



architectures (domain-based) to zonal (centralized architecture) using Ethernet links to support fully autonomous operation. This has generated a need for data rates greater than 10 Gb/s in the automotive environment. IEEE Std 802.3 does not currently support rates greater than 10 Gb/s in the automotive environment.

**5.6 Stakeholders for the Standard:** End-users, automotive Original Equipment Manufacturers (car makers) and Tier 1 and below (top-level and below) automotive suppliers, system integrators, and providers of systems and components (e.g. 4K and 8K cameras, sensors, actuators, artificial intelligence (AI) processors, instruments, controllers, network infrastructure, user interfaces, and servers) for automotive applications.

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## **6.1 Intellectual Property**

**6.1.1 Is the Standards Committee aware of any copyright permissions needed for this project?**

No

**6.1.2 Is the Standards Committee aware of possible registration activity related to this project?**

No

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**7.1 Are there other standards or projects with a similar scope?** No

**7.2 Is it the intent to develop this document jointly with another organization?** No

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**8.1 Additional Explanatory Notes :** For 5.5: "Domain-based" architectures have many separate Electronic Control Units (ECU) and networks for each automotive subsystem, e.g. powertrain, information and entertainment (infotainment), body (lights, windows, doors, etc.). "Zonal" architecture consolidates many of these cross-domain ECU functions into a small number of supercomputer-level ECUs networked with greater than 10 Gb/s Ethernet.