

CARUSO CVFT 5.0 shows progress under the Data Act - but further action is needed to unlock the full potential of connected vehicles

Statement

Michael Krampe (ADPA Board Member & Digitalisation Working Group Chairman), Brussels, 12 October 2026 - The publication of CARUSO's Connected Vehicle Field Test (CVFT) 5.0 provides an important first-hand assessment of how the Data Act is being implemented in the European Union's automotive sector. By testing access to vehicle data across manufacturers and examining the practical conditions under which data is made available, the report provides valuable evidence of what has changed since the Data Act became applicable in September 2025 - and where significant barriers remain.

For ADPA, the findings confirm that the Data Act is already making a difference, even if it did not yet translate into fully effective market access. The experience of the first year of implementation points to the need for clearer guidance, stronger enforcement and complementary legislation addressing aspects of vehicle access that fall outside the Data Act.

The Data Act has helped improve access to vehicle data. The CVFT 5.0 experience demonstrates that the Data Act has brought about tangible improvements in access to in-vehicle data. The regulation has established a clear legal right for users of connected vehicles to access data generated through their use of the vehicle and to make that data available to third parties. The automotive guidance prepared by the European Commission in close cooperation with stakeholders, including ADPA, has further clarified the application of the Data Act to vehicle data. This represents meaningful progress for the automotive aftermarket. Data that was previously difficult or impossible for independent service providers to access is increasingly becoming available, creating opportunities for new digital services and greater consumer choice.

At the same time, CVFT 5.0 shows that implementation remains volatile and requires clearer guidance and stronger enforcement. Indeed, it appears that **the practical implementation of the Data Act remains inconsistent across vehicle manufacturers**. CARUSO's testing identifies significant differences in the amount and format of data made available, access processes, response times and commercial conditions, including pricing. This degree of variation creates uncertainty for businesses seeking to develop services across multiple vehicle brands. A legal right that translates into substantially different technical and commercial conditions from one manufacturer to another cannot provide the predictability needed for a competitive European market, nor for the development and deployment of multi-brand solutions – the very reason of the independent aftermarket.

Two areas therefore require particular attention. First, **the European Commission should provide further guidance**, notably on fees and reasonable compensation. It has recognised itself the importance of greater clarity on the calculation of reasonable compensation under Article 9 and has been developing dedicated guidance on this issue. Clear, practical and rapid guidance, taking into account a cost-based approach, is essential to prevent pricing from becoming a barrier to the exercise of rights established by the Data Act – as shown under other legal regimes. Second, **enforcement must become faster and stronger**. The Data Act gives Member States responsibility for enforcement through designated competent authorities. Where implementation practices differ significantly or rights cannot be exercised effectively, businesses need timely and effective remedies. Proactive enforcement should therefore become an integral part of making the Data Act work in practice, rather than a last resort after prolonged commercial or legal disputes.

The experience also confirms the inherent limits of the Data Act. CVFT 5.0 demonstrates an important distinction: access to data is not the same as access to the vehicle. Many connected-vehicle services require not only vehicle data, but also the ability to safely interact with in-vehicle functions and resources. The Data Act provides an important framework for data access, but does not establish a comprehensive right for independent operators to access the functions and resources needed to act on that data. This is a structural limitation of the current framework. **Data access must therefore be complemented by dedicated rules on functions and resources.** If the European Union wants a genuinely competitive market for connected-vehicle services, fair, non-discriminatory and effective access to data, functions and resources must all be addressed. The future Motor Vehicle Block Exemption Regulation, in particular, could provide a strong legal instrument for integrating these principles and complementing the Data Act.

For ADPA, the objective is not simply to make more vehicle data available. It is to ensure that independent businesses can actually use that data to develop and deliver services to vehicle owners throughout the vehicle's lifetime. **The Data Act was an essential step forward. CVFT 5.0 shows that it is working — but only up to a certain extent, and the work is not finished.** European consumers and businesses now need consistent implementation, clear rules on fees, effective enforcement and complementary legislation on access to in-vehicle functions and resources. Only by addressing all of these elements can the European Union turn the promise of connected vehicles into a genuinely open, competitive and innovative automotive aftermarket.

For more information

ADPA webpage on [digitalisation](#)

CARUSO CVFT 5.0 [report](#)

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ADPA, the European Automotive Data Publishers Association, aims to ensure fair access to automotive data and information needed for the repair and maintenance of the 280 million vehicles on European roads, contributing to their continuous roadworthiness over their lifetime. Its members design and provide competitive, innovative and multibrand solutions to operators of the automotive aftermarket. Founded in 2016 and based in Brussels, ADPA is a Member of [AFCAR](#), the Alliance for the Freedom of Car Repair in the EU, [FAAS](#), the Forum on Automotive Aftermarket Sustainability, and [SERMI](#), the association for security-related repair and maintenance information.