Hazard ID	Situational Analysis							Hazard Identification						Hazardous Event Classification						Determination of ASIL and Safety Goals	
	Operational Mode	Operational Scenario	Environmental Details	Situation Details	Other Details (optional)	Item Usage (function)	Situation Description	Function	Deviation	Deviation Details	Hazardous Event (resulting effect)	Event Details	Hazardous Event Description	Exposure (of situation)	Rationale (for exposure)	Severity (of potential harm)	Rationale (for severity)	Controllability (of hazardous event)	Rationale (for controllability)	ASIL Determination	Safety Goal
HA-001	OM03 - Normal driving	OS03 - Country road	EN01 - Normal Conditions	SD02 - High Speed	N/A	IU02 - Incorrectly Used	Normal driving on country roads during normal conditions with high speed and misusing Lane Keeping Assistance incorrectly.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	N/A	N/A	EV-05 - Front collision with ahead traffic	Driving at high speed with misusing of the system can cause hazard situations because the driver couldn't take back the control of the vehicle.	Incorrect usage of the system, with overvaluation of the functionality can cause dangerous situations as the driver can't take back the control of the vehicle	E3 - Medium probability	Driving in country roads not happens to offen for some people, but for other occur frequently. Then, I choosed E3.	S3 - Life-threatening or fatal injuries	High speed can cause fatal injuries.	C3 - Difficult to control or uncontrollable	High speed is difficult to control due the velocity of the car. Also, misusing the system could slow up the reaction of the driver.	ASIL C	-
HA-002	OM04 - Backward driving	OS03 - Country road	EN01 - Normal Conditions	SD02 - High Speed	N/A	IU01 - Correctly Used	Driving in reverse on a country road with normal driving conditions at low speed and correct use of the system.	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback	DV04 - Actor effect is too much	LDW apply a torque too high, above the limit	EV00 - Collision with other vehicle	LDW' high torque applied when the car is driven in reverse mode can cause big changes in the direction of the car, moving the vehicle outside the lane, witch is not expected.	Loss of control with possible collision.	E2 - Low probability	Driving in country roads in reverse not happens so much, but is possible if driver is in a wrong path and want to change it's direction.	S1 - Light and moderate injuries	Driving in low speed could cause loss of control of the vehicle and collision with trees or ravines.	C2 - Normally controllable	In normal conditions, the driver can control the vehicle. But, with an high at the steering wheel, the car be uncontrollable.	QM	Oscillating of the steering wheel must be limited.
HA-003	OM03 - Normal driving	OS02 - City Road	EN03 - Fog (degraded view)	SD01 - Low Speed	N/A	IU01 - Correctly Used	Normal driving on city road during fog with low speed and correctly used system.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	N/A	N/A	EV-02 - Collision with pedestrian	Fog can limit the visibility of the system and don't identify lane roads correctly.	Small visibility can misidentify pedestrians, cause collisions.	E3 - Medium probability	Fog is not quite offen for most of the cities.	S1 - Light and moderate injuries	Drive in low speed with fog could cause some injuries to the driver	C2 - Normally controllable	Fog can slow up the reaction of the driver, but low speed is normally controllable.	QM	-
HA-004	OM03 - Normal driving	OS02 - City Road	EN01 - Normal Conditions	SD01 - Low Speed	N/A	IU01 - Correctly Used	Normal driving on city roads with normal driving conditions at low speed and correctly used system.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	N/A	N/A	EV00 - Collision with other vehicle	Normal hazard.	Loss of control of the vehicle.	E4 - High probability	Happens everyday.	S2 - Severe and life-threatening injuries	Trampling could cause a severe injuries to the pedestrian.	C2 - Normally controllable	A regular driver can predict some situations in traffic and control or slow down the vehicle to avoid an accident.	ASIL B	-
HA-005	OM03 - Normal driving	OS02 - City Road	EN01 - Normal Conditions	SD02 - High Speed	At night	IU01 - Correctly Used	Normal driving on city roads with normal driving conditions at high speed and correctly used system.	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback	DV03 - Function always activated	LDW is always on, vibrating the steering wheel all the time.	EV00 - Collision with other vehicle	LDW always ON can distract the driver and could difficult drivebility, increase the risks.	Loss of control of the vehicle.	E4 - High probability	High speed happens everyday with many cars.	S3 - Life-threatening or fatal injuries	High speed can cause fatal injuries.	C3 - Difficult to control or uncontrollable	High speed is difficult to control due the velocity of the car. Also, with a system distracting the driver the result is even worse.	ASIL D	System must be limited in time to guarantee that it doesn't work all time.
HA-007	OM03 - Normal driving	OS02 - City Road	EN01 - Normal Conditions	SD06 - High Braking	N/A	IU01 - Correctly Used	Normal driving on city roads with normal driving conditions at high brake and correctly used system.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	N/A	N/A	EV-03 - Rear collision with trailing traffic	High brake is mostly used when the vehicle is in a dangerous situation, with eminent risk.	LKA function with high brake can difficult an abrupt change of the driver to prevent collision.	E4 - High probability	High brake is quiet often for some drivers, caused for dangerous situations, rashness or avoid pass in the red light.	S3 - Life-threatening or fatal injuries	High brake indicate a dangerous situation.	C3 - Difficult to control or uncontrollable	High brake indicates a situation difficult to control, a situation unexpected.	ASIL D	-
HA-009	OM03 - Normal driving	OS08 - Road with bump	EN06 - Rain (slippery road)	SD01 - Low Speed	N/A	IU01 - Correctly Used	Normal driving on road with bumps during rain at low speed and correctly used system.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	DV04 - Actor effect is too much	LKA apply a torque too high, above the limit	EV04 - Car comes off the road	Road bumps can cause incorrectly precision of the camera. Also, high torque can cause lost of drivebility.	Loss of control of the vehicle.	E3 - Medium probability	Rain with bumps is not so often and also with rain.	S2 - Severe and life-threatening injuries	Driving in a road even in low speed can cause a severe accident, caused by other cars in faster speed.	C2 - Normally controllable	Low speed can be easy to control but with an incorrect LKA function, the results can be more difficult due an extra correction.	ASIL A	Applied torque must be limited.
HA-010	OM03 - Normal driving	OS06 - Off road	EN07 - Snow (slippery road)	SD01 - Low Speed	N/A	IU02 - Incorrectly Used	Normal driving on off roads during snow at low speed and incorrectly used system.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	DV02 - Function unexpectedly activated	LKA starts to work independently, unexpectedly after car pass over a rock.	EV03 - Car spins out of control	Wrong LKA work can cause unexpected direction changes in a snow road, making car spins out of control.	Loss of control of the vehicle.	E1 - Very low probability	Driving off road in snow is not quite often in some countries.	S1 - Light and moderate injuries	Severity will be S1 because car is in low speed with possible no other cars or pedestrian around.	C3 - Difficult to control or uncontrollable	Drive in slippery road could be tough. With a wrong behaviour of the system, can be even more difficult.	QM	System could have a button in the dashboard to easily turn off the functionality.

