MOVING BEYOND CETITEC

Migration Guide – Automotive Networking

June 2026

Abstract

The closure of Cetitec is a genuine disruption for the teams who adopted their technology. This guide is for those teams – explaining how to make the transition to a fully supported technology set with minimal impact on current programs.

MIGRATION GUIDE · AUTOMOTIVE NETWORKING

Moving Beyond Cetitec

A difficult situation for good engineering teams

Cetitec's Universal Gateway was a genuinely capable product. Its table-driven, multi-bus signal routing across Ethernet, CAN, CAN-FD, FlexRay, LIN, and MOST solved real problems for real programs — and the teams who built integrations around it did serious engineering work.

Cetitec GmbH, based in Pforzheim, was a subsidiary of Porsche AG, where it developed specialized software for data communication across Porsche and the broader Volkswagen Group. Its closure was announced on May 8, 2026 as part of Porsche AG's strategic realignment — a corporate decision driven by shifting development scopes, not a failure of the technology itself. Approximately 90 employees in Germany and Croatia were affected. The full announcement is available at the Porsche Newsroom.

The closure of a technology vendor mid-program is one of the most disruptive events an automotive supplier or OEM can face. There's no good time for it, and the teams caught in it deserve a straightforward answer to a straightforward question: what do we do now?

> *Cetitec no longer exists. The goal of this guide is to help engineering teams understand what they need to replace, what maps well to an alternative, and how to make that transition with minimal program impact.*

With that in mind, here is a look at what the Cetitec closure means technically, and why the extensive and well-proven Excelfore in-vehicle network stacks, and fully supported tools, are the most complete path forward for affected programs.

Understanding your Cetitec dependencies

Before planning a migration, it's worth being precise about what Cetitec actually provided. Different programs will have different exposure depending on how deeply they integrated each layer.

- **Universal Gateway (UGW):** The core signal routing library. Table-driven, multi-bus, no-recompile configuration. This is the deepest integration point for most programs.
- **AVB stack:** IEEE 802.x Audio/Video Talker and Listener with clock recovery and timing synchronization. Programs with in-vehicle media networks will need to assess this specifically.
- **Cetitec Middleware System (CMS):** The service framework for distributed applications via SOME/IP and DoIP, including EveryIP RPC and service discovery.
- **CETIBOX H3 hardware:** The development and test platform for multi-bus emulation, stimulation, and monitoring. Now an unsupported device with no firmware update path.
- **Composer and Integra toolchain:** Configuration and code generation tools. Frozen at last shipped version with no forward compatibility guarantees.

Programs deeper in development will feel each of these differently. The hardware dependency is often the most immediately pressing — test and validation workflows built around the CETIBOX H3 need a replacement before the next integration cycle.

The most complete automotive networking stack available

Excelfore has spent years building what is now the most fully-realized automotive Ethernet networking stack in independent production. It wasn't designed as a Cetitec replacement — but the architectural overlap is substantial, and in several areas it goes considerably further.

The Excelfore TSN Reference Gateway covers the full IEEE 802.1 traffic management suite: Credit Based Shaper (802.1Qav), Time Aware Shaper (802.1Qbv), Stream Reservation (802.1Qcc), Redundant Data Paths (802.1Qcb), Traffic Preemption (802.1Qbu), and Asynchronous Traffic Shaping (802.1Qcr) — alongside IEEE 1722 AVTP and AVDECC, and full IEEE 1733 RTP/RTCP support. Excelfore was *the first in the industry with an AVNU-certified Talker and Listener stack.*

On the diagnostics and middleware side, Excelfore's production-deployed suite spans SOVD (ISO 17978), UDS (ISO 14229), DoIP (ISO 13400), ODX, OTX, SOME/IP, NetConf/YANG, and SAE J1939 (for heavy-duty vehicles). The integration of a full eSync data pipeline (published by the eSync Alliance) adds OTA-capable multi-packet transport — directly relevant for programs planning software-defined vehicle update workflows.

Capability	Cetitec (discontinued)	Excelfore
AVB / TSN stack	*Basic IEEE 802.x — frozen*	Eval Kit on x86 AVNU-certified, full IEEE 802.1 suite
Remote Control Protocol (RCP)	*Demonstrated; not offered*	Integrated into AVB/TSN stack for Q4 2026 deliveries
AVNU certification	*Not offered*	One of 3 worldwide AVNU RTFs*
Middleware	*CMS / EveryIP*	SOME/IP, DoIP, NetConf/YANG/Flync
Diagnostics	*SOME/IP + DoIP only*	SOVD, UDS, ODX, OTX, SOME/IP, DoIP, J1939
Reference Gateways/ Hardware Tools	*UGW/CETIBOX H3 — no longer supported*	TSN Reference Gateway Automotive Ethernet Mini Test Tool
OEM Deployments (typically through Tier-1s)	*Not publicly available*	Audi, BAIC, BMW, Dongfeng, FAW, GAC, Honda, JMC, Mercedes-Benz, Nissan, Porsche, Stellantis, Volkswagen, Volvo, Xpeng
Technology ecosystem	*No longer active*	Green Hills, QNX, Siemens Digital, Infineon, Microchip. NXP, Qualcomm, Renesas, Texas Instruments

* AVNU Registered Test Facilities

A practical transition from Cetitec to Excelfore

Every program's migration scope will be different, but the sequence below gives a useful starting framework. The Excelfore team has experience supporting exactly this kind of transition.

1. **Assess your dependency map.** Catalog every Cetitec touchpoint: UGW gateway tables, CETIBOX H3 hardware, Composer configs, Integra-generated code, and CMS integrations. Classify by program phase to understand where urgency is highest.
2. **Replace the hardware first.** The Excelfore Mini Test Tool (TI TDA4VM, 10 TOPS) is the most direct replacement for CETIBOX H3 workflows — AVB/TSN endpoint validation, SOME/IP and DoIP sniffing, multichannel AVB audio via USB Virtual Sound Box. Lower cost and faster onboarding than comparable alternatives.
3. **Map gateway configuration to YANG/NetConf.** Cetitec's proprietary gateway table format maps to the Excelfore YANG/NetConf-based configuration. The TSN Reference Gateway's emulation mode supports side-by-side evaluation during transition, reducing risk on the routing logic migration.
4. **Migrate middleware and diagnostics.** The Excelfore SOME/IP static configuration management and NetConf/YANG dynamic management replace CMS. The full SOVD/UDS/DoIP suite extends what Cetitec's EveryIP layer provided, with ISO standards alignment throughout.
5. **Plan AVNU certification through Excelfore directly.** Excelfore is one of three globally authorized AVNU Registered Test Facilities. Programs requiring AVB/TSN certification can now run that

process through the same vendor — simplifying what would otherwise be a separate external engagement.

Let's find the right path for your program

There's no single migration timeline that fits every program. Some teams are early in development and can absorb a vendor change with manageable impact. Others are in validation or production and need a more surgical approach. The engineering team at Excelfore works with both.

The best first step is a straightforward conversation about where your program stands, what your Cetitec dependencies look like, and what a realistic transition scope would be.

No pressure — just clarity.

Contact Excelfore

www.excelfore.com

Source: Porsche AG Newsroom, May 8 2026 — Porsche sharpens focus on core business
https://newsroom.porsche.com/en/2026/company/porsche-sharpens-focus-on-core-business-42440.html