VS TEAM MEETING SUMMARY FOR WED 4/19/17

Call to order: The Meeting was called to order by Bob Stewart at 11AM Eastern

Attendance: See last page.

Past Action items: Claude reported that the SDRM tutorial pages are up to date at
http://lockmanlocksmiths.com/nastf-website-guides/

Jim Garrido of *Mobile Diagnostics Group* had taken an action item last meeting to investigate a claim he had heard regarding people offering PIN generation as a service, remotely. This could possibly have involved mis-use of the Registry, so it was of concern to the VSC. Jim looked into several companies thought to be candidates, but found at this point in time anyway, it is an unsubstantiated rumor. The VSC thanks Jim for his time and efforts.

Registry Membership and Usage Statistics: David Lowell was unable to attend but Claude had seen a copy of his latest slides and gave the report. Registry Membership continues to grow. Excluding Tech Support Accounts there were 5,057 active accounts as of March 31st. Usage was over a million transactions again for 2016 but still slightly down over 2015. Most likely that is attributed to some large and small users being out of the Registry for several weeks in 2016 for policy violations. The pace of 2017 transactions so far will bring it in above 2016 numbers.

NICB Report: Jennifer Palascz of NICB gave her report of key code transactions reported to NICB, and NCIC reports that had a keycode transaction zero to seven days afterwards. She is generating a monthly spreadsheet with this information and forwarding it to the SDRM Administrator, as well as NASTF Board members.

SDRM Audits: Claude gave the report for David Lowell. David and his staff have been spending a great deal of time on audits. Although policy compliance has improved over the last year because of it, we have still had to suspend twelve people so far this year for non-compliance.

Canadian SDRM: John Norris of NATA reported growth in Membership and use of the MB USA TRP program. Honda is working on access for the Canadian VSP's as the Canada vehicles are in a separate database than the US ones.

Policy Work Group: Claude reported no actual policy changes but gave an update on the RFP generated in response to the Outside Security Audit conducted in 2016. The REFP is done and has been submitted to four or five companies who say they intend to bid.

New Business / Open Discussion: Bob Stewart called for New Business or Open discussion. None was brought before the group.

Action items: The only action item assigned was for Claude to keep the tutorial guides up to date.

Adjourn: The meeting was adjourned by Bob Stewart at 11:35 Eastern

ATTENDANCE

TeamVS Go2Mtg, April 19, 2017

Bob	Stewart	General Motors (GM)
Claude	Hensley	Lock-Man Locksmith
Brian	DeAscentiis	Subaru of America, Inc.
Glen	Eaton	Drew Technologies
Tony	Farr	Ford Motor Company
James	Garrido	Mobile Diagnostics Group
Jim	Hetchler	Key Pro
Kurt	Immekus	VW Group America
John	Ji	Mitsubishi Motors
Kurt	Kurata	Mitsubishi Motors
David	Kusa	Autotrend Diagnostics
Greg	Montero	Identifix
Johnathan	Narvonia	Mitsubishi Motors
John	Norris	CIIA/HARA
Jennifer	Palacz	NICB
Allen	Pennebaker	Orinda Motors
Skip	Potter	NASTF
Tracy	Renee	TRACY RENEE ENTERPRISE
Dan	Selke	Mercedes Benz USA (& Smart)
David	Stovall	Toyota Motor Sales U.S.A. Inc.
Danny	Uhls	Nissan North America

As per the Vehicle Security Committee meeting on 2/08/2017 action item Jim Garrido of Mobile Diagnostics Group brought up that some companies are offering remote key or security module programming over the internet, and claim the OEM's are OK with what they are doing. Jim noted he does not see how they can be in compliance with Positive I.D. Policy. Dan Selke of MBUSA suggested that Jim (or anyone else that has information) forward the information, links and if possible screenshots, to the VSC Co-Chairs and other OEM's on the call for evaluation.

Action Items: Claude took the Continuing Action Item to keep the tutorial PDF's up to date. It was also noted Jim Garrido of MDG, and Jennifer Palascz of NICB, took action items as mentioned above.

