PUBLICATIONS

Les publications du mois d'Octobre 2026

VEHICULES ROUTIERS

COMPOSANTS ELECTRIQUES ET ELECTRONIQUES ET ASPECT SYSTEME GENERAL - BNA-CN-32

ISO/PAS 25090:2026 (Publiée le 21/10/2026)

ISO/TC 22/SC 32/WG12

Véhicules routiers — Ingénierie de mise à jour du logiciel — Informations sur la configuration des véhicules

Scope

This document provides guidance on how to determine the relevant vehicle configuration information for software update engineering according to ISO 24089. This document contains definitions of elements of vehicle configuration information, relationships between such elements and examples of usage.

This document does not prescribe formats for elements of vehicle configuration information or how such information can be collected, stored and exchanged.

DYNAMIQUE DES VEHICULES ET COMPOSANTS DE CHASSIS – BNA-CN-33

ISO/PAS 34506: 2026 (Publiée le 07/10/2026)

ISO/TC 22/SC 33/WG 9*

Véhicules routiers — Scénarios d'essai pour les systèmes de conduite automatisée — Qualification des environnements d'essai virtuels

Scope

This document establishes a qualification scheme for virtual test environments (VTE) used in the evaluation of automated driving systems (ADS). It specifies criteria and procedures for assessing the VTE in open-loop and closed-loop configurations. This document does not apply to the validation or assessment of individual simulation models (for example, sensor or vehicle dynamics models) and does not apply to the evaluation of ADS performance.

PROPULSION, GROUPE MOTOPROPULSEUR ET FLUIDES ASSOCIES - BNA-CN-34

ISO 2974:2026:2026 (Publiée le 21/10/2026)

ISO/TC 22/SC 34/WG 2

Moteurs diesels — Raccords finaux à cône concave de 60° pour lignes d'injection de carburants haute pression

Scope

This document specifies the dimensional requirements of end-connections for high-pressure fuel injection equipment components, including fuel injectors, CR injectors, common rails, distribution blocks, injection pumps and high-pressure supply pumps used on diesel (compression-ignition) engines.

It is applicable to externally threaded 60° concave cones (see Figures 1, 2, 5, and 6) and intended for use with high-pressure fuel injection pipe assemblies with tube outside diameters of:

- up to and including 12 mm for integral concave cones (see Table 1); and
- up to and including 9 mm for fabricated concave cones (see Table 2).

SYSTEMES D'AIDE A LA CONDUITE ROUTIERE – BNA-CN-ADAS (ISO/TC 204/WG 14)

ISO 19237:2026 (Publiée le 21/10/2026)

ISO/TC 204/WG *14

Systèmes de transport intelligents — Systèmes de détection des piétons et de prévention des collisions (PDCMS) — Exigences de performance et procédures d'essai

Scope

This document specifies the concepts of operation, minimum functionality, system requirements, system interfaces and test procedures for pedestrian detection and collision mitigation systems (PDCMS), which can reduce the likelihood of fatality and severity of injury. A PDCMS requires information about range to pedestrians, motion of pedestrians, motion of the subject vehicle (SV), driver commands and driver actions. It specifies the behaviours that are required for PDCMS, and the system test criteria necessary to verify that a given implementation meets the requirements of this document.
Implementation choices are left to system designers wherever possible.
Systems that include other countermeasures such as evasive steering are not within the scope of this document.
Responsibility for the safe operation of the vehicle remains with the driver.
This document applies to light duty passenger vehicles. It does not apply to other vehicle categories such as heavy vehicles or motorcycles. PDCMS are not intended for off-road use.

ISO 23375:2026 (Publiée le 28/10/2026)

ISO/TC 204/WG14

Systèmes de transport intelligents — Systèmes de manœuvre latérale d'évitement de collision (CELM) — Exigences et procédures d'essai

Scope

This document specifies basic control strategies, minimum functional requirements, basic driver interface elements, and test procedures for verifying the system requirements for collision evasive lateral manoeuvre systems (CELM).

Specific methods for object detection and other environmental perception technologies are not described in this document.

This document applies to light vehicles and heavy trucks. Vehicles equipped with trailers are not within the scope of this document.

Pour rappel, les publications depuis janvier 2026

VEHICULES ROUTIERS

COMMUNICATION DE DONNEES - BNA-CN-31

ISO 15118-21:2025 (Publiée le 06/02/2026)

ISO/TC 22/SC 31/JWG 1

Véhicules routiers — Interface de communication entre véhicule et réseau électrique — Partie 21: Plan de test de conformité aux exigences communes de la couche réseau et de la couche application de 2ème génération

Scope

Le présent document spécifie les tests de conformité sous la forme d'une suite de tests abstraite (ATS) pour un système sous test (SUT) comportant un contrôleur de communication de véhicule électrique (CCVE) ou un contrôleur de communication de l'infrastructure de recharge (CCIR), pour toutes les exigences communes spécifiées dans l'ISO 15118-20 qui sont indépendantes d'un type de charge particulier (CA, CC, DCA, TPSF). Ces tests de conformité spécifient les tests de capacités et de comportements d'un SUT, puis vérifient les résultats obtenus par rapport aux conditions de conformité définies dans l'ISO 15118-20 et aux capacités d'implémentation du SUT définies par l'implémenteur.

