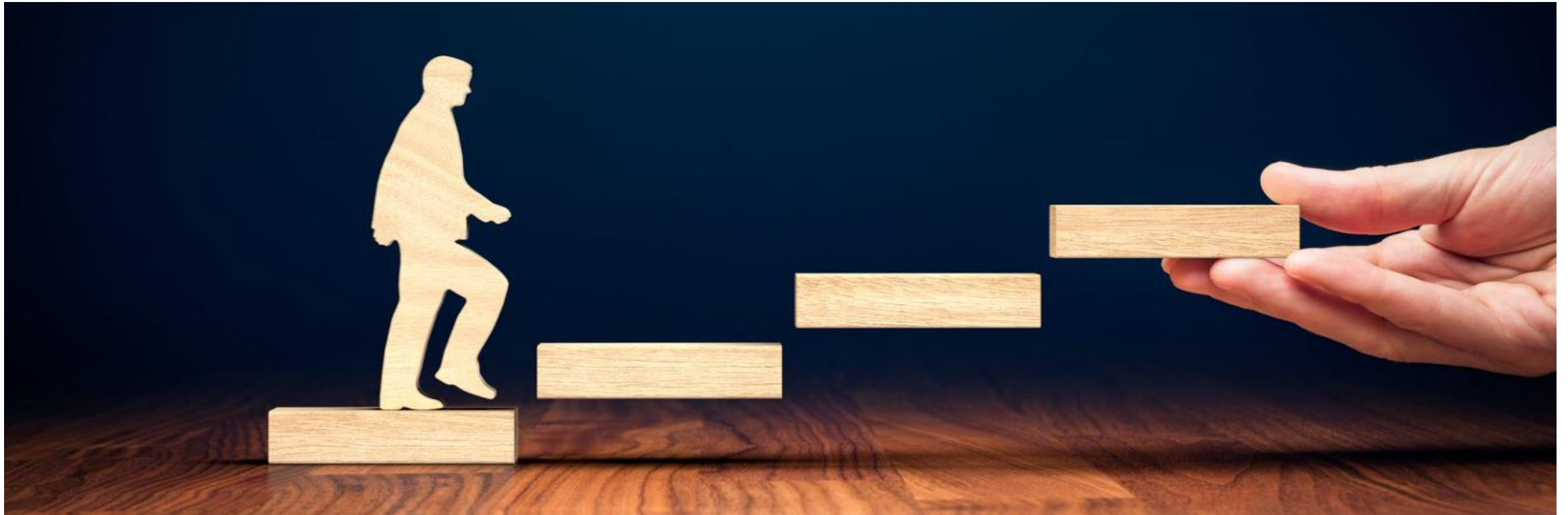


Automotive SPICE 4.1 - VDA AK13 Updates & Key Perspectives for the road ahead

Balázs HARMAN – Valeo GmbH and member of VDA AK13



INTACS Central and Eastern European Regional Event – online - 19.05.2026

Introduction of Speaker

Balázs Harman



- ❑ AK 13 since Q1 2023
- ❑ Valeo GmbH, Germany – Group ASPICE Manager
- ❑ Intacs™ Principal assessor
- ❑ Master of Science in Technical Informatics from Technical University of Budapest
- ❑ Active member of Hungarian SPICE Network



Agenda

- **ASPICE 4.1 and VDA ASPICE Guidelines 3rd:** navigating in the changes
- **The road ahead:** Key perspectives - ASPICE in future assessment context

Working Group 13

AK13 – Way of Working

Head of AK13: Albrecht Wlokka (Robert Bosch GmbH), deputy Dirk Hamann (Schaeffler AG)

Support VDA QMC: Teresa Müller-Ott; Bernhard Herzog; contact info@vda-gmc.de

18 Core Members (OEM, Tier 1, Tier 2+)

- Regular participants in AK13 meetings
- Continuously keeping Automotive SPICE up-to-date
- Supporting the VDA QMC project and working groups in software related topics (e.g. VDA2)
- Collaboration and alignment with relevant stakeholders (e.g. AQL, intacs®)

9 Supporting Experts

- Specialists in particular engineering aspects
- Will be involved on demand in particular working groups

Core team

- AUDI
- BMW
- MAN
- Mercedes-Benz
- Porsche
- VW
- AUMOVIO
- Brose
- FORVIA
- Infineon
- Magna
- MAHLE
- NVIDIA
- Robert Bosch
- Schaeffler
- Valeo
- VDA
- ZF

Expert team

- AUMOVIO
- BMW
- Cariad
- Magna
- Mercedes-Benz
- Infineon
- Robert Bosch
- INTACS
- SWQ ABC



VDA AK13 workshop in March 2026, hosted by Mercedes in Sindelfingen

ASPICE 4.1 and VDA ASPICE Guidelines 3rd navigating in the changes

ASPICE 4.1 - New version of ASPICE coming

In the **summer of 2026** an updated version of **ASPICE** will be released.

