DUMPSQUEEN

ISTQB Certified Tester Foundation Level - Automotive Software Tester

iSQI CTFL-AuT

Version Demo

Total Demo Questions: 5

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QUESTION NO: 1

Which statement regarding ISO 26262 Is true?

A. According to the general opinion of experts in functional safety, ISO 26262 CANNOT be considered as a contribution to the state of science and technology regarding the functional safety of road vehicles.

B. ISO 26262 Is part of Automotive SPICE® Therefore, conformity with ISO 26262 is checked as part of an Automotive SPICE®- assessment to avoid the additional effort of a separate safety audit

C. ISO 26262 is a standard for functional safety. It is a domain-specific adaption of IEC 61508 for the specific characteristics in the development of safety relevant electric-electronic systems for motor vehicles.

D. ISO 26262 is a security standard; thus, information and work security are core topics of ISO 26262.

ANSWER: C

Explanation:

ISO 26262 is based on an integrated safety lifecycle approach, which includes the specification, design, implementation, verification and validation of safety-relevant systems.

QUESTION NO: 2

In Automotive SPICIE. which capability level in software Integration testing is characterized by the following statement: ,,Define the objectives for the execution of the process."

A. Capability level 2

B. Capability level 0

C. Capability level 1

D. Capability level 3

ANSWER: B

Explanation:

https://www.automotivespice.com/fileadmin/software-download/Automotive_SPICE_PAM_30.pdf

Capability level 0. According to the ISTQB Certified Tester, Automotive Software Tester (CT-AUT) Study guide, Capability Level 0 in software Integration testing is characterized by the statement: "Define the objectives for the execution of the process." This involves understanding the objectives of the process, planning for the necessary resources, and defining the activities that need to be performed in order to achieve the desired outcome. Additionally, it involves setting up the test environment and creating the necessary test data.

QUESTION NO: 3

Which of the following options Is NOT a general part of a test environment?

A. Test plan

B. Laboratory

C. Real-time PC

D. Communication device

ANSWER: C

Explanation:

A test environment typically includes components such as a test plan, laboratory, test tools, test data, and communication devices, but a real-time PC is not generally included. A real-time PC is a type of computer system that is designed to respond to input within a specified amount of time.

QUESTION NO: 4

Which statement regarding the design of a MIL test environment Is TRUE?

A. To execute the tests, the tester needs a computer and the correspond^) simulation software, including the environmental model.

B. Interface and integration tests are two test types or test levels that can only be applied in a Mil test environment.

C. In the MIL test environments, the simulation time runs in real time because the software is running on real hardware.

D. The test environment includes a real time capable computer, which can capture ail relevant signals r time

ANSWER: A

Explanation:

In a MIL test environment, the simulation software runs on a computer, and the environmental model helps to accurately simulate the real-world environment in which the system will run. The tester also needs to be able to control and monitor the system, and interface with the simulation software.

QUESTION NO: 5

Which statement regarding AUTOSAR Is TRUE?

AUTOSAR describes...

A. ...a collection of characteristics of the performance of processes of an organization.

B. ...an open and standardized software architecture for vehicle development.

C. ...an analysis unit, which processes Input signals and determines intermediate values and their respective output signals by using existing information.

D. ...activities, methods and measures to achieve functional security for electric and electronic solutions.

ANSWER: B

Explanation:

https://www.pathpartnertech.com/software-architecture-autosar-for-automotive-embedded-system/

AUTOSAR (AUTomotive Open System ARchitecture) is an open and standardized software architecture for vehicle development, enabling the development of safety-relevant automotive software components. It provides a common platform for the development of software components from different suppliers, and thus enables the integration of multiple ECUs in a vehicle.