Les tests de capacités définis dans la suite de tests abstraite (ATS) vérifient que les capacités observables sur le SUT respectent les conditions de conformité statique spécifiées dans la norme ISO 15118-20. Les tests de comportement de la suite de tests abstraite (ATS) examinent en détail une implémentation donnée dans l'ensemble des conditions de conformité dynamique spécifiées dans la norme ISO 15118-20, ainsi que dans les limites des capacités du SUT.

Une architecture de test est décrite sur la base de la suite de tests abstraite (ATS). Les tests élémentaires abstraits définis dans le présent document sont décrits sur la base de cette architecture de test et sont spécifiés sous la forme de tableaux descriptifs couvrant les couches ISO/OSI 3 à 7 (couches réseau/application).

Le présent document ne couvre que les sections normatives et les exigences de l'ISO 15118-20. Le présent document renvoie également vers des tests spécifiques pour les exigences relatives aux normes citées (par exemple, les RFC de l'IETF, les recommandations W3C) si ces tests présentent un intérêt pour la conformité des implémentations conformément à l'ISO 15118-20. Toutefois, le présent document n'a pas pour objet d'élargir le domaine d'application de cette spécification de conformité à de telles normes externes, si cela n'est pas techniquement nécessaire pour les tests de conformité conformément à l'ISO 15118-20. En outre, les tests de conformité spécifiés dans le présent document n'incluent pas l'évaluation des performances, de la robustesse ou de la fiabilité d'une implémentation. Ces tests ne peuvent pas évaluer l'implémentation physique des primitives de services abstraites, la manière dont est implémenté un système, la manière dont celui-ci fournit un service demandé, ou l'environnement d'implémentation du protocole. Par ailleurs, les tests élémentaires abstraits spécifiés dans le présent document couvrent uniquement le protocole de communication et le comportement du système spécifiés par l'ISO 15118-20. Le flux de puissance entre l'IRVE et le VE n'est pas un prérequis pour les tests spécifiés dans le présent document.

ISO 17978-3:2026 (Publiée le 17/03/2026)

ISO/TC 22/SC 31/WG 2

Véhicules routiers — Diagnostic Véhicule Orienté Services (SOVD) — Partie 3: Interface de Programmation D'applications (API)

Scope

This document defines an application programming interface (API) which standardizes the methods for diagnosing HPCs and legacy ECUs, the retrieval of the diagnostic capabilities, and the discovery of the service-oriented vehicle diagnostics (SOVD) methods in an extended vehicle. The SOVD API provides a unified access to classic ECUs and HPCs.

The SOVD API provides functions such as:

- access to the faults, including reading the fault entries, reading environment data, and deleting fault entries;
- measurements and identifications of all entities;
- execution of routines, input/output (I/O) controls and software functions in certain modes or states;
- configuration of a vehicle (e.g. equipment, country, customer demand, variant coding);
- encapsulation of the ExVe manufacturer specific software update strategy (including firmware over the air (FOTA) if available);
- access to logging information of an HPC.

With these features, SOVD can cover all areas of the vehicle life cycle, including engineering (development), manufacturing (production), after sales (maintenance and repair), legal and technical inspections and vehicle operation (use).

There are several aspects which are not covered by this document, as they are specific to the implementation of an SOVD server, for example:

- prevention and quick reaction to attack vectors like denial of service, zero-day exploits of vulnerabilities;
- recognition of security incidents;
- maintaining the operational safety based on data monitoring;
- management of security incidents;
- data privacy issues;

load balancing of concurrent requests.

ISO 17978-2:2026 (Publiée le 09/04/2026)

ISO/TC 22/SC 31/WG 6

Véhicules routiers — Diagnostic Véhicule Orienté Services (SOVD) — Partie 2: Définition des cas d'usage

Scope

This document gives an overview of the service-oriented vehicle diagnostics (SOVD) use cases. Each use case consists of name, inputs, outputs, a description and examples.

Use cases are described in an abstracted form to be independent of the underlying technologies.

ISO/PAS 15118-23:2026 (Publiée le 21/04/2026)

ISO/TC 22/SC 31/JWG 1

Véhicules routiers — Interface de communication entre véhicule et réseau électrique — Partie 23: Plan de test de conformité aux exigences de la couche réseau et de la couche application de deuxième génération pour la charge en courant continu

Scope

This document specifies conformance tests in the form of an abstract test suite (ATS) for a system under test (SUT) that implements an electric-vehicle communication controller (EVCC) or a supply-equipment

communication controller (SECC) for all direct current (DC)-specific requirements specified in ISO 15118-20 that are associated to the DC charging type. These conformance tests specify the testing of capabilities and behaviours of an SUT, as well as checking what is observed against the conformance requirements specified in ISO 15118-20 and against what the implementer states the SUT implementation's capabilities are.