Controllability	Exposure	Severity			
		S0	S1	S2	S3
C1	E1	QM	QM	QM	QM
	E2	QM	QM	QM	QM
	E3	QM	QM	QM	A
	E4	QM	QM	A	B
C2	E1	QM	QM	QM	QM
	E2	QM	QM	QM	A
	E3	QM	QM	A	B
	E4	QM	A	B	C
C3	E1	QM	QM	QM	A
	E2	QM	QM	A	B
	E3	QM	A	B	C
	E4	QM	B	C	D

EXAMPLE DISCUSSED IN THE PROJECT INSTRUCTIONS - Headlamp System

Hazard ID	Situational Analysis							Hazard Identification						Hazardous Event Classification						Determination of ASIL and Safety Goals	
	Operational Mode	Operational Scenario	Environmental Details	Situation Details (optional)	Other Details (optional)	Item Usage (function)	Situation Description	Function	Deviation	Deviation Details	Hazardous Event (resulting effect)	Event Details	Hazardous Event Description	Exposure (of situation)	Rationale (for exposure)	Severity (of potential harm)	Rationale (for severity)	Controllability (of hazardous event)	Rationale (for controllability)	ASIL Determination	Safety Goal
HA-001	Normal Driving	City Road	Normal Conditions	Low Speed	Night time + Obstacle on the road	Correctly Used	Normal Driving on a City Road in Normal Conditions at Low Speed at Night with an Obstacle on the Road	Low beam illuminates the roadway in the dark	Function not activated	Both headlights stop working	Front collision with obstacle	Vehicle crashes into the obstacle with injury to driver	Total loss of low beam	E4 - High probability	night driving in the city is a regular activity	S1 - Light and moderate injuries	In city traffic, speed of vehicle is expected to be low	C0 - Controllable in general	At city speed, most drivers will be able to control the situation by applying brakes and there is additional illmunitation on city roads	QM	Total Loss of Beam Shall Be Prevented

