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

…

|  |
| --- |
| 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 Architecture  New type  **Extension of existing type**  **No** **impact**  Impact on type  Development 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) |