

Software Safety Requirements and Architecture

Lane Assistance

**Document Version: [Version]**

**Template Version 1.0, Released on 2017-06-21**



# Document history

**[Instructions: Fill in the date, version and description fields. You can fill out the Editor field with your name if you want to do so. Keep track of your editing as if this were a real world project.**

**For example, if this were your first draft or first submission, you might say version 1.0. If this is a second submission attempt, then you'd add a second line with a new date and version 2.0]**

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| Date | Version | Editor | Description |
| 12/8/2018 | 1.0 | Sindhura Buggaveeti | Initial version |
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# Purpose

The purpose of the software requirements and architecture document is to develop requirements and metrics against which the iteam can be verified that will ensure its functional saftey

# Inputs to the Software Requirements and Architecture Document

**[Instructions:**

**REQUIRED:**

**You are only required to develop this document for the LDW (lane departure warning) amplitude malfunction. So here, provide the technical safety requirements for the LDW amplitude malfunction as well as the refined system architecture diagram from the technical safety concept.**

**OPTIONAL:**

**Expand this document to include software safety requirements for the LDW frequency malfunction as well. Go even further and document software safety requirements for the Lane Keeping Assistance (LKA) function as well.**

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## Technical safety requirements

Technical Safety Requirements related to Functional Safety Requirement 01-01 are:

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| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Architecture Allocation** | **Safe State** |
| Technical  Safety  Requirement  01 | The LDW safety component shall ensure that the amplitude of the ‘LDW\_Torque\_Request’ sent to the Final electronic power steering Torque component is below ‘Max\_Torque\_Amplitude’ | C | 50ms | LDW safety | LDW torque is set to 0 |
| Technical  Safety  Requirement  02 | As soon as the LDW function deactivates the LDW feature, the LDW safety software block shall send a signal to the car display ECU to turn on a warning light | C | 50ms | LDW safety | LDW torque is set to 0 |
| Technical  Safety  Requirement  03 | As soon as a failure is detected by the LDW function, it shall deactivate the LDW feature and the LDW\_Torque\_Request shall be set to zero | C | 50ms | LDW safety | LDW torque is set to 0 |
| Technical  Safety  Requirement  04 | The validity and integrity of the data transmission for LDW\_Torque\_Request shall be set to zero | C | 50ms | Start up | LDW torque is set to 0 |
| Technical  Safety  Requirement  05 | Memory test shall be conducted at start up of the EPS ECU to check for any faults in the memory | A | 50ms | Data transmission integrity check | LDW torque is set to 0 |

## Refined Architecture Diagram from the Technical Safety Concept

**[Instructions:**

**REQUIRED: Provide the refined system architecture diagram from the technical safety concept**

**]**

# Software Requirements

**Lane Departure Warning (LDW) Amplitude Malfunction Software Requirements:**

**[Instructions: Fill in the software safety requirements for the LDW amplitude malfunction technical safety requirements. We have provided the associated technical safety requirements. Hint: The software safety requirements were discussed in the text from the software and hardware lesson.**

**OPTIONAL:**

**CHALLENGE ONE**

**Develop software safety requirements for the Lane Departure Warning (LDW) frequency function and modify the system architecture as needed.**

**CHALLENGE TWO**

**Develop software safety requirements for the Lane Keeping Assistance (LKA) function and modify the system architecture as needed.**

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| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Allocation to Architecture** | **Safe State** |
| Technical  Safety  Requirement  01 | The LDW safety component shall ensure that the amplitude of the LDW\_Torque\_Request sent to the Final Electronic Power Steering Torque component is below Max\_Torque\_Amplitude | C | 50ms | LDW safety | LDW torque is set to 0 |

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| ID | Software Safety Requirement | ASIL | Allocation Software Elements | Safe State |
| Software  Safety  Requirement  01-01 | The input signal “Primary\_LDW\_Torq\_Req” shall be read and pre-processed to determine the torque request coming from the “Basic/Main LA Functionality” SW component. Signal “processed\_LDW\_Torq\_Req” shall be generated at the end of the processing | C | LDW\_SAFETY\_INPUT\_PROCESSING | N/A |
| Software Safety Requirement 01-02 | In case the “processed\_LDW\_Torq\_Req” signal has a value greater than “Max\_Torque\_Amplitude\_LDW” (maximum allowed safe torque), the torque signal “limited\_LDW\_Torq\_Req” shall be set to 0 else “limited\_LDW\_Torq\_Req” shall take the value of “processed\_LDW\_Torq\_Req” | C | TORQUE\_LIMITER | “limited\_LDW\_Torq\_Req”=0(Nm=Newton-meter) |
| Software Safety Requirement 01-03 | The limited\_LDW\_Torq\_Req shall be transformed to “LDW\_Torq\_Req” which is suitable to be transmitted outside of LDW safety component to the “Final EPS Torque” component. Also see SofSafReq02-01 and SofSafReq02-02 | C | LDW\_SAFETY\_OUTPUT\_GENERATOR | LDW\_Torq\_Req=0(Nm=Newton-meter) |

