

INSTRUCTIONS:

Fill out the hazard analysis and risk assessment below.

HA-001 should be for the lane departure warning function as discussed in the I

HA-002 should be for the lane keeping assistance function as discussed in the

Then come up with your own situations and hazards for the lane assistance sy

When finished, export your spreadsheet as a pdf file so that a reviewer can eas

Hazard ID			
	Operational Mode	Operational Scenario	Environmental Details
HA-001	Normal Driving	OS03-Highway	EN06-Rain(slippery Road)
HA-002	Normal Driving	OS03-Highway Road	EN01-Normal Condtions
HA-003	Normal Driving	OS02- City Road	EN01-Normal Condtions
HA-004	Normal Driving	Road Tunnel	EN01-Normal Condtions

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system. Fill in the HA-003 and HA-004 rows.
sily see your work.

Situational Analysis		
Situation Details	Other Details (optional)	Item Usage (function)
SD03-High Speed	Not Applicable	IU01-Correctly Used
SD03-High Speed	Not Applicable	IU02-Incorrectly Used
SD03-Low Speed	Not Applicable	IU01-Correctly Used
SD03-High Speed	Not Applicable	IU01-Correctly Used

Situation Description	Function
Normal driving on Highway during rain with high speed	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback
Normal driving on country Road during normal condition with high speed(misued by driver as autonomous function)	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane
Normal driving in road tunnel during normal conditions with low speed	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback
Normal driving in road tunnel during normal conditions with high speed	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane

Hazard Identification		
Deviation	Deviation Details	Hazardous Event (resulting effect)
DV04-Actor effect is too much	The lane departure warning function applies torque with very high torque amplitude (above limit) and the lane departure warning function applies an oscillating torque with very high torque frequency (above limit)	EV-05-Front collision with ahead traffic
DV03-Function always activated	The lane keeping assistance function is not limited in time duration which leads to misuse as an autonomous driving function.	EV-06-front collision with oncoming traffic
DV02-Function unexpectedly activated	The lane departure warning function unexpectedly activates and starts oscillating the steering wheel during normal city driving	EV-05-front collision with ahead traffic
DV19-Sensor detecting is wrong	The lane keeping function is not able to detect lane marking in low light tunnel	EV-05-front collision with ahead traffic

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Event Details
Vehicle crashes in ahead traffic driver injured
Vehicle crashes in oncomming traffic driver injured
Vehicle crashes in ahead traffic driver injured
Vehicle crashes in ahead traffic driver injured

Hazardous Event Description	Exposure (of situation)	Rationale (for exposure)
Loss of steering	E3-Medium probability	Driving on highway when it is raining occurs once a month or more often for an average driver
Country road at highspeed misusing system	E2-Low probability	The driver is on a country road and misusing the system. That combination probably does not happen often, so we will label the exposure E2
City road at low speed partial loss of steering	E4-High probability	Driving on city road is a regular activity
Road tunnel at high speed partial loss of steering	E2-Low probability	Driving in road tunnel at high speed is not a regular activity for most driver

Hazardous Event Classification		
Severity (of potential harm)	Rationale (for severity)	Controllability (of hazardous event)
S3 - Life-threatening or fatal injuries	on highway speed of vehicle is expected to be high	C3 - Difficult to control or uncontrollable
S3 - Life-threatening or fatal injuries	Because the driver is travelling at high speed , severity would be high s3	C3 - Difficult to control or uncontrollable
S1 - Light and moderate injuries	in city traffic, speed of vehicle is expected to be low	C0-Controllable in general
S3 - Life-threatening or fatal injuries	Because the driver is travelling at high speed , severity would be high s3	C3 - Difficult to control or uncontrollable

