TECHNICAL REPORT

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Road vehicles — Comparison between ISO 26262-12 and other parts of the ISO 26262 series to support motorcycle adaptation

Véhicules routiers — Comparaison entre l'ISO 26262-12 et les autres parties de la série ISO 26262 pour soutenir l'adaptation aux motocycles

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ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

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Foreword

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The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 38, *Motorcycles and mopeds*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

The ISO 26262 series is the adaptation of the IEC 61508 series, its purpose is to address the sector-specific needs of electrical and/or electronic (E/E) systems within road vehicles.

This adaptation applies to all activities during the safety lifecycle of safety-related systems comprised of electrical, electronic and software components.

E/E systems on motorcycles comply with the ISO 26262 series by meeting all of the requirements of ISO 26262-2:2018 through ISO 26262-9:2018. However, some requirements can require a degree of tailoring in order to apply them to motorcycles. In such cases, these tailored requirements supersede the corresponding requirements of the ISO 26262 series.

The specific requirements for motorcycles compared in this document correspond to requirements of ISO 26262-2:2018, 5.4.2 and 6.4.9; ISO 26262-3:2018, Clause 6; ISO 26262-4:2018, 7.4.4; and ISO 26262-4:2018, Clause 8.

Road vehicles — Comparison between ISO 26262-12 and other parts of the ISO 26262 series to support motorcycle adaptation

1 Scope

This document lists differences between ISO 26262-12:2018 and other parts of the ISO 26262 series, and supports the adaptation of the ISO 26262 series for motorcycles by clarifying the intention.

This document is based on ISO 26262-12:2018 and makes a comparison with the following documents:

— ISO 26262-2:2018,

— ISO 26262-3:2018,

— ISO 26262-4:2018.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 26262-1:2018, *Road vehicles — Functional safety — Part 1: Vocabulary*

3 Terms and definitions

For the purposes of this document, the terms, definitions and abbreviated terms given in ISO 26262-1 apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

4 General

4.1 Overview

The objective of this clause is to give an overview of the comparison in this document. This clause describes the contents of ISO 26262-12:2018 and the superseded clauses from ISO 26262-2:2018, ISO 26262-3:2018 and ISO 26262-4:2018. However, identical clauses (Clause 1 to Clause 4) in all parts are excluded from comparison. Additionally, annexes are also excluded from the comparison because of their informative nature.

123 differences are identified as the target of categorization by comparison. The overview for each clause is as follows.

— In Clause 5 regarding safety culture, 5 differences are categorized. These are mainly relevant to communication channels and changed because these are implemented to limited models of motorcycle.