**8. Modification and extension of the vehicle type**

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| Examples |
| The following table gives some examples for modifications of E/E architectures and the potential impact on the vehicle type with regard to this regulation:Development of an E/E Architecture requires a **new type**. **Change of outcome of risk assessment by introducing new technologies****No change of outcome of risk assessment**Requires a **new type**, since security in existing subsystem is being influenced. Replacing an existing subsystem, and this does not change the cybersecurity of the resulting E/E architecture, and thus does **not require a type extension**. **This is the usual situation**. **Development of a new E/E Architecture**Possible **changes** in the E/E ArchitectureNew type**Extension of existing type****No** **impact**Impact on typeDevelopment of an E/E Architecture requires a **new type**. * Adding new external interfaces (NFC Near Field Communication) for new services such as personalization
* Change of network topology by adding a new gateway

Replacing an ECU:* new state of the art processor, more memory, no new functionality,
* different supplier

Examples**Changes of outcome of risk assessment by adding or replacing subsystems** Replacing an existing subsystem or adding a new subsystem, and this introduces some minor changes to the cybersecurity of the resulting E/E architecture, and **thus requires an type extension**. * Replacing a UMTS communication unit by a 5G communication unit -> additional communication possible
* Replacing an ECU by a new one with a HSM (hardware security module)
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