FIA position on

Lifecycle of a vehicle type* vs. Lifetime of a vehicle
OICA proposal on **Lifecycle** of a vehicle type* vs. **Lifetime** of a vehicle

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The UN Regulation requires:
- A comprehensive management system over the entire **lifecycle** of the vehicle type including:
  - Risk management
  - Inclusion of suppliers
  - Field Monitoring
  - Incident response

**OICA proposal**
For clarification, replace systematically:
- Lifetime by “**lifetime of the vehicle**”
- Lifecycle by “**lifecycle of the vehicle type**”
- Only “**lifecycle**” covers the development phase

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**Development Phase**
- Vehicle Type Approval
  - (first vehicle of this vehicle type manufactured)

**Production Phase**
- Article 4 of 1958 Agreement applies
  - National law applies to registered vehicles

**Post Production Phase**
- Production definitely discontinued
  - (last vehicle of this vehicle type manufactured)

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**Day of Manufacture**

**Lifecycle of a vehicle type***

- Vehicle Type Approval
  - (first vehicle of this vehicle type manufactured)

**Development Phase**

**Production Phase**
- Article 4 of 1958 Agreement applies
  - National law applies to registered vehicles

**Post Production Phase**
- Production definitely discontinued
  - (last vehicle of this vehicle type manufactured)

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**Lifetime of Vehicle 1**
- Use Phase
  - Registration
  - End of Registration
  - Scrappage

**Lifetime of Vehicle 2**
- Use Phase
  - Registration
  - End of Registration
  - Scrappage

**Lifetime of Vehicle 3**
- Use Phase
  - Registration
  - End of Registration
  - Scrappage

Vehicles 1 & 2 & 3 can be of different carlines

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Note: Certificate of CSMS may still be valid

**IT Security Support on VM policy**
FIA position on **Lifecycle of a vehicle type*** vs. **Lifetime of a vehicle**

### Lifecycle of a vehicle type*

- **Vehicle Type Approval** (first vehicle of this vehicle type manufactured)
- **Production definitively discontinued** (last vehicle of this vehicle type manufactured)

### Lifetime of Vehicle 1
- **Use Phase**
  - Registration
  - Post Use Phase

### Lifetime of Vehicle 2
- **Use Phase**
  - Registration
  - Post Use Phase

### Lifetime of Vehicle 3
- **Use Phase**
  - Registration
  - Post Use Phase

**Note:** Certificate of CSMS may still be valid

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The UN Regulation requires:
- A comprehensive management system over the entire lifecycle of the vehicle type including:
  - Risk management
  - Inclusion of suppliers
  - Field Monitoring
  - Incident response

**FIA likes to amend:**
- “lifecycle” is longer than all vehicle lifetimes and lasts at least until scrappage
- IT security support must not end at the end of production
- Post Production regulation is covered by the 58 agreement

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UN Regulation on Cyber Security and Software Updates applies, including Art. 4 of the 1958 agreement

Vehicles 1 & 2 & 3 can be of different carlines

Day of Manufacture
• Post production is addressed in Annex A, § 7.2 of the UN requirements. **So far concrete measures** like a minimum time or minimum mileage **are missing** and have to be added.

• A UN Regulation (under the Geneva 1958 Agreement) is **appropriate** to cover the whole lifecycle. Existing examples are UN Regulation No. 59 (Replacement (retrofit) silencing systems), UN Regulation No. 83 (including durability requirements and "in use" requirements), UN Regulation No. 90 (Replacement braking parts) and UN Regulation No. 133 (Recyclability of motor vehicles). [see report ECE/TRANS/WP.29/GRVA/2]

• GRVA is working on considerations related to software updates and life-time provisions in the context of its cyber security and software updates activities. **The involvement of WP.29 should be envisaged** [see report ECE/TRANS/WP.29/1147]

• Current legislations on national or regional level do not cover IT Security issues, like updates of Soft- or Hardware. IT Security is a new area in automotive regulation and requires technical adequate specifications, like updated software with better performance.

• “**Appropriate measures**” must be defined in detail, a simple risk control or other measures solely in the hands of VMs are not acceptable.