The capability tests within the ATS check that the observable capabilities of the SUT are in accordance with the static conformance requirements defined in ISO 15118-20. The behaviour tests of the ATS examine an implementation as thoroughly as practical over the full range of dynamic conformance requirements defined in ISO 15118-20 and within the capabilities of the SUT.

The test architecture for this document is inherited from the test architecture specified in ISO 15118-21. If further aspects for DC-specific requirements are necessary, they extend this architecture and are specified in this document. The abstract test cases in this document are described leveraging this test architecture and are specified in descriptive tabular format covering the ISO/OSI layer 3 to 7 (network to application layers).

In terms of coverage, this document only covers normative sections and requirements in ISO 15118-20. This document can additionally refer to specific tests for requirements on referenced standards (e.g. IETF RFCs, W3C Recommendation, etc.) if they are relevant in terms of conformance for implementations according to ISO 15118-20. However, it is explicitly not intended to widen the scope of this conformance specification to such external standards, if it is not technically necessary for the purpose of conformance testing for ISO 15118-20. Furthermore, the conformance tests specified in this document do not include the assessment of performance nor robustness or reliability of an implementation. They cannot provide judgments on the physical realization of abstract service primitives, how a system is implemented, how it provides any requested service, nor the environment of the protocol implementation. Furthermore, the abstract test cases defined in this document only consider the communication protocol and the system's behaviour defined ISO 15118-20. Power flow between the EVSE and the EV is not a prerequisite for the test cases specified in this document.

ISO 11898-2:2026 (Publiée le 21/05/2026)

ISO/TC 22/SC 31/WG 3

Véhicules routiers — Gestionnaire de réseau de communication (CAN) — Partie 2: Sous-couche de l'unité d'accès au support à haute vitesse (PMA)

Scope

This document specifies physical medium attachment (PMA) sublayers for the controller area network (CAN). This includes the high-speed (HS) PMA without and with low-power mode capability, without and with selective wake-up functionality. Additionally, this document specifies PMAs supporting the signal improvement capability (SIC) mode and the FAST mode in Annex A. The physical medium dependent (PMD) sublayer is not in the scope of this document.

ISO 17978-1:2026 (Publiée le 22/05/2026)

ISO/TC 22/SC 31/WG 6

Véhicules routiers — Diagnostic Véhicule Orienté Services (SOVD) — Partie 1: Informations générales, définitions, règles et principes de base

Scope

This document

- gives an overview of the ISO 17978 series;
- specifies rules and basic principles for the service-oriented vehicle diagnostics (SOVD), conforming to the extended vehicle (ExVe) methodology, as specified in the ISO 20077 series;
- defines general terms

ISO 14229-1:2026 (Publiée le 05/06/2026)

ISO/TC 22/SC 31/WG 2

Véhicules routiers — Services de diagnostic unifiés (SDU) — Partie 1: Couche application

Scope

This document specifies data link independent requirements of diagnostic communication services. These allow a diagnostic tester (client) to control diagnostic functions in an in-vehicle electronic control unit (ECU, server) such as an electronic fuel injection, automatic gearbox, anti-lock braking system, etc. connected to a serial data link embedded in a road vehicle.

This document specifies diagnostic communication services, which allow the diagnostic tester (client) to stop or to resume non-diagnostic message transmission, to read vehicle identification data and real-time sensor data, read and clear diagnostic information, control actuators, start/stop routines, and many more functions to assist in diagnosing the vehicle's electronic systems.

This document does not apply to non-diagnostic message transmission on the vehicle's communication data link between two electronic control units. This document does not restrict an in-vehicle on-board tester (client) implementation in an ECU/server in order to utilize the diagnostic communication services on the vehicle's communication data link to perform bidirectional diagnostic data exchange.

This document does not specify any implementation requirements.

ISO 23150-1:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 1: Informations générales et principes

Scope

This document is applicable to road vehicles with automated driving functions. This document concerns the logical interface between vehicle environmental perception sensors and the fusion unit which generates a surround model and interprets the scene around the vehicle based on the sensor data. The interface is described in a modular and semantic representation and provides information on different abstraction levels based on sensor technology specific information.

This document provides generic interface templates for different interface levels, supportive sensor interfaces and sensor input interfaces.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-2:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 2: Interfaces de niveau objet

Scope

This document is applicable to road vehicles with automated driving functions and specifies the interfaces at the object level:

- potentially moving object interface;
- road object interface;
- static object interface;

- free-space object interface.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-11:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 11: Interfaces spécifiques de radar

Scope

This document s applicable to road vehicles with automated driving functions and specifies the technology-specific logical interfaces for radar sensors or sensor clusters:

- feature level interface;
- advanced detection level interface;
- detection level interface.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-12:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 12: Interfaces spécifiques de Lidar

Scope

This document is applicable to road vehicles with automated driving (AD) functions and specifies the technology-specific logical interfaces for lidar sensors or sensor clusters:

- feature level interface (FLI);
- advanced detection level interface (ADLI);
- detection level interface (DLI).

