EXAMPLE DISCUSSED IN THE PROJECT INSTRUCTIONS - Head

Hazard ID	
	Operational Mode
HA-001	Normal Driving

MORE EXAMPLES - Headlamp System

Hazard ID	
	Operational Mode
HA-001	OM03 - Normal Driving
HA-002	OM03 - Normal Driving
HA-003	OM03 - Normal Driving
HA-004	OM03 - Normal Driving
HA-005	OM03 - Normal Driving

ılamp System

Operational Scenario	Environmental Details
City Road	Normal Conditions

Operational Scenario	Environmental Details
OS01 - City Road	EN01 - Normal conditions
OS01 - City Road	EN04 - Snowfall (degraded view)
OS03 - Highway	EN04 - Snowfall (degraded view)
OS02 - Country Road	EN01 - Normal conditions
OS02 - Country Road	EN04 - Snowfall (degraded view)

ituational Analysis

Situation Details (optional)	Other Details (optional)	Item Usage (function)
Low Speed	Night time + Obstacle on the road	Correctly Used

Situation Analysis

Situation Details (optional)	Other Details (optional)	Item Usage (function)
SD03 - Low speed	Night time + Obstacle on the road	IU01 - Correctly used
SD03 - Low speed	Night time + Obstacle on the road and no other	IU01 - Correctly used
SD03 - High speed	Night time + Oncoming vehicle	IU01 - Correctly used
SD02 - High speed	Night time + Obstacle on the road and no other	IU01 - Correctly used
SD04 - High speed		IU01 - Correctly used

Situation Description	Function
Normal Driving on a City Road in Normal Conditions at Low Speed at Night with an Obstacle	Low beam illuminates the roadway in the dark

Situation Description	Function
Normal Driving on City Road during Normal conditions with Low speed (Night time + Obstacle	Low beam illuminates the roadway in the dark
Normal Driving on City Road during Snowfall (degraded view) with Low speed (Night time +	Low beam illuminates the roadway in the dark
Normal Driving on Highway during Snowfall (degraded view) with High speed (Night time +	Low beam illuminates the roadway in the dark
Normal Driving on Country Road during Normal conditions with High speed (Night time + Oncoming	Low beam illuminates the roadway in the dark
Normal Driving on Country Road during Snowfall (degraded view) with High speed (Night time +	Low beam illuminates the roadway in the dark

Hazard Id	
Deviation	**Deviation Details**
Function not activated	Both headlights stop working

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Deviation	**Deviation Details**
DV01 - Function not activated	Both headlights stop working
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DV01 - Function not activated	Both headlights stop working

entification

Hazardous Event (resulting effect)	Event Details	Hazardous Event Description
Front collision with obstacle	Vehicle crashes into the obstacle with injury to	Total loss of low beam

entification

Hazardous Event (resulting effect)	Event Details	Hazardous Event Description
EV04 - Front collision with obstacle	Vehicle crashes into the obstacle with injury to	Total loss of low beam
EV04 - Front collision with obstacle	Vehicle crashes into the obstacle with injury to	Total loss of low beam
EV04 - Front collision with obstacle	Vehicle crashes into the obstacle or road	Total loss of low beam
EV08 - Collision with other vehicle	Vehicle crashes into the oncoming vehicle or road	Total loss of low beam
EV04 - Front collision with obstacle	Vehicle crashes into the obstacle or road	Total loss of low beam

Exposure (of situation)	Rationale (for exposure)
E4 - High probability	night driving in the city is a regular activity

Exposure (of situation)	Rationale (for exposure)
E4 - High probability	night driving in the city is a regular activity
E1 - Very low probability	night driving in the city on completely unpaired roads
E2 - Low probability	night driving is part of regular country driving, however heavy snow
E4 - High probability	country driving is part of regular driving
E2 - Low probability	country driving is part of regular driving, however heavy snow

Hazardous
Severity (of potential harm)
S1 - Light and moderate injuries

Hazardous
Severity (of potential harm)
S1 - Light and moderate injuries
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S3 - Life-threatening or fatal injuries
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s Event Classification

Rationale (for severity)	Controllability (of hazardous event)
In city traffiic, speed of vehicle is expected to be low	C0 - Controllable in general

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Rationale (for severity)	Controllability (of hazardous event)
In city traffiic, speed of vehicle is expected to be low	C0 - Controllable in general
In city traffiic, speed of vehicle is expected to be low	C1 - Simply controllable
On highway speed of vehicle is expected to be high	C2 - Normally controllable
On country roads speed of vehicle is expected to be high	C1 - Simply controllable
On country roads speed of vehicle is expected to be high	C3 - Difficult to control or uncontrollable

	Determination of ASIL and
Rationale (for controllability)	**ASIL Determination**
At city speed, most drivers will be able to control the situation by applying brakes and	QM

	Determination of ASIL and
Rationale (for controllability)	**ASIL Determination**
At city speed, most drivers will be able to control the situation by applying brakes and	QM
On completely unilluminated city roads, drivers usually drive at lower end of city	QM
When driving on highway with low beam, it can be expected that there are other vehicles	A
Since there is usually no other form of illumination to be expected on country road	B
Since there is usually no other form of illumination to be expected on country road	B

Safety Goals

Safety Goal
Total Loss of Beam Shall Be Prevented

Safety Goals

Safety Goal
Total loss of low beam shall be prevented
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