Automotive SPICE® PAM 4.1:

- Draft published for supporting the review of the guideline
- Not under review (just for reference / support)

Guideline v3:

- Review Phase ended last week (12th May 2026)
- ~300 comments from ~20 sources (as of 13th May)

Further Proceeding:

- Incorporation of review feedback
- Next QMA Board Meeting on 2nd June 2026

Note:

- No updates in ASPICE for Cybersecurity needed, latest 2.0 version remains compatible with ASPICE 4.x



The next slides summarizes the expected changes in ASPICE 4.1 and Guidelines 3

ASPICE 4.1 Updates

ASPICE PAM 4.1 is a minor update, following changes are expected:

- Minor **grammatical and stylistic updates** throughout the document
- **Removal of MLE.2 BP5**: Resource consumption objectives for ML architecture
- **Update of Annex 2 about IIC** (Information Item Characteristics) to ensure it is well-structured, complete and consistent
- **Bugfix for traceability/consistency** picture and some related text in the PAM
- Several **Notes added or adapted**



ASPICE PAM 4.1 is a minor update

ASPICE Guidelines 3rd Edition Updates

Parallel to ASPICE PAM 4.1, the ASPICE Guidelines will also get a new 3rd edition.
Here the expected changes:

- **Several bugfixes to rules and descriptions** based on feedback from the assessor community
- **Updated guidance on assessment scoping and overall application**
- New chapter to clarify how to consider **AI assisted tools**
- New chapter how to consider **SW maintenance in assessment context**
- Additional updates due to running review phase possible



The new version of the ASPICE guidelines clarifies several so far missing aspects such as better consideration of AI, SW Maintenance, legacy and reuse during assessment

PAM 4.0	PAM 4.1
SPL.2.BP1: Define the functional content of releases.	SPL.2.BP1: Define and agree the functional content of the releases.
	SYS.1 outcome 1) Relevant stakeholders are identified
SYS.1.BP1: Obtain stakeholder expectations and requests.	SYS.1.BP1: Identify stakeholders and obtain their expectations and requests.
SWE.3 outcome 3) Consistency and bidirectional traceability are established between software detailed design and software architecture; and consistency and bidirectional traceability are established between source code and software detailed design; and consistency and bidirectional traceability are established between the software detailed design and the software requirements.	3) Consistency and bidirectional traceability are established between the software detailed design and the software architecture. 4) Consistency and bidirectional traceability are established between the source code and the software detailed design. 5) Consistency and bidirectional traceability are established between the software detailed design and the software requirements.
SWE.4 outcome 4) Consistency and bidirectional traceability are established between verification measures and software units; and bidirectional traceability is established between verification results and verification measures.	4) Consistency and bidirectional traceability are established between verification measures and the software units. 5) Bidirectional traceability is established between the verification results and the verification measures.

PAM 4.0	PAM 4.1
SWE.5 outcome 7) Consistency and bidirectional traceability are established between verification measures and the software architecture and detailed design; and bidirectional traceability is established between verification results and verification measures.	7) Consistency and bidirectional traceability are established between the verification measures and the software architecture as well as the detailed design. 8) Bidirectional traceability is established between the verification results and the verification measures.
SWE.6 outcome 4) Consistency and bidirectional traceability are established between verification measures and software requirements; and bidirectional traceability is established between verification results and verification measures.	4) Consistency and bidirectional traceability are established between verification measures and software requirements. 5) Bidirectional traceability is established between the verification results and the verification measures.
HWE.2.BP3: Specify dynamic aspects.	HWE.2.BP3: Specify the dynamic aspects of the hardware architecture and the hardware detailed design.
HWE.3.BP4: Verify hardware design.	HWE.3.BP4: Verify against the hardware design.
HWE.4 outcome 2) Verification measures are selected considering criteria, including criteria for regression verification.	2) Verification measures are selected according to the release scope considering criteria, including the criteria for the regression verification.
Overall usage of „the“: example SUP.8.BP1: Identify configuration items.	SUP.8.BP1: Identify the configuration items.
SUP.9 „problem“	“problems”
MAN.3.BP4: ... Define and monitor work packages Define and monitor <u>adequately sized</u> work packages ...