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-13:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 13: Interfaces spécifiques de caméra

Scope

This document is applicable to road vehicles with automated driving functions and specifies the technology-specific logical interfaces for camera sensors or sensor clusters, such as:

- feature-level interface;
- advanced detection-level interface;
- detection-level interface.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-14:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 14: Interfaces spécifiques de capteur ultrasonique

Scope

This document is applicable to road vehicles with automated driving functions and specifies the technology-specific logical interfaces for ultrasonic sensors or sensor clusters:

- feature level interface;
- advanced detection level interface;
- detection level interface.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-15:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 15: Interfaces spécifiques de microphone

Scope

This document is applicable to road vehicles with automated driving functions and specifies the technology-specific logical interfaces for microphone sensors or sensor clusters:

- feature level interface;
- advanced detection level interface;
- detection level interface.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 23150-20:2026 (Publiée le 29/06/2026)

ISO/TC 22/SC 31/WG 9

Véhicules routiers — Interface logique entre capteurs et unité de fusion de données pour les fonctions de conduite automatisée — Partie 20: Interfaces d'entrée et de support de capteur

Scope

This document is applicable to road vehicles with automated driving functions and specifies the supportive sensor interfaces for sensors or sensor clusters:

- sensor performance interface;
- sensor health information interface;
- sensor calibration interface;

and specifies the sensor input interface:

- common sensor input interface.

This document does not provide electrical and mechanical interface specifications. Raw data interfaces are also excluded.

ISO 15118-20:2022/Amd1 : 2026 (Publiée le 13/07/2026)

ISO/TC 22/SC 31 /JWG 1

Véhicules routiers — Interface de communication entre véhicule et réseau électrique — Partie 20: Exigences des couches réseau et application de 2ème génération — Amendement 1: Service RED en CA, service MCS et concept de sécurité amélioré

Scope

Service RED en CA, service MCS et concept de sécurité amélioré

COMPOSANTS ELECTRIQUES ET ELECTRONIQUES ET ASPECT SYSTEME GENERAL - BNA-CN-32

ISO 8820-3:2026 (Publiée le 07/07/2026)

ISO/TC 22/SC 32/WG 5

Véhicules routiers — Liaisons fusibles — Partie 3: Liaisons fusibles cavalier (Type à lame), Type C (moyen), Type E (courant élevé) et Type F (miniature)

Scope

This document is intended to be used in conjunction with ISO 8820-1 and ISO 8820-2[1]. The numbering of its clauses corresponds to that of ISO 8820-1, whose requirements are applicable, except where modified by requirements particular to this document.

ISO 19453-6:2026 (Publiée le 22/09/2026)

ISO/TC 22/SC 32/WG 2

Véhicules routiers — Spécifications d'environnement et essais de l'équipement électrique et électronique pour les véhicules à propulsion électrique — Partie 6: Packs et systèmes de batterie de traction

Scope

This document specifies requirements for lithium-ion traction battery packs or systems used in battery electric, hybrid electric and fuel cell electric road vehicles. This document describes the most relevant environmental stresses and specifies tests and test boundary conditions. This document establishes a classification of battery packs or systems and defines different stress levels for testing when a classification is applicable and required. The objective of this document is to specify standard test procedures and conditions to enable the observation of the reliability of the lithium-ion traction battery in the vehicle.

This document specifies tests for a battery pack or system of voltage class A and B.

This document provides the necessary information to set up a dedicated test plan for a battery pack or system subject to agreement between the customer and supplier. If required, the relevant test procedures and/or test conditions can also be selected from this document.

NOTE This document only covers requirements and test conditions for a traction battery pack or system used in passenger cars.

DYNAMIQUE DES VEHICULES ET COMPOSANTS DE CHASSIS – BNA-CN-33

ISO 5101:2026 (Publiée le 09/01/2026)

ISO/TC 22/SC 36/WG 15

Véhicules routiers — Spécification de la charge pour les systèmes d'actionnement et de modulation des freins

Scope
This document specifies expected field loads for functions provided by the braking system actuator and modulator and applies to passenger cars and light commercial vehicles (classes M1 and N1, according to UNECE).
Functions addressed in this document are:
- dynamic stability functions (e.g. electronic stability control);
- brake torque optimizing functions (e.g. electronic brake force distribution);
- brake assistance functions (e.g. hill start assist).

This document only covers functions where data of appropriate maturity are available. There are additional functions of a braking system, which are not covered by this document.
By describing the expected field loads, this document specifies representative manoeuvres and occurrences for different functions. These serve as an orientation for the derivation of test procedures.
This document applies to vehicles up to conditional automation (SAE J 3016 level 3).