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| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Allocation to Architecture** | **Safe State** |
| Technical  Safety  Requirement  02 | The validity and integrity of the data transmission for LDW\_Torque\_Request signal shall be ensured | C | 50ms | Data Transmission Integrity Check | N/A |

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| **ID** | **Software Safety Requirement** | **ASIL** | **Allocation Software Elements** | **Safe State** |
| Software Safety Requirement 02-01 | Any data to be transmitted outside of the LDW safety component (“LDW Safety”) including “LDW\_Torque\_Req” and “activation\_status” (see SofSafReq03-02) shall be protected by an End2End(E2E) | C | E2ECalc | LDW\_Torq\_Req=0(Nm) |
| Software Safety Requirement 02-02 | The E2E protection protocol shall contain and attach the control data: alive counter(SQC) and CRC to the data to be transmitted | C | E2Ecalc | LDW\_Torq\_Req=0 (Nm) |

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| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Allocation to Architecture** | **Safe State** |
| Technical  Safety  Requirement  03 | As soon as a failure is detected by the LDW function, it shall deactivate the LDW feature and the LDW\_Torque\_Request shall be set to zero | C | 50ms | LDW Safety | LDW torque is set to 0 |

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| **ID** | **Software Safety Requirement** | **ASIL** | **Allocation Software Elements** | **Safe State** |
| Software Safety Requirement03-01 | Each of the SW elements shall output a signal to indicate any error which is detected by the element. Error signal=error\_status\_input(LDW\_SAFETY\_INPUT\_PROCESSING), error\_status\_torque\_limiter(TORQUE\_LIMITER),error\_status\_output\_gen(LDW\_SAFETY\_OUTPUT\_GENERATOR) | C | All | N/A |
| Software Safety Requirement03-02 | A software element shall evaluate the error status of all the other software elements and incase any 1 of them indicates an error, it shall deactivate the LDW feature (“activation\_status”=0) | C | LDW\_SAFETY\_ACTIVATION | Activation\_status=0(LDW function deactivated) |
| Software Safety Requirement03-03 | In case of no errors from the software elements, the status of the LDW feature shall be set to activated (“activation\_status”=1) | C | LDW\_SAFETY\_ACTIVATION | N/A |
| Software Safety Requirement03-04 | In case an error is detected by any of the software elements, it shall set the value of its corresponding torque to 0 so that “LDW\_Torq\_Req” is set to 0 | C | All | LDW\_Torq\_Req=0 |
| Software Safety Requirement03-05 | Once LDW functionality has been deactivated, it shall stay deactivated till the time the ignition is switched from off to on again | C | LDW\_SAFETY\_ACTIVATION | Activation\_status=0(LDW function deactivated) |

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| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Allocation to Architecture** | **Safe State** |
| Technical  Safety  Requirement  04 | As soon as the LDW function deactivates the LDW feature, the LDW Safety software block shall send a signal to the car display ECU to turn on a warning light | C | 50ms | LDW Safety | LDW torque is set to 0 |

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| **ID** | **Software Safety Requirement** | **ASIL** | **Allocation Software Elements** | **Safe State** |
| Software Safety Requirement 04-01 | When the LDW function is deactivated (activation\_status set to 0), the activation\_status shall be sent to the car display ECU | C | LDW\_SAFETY\_ACTIVATION, CarDisplay ECU | N/A |

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| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Allocation to Architecture** | **Safe State** |
| Technical  Safety  Requirement  05 | Memory test shall be conducted at start up of the EPS ECU to check for any faults in memory | A | Ignition cycle | Memory Test | LDW torque is set to 0 |

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| **ID** | **Software Safety Requirement** | **ASIL** | **Allocation Software Elements** | **Safe State** |
| Software Safety Requirement 05-01 | A CRC verification check over the software code in the flash memory shall be done every time the ignition is switched from off to on to check for any corruption of content | A | MEMORYTEST | Activation\_status=0 |
| Software Safety Requirement 05-02 | Standard RAM tests to check the data bus, address bus and device integrity shall be done every time the ignition is swicthed from off to on | A | MEMORYTEST | Activation\_status=0 |
| Software Safety Requirement 05-03 | The test result of the RAM or Flash memeory shall be indicated to the LDW\_Safety component via the “test\_status” signal | A | MEMORYTEST | Activation\_status=0 |
| Software Safety Requirement 05-04 | In case any fault is indicated via the “test\_status” signal the INPUT\_LDW\_PROCESSING” shall set an error on error\_status\_input(=1) so that the LDW functionality is deactivated and the LDWTorque is set to 0 | A | LDW\_SAFETY\_INPUT\_PROCESSING | Activation\_status=0 |

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# Refined Architecture Diagram

