

Migden CA S 1542, the European Dillema, compliance by 2013.

The Migden bill voted into law in 2006 was enacted to allow a stranded motorist access to vehicle security information for his vehicle allowing a quick resolution to a lost or damaged key. It required all vehicle manufacturers to make security information available to the vehicle owners through licensed and registered locksmiths for all 2008 model year and newer vehicles. Due to the technical nature of the immobilizer systems used by certain automakers, primarily those in Europe, an extension of time was given for compliance. This extension is due to sunset Jan 1, 2013. Compliance with the initial intent of the bill will be mandatory for all automakers. This provision will necessitate an alternate means of compliance or a total redesign of the complex immobilizer systems in use today by these manufacturers. There is a relatively easy, secure, and direct means of compliance with little or no changes to the systems in use today. Proven remote access technology provides a secure, quick, and very cost effective means to deliver this secure data on site as and when needed in real time.

The following points would satisfy the Migden bills requirements:

- Make key cut files or data available electronically (easy part). Allow a mechanical key to be cut in the field with readily available equipment. Standardized data formats for each mechanical key type. This topic has been covered extensively by the locksmith community.
- Require that ALL 2013 and newer vehicles be able to program a blank transponder chip key on car. This is a simple low cost software modification to the immobilizer system if it is not in there already. All hardware required to program the keys is in the car, simple software changes to the vehicle will solve the problem. Easily implemented by 2013. Delivering the programming to the key is easy this way. Don't let anyone convince you otherwise. If you can talk to the chip in the key to start the car you can program the blank key in the car.
- Require programming software be made available which supports J2534 CAN based vehicle interfaces, or provide a means of delivering the programming data via a remote connectivity solution such as BDS2534 in conjunction with a J2534 vehicle interface directly from the manufacturers website. All on site work can be handled by a locksmith with a low cost vehicle interface which would work for any manufacturer.

We are currently programming Volvo keys remotely using licensed factory Volvo software and the BDS2534 remoter. We are also programming modern Mercedes vehicles using a low cost J2534 interface, licensed OE factory software, and the BDS2534 remote solution to do immobilizer programming in the latest transmissions. At no time is the manufacturer's software or data exposed. The process is completely secure. Other automakers could use a similar process easily.

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