NOTE Field loads for automation levels above level 3 are under consideration for future editions.

ISO 22133:2026 (Publiée le 27/01/2026)

ISO/TC 22/SC 33/WG 16

Véhicules routiers — Surveillance et contrôle des objets de test pour l'évaluation de la sécurité active et des véhicules automatisés/autonomes — Exigences fonctionnelles, caractéristiques et protocole de communication

Scope
This document specifies requirements, procedures and message formats for controlling and monitoring of test objects, used for testing of active safety functions and autonomous vehicles.

This document specifies functionality and messaging for monitoring and controlling of test objects by a control centre facilitating an interoperable test object environment. This document defines a communication protocol which allows for the control centre to safely execute tests using test objects from multiple vendors.

This document does not specify the internal architecture of the test object nor control centre.
This document does not specify how testing of the vehicles shall be performed.

ISO 19725:2026 (Publiée le 29/05/2026)

ISO/TC 22/SC 33/WG 2

Véhicules routiers — Systèmes de direction électronique — Lignes directrices sur la sécurité du système

Scope
This document specifies necessary but not sufficient safety requirements for the use of SbW systems in passenger cars and light commercial vehicles for series application.

This document does not replace the full application of the ISO 26262 series of standards and their implementation in safety-related measures.

This document defines requirements for manual driving where the driver holds the steering wheel.

NOTE Misuse of hands-free driving is not considered.

This document does not contain any requirements for the use of automated lateral vehicle control functions.

The requirements consider systems consisting of a road wheel actuator (RWA), hand wheel actuator (HWA), and a steering wheel for driver input. Deviating concepts need to be analysed by the user for transferability.

ISO 4925:2026 (Publiée le 08/06/2026)

ISO/TC 22/SC 33/WG 14

Véhicules routiers — Spécifications pour liquides de frein à base non pétrolière pour systèmes hydrauliques

Scope
This document provides the specifications, requirements and test methods for non-petroleum-based fluids used in road-vehicle hydraulic brake and clutch systems that are designed for use with such fluids and equipped with seals, cups or double-lipped type gland seals made of styrene-butadiene rubber (SBR) and ethylene-propylene elastomer (EPDM).

PROPULSION, GROUPE MOTOPROPULSEUR ET FLUIDES ASSOCIES - BNA-CN-34

ISO 18418-1:2026 (Publiée le 12/01/2026)

ISO/TC 22/SC 34/WG 2

Moteurs à essence — Connexions pour des lignes de combustible liquide à haute pression — Partie 1: Raccords à cônes concave de 60°

Scope
This document specifies the dimensional requirements of high-pressure liquid fuel pipe end-connections for gasoline (spark ignition) engine fuel injection equipment.
It is applicable to externally threaded end-connections having a 60° concave cone (see Figure 1), as well as to the pipe end assemblies of high-pressure fuel injection pipes with outside diameters of up to and including 10 mm (see Table 1)

ISO 12251:2026 (Publiée le 26/01/2026)

ISO/TC 22/SC 34/WG 2

Moteurs diesels — Injecteurs de combustible pour rampe commune fixée par patte — Dimensions de montage

Scope
This document specifies dimensional requirements for clamp mounted CR fuel injectors and their corresponding cylinder head features in diesel engines.
According to the injector nozzle capnut, the clamp mounted CR fuel injectors can be divided into two types:

a. Type A, where the nozzle capnut is straight (see Figure 4);
b. Type B, where the nozzle capnut is stepped (see Figure 5).

Each clamp mounted CR fuel injector type is subdivided by a series of different sizes.

NOTE This differentiation corresponds to the relationship between the two guide diameters of the clamp mounted CR fuel injectors.

ISO 21042:2026 (Publiée le 06/02/2026)

ISO/TC 22/SC 34/WG 2

Moteur à essence à injection directe (moteurs GDI) — Installation de la pompe d'injection de carburant à haute pression sur le moteur

Scope
This document specifies dimensions required for the installation and integration of the high pressure fuel pump in gasoline (GDI) engines. The location of the fuel connections and the dimensions of the pump

outside shape are not defined since they vary according to the manufacturer of the pump and to the particular application.

ISO/TS 17536-2:2026 (Publiée le 16/04/2026)

ISO/TC 22/SC 34/WG 11

Véhicules routiers — Essai de performance du séparateur d'aérosols pour les moteurs à combustion interne — Partie 2: Méthode d'essai de laboratoire

Scope
This document defines standardized and repeatable test procedures for the evaluation of blowby oil aerosol separators and filtering devices and specifies laboratory gravimetric separation efficiency and system pressure tests in both open and closed crankcase ventilation systems. This document has a limitation of 0 % to 99 % for aerosol gravimetric efficiency.