Determination of ASIL and Safety Goals		
Rationale (for controllability)	ASIL Determination	Safety Goal
The malfunction was that the Lane Departure Warning (LDW) applied too much oscillating torque and frequency, so drivers loss control of the vehicle steering. Because steering was lost at high speeds, a vehicle accident would not be controllable. We will label this hazardous situation as C3.	C	The oscillating steering torque from the lane departure warning function shall be limited
The malfunction was that the lane keeping assistance was always on and had no time limit, so drivers could take both hands off the wheel. Because hands aren't on the wheel at high speeds, a vehicle accident would not be controllable. We will label this hazardous situation as C3.	B	The lane keeping assistance function shall be time limited, and the additional steering torque shall end after a given time interval so that the driver cannot misuse the system for autonomous driving.
At city speed, most drivers will be able to control the situation by applying brakes. We will label this hazardous situation as C0.	QM	The camera sensor ECU shall check the LA on/off, active/inactive and malfunction warning status before sending torque requests to the lane departure warning system
At high speed, most drivers will not be able to control the situation since the lane keeping assistance malfunction led to an undefined steering torque application. We will label this hazardous situation as C3.	B	The lane keeping assistance function shall deactivate when the camera sensor stops detecting road markings and shall warn the driver of its deactivation.

EXAMPLE DISCUSSED IN THE PROJECT INSTRUCTIONS - I

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

Headlamp System

Si	
Operational Scenario	Environmental Details
City Road	Normal Conditions

S	
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)

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

Situational Analysis		
Situation Details (optional)	Other Details (optional)	Item Usage (function)
SD03 - Low speed	Night time + Obstacle on	IU01 - Correctly used
SD03 - Low speed	Night time + Obstacle on	IU01 - Correctly used
SD03 - High speed	Night time + Obstacle on	IU01 - Correctly used
SD02 - High speed	Night time + Oncoming	IU01 - Correctly used
SD04 - High speed	Night time + Obstacle on	IU01 - Correctly used

Situation Description	Function	Deviation
Normal Driving on a City Road in Normal	Low beam illuminates the	Function not activated

Situation Description	Function	Deviation
Normal Driving on City Road during Normal	Low beam illuminates the	DV01 - Function not activated
Normal Driving on City Road during Snowfall	Low beam illuminates the	DV01 - Function not activated
Normal Driving on Highway during Snowfall	Low beam illuminates the	DV01 - Function not activated
Normal Driving on Country Road during Normal	Low beam illuminates the	DV01 - Function not activated
Normal Driving on Country Road during	Low beam illuminates the	DV01 - Function not activated

Hazard Identification	
Deviation Details	Hazardous Event (resulting effect)
Both headlights stop working	Front collision with obstacle

Hazard Identification	
Deviation Details	Hazardous Event (resulting effect)
Both headlights stop working	EV04 - Front collision with obstacle
Both headlights stop working	EV04 - Front collision with obstacle
Both headlights stop working	EV04 - Front collision with obstacle
Both headlights stop working	EV08 - Collision with other vehicle
Both headlights stop working	EV04 - Front collision with obstacle

Event Details	Hazardous Event Description	Exposure (of situation)
Vehicle crashes into	Total loss of low	E4 - High probability

Event Details	Hazardous Event Description	Exposure (of situation)
Vehicle crashes into	Total loss of low	E4 - High probability
Vehicle crashes into	Total loss of low	E1 - Very low probability
Vehicle crashes into	Total loss of low	E2 - Low probability
Vehicle crashes into	Total loss of low	E4 - High probability
Vehicle crashes into	Total loss of low	E2 - Low probability

Hazardous	
Rationale (for exposure)	Severity (of potential harm)
night driving in the city is a	S1 - Light and moderate injuries

Hazardous	
Rationale (for exposure)	Severity (of potential harm)
night driving in the city is a	S1 - Light and moderate injuries
night driving in the city on	S1 - Light and moderate injuries
High driving is part of regular	S3 - Life-threatening or fatal injuries
country driving is part of regular	S3 - Life-threatening or fatal injuries
country driving is part of regular	S3 - Life-threatening or fatal injuries

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

Event Classification	
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	C1 - Simply controllable
On country roads speed of vehicle is expected to be	C3 - Difficult to control or uncontrollable

	Determination of ASIL and Safety Goals	
Rationale (for controllability)	ASIL Determination	Safety Goal
At city speed, most drivers will be able to	QM	Total Loss of Beam

	Determination of ASIL and Safety Goals	
Rationale (for controllability)	ASIL Determination	Safety Goal
At city speed, most drivers will be able to	QM	Total loss of low beam
On completely unilluminated city roads,	QM	Total loss of low beam
When driving on highway with low beam,	A	Total loss of low beam
Since there is usually no other form of	B	Total loss of low beam
Since there is usually no other form of	B	Total loss of low beam