PAM 4.0	PAM 4.1
<p>MAN.5.BP3: Determine risks. Determine the probability and severity of the undesirable events to support priorities for the mitigation of the risks.</p>	<p>MAN.5.BP3: Determine the risks. Determine the risks by analyzing the probability, consequence and severity of the potential undesirable events to support priorities for the mitigation of the risks.</p>
<p>Annex B IIC structure 01-50 Integrated software</p> <ul style="list-style-type: none"> • Software executable (e.g, simulator with stubbing, debug-able, object code) including: <ul style="list-style-type: none"> - application parameter files (being a technical implementation solution for configurability-oriented requirements) - all configured software elements 	<p>New IIC structure 01-50 Integrated software A functional executable software which has been integrated from multiple software components.</p> <p>Identifies:</p> <ul style="list-style-type: none"> • All configured software elements <p>Includes:</p> <ul style="list-style-type: none"> • Application parameter <p>Examples and references:</p> <ul style="list-style-type: none"> • Simulator with stubbing • Object code
<p>Automotive SPICE</p>	<p>Automotive SPICE®</p>

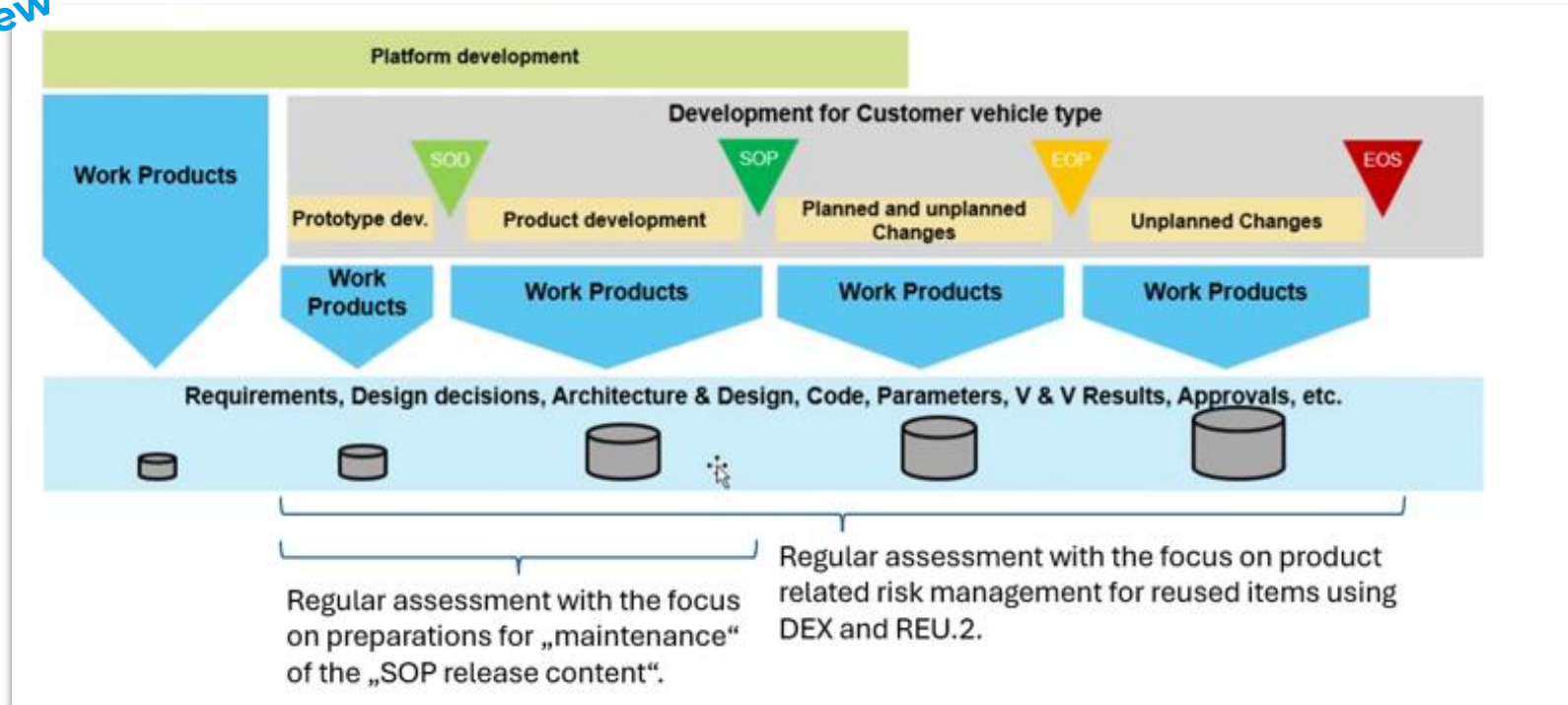
new

[DEX.RL.13] If legacy software is used in the assessed project and there is no evidence for measures proving that the legacy software fits to the project requirements, and this aspect is significant in the context of SWE.1.BP1, then SWE.1.BP1 shall be downrated.

new

[DEX.RL.17] If reused components (e.g., platform and/or legacy software) used in the assessed project are not consistently reflected in the software architectural design and this aspect is significant in the context of SWE.2 BP1, then SWE2.BP1 shall be downrated.