Report: As of 2/26/207 I cannot find any online remote programming service that states they can generate PIN codes for their client shops. If any member of the vehicle security committee does know of a service that is promising such, in violation of our SDRM Positive ID policy, please forward this information to me for further investigation. Listed below are the survey outcomes of all known remote organizations I could identify.

Jim Garrido
NASTF VSC PWG
Mobile Diagnostics Group Inc.
www.mobilediagnosticsgroup.com
jgarrido@triad.rr.com
(336) 462-3221

1. **Drew Technologies RAP** (Remote Assisted Programming). http://drewtech.com/RAP/

I spoke with Mike Baker 2/18/2017. He stated their service does not generate PIN codes for their clients. If a PIN code is required, it is incumbent upon the client to have LSID and generate the PIN for said vehicle.

2. **AirPro Diagnostics** https://airprodiagnostics.com/

I spoke with the owner, Chuck Olson, on 2/14/2017. He stated their service does not generate PIN codes for their clients. If a PIN code is required, it is incumbent upon the client to have LSID and generate the PIN for said vehicle.

3. **A&E Tools & Computers** https://www.aetools.us/support/

I spoke with "Carson" in their tech support department on 2/13/2017. He stated their service does not generate PIN codes for their clients. If a PIN code is required, it is incumbent upon the client to have LSID and generate the PIN for said vehicle.

4. **FARSIGHT Diagnostics** http://www.farsightlive.com/vehicle-diagnostics

I spoke with Justin Kidd on 2/14/2017. He seemed to be not very well versed in the NASTF SDRM Positive ID Requirements though he did state that Farsight does not generate PIN codes for their clients. I directed him to the NASTF web site so that he and the FARSIGHT organization could get up to speed on the structural and legal requirements of the SDRM.

5. **"AutoLogic Assist Plus"** does not offer an assisted programing service. Rather they recommend using OE software and a pass-thru J-box.

https://autologic.com/frequently-asked-questions

From AutoLogic Assist Plus FAQ:

"Why have you omitted programming from the AssistPlus device?

Increasingly, programming is being done using the OEM's own online Pass-Thru tools (J2534, Euro5, etc.) This process means that the whole car is reprogrammed to an agreed and controlled standard, which the OEM will support. As we get closer to 2017, when all OEMs will have to comply with legislation in the EU and in the USA and provide access to programming capability to all aftermarket workshops in these regions, all programming will be done via Pass-Thru to ensure accuracy, security and safety." End Quote.

6. **asTech** http://www.astech.com/what-is-astech/ Collision diagnostic services does not seem to offer programming services. I cannot find anything on their website suggesting that they do. Only pre and post DTC scans.

7. **Beckman Technologies Blue Link Product**
   https://www.bluelinkdiag.com/programming.aspx

From the Blue Link Website: "What vehicles can I program? Who are some of your partners? Our software has been tested with GM (GDS2), Mercedes, Toyota, Ford, Subaru, Nissan and Honda. We are actively working towards offering coding services for these other manufacturers with several partners, accessible by you with the purchase of our software. For key programmings and more, consult with AETools; they also offer a variety of tools for diagnosing many makes and models. ADTSC(AAMCO) Shops should check with your corporate help center to see which Makes & Modules can be programmed online with the remoter. Several are now available!" End quote.

Blue Link seems to provide only the equipment and software platform for remote programming. They do not directly provide the online programming service. Their programming service provider AETools has been reviewed above (A&E Tools & computers). Also as some of you remember Bob Beckman was on the NASTF Vehicle Security Committee and as such was well versed in our regulations.

8. **ADTSC** (American Driveline Technical Services Corp). http://www.adtsc.com/ states on their website

"**Ford:** Some model years 2013 and newer require LSID for security access instead of PATS timed access.**"**

I Spoke with Bruce Chidsey of AAMCO Transmissions and Total Car Care
They use the DrewTech RAP system for their client transmission shops. Since they are not directly performing the programming they do not have the opportunity to generate PIN codes for anyone.

Bruce Chidsey
VP Technical Support
610-668-2900 Ext 410