Hazard & Risk Analysis Defin

Operational Mode

ID	Mode
OM01	Parked
OM02	Ignition on
OM03	Normal driving
OM04	Backward driving
OM05	Degraded driving
OM06	Towing (active)
OM07	Towing (passive)
OM08	Service
OM09	N/A

Operational Scenario

ID	Scenario
OS01	Any Road
OS02	City Road
OS03	Country Road
OS04	Highway
OS05	Mountain Pass
OS06	Off Road
OS07	Road with gradient
OS08	Road with bump
OS09	Road tunnel
OS10	Road with construction site
OS11	N/A

Situation Details

ID	Scenario
SD01	Low speed
SD02	High speed
SD03	Normal acceleration
SD04	High acceleration
SD05	Normal braking
SD06	High braking
SD07	N/A

Item Usage

ID	Mode
IU01	Correctly used
IU02	Incorrectly used
IU03	N/A

Environmental Details

ID	Scenario
EN01	Normal conditions
EN02	Sun blares (degraded view)
EN03	Fog (degraded view)
EN04	Snowfall (degraded view)
EN05	Cross-wind (lateral force)
EN06	Rain (slippery road)
EN07	Snow (slippery road)
EN08	Glance (slippery road)

EN09	N/A

itions

Remarks
Car is parked, ignition is off
Car is parked, ignition is on
Car is driving
Car is driving
Limp home mode
Towing another car
Beeing towed by another car
Vehicle is in repair garage
not applicable or not relevant

Remarks
road type
road type
road type
road type
road type
road type
road attribute
road attribute
road attribute
road attribute
not applicable or not relevant

Remarks
driving attribute
driving attribute
driving attribute
driving attribute
driving attribute
driving attribute
not applicable or not relevant

Remarks
Intended usage
Unintended usage (foreseeable)
not applicable or not relevant

Remarks
weather attribute
weather attribute
weather attribute
weather attribute
weather attribute
road attribute
road attribute
road attribute

not applicable or not relevant

Reference
OM01 - Parked
OM02 - Ignition on
OM03 - Normal driving
OM04 - Backward driving
OM05 - Degraded driving
OM06 - Towing (active)
OM07 - Towing (passive)
OM08 - Service
OM09 - N/A

Reference
OS01 - Any Road
OS02 - City Road
OS03 - Country Road
OS04 - Highway
OS05 - Mountain Pass
OS06 - Off Road
OS07 - Road with gradient
OS08 - Road with bump
OS09 - Road tunnel
OS10 - Road with construction site
OS11 - N/A

Reference
SD01 - Low speed
SD02 - High speed
SD03 - Normal acceleration
SD04 - High acceleration
SD05 - Normal braking
SD06 - High braking
SD07 - N/A

Reference
IU01 - Correctly used
IU02 - Incorrectly used
IU03 - N/A

Reference
EN01 - Normal conditions
EN02 - Sun blares (degraded view)
EN03 - Fog (degraded view)
EN04 - Snowfall (degraded view)
EN05 - Cross-wind (lateral force)
EN06 - Rain (slippery road)
EN07 - Snow (slippery road)
EN08 - Glace (slippery road)

EN09 - N/A

Deviation

ID	Deviation (Guideword)	Remarks
DV01	Function not activated	Activation error
DV02	Function unexpectedly activated	Activation error
DV03	Function always activated	Activation error
DV04	Actor effect is too much	Quantitative error
DV05	Actor effect is too less	Quantitative error
DV06	Actor action too early	Timing error
DV07	Actor action too late	Timing error
DV08	Actor action before	Sequence error
DV09	Actor action after	Sequence error
DV10	Actor effect is reverse	Logical error
DV11	Actor effect is wrong	Logical error
DV12	Sensor sensitivity is too high	Quantitative error
DV13	Sensor sensitivity is too low	Quantitative error
DV14	Sensor detection too early	Timing error
DV15	Sensor detection too late	Timing error
DV16	Sensor detection before	Sequence error
DV17	Sensor detection after	Sequence error
DV18	Sensor detection is reverse	Logical error
DV19	Sensor detection is wrong	Logical error
DV20	N/A	not applicable or not relevant

