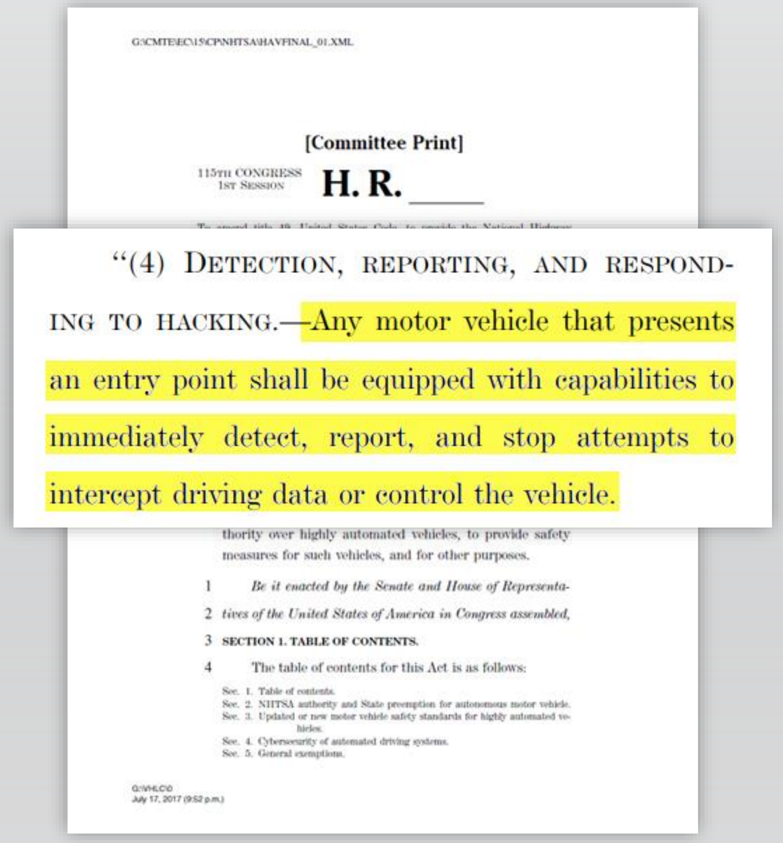
Industry Collaboration & Regulation

Standartization / Best practices

International Organization for Standardization

SAE INTERNATIONAL

Regulation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[Committee Print]

115TH CONGRESS
1ST SESSION

H. R. _____

"(4) DETECTION, REPORTING, AND RESPONDING TO HACKING.—Any motor vehicle that presents an entry point shall be equipped with capabilities to immediately detect, report, and stop attempts to intercept driving data or control the vehicle.

thority over highly automated vehicles, to provide safety measures for such vehicles, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 SECTION 1. TABLE OF CONTENTS.
4 The table of contents for this Act is as follows:

Sec. 1. Table of contents.
Sec. 2. NHTSA authority and State preemption for autonomous motor vehicle.
Sec. 3. Updated or new motor vehicle safety standards for highly automated vehicles.
Sec. 4. Cybersecurity of automated driving systems.
Sec. 5. General exemptions.

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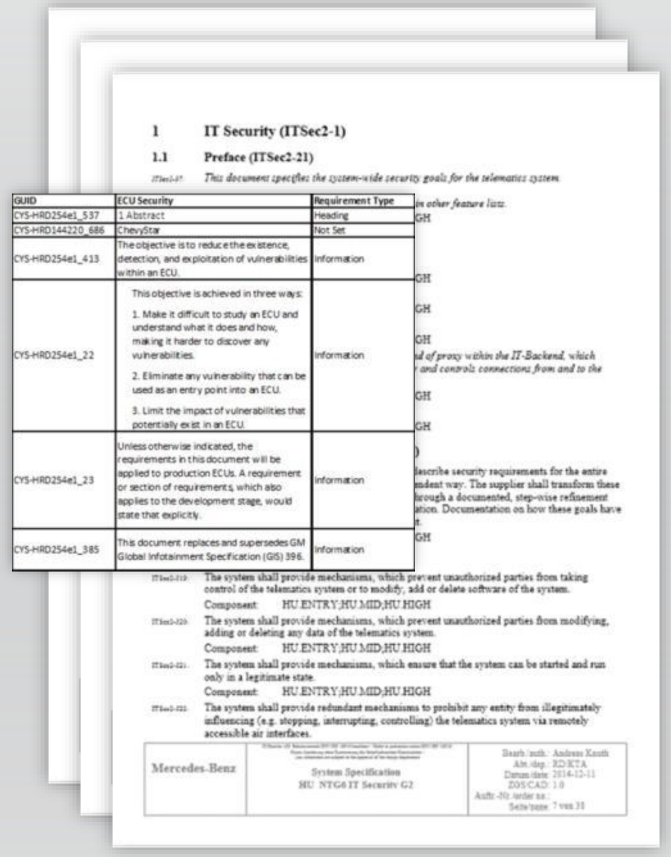
July 17, 2017 (9:52 p.m.)

Industry Maturity


1 IT Security (ITSec2-1)

1.1 Preface (ITSec2-21)

This document specifies the system-wide security goals for the telematics system

GUID	ECU Security	Requirement Type
CYS-HRD254e1_537	1 Abstract	Heading
CYS-HRD144220_686	ChevyStar	Not Set
CYS-HRD254e1_413	The objective is to reduce the existence, detection, and exploitation of vulnerabilities within an ECU.	Information
CYS-HRD254e1_22	This objective is achieved in three ways: 1. Make it difficult to study an ECU and understand what it does and how, making it harder to discover any vulnerabilities. 2. Eliminate any vulnerability that can be used as an entry point into an ECU. 3. Limit the impact of vulnerabilities that potentially exist in an ECU.	Information
CYS-HRD254e1_23	Unless otherwise indicated, the requirements in this document will be applied to production ECUs. A requirement or section of requirements, which also applies to the development stage, would state that explicitly.	Information
CYS-HRD254e1_385	This document replaces and supersedes GM Global Infotainment Specification (GIS) 396.	Information

The system shall provide mechanisms, which prevent unauthorized parties from taking control of the telematics system or to modify, add or delete software of the system.
Component: HU.ENTRY;HU.MID;HU.HIGH

The system shall provide mechanisms, which prevent unauthorized parties from modifying, adding or deleting any data of the telematics system.
Component: HU.ENTRY;HU.MID;HU.HIGH

The system shall provide mechanisms, which ensure that the system can be started and run only in a legitimate state.
Component: HU.ENTRY;HU.MID;HU.HIGH

The system shall provide redundant mechanisms to prohibit any entity from illegitimately influencing (e.g. stopping, interrupting, controlling) the telematics system via remotely accessible air interfaces.

Mercedes-Benz System Specification HU NTG6 IT Security G2

Automotive Cybersecurity Maturity Roadmap