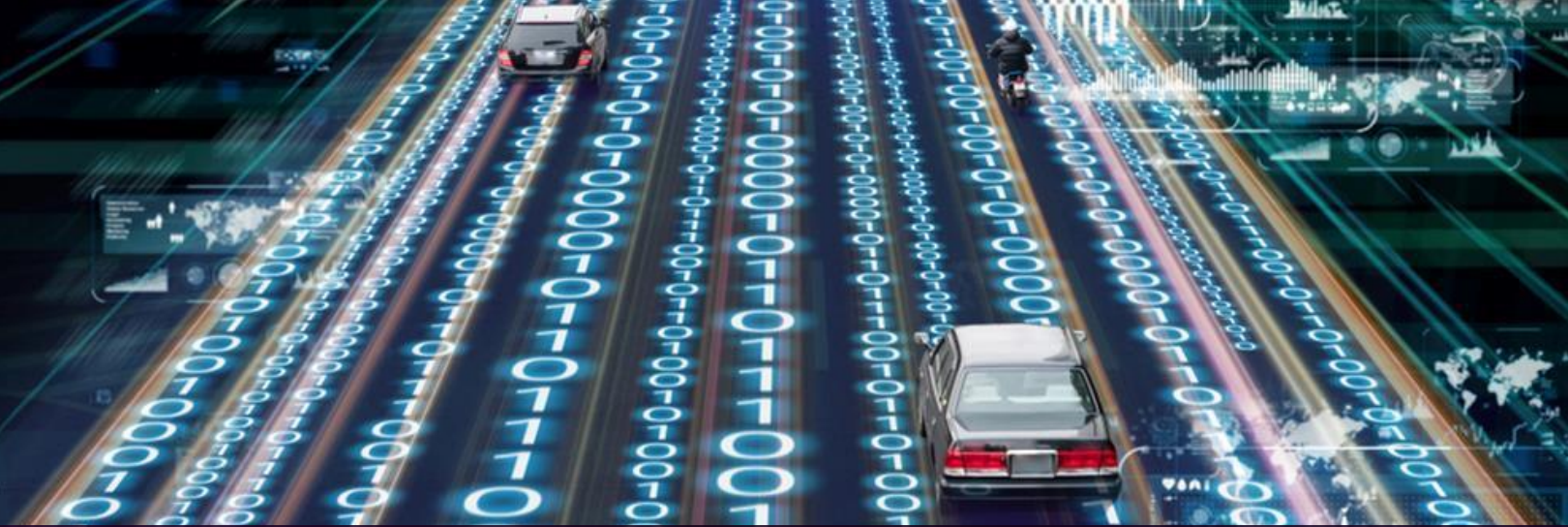




Connected Vehicle Field Test 5.0

EU Data Act Implementations for Connected Vehicles

One year of the Data Act: from rights on paper to fair competition on the road

2026-10-12, Brussels, Belgium
Dr. Jens Knodel, Caruso GmbH

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About CARUSO

From Connected Cars To Connected Business

CARUSO Dataplace

One Platform. Multi-Brand In-Vehicle Data.
Use-case Agnostic.

We provide easily accessible, standardized
connected car data for all industries.

Caruso GmbH based in Germany.
Operational in EU27+3.

Started as IAM Industry Initiative.
Subsidiary of TecAlliance GmbH.

Founded 2017

VM Integrations > 30

Data Items > 300



Connected Cars

Neutral Platform

Third Party Use Cases

Evidence and Facts based on Connected Car Data

Connected Vehicle Field Tests

2020/21

2022

2023

2024/25

2025/26



CVFT 1.0

ExVe - B2C - DE

6 months
5 VMs

Consent, Data
Availability, Data
Retrieval



CVFT 2.0

ExVe - B2B - EU

6 months
13 VMs

Data Availability,
Data Retrieval,
Use Cases



CVFT 3.0

Workshops – EU

9 months
30 Workshops

Interviews,
Awareness,
Connectivity



CVFT 4.0

ExVe - B2X - EU

9 months
3 VMs

Remote Diagnosis
& Comparison
Diagnosis Tester



CVFT 5.0

DA - B2X - EU

12 months
28 VMs

EU Data Act for PC & LCV:
Consent, Data Retrieval, Use
Cases, Pricing Models

EU Data Act became Applicable on September 12, 2025



The regulation ensures that users of a connected product can **access the data generated by the use of that connected product**.

It imposes the obligation on data holders **to make data available to users and third parties** of the user's choice.

EU Data Act Offering

Before concluding a contract ... the manufacturer should provide to the user **information regarding the product data** which the connected product is capable of generating.

Upfront Information

The data holder shall make available readily available data ... to a third party without undue delay, **of the same quality** as is available to the data holder, ... **continuously and in real-time**.

Data Sharing

The regulation allows data holders to set **reasonable compensation** to be met by third parties for costs incurred in providing direct access to the data generated by the user's connected product.

Reasonable Compensation

Data Act Solutions

Some vehicle manufacturers did respond to the legal obligations.
Some others did not (yet).

End **user journeys** often perceived as quite **complex** (risk of high dropout rates).

Disparate ways of provisioning data and differences in data quality.
State-of-the-practice technologies are required for automation and scale, but not always provided.

Significant differences in price for the same data from different manufacturers.

