

## Industry Position on Scan Tools

In response to recent industry commentary touting that shops should only use OE diagnostic tools, ETI, its Members, and the respected industry associations undersigned below want to state the industry position on practices and standards in common diagnostic processes.

- This document was produced after consultation with key subject matter experts in both OE scanning and multi-brand aftermarket tools.
- ETI members have been licensing and incorporating OEM diagnostic data, service information, and repair procedures into the development of millions of aftermarket scan tools used 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.
- State Right to Repair laws and industry agreements, along with the Magnuson Moss Warranty Act, support the use of both OE-specific and multi-brand tools.
- Current Environmental Protection Agency (EPA) and California Air Resources Board (CARB) service information regulations, as well as the Right to Repair Memorandum of Understanding (MOU), require that data be made available to tool manufacturers for the purpose of developing multi-brand diagnostic tools with equivalent capabilities of the automaker's dealership tool, less Immobilizer systems.
- Diagnostic tool companies are continuously introducing new products into 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. 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.
- For many repair providers, multi-brand scan tools make economic sense for collision and mechanical repair. Many multi-brand scan tools offer a User Interface of common navigation and operational flow, providing improved familiarization and efficiency for the user. The investment in numerous individual OE tools can be cost prohibitive and can present the potential for reduced efficiency depending on the learning curve.
- There are multiple tool options available to collision and mechanical repair shops during the diagnostic and repair processes. We, the undersigned, believe that shops will be best served to have both OEM and multi-brand tool 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.



A handwritten signature in black ink, appearing to read "William J. Henry".



A handwritten signature in black ink, appearing to read "Bob Ross".



A handwritten signature in black ink, appearing to read "Paul T. McLaughlin".