



December 13, 2016

Jack Pokrzywa, Manager, Ground Vehicle Standards
Tim Weisenberger, Ground Vehicle Project Specialist
SAE International
400 Commonwealth Drive
Warrendale, PA 15096

Dear Mr. Pokrzywa and Mr. Weisenberger:

Recognizing SAE International's leadership in developing automotive engineering standards that have underpinned the advancement of vehicle technology in North America over the past 100 years, we are writing to you today to encourage the organization's prompt engagement on matters relating to the security of vehicle data and vehicle systems, specifically the *Secure Vehicle Interface (SVI)*.

Earlier this month, 36 representatives from 9 automobile manufacturers and 9 automotive and aftermarket trade groups met in Las Vegas to hear details of a presentation on the SVI. On its surface, the SVI may present a solution that addresses a number of concerns previously identified. While many qualified that further study was certainly needed, there was, at the very least, unanimity amongst those in attendance that a further vetting of the SVI concept was warranted.

While representing different segments of the automotive industry, each signatory understands how vital cybersecurity is to both public safety and public acceptance of new vehicle technologies. Likewise, we understand the need for the independent repair community to continue to have access to vehicle repair and service information. This ensures the swift and accurate repair of vehicles – both new and old.

Appreciating the gravity of this subject, the undersigned have met numerous times over many months to discuss the various opportunities and challenges presented by expanded access to vehicle data, and the necessity to deliver such data securely in order to enhance and improve customer experience throughout the vehicle ownership lifecycle. In these discussions to find viable solutions, we have recognized the many potential downfalls that could result from non-secure vehicle systems. Over the course of these meetings, it has become clear that any solution will require a thorough understanding of complex vehicle systems, cybersecurity, diagnostic tools, and vehicle service generally. Moreover, to have a viable solution, engineers will need to systematically define the problem and then develop solutions to address identified shortcomings. Such expert knowledge and processes are the very hallmarks of SAE, making your organization best situated to undertake this endeavor.

It is in light of that agreement that we write to you today. The undersigned believe that it is appropriate for SAE International to convene a working group(s) of industry engineers to properly investigate the merits of the SVI or other methods, and ascertain whether they could provide the solution on this matter that is greatly needed. For example, SAE convened a workgroup including automakers, aftermarket, government agencies (National Highway Traffic Safety Administration, National Institute of Standards and Technology, and California Air Resources Board) on 1-Dec-2016 to discuss methods to secure the on-board diagnostic connector. Representatives of the many companies our organizations represent are committed to working through this significant challenge with SAE's coordination and oversight.

Thank you in advance for your consideration of this request. We offer our support in any way deemed useful to further this examination.

Respectfully offered,



William J. Hanvey
Auto Care Association
President and CEO



Greg Potter
Engine and Tool Institute
Executive Manage



Dan Risley
Automotive Service Association
President and Executive Director



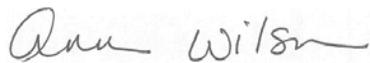
Ray Pohlman
Coalition for Auto Repair Equality
President



Bill Long
Automotive Aftermarket Suppliers
Association
President and COO



Jean-François Champagne
Automotive Industries Association
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Ann Wilson
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Executive Vice President & General Counsel



Amy Brink
Alliance of Automobile Manufacturers
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