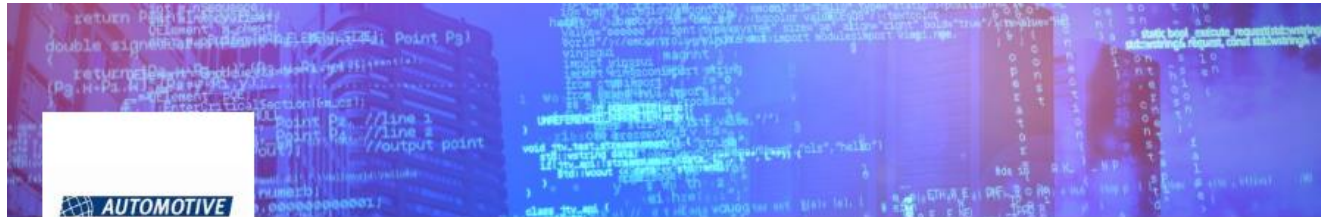
new



The road ahead

Key perspectives - ASPICE in future assessment context

The road ahead



VDA AK13 Automotive SPICE®

The VDA Working Group 13, board of authors of Automotive SPICE® and the Automotive SPICE® Guidelines

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- to be kept in the loop
- be informed
- to contribute and give feedback
- Interpretations and view of AK13 early shared here, later may become part of PAM and GL

Next slides highlight actual topics & challenges, shared as posts or articles on LinkedIn

Better scoping for efficient assessments



Explore this short series by VDA AK13 on how scoping impacts assessment validity and comparability!

#AutomotiveSPICE #QualityManagement #ProcessImprovement #Efficiency
#AutomotiveIndustry #Scoping #AK13



Scoping Series | Part 1: Apples and Oranges in Automotive SPICE® - the influence of scoping on comparability of Automotive SPICE® assess-...

[LINK](#)

Bring some processes out of the attic!

The 2nd part of our Scoping Series, about how scoping impacts assessment validity and comparability!

#AutomotiveSPICE #QualityManagement #ProcessImprovement #Efficiency
#AutomotiveIndustry #Scoping #AK13



Scoping Series | Part 2: Once VDA Scope, always VDA Scope? A plea for the forgotten processes in Automotive SPICE®

[LINK](#)

Following our initial ASPICE assessment scoping explorations into Apples and Oranges, as well as Processes from the attic, this 3rd article shifts focus towards strategies for maximizing assessment efficiency.

#AutomotiveSPICE #QualityManagement #ProcessImprovement #Efficiency
#AutomotiveIndustry #LinkedIn



Scoping Series | Part 3: The Value of Scoping in Automotive SPICE®: Maximizing Applicability and Efficiency

[LINK](#)

Scoping becomes more important than ever → purpose | comparability | focus | efficiency

How ASPICE and Agile work together

👤 Myth Busted: Can ASPICE and AGILE work together? Let's dive in and find out!
#MYTH #ASPICE



Myth – Automotive SPICE and Agile contradict each other

[LINK](#)

Since Automotive SPICE resides at the WHAT level while Agile practices are mainly at the HOW level both domains cannot, by definition, contradict each other → Agile practices “implement” some of the Automotive SPICE principles, and SPICE principles “serve as an abstraction” of Agile elements.

ASPICE does not define a process

👤 Back after the summer break with a myth about ASPICE! Have a look at our new article!

#MYTH #ASPICE



Myth – Automotive SPICE is a development process blueprint

[LINK](#)

ASPICE is not restrictive – on the contrary, it opens up for freedom of development process design. Have an infinite no. of HOW levels, and those HOW levels implementing the ASPICE WHAT level help reducing systematic faults in the end product introduced during development otherwise.

Code-First Approach

Code-First Approach may accelerate development, but how this approach applicable to the development of complex embedded automotive software-based systems?

