BINER DATA

INDUSTRY INTELLIGENCE REPORT

Automotive data in action

Week 41 · 5 October 2026

This week in 60 seconds

Automotive data is moving from access to application.
This week, we see OEM data connecting directly to third-party platforms, new attention on how independent access works in practice, and vehicle information becoming part of digital workshop workflows.

01 OEM DATA IS MOVING INTO THIRD-PARTY SERVICES

Volkswagen Group Info Services and Samsara announced a new integration bringing vehicle data from Volkswagen Group brands directly into Samsara's platform. Data including mileage, fuel consumption, EV battery status and maintenance alerts can support fleet management and preventive maintenance.

02 ACCESS IS BECOMING AN IMPLEMENTATION QUESTION

The discussion around independent access is increasingly moving from whether access should exist to how it should work in practice. Recent attention around Annex X highlights the importance of standardised, non-discriminatory access to repair and maintenance information for independent operators.

03 VEHICLE INFORMATION IS ENTERING THE WORKSHOP WORKFLOW

New diagnostic services are combining OEM repair information, vehicle data and digital tools directly inside workshop workflows. The value of automotive data is increasingly connected to how easily it can be accessed and turned into a usable service.

As automotive data moves into real services, structured access becomes increasingly important.

What this means for Biner Data

As automotive data moves into real services, the challenge is not simply making data available. It is making access structured, manageable and useful for both sides.

01 MORE USE CASES, MORE ACCESS NEEDS

Fleet management, repair, diagnostics and other services rely on different types of automotive data. As use cases grow, so does the need for structured access.

02 BOTH SIDES NEED TO WORK TOGETHER

OEMs need to provide access while protecting their business, systems and data. Data Recipients need reliable access to build and deliver their services.

03 ACCESS HAS TO WORK IN PRACTICE

Verification, agreements, delivery and documentation all sit behind a working data relationship. As automotive data becomes operational, managing these processes becomes increasingly important.

Biner Data helps connect Data Holders and Data Recipients, making regulated data access easier to manage as automotive data moves into real-world services.

OEM data is moving into real-world services

On 1 October, Volkswagen Group Info Services and Samsara announced an integration bringing vehicle data from Volkswagen Group brands directly into Samsara's Connected Operations Platform.

01 VEHICLE DATA

Volkswagen · Audi · Škoda · SEAT · CUPRA · Volkswagen Commercial Vehicles

02 DATA ACCESS

Volkswagen Group Info Services
Cross-brand vehicle data access.

03 THIRD-PARTY SERVICE

Samsara
Integrated into Samsara's Connected Operations Platform.

DATA IN USE

Mileage · Fuel consumption · EV battery status · Maintenance alerts

ANOTHER ACCESS MODEL

POLESTAR → THIRD-PARTY DATA SHARING

Polestar's Data Portal allows users to access vehicle-generated data and authorise its sharing with third parties.

AFTERMARKET SIGNAL

Access is becoming an implementation question.



Recent changes to Annex X of the EU Type Approval framework strengthen the requirements around access to vehicle repair and maintenance information. For independent operators, the principle is clear: access should be standardised, non-discriminatory and available in a usable digital form.

But the industry challenge is increasingly moving beyond the principle of access.

It is about how that access works in practice.

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01 WHY IT MATTERS

Independent repairers and other operators depend on vehicle information to diagnose, maintain and repair increasingly complex vehicles. The value of access therefore depends not only on whether information exists, but whether it can actually be accessed and used efficiently.

02 THE BIGGER QUESTION

As more vehicle information moves through digital channels, APIs and remote access, how can access remain structured, compliant and manageable across OEMs and independent operators?

Access on paper is one thing.

Making it work in practice is another.

REPAIR & DIAGNOSTICS

Repair information is becoming more intelligent

ALLDATA is bringing OEM repair information, real-world repair intelligence and AI together in its Diagnostic Intelligence solution for technicians.

The information already exists.
The shift is in how it is used.

OEM INFORMATION
Manufacturer repair and maintenance information

REAL-WORLD REPAIR INTELLIGENCE
Insights from actual repair cases



AI-ASSISTED DIAGNOSIS
Bringing the information into the technician's workflow

Source: ALLDATA, September 2026

RMI COMPLIANCE

WHAT NEW OEMs NEED TO GET RIGHT

Entering Europe means more than bringing the vehicle to market. For repair and maintenance, OEMs also need an access structure that works for independent operators.

RMI ACCESS → Repair and maintenance information must be accessible to independent operators.

FROM MARKET ENTRY → The access infrastructure needs to be in place as vehicles enter the EU market.

SECURE ACCESS → Security-related RMI requires controlled identification and authorisation.

DIGITAL ACCESS → Diagnostic, repair and maintenance information increasingly needs to work across digital tools and workflows.

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THE BIGGER PICTURE

Automotive data is moving into action.

Access is only the beginning.

This week's signals show automotive data moving closer to real-world use. OEM data is entering third-party platforms, repair information is becoming part of smarter diagnostic workflows, and independent access increasingly depends on how well it works in practice.

The next challenge is not only accessing data.
It is making access work.

SOURCES & NOTES

MARKET INTELLIGENCE

VOLKSWAGEN GROUP INFO SERVICES / SAMSARA

Samsara, 1 October 2026.
Integration of Volkswagen Group vehicle data into Samsara's Connected Operations Platform, including mileage, fuel consumption, EV battery status and maintenance alerts.

EU VEHICLE REPAIR & MAINTENANCE INFORMATION

European Commission / EUR-Lex.
Commission Delegated Regulation (EU) 2026/699 amending Annex X to Regulation (EU) 2018/858 regarding standardised access to vehicle OBD and repair and maintenance information.

LKQ EUROPE

Annex X: a major step forward for independent repair — if we get the implementation right, 29 September 2026.
Industry perspective on implementing the new access requirements in independent workshops.

ALLDATA

Diagnostic Intelligence, September 2026.
Official launch information on OEM repair information, repair intelligence and AI-assisted diagnostic workflows. alldata.com

POLESTAR DATA PORTAL

Polestar Data Portal, 2026.
Vehicle-generated data access and authorised third-party sharing under the EU Data Act.

EDITORIAL NOTE

This report combines publicly available information with Biner Data analysis. References to companies do not imply a commercial relationship. Regulatory summaries are for industry intelligence purposes and do not constitute legal advice.