NOTE Gravimetric efficiencies > 99 % can be difficult to measure due to long test durations and absolute filter weight measurements.

Filter life is not evaluated in this document.

This test method only applies to devices that have a defined tubular inlet, outlet and drain that can be connected to the test equipment. For devices that lack such connections, for example, one that is built into a valve cover, see Annex A.

ECLAIRAGE ET VISIBILITE - BNA-CN-35

ISO 3536:2026 (Publiée le 12/01/2026)

ISO/TC 22/SC 35/WG 2

Véhicules routiers — Vitrages de sécurité — Vocabulaire

Scope
This document defines terms relating to safety glazing materials for road vehicles.

ISO 10604:2026 (Publiée le 13/01/2026)

ISO/TC 22/SC 35/WG 1

Véhicules routiers — Procédure de mesure de l'orientation des faisceaux lumineux des dispositifs d'éclairage avant

Scope

This document specifies the procedure to measure or to verify the aiming of the luminous beams emitted by the front lighting devices installed on road motor vehicles excluding mopeds and motorcycles.
This document prescribes the provisions specifying:

a) the test conditions and test area plane;
b) the preparation of the vehicle under test;
c) the procedure using equipment with a distant aiming screen;
d) the procedure using movable front-lighting testing system;
e) the photometric measurement.

SECURITE ET ESSAIS DE COLLISION – BNA-CN-36

ISO 15830-2:2022/Amd 1:2026 (Publiée le 14/01/2026)

ISO/TC 22/SC 36/WG 9

Véhicules routiers — Conception et spécifications de performance pour le mannequin mondial (WorldSID), 50e percentile homme, de choc latéral — Partie 2: Sous-systèmes mécaniques — Amendement 1: Centre de gravité de la tête

ISO 15830-3 :2022/Amd 1:2026 (Publiée le 27/01/2026)

ISO/TC 22/SC 36/WG 9

Véhicules routiers — Conception et spécifications de performance pour le mannequin mondial (WorldSID), 50e percentile homme, de choc latéral — Partie 3: Exigences mécaniques pour sous-systèmes électroniques — Amendement 1: Axes neutres de l'accéléromètre linéaire triaxial à tête

ISO 29061-1:2026 (Publiée le 06/02/2026)

ISO/TC 22/SC 36/WG 2

Véhicules routiers — Méthodes et critères pour l'évaluation de la facilité d'utilisation des systèmes de retenue pour enfants, et leurs interfaces avec les systèmes d'ancrage dans le véhicule — Partie 1: Véhicules et systèmes de retenue pour enfants équipés d'ancrages et d'attaches ISOFIX

Scope
This document provides criteria for judgement of usability of child restraint systems (CRSs) with ISOFIX attachments and their corresponding anchorage systems in vehicles.

This document provides criteria for a separate evaluation of the CRS ISOFIX attachments, of the ISOFIX anchorage installation in vehicles, and an evaluation of the interface issues when installing a CRS in a certain vehicle.
This document covers both rigid and flexible attachments of the CRS to the vehicle ISOFIX anchorages.

NOTE 1 CRS includes enhanced child restraint system (ECRS) according to UN Regulation No. 129.

NOTE 2 Although ISOFIX is defined in the original “ISOFIX” standard (ISO 13216-1) to be a rigid system, the term “ISOFIX” in this document is extended to include flexible CRS attachments (e.g. LATCH in USA, UAS in Canada).

ISO 29061-3:2026 (Publiée le 06/02/2026)

ISO/TC 22/SC /WG 2

Véhicules routiers — Méthodes et critères pour l'évaluation de la facilité d'utilisation des systèmes de retenue enfants et leurs interfaces avec les systèmes d'ancrage dans le véhicule — Partie 3: Installation des systèmes de retenue pour enfant utilisant les ceintures de sécurité

Scope

This document specifies the criteria for judgement of usability of child restraint systems (CRSs) when installing them with vehicle seat belts.

This document provides criteria for judgement of:

- ease of availability of instructions;
- clarity of instruction manual and labelling; and
- ease of use of design related features of the CRS related to the installation in a vehicle.

NOTE 1 CRS includes enhanced child restraint systems (ECRS) according to UN Regulation No. 129.
NOTE 2 This procedure can also be used for evaluation of vehicle integrated CRS.
NOTE 3 Booster system usability evaluation is covered by ISO 29061-5.

ISO 29061-4:2026 (Publiée le 06/02/2026)

ISO/TC 22/SC 36/WG 2

Véhicules routiers — Méthodes et critères pour l'évaluation de la facilité d'utilisation des systèmes de retenue enfants et leurs interfaces avec les systèmes d'ancrage dans le véhicule — Partie 4: Sécuriser l'enfant dans les systèmes de retenue pour enfant, et aspects de manipulation quotidienne

Scope

This document provides criteria for judgement of usability of child restraint systems (CRS) with regard to the securing of a child in the child seat and other daily handling aspects.