Vehicle Manufacturer															
	Private User via Self-Service	Business User via Self-Service	Private User via Third Party	Company via Third Party	General EU Data Act Information	Data Dictionary	Data Retrieval Information	Method for Data Subjects	Method for Third Parties	Data Access / API	Data Format	Data Provisioning	Pricing Model Self-Service	Pricing Model Third Parties	
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TABLAGE.COM

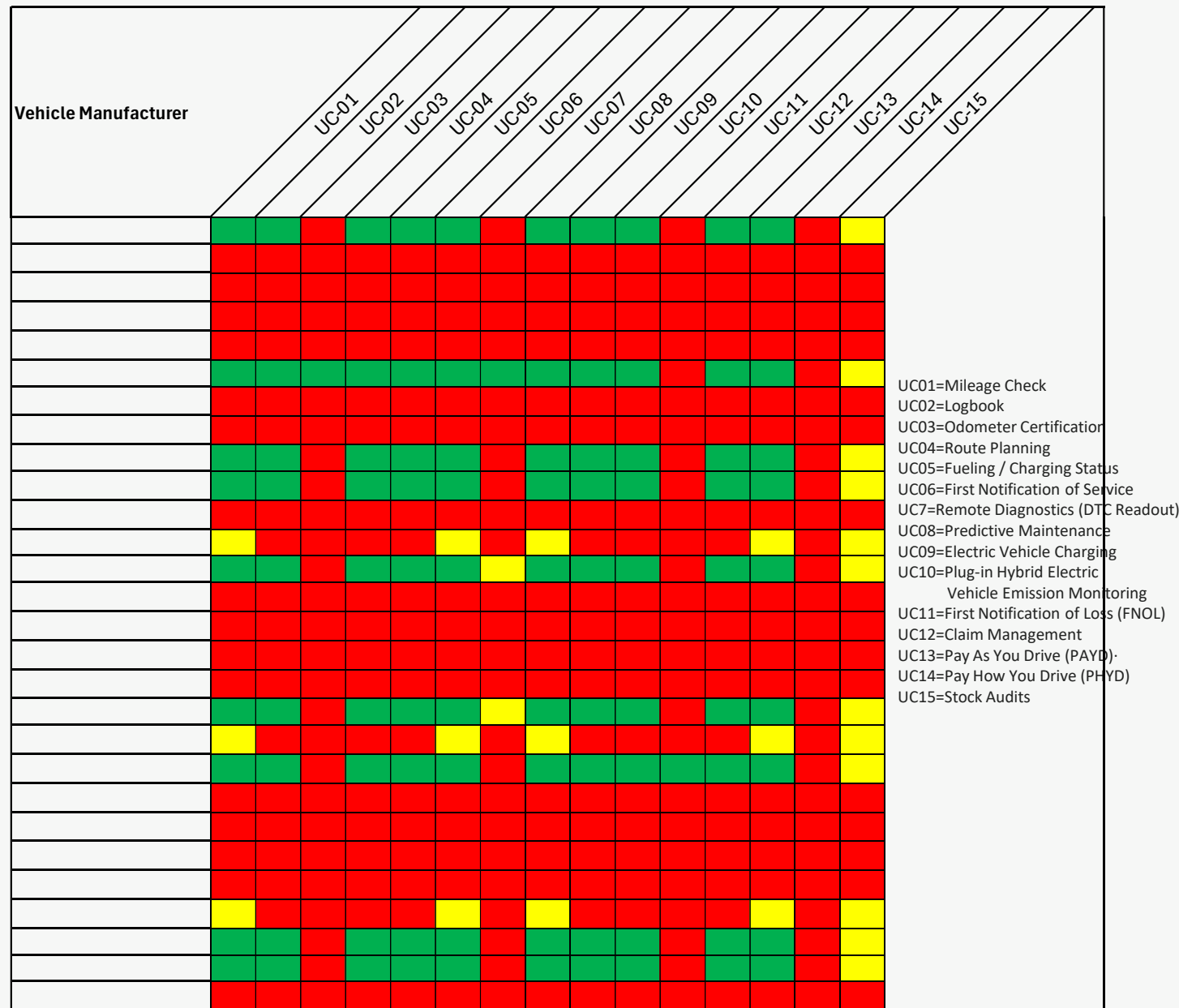
Use Cases

Evaluation of **15 Reference Use Cases** elicited from the field from third party perspective

Multi-brand use cases are not possible as of today because

- No Data Act Solutions in place
- Common Data Set as a foundation missing
- Data quality requirements not met

EU Data Act goal on “*fostering business cases and digital innovation*” around connected products (i.e., cars) not yet achieved



The EU Data Act has half-opened the door.

Now the Connected Car Data economy depends on implementation, quality, enforcement, and complementary measures.

Heterogeneous Data Act implementations by the vehicle manufacturers

Service providers require a common data set across all vehicle manufacturers

End users often struggle with processes to enable data sharing with third parties

Disparate ways of provisioning data and differences in data quality

There are significant differences in data packaging and pricing (models) for third parties

Some vehicle manufacturers need to accelerate their efforts to achieve compliance

Vehicle manufacturers shall commit to and provide a minimum viable data set

Vehicle manufacturers shall simplify the processes for data retrieval and sharing with third parties

Vehicle manufacturers shall provide state-of-the-practice technical solutions

European Commission shall provide guidance on fair and reasonable compensation

The success of multi-brand business cases depends on:
(1) Data Items & Access (Push/Pull) **(2) Technically Scalable Solutions**
(3) Reasonable & Fair Pricing Models **(4) Viable User Journeys**

Next to the EU Data Act, **complementary measures are required for access to vehicle resources and functions**

Thank you!

Want to learn more?

Get your copy of the CVFT 5.0 Report @
https://caruso-dataplace.com/cvft5_information/