[#ASPICE](#) [#Coding](#)



Code-First Approach and Automotive SPICE

[LINK](#)

To ensure long-term maintainability, clear documentation and traceability are essential. A pure Code-First Approach without documenting the rationales is not recommended in series projects. Using an iterative approach of coding and documentation requires discipline to keep both aligned. The goal is to fulfill stakeholder requirements which demands a structured methodology and continuous attention to consistency and clarity throughout the development lifecycle.

ASPICE in maintenance and after SOP

👤 MYTH 🔍

Does ASPICE die at SOP? Many think so. Let's bust that myth!

#AutomotiveSPICE #ASPICE #VDAAK13

#AutomotiveSoftware #SOP #MYTH



Myth - ASPICE stops at SOP

[LINK](#)

Automotive SPICE® can be applied before SOP to evaluate how much the development is prepared to enable long-term maintenance as well as after SOP to evaluate development in the maintenance phase.

See the new SW Maintenance chapter in VDA ASPICE Guidelines 3rd Edition!

AI engineering tools

💡 Is Automotive SPICE® still needed and useful when engineering work products are created with the support of AI? Discover our perspective in this article!

[#AutomotiveSPICE](#) [#AI](#)



AI Engineering Tools and Automotive SPICE®

[LINK](#)

Using AI engineering tools is speeding up the development world but introduces additional risks due to their limitations. The development processes have to ensure that these risks will be adequately handled. A new chapter in the VDA ASPICE Guidelines 3rd Editions gives guidance to assessors how to consider the usage of AI engineering tools during the evaluation and rating.

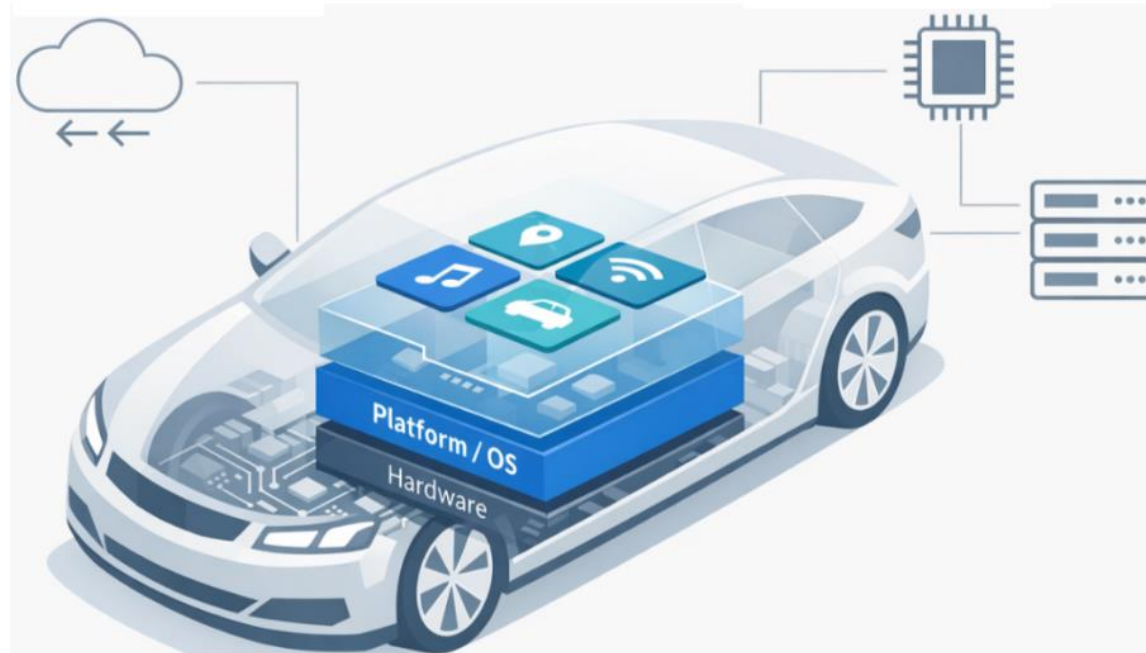
ASPICE @ SDV

"The Software Defined Vehicle (SDV) is the biggest transformation for the automotive industry since the introduction of electronic systems 40 years ago".

🔔 This claim can be heard at conferences, in private talks and here on LinkedIn.

🤖 But is this really true and how to apply ASPICE?

#SDV #ASPICE #AutomotiveSPICE #VDAQMC #Transformation



ASPICE @ Software Defined Vehicle

[LINK](#)

While ASPICE 4.1 already equips us to assess SDV-related domains, the work doesn't stop here: assessment models must continuously adapt to stay aligned with shifting development paradigms and must mirror the evolving landscape of modern product development.

Thank you for your attention.
Do you have any questions?



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