Hazardous Events (possible effects)

ID	Hazardous Event	Remarks
EV-07	None	
EV-06	Front collision with oncoming traffic	
EV-05	Front collision with ahead traffic	
EV-04	Front collision with obstacle	
EV-03	Rear collision with trailing traffic	
EV-02	Side collision with other traffic	
EV-01	Side collision with obstacle	
EV00	Collision with other vehicle	
EV01	Collision with train	
EV02	Collision with pedestrian	
EV03	Car spins out of control	
EV04	Car comes off the road	
EV05	Car catches fire	
EV06	N/A	

Reference
DV01 - Function not activated
DV02 - Function unexpectedly activated
DV03 - Function always activated
DV04 - Actor effect is too much
DV05 - Actor effect is too less
DV06 - Actor action too early
DV07 - Actor action too late
DV08 - Actor action before
DV09 - Actor action after
DV10 - Actor effect is reverse
DV11 - Actor effect is wrong
DV12 - Sensor sensitivity is too high
DV13 - Sensor sensitivity is too low
DV14 - Sensor detection too early
DV15 - Sensor detection too late
DV16 - Sensor detection before
DV17 - Sensor detection after
DV18 - Sensor detection is reverse
DV19 - Sensor detection is wrong
DV20 - N/A

Reference
EV-07 - None
EV-06 - Front collision with oncoming traffic
EV-05 - Front collision with ahead traffic
EV-04 - Front collision with obstacle
EV-03 - Rear collision with trailing traffic
EV-02 - Side collision with other traffic
EV-01 - Side collision with obstacle
EV00 - Collision with other vehicle
EV01 - Collision with train
EV02 - Collision with pedestrian
EV03 - Car spins out of control
EV04 - Car comes off the road
EV05 - Car catches fire
EV06 - N/A

Exposure

ID	Description
E0	Incredible
E1	Very low probability
E2	Low probability
E3	Medium probability
E4	High probability

Severity

ID	Description
S0	No injuries
S1	Light and moderate injuries
S2	Severe and life-threatening injuries
S3	Life-threatening or fatal injuries

Controllability

ID	Description
C0	Controllable in general
C1	Simply controllable
C2	Normally controllable
C3	Difficult to control or uncontrollable

Duration (of situation)
Not specified
<1 % of average operating time
1 % to 10 % of average operating time
>10 % of average operating time

Remarks
No injuries
Light and moderate injuries
Severe and life-threatening injuries (survival probable)
Life-threatening injuries (survival uncertain), fatal injuries

Remarks
Controllable in general
99 % or more of all drivers or other traffic participants are usually
90 % or more of all drivers or other traffic participants are usually
Less than 90 % of all drivers or other traffic participants are usual

Frequency (of situation)	Reference
	E0 - Incredible
Occurs less often than once a year for the great majority of drivers	E1 - Very low probability
Occurs a few times a year for the great majority of drivers	E2 - Low probability
Occurs once a month or more often for an average driver	E3 - Medium probability
Occurs during almost every drive on average	E4 - High probability

Probability of Injuries	Reference
AIS 0 and less than 10 % probability of AIS 1-6	S0 - No injuries
More than 10 % probability of AIS 1-6 (and not S2 or S3)	S1 - Light and moderate injuries
More than 10 % probability of AIS 3-6 (and not S3)	S2 - Severe and life-threatening injuries
More than 10 % probability of AIS 5-6	S3 - Life-threatening or fatal injuries

	Reference
	C0 - Controllable in general
/ able to avoid harm	C1 - Simply controllable
/ able to avoid harm	C2 - Normally controllable
illy able, or barely able, to avoid harm	C3 - Difficult to control or uncontrollable

Controllability	Exposure	Severity		
		S0	S1	S2
C1	E1	QM	QM	QM
	E2	QM	QM	QM
	E3	QM	QM	QM
	E4	QM	QM	A
C2	E1	QM	QM	QM
	E2	QM	QM	QM
	E3	QM	QM	A
	E4	QM	A	B
C3	E1	QM	QM	QM
	E2	QM	QM	A
	E3	QM	A	B
	E4	QM	B	C

S3
QM
QM
A
B
QM
A
B
C
A
B
C
D