This document provides criteria for judgement of:

- ease of availability of instructions;
- clarity of instruction manual and labelling; and
- the ease of use of design related features of the CRS related to securing the child or child dummy in a CRS installed in vehicle.

This document can be used in conjunction with either ISO 29061-1 or ISO 29061-3 for making a complete usability evaluation of CRSs attached to the vehicle with ISOFIX/LATCH or vehicle seat belts.

NOTE 1 CRS includes enhanced child restraint systems (ECRS) according to UN Regulation No. 129.

NOTE 2 Booster system usability evaluation, including securing of a child in the booster system, is covered by ISO 29061-5.

ISO 29061-5:2026 (Publiée le 06/02/2026)

ISO/TC 22/SC 36/WG 2

Véhicules routiers — Méthodes et critères pour l'évaluation de la facilité d'utilisation des systèmes de retenue pour enfants, et leurs interfaces avec les systèmes d'ancrage dans le véhicule — Partie 5: Installation et fixation d'un enfant dans un système de réhausseur

Scope

This document provides criteria for judgement of usability of booster seat child restraint systems (CRSs) when installing them and securing a child.

This document provides criteria for judgement of:

- ease of availability of instructions;
- clarity of instruction manual and labelling; and
- ease of use of design related features of the CRS related to the installation in a vehicle.

The procedure can also be used for evaluation of vehicle integrated booster systems.

NOTE 1 CRS includes enhanced child restraint systems (ECRS) according to UN Regulation No. 129.

NOTE 2 Although ISOFIX is defined in the original “ISOFIX” standard (ISO 13216-1) to be a rigid system, the term “ISOFIX” in this document is extended to include flexible CRS attachments (e.g. LATCH in USA, UAS in Canada).

VEHICULES A PROPULSION ELECTRIQUE- BNA-CN-37

ISO 8715-1:2026 (Publiée le 10/07/2026)

ISO/TC 22/SC 37/WG 2

Véhicules routiers électriques — Caractéristiques routières — Partie 1: Voitures particulières et véhicules utilitaires légers

Scope

This document specifies test methods for measurement of the performance of purely electrically propelled vehicles classified as passenger cars and light duty vehicles which are defined in the relevant regional applicable driving test (ADT) standards.

NOTE Performance comprises road operating characteristics such as speed, acceleration and hill climbing ability.

MOTOCYCLES ET CYCLOMOTEURS – BNA-CN-38

ISO 4106:2026 (Publiée le 12/03/2026)

ISO/TC 22/SC 38

Motocycles — Code d'essai des moteurs — Puissance nette

Scope
This document specifies methods for evaluating the performance of engines designed for motorcycles as defined in ISO 3833, in particular with a view to the presentation of power curves and specific fuel consumption at full load as a function of engine speed, for net power assessment. It is applicable to reciprocating internal combustion engines (spark-ignition or compression-ignition) – excluding free-piston engines – and rotary piston engines, either naturally aspirated or pressure-charged and equipped with either mechanical pressure-charger or turbocharger. Particular specifications for the test of compression-ignition engines are specified in Annex A.

ERGONOMIE – BNA-CN-39

ISO/TS 20003:2026 (Publiée le 26/02/2026)

ISO/TC 22/SC 39/WG 3

Véhicules routiers — Interface homme-machine (IHM) pour les mises à jour logicielles sans fil (OTA)

Scope
This document provides human-machine interface (HMI) design specifications in case an HMI is needed to secure the safe and/or fully understood execution of over-the-air (OTA) software updates for passenger cars (including sport utility vehicles and light trucks) and commercial vehicles (including heavy trucks and buses). The vehicle operator benefits from knowing if an OTA update has been successful or not, if an OTA update will influence the operation of the vehicle, or if the OTA update influences the quality of a feature. HMI specifications for the OTA software update provide support in case an HMI is needed in normal conditions, emergencies, low battery, avoidance of inadvertent actuations, alerts or specific non-standard situations.

ISO 6549:2026 (Publiée le 15/09/2026)

ISO/TC 22/SC 39/WG 7

Véhicules routiers — Procédure de détermination des points H et R

Scope
This document defines a three-dimensional H-point machine for use in the determination of the actual H-point and torso angle of a seat, for the purpose of comparing these measurements to the manufacturer's seating reference point and design torso angle. The three-dimensional H-point machine is intended to be used as a checking device for one designated seat position at a time and is not a device which measures or indicates an occupant's capabilities or comfort.
This document is applicable to any motor vehicle where:

a. the distance, vertically measured, between the operator heel point and the seating reference point is less than 550 mm,
b. the torso angle is greater than 5° rearward of vertical or where the attitude of the thigh centreline as indicated by the thigh bar is greater than 5° above the horizontal.

