SGW) | Overview

Why is security necessary on a vehicle network?

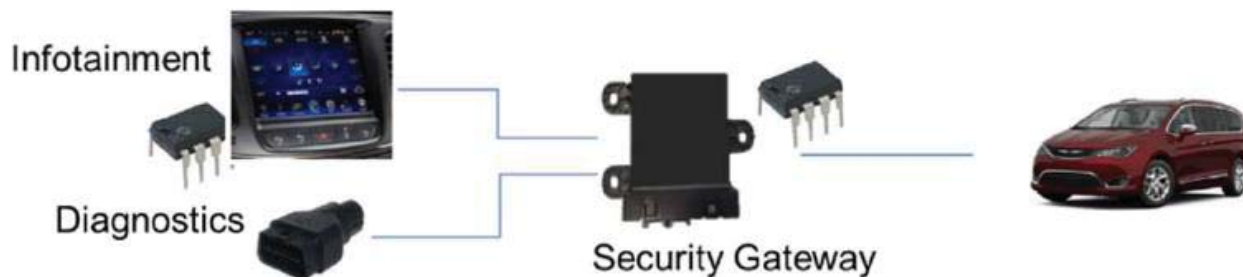
- In 2015 Charlie Miller and Chris Valasek hacked a Jeep remotely with a Wired journalist behind the wheel
- Showed they could control steering and apply the parking brake – even at speed
- Led to the recall of 1.4 million FCA vehicles
- Software was patched to prevent this type of access – but clear vulnerabilities remain



FCA's New Vehicle Security | Overview

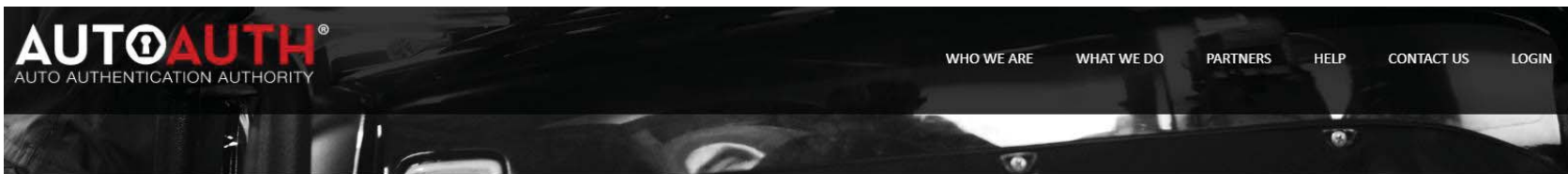
Controls access to the core vehicle network to authorized users

- The Secure Gateway (SGW) serves as a firewall
- SGW isolates the DLC connector and radio from the rest of the vehicle network
- SGW does not restrict diagnostic access to authorized users
- SGW does prevent non-authorized users from intrusive actions



AutoAuth | Administrator of SGW

Third party administrator that enables aftermarket tools to access FCA diagnostics



WHO WE ARE

AutoAuth is an independently owned and operated service working in conjunction with Auto OEMs and independent Tool Vendors.


WHAT WE DO

AutoAuth provides a service for Independent Operators to unlock vehicles to securely provide service to their customers. New vehicles will come enabled with the latest cyber security features to protect vehicle owners from cyber attack. AutoAuth works with independent Tool Vendors to ensure the tools independent operators use to do their jobs are AutoAuth certified tools. This will allow Independent Operators to continue to service cyber enabled vehicles. AutoAuth provides the registration service and “unlock codes” to Independent Operator’s service tools to unlock vehicle gateways to perform day to day service.

<https://info.autoauth.com/>

AutoAuth | Online Registration

Available for tools that have a diagnostics license with FCA



AUTOAUTH™
AUTO AUTHENTICATION AUTHORITY

Home | User Profile | Manage Tools | Manage Users

RepairCar.com | Jack Rozint | ? | Logout

Shop ToolsAdd Tool

Pick the Type of Tool

Manufacturer	<input type="text" value="None Selected"/>
Tool Model	<input type="text"/>
Serial Number	<input type="text"/>

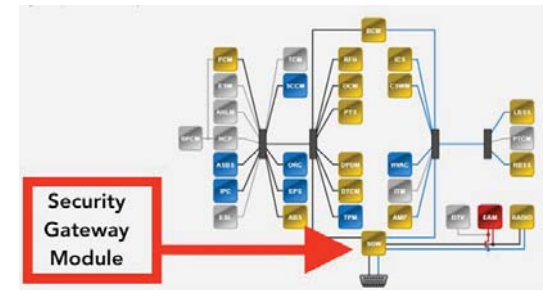
Pick the Type of Tool

- None Selected
- None Selected
- AutoEnginuity
- Bartec
- Belron
- Bosch
- CalAmp
- Mac Tools
- Mahle
- Mitchell
- OTC
- Safelite
- Service Lane eAdvisor
- Snap-on

AutoAuth Registration | Costs

Annual registration allows unlimited use

- \$50 per repair facility annual cost
- Covers up to 5 users, then \$2 per year per user
- Paid directly via credit card on the AutoAuth site
- Register once – unlimited scanning with no further logins
- Scan tool companies can contact ETI - www.etoools.org
- Coming soon – other OEM's



Panel Discussion | Scan Tool Deep Dive

Aftermarket vs. OEM Scanning Solutions

Panel Discussion – Scanning & Calibration

Greg Potter – ETI

Donnie Seyfer – NASTF

Scott Brown – Diagnostic Network

Matthew McDonald – Big Sky Collision

Michael Marsh – Fountain Valley Body Works

Darrell Amberson – LaMettry's Collision & Glass

Aftermarket vs. OEM | ETI Position

Are aftermarket scan tools valid for pre & post scanning?

The electronic safety systems on today's vehicles are very important for occupant safety and must be checked after a repair for proper functionality. The pre-scan is now necessary for the repair facility to be able to help scope and estimate the repair processes required for a safe and complete repair.

This is an important concern for collision repair providers as the vast majority are not OEM dealership facilities. The need for affordable access to the tools that are essential to perform safe, complete and accurate repairs is extremely important.....

Data for the development of aftermarket scan tools is provided directly to scan tool manufacturers as agreed by previous contracts in the US so as to be able to fully emulate the factory tool. Many OEM's provide this information in an affordable, accurate and timely manner.....

(Entire statement here: <https://www.ertools.org/ETINews/4652959/Reply?replyTo=8125533#8125533>)



COLLISION INDUSTRY
CONFERENCE

Closing Thoughts

Presenter