ASPECTS SPECIFIQUES DES VEHICULES COMMERCIAUX, AUTOBUS ET REMORQUES - BNA-CN-40

ISO 4009:2026 (Publiée le 27/02/2026)

ISO/TC 22/SC 40/WG 1

Véhicules utilitaires — Emplacement des connexions électriques et pneumatiques entre véhicules tracteurs et véhicules remorqués

Scope

This document specifies the locations of coupling devices for electrical and pneumatic connections between towing and towed commercial road vehicles. It is applicable to heavy vehicles equipped with pneumatic braking systems and 24 V electrical equipment of the following types: drawbar-trailer combinations, centre-axle trailer combinations and multiple-vehicle combinations whose towing vehicles or trailers have rear-mounted couplings or couplings mounted forward and below, and articulated vehicles.

This document is not applicable to car carriers, or road vehicles equipped only with fully automatic coupling system (FACS) according to the ISO 13044 series, not mounted on the front of the trailer.

ASPECTS SPECIFIQUES DES COMBUSTIBLES GAZEUX – BNA-CN-41

ISO 18581:2026 (Publiée le 13/01/2026)

ISO/TC 22/SC 41/JWG 10

Équipements et accessoires pour le gaz naturel comprimé (GNC) et le gaz naturel liquéfié (GNL) — Systèmes de propulsion au GNC et au GNL pour petits bateaux — Exigences d'installation

Scope

This document specifies the requirements for the installation of compressed natural gas (CNG) and liquefied natural gas (LNG) propulsion systems and components on small crafts.
This document does not cover appliances with directly attached gas cylinders, such as portable container.

ISO 22760-3:2024/Amd 1:2026 (Publiée le 30/01/2026)

ISO/TC 22/SC 41/WG 8

Véhicules routiers — Composants des systèmes de combustible Diméthyle Ether (DME) — Partie 3: Valve de réservoir 85% — Amendement 1

ISO 22760-4:2024/Amd 1:2026 (Publiée le 30/01/2026)

ISO/TC 22/SC 41/WG 8

Véhicules routiers — Composants des systèmes de combustible Diméthyle Ether (DME) — Partie 4: Indicateur de niveau — Amendement 1

ISO 22760-9:2024/Amd 1:2026 (Publiée le 30/01/2026)

ISO/TC 22/SC 41/WG 8

Véhicules routiers — Composants des systèmes de combustible Diméthyle Ether (DME) — Partie 9: Dispositif de limitation de pression — Amendement 1

SYSTEMES D'AIDE A LA CONDUITE ROUTIERE – BNA-CN-ADAS (ISO/TC 204/WG 14)

ISO 17387:2026 (Publiée le 20/02/2026)

ISO/TC 204/WG 14

Systèmes de transport intelligents — Systèmes d'aide à la décision de changement de voie (LCDAS) — Exigences de performances et méthodes d'essai

Scope
This document specifies system requirements and test methods for lane change decision aid systems (LCDAS). LCDAS are intended to warn the driver of the subject vehicle against potential collisions with vehicles either to the side or to the rear in the adjacent lanes of the subject vehicle and moving in the same direction as the subject vehicle for lane change manoeuvres. This document addresses LCDAS for use on forward-moving cars, vans and straight trucks.
This document does not address LCDAS for use on motorcycles or articulated vehicles such as tractor/trailer combinations and articulated buses.

ISO 23792-2:2026 (Publiée le 19/03/2026)

ISO/TC 204/WG 14

Systèmes de transport intelligents — Systèmes de conduite automatisée sur voie à chaussée séparée (MCS) — Partie 2: Exigences et procédures d'essai pour le changement de voie

Scope

This document specifies the requirements for discretionary lane change (DLC) for motorway chauffeur systems (MCS) that perform Level 3 automated driving on limited access motorways. It also specifies the test procedures to verify the requirements. DLC is an additional functionality that can be added to an MCS conforming to the general requirements specified in ISO/TS 23792-1.

Means related to setting a destination and selecting a route to reach the destination are not in the scope of this document.

This document applies to the system installed in light vehicles.

ISO 23792-1:2026 (Publiée le 27/03/2026)

ISO/TC 204WG 14

Systèmes de transport intelligents — Systèmes de conduite automatisée sur voie à chaussée séparée (MCS) — Partie 1: Cadre et exigences générales

Scope

Motorway chauffeur systems (MCS) perform Level 3 automated driving on limited access motorways with the presence of a fallback-ready user (FRU).

This document describes a framework of MCS including system characteristics, system states and transition conditions and system functions.

This document specifies requirements for the basic set of functionalities of a MCS, and test procedures to verify these requirements.

The requirements include vehicle operation to perform the entire dynamic driving task (DDT) within the current lane of travel, to issue a request to intervene (RTI) before disengaging, and to extend operation and temporarily continue to perform the DDT after issuing an RTI.

Requirements and test procedures for additional functionalities (such as lane changing) are provided in other parts of the ISO 23792 series.

Means related to setting a destination and selecting a route to reach the destination are not within the scope of this document. This document applies to MCS installed in light vehicles[9].