MORE EXAMPLES - Headlamp System

Hazard ID	Situation Analysis							Hazard Identification						Hazardous Event Classification						Determination of ASIL and Safety Goals	
	Operational Mode	Operational Scenario	Environmental Details	Situation Details (optional)	Other Details (optional)	Item Usage (function)	Situation Description	Function	Deviation	Deviation Details	Hazardous Event (resulting effect)	Event Details	Hazardous Event Description	Exposure (of situation)	Rationale (for exposure)	Severity (of potential harm)	Rationale (for severity)	Controllability (of hazardous event)	Rationale (for controllability)	ASIL Determination	Safety Goal
HA-001	OM03 - Normal Driving	OS01 - City Road	EN01 - Normal conditions	SD03 - Low speed	Night time + Obstacle on the road	IU01 - Correctly used	Normal Driving on City Road during Normal conditions with Low speed (Night time + Obstacle on the road)	Low beam illuminates the roadway in the dark	DV01 - Function not activated	Both headlights stop working	EV04 - Front collision with obstacle	Vehicle crashes into the obstacle with injury to driver	Total loss of low beam	E4 - High probability	night driving in the city is a regular activity	S1 - Light and moderate injuries	In city traffic, speed of vehicle is expected to be low	C0 - Controllable in general	At city speed, most drivers will be able to control the situation by applying brakes and there is additional illmunitation on city roads	QM	Total loss of low beam shall be prevented
HA-002	OM03 - Normal Driving	OS01 - City Road	EN04 - Snowfall (degraded view)	SD03 - Low speed	Night time + Obstacle on the road and no other illumination on road	IU01 - Correctly used	Normal Driving on City Road during Snowfall (degraded view) with Low speed (Night time + Obstacle on the road and no other illumination on road)	Low beam illuminates the roadway in the dark	DV01 - Function not activated	Both headlights stop working	EV04 - Front collision with obstacle	Vehicle crashes into the obstacle with injury to driver	Total loss of low beam	E1 - Very low probability	night driving in the city on completely unilluminated roads while it is snowing is rare	S1 - Light and moderate injuries	In city traffic, speed of vehicle is expected to be low	C1 - Simply controllable	On completely unillumanited city roads, drivers usually drive at lower end of city speeds and hence are expected to be able to control vehicle	QM	Total loss of low beam shall be prevented
HA-003	OM03 - Normal Driving	OS03 - Highway	EN04 - Snowfall (degraded view)	SD03 - High speed	Night time + Obstacle on the road or upcoming curve	IU01 - Correctly used	Normal Driving on Highway during Snowfall (degraded view) with High speed (Night time + Obstacle on the road or upcoming curve)	Low beam illuminates the roadway in the dark	DV01 - Function not activated	Both headlights stop working	EV04 - Front collision with obstacle	Vehicle crashes into the obstacle or road infrastructure with injury to driver and any others present	Total loss of low beam	E2 - Low probability	High driving is part of regular driving, however, heavy snow occurs a few times a year	S3 - Life-threatening or fatal injuries	On highway speed of vehicle is expected to be high	C2 - Normally controllable	When driving on highway with low beam, it can be expected that there are other vehicles and there is some form of illumination on road and hence >90% drivers are able to brake and control the vehicle. And also use other forms of warning (e.g. hazard lights) to signal malfunction	A	Total loss of low beam shall be prevented
HA-004	OM03 - Normal Driving	OS02 - Country Road	EN01 - Normal conditions	SD02 - High speed	Night time + Oncoming vehicle	IU01 - Correctly used	Normal Driving on Country Road during Normal conditions with High speed (Night time + Oncoming vehicle)	Low beam illuminates the roadway in the dark	DV01 - Function not activated	Both headlights stop working	EV08 - Collision with other vehicle	Vehicle crashes into the oncoming vechile or road infrastructure	Total loss of low beam	E4 - High probability	country driving is part of regular driving	S3 - Life-threatening or fatal injuries	On country roads speed of vehicle is expected to be high	C1 - Simply controllable	Since there is usually no other form of illumination to be expected on country road, it will be difficult for the average driver to control the vehicle in such a situation	B	Total loss of low beam shall be prevented
HA-005	OM03 - Normal Driving	OS02 - Country Road	EN04 - Snowfall (degraded view)	SD04 - High speed	Night time + Obstacle on the road and no other illumination on road	IU01 - Correctly used	Normal Driving on Country Road during Snowfall (degraded view) with High speed (Night time + Obstacle on the road and no other illumination on road)	Low beam illuminates the roadway in the dark	DV01 - Function not activated	Both headlights stop working	EV04 - Front collision with obstacle	Vehicle crashes into the obstacle or road infrastructure with injury to driver and any others present	Total loss of low beam	E2 - Low probability	country driving is part of regular driving, however, heavy snow occurs a few times a year	S3 - Life-threatening or fatal injuries	On country roads speed of vehicle is expected to be high	C3 - Difficult to control or uncontrollable	Since there is usually no other form of illumination to be expected on country road, it will be difficult for the average driver to control the vehicle in such a situation	B	Total loss of low beam shall be prevented

Deviation

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

Hazardous Events (possibe effects)

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

Hazard & Risk Analysis Definitions

Operational Mode

ID	Mode	Remarks	Reference
OM01	Parked	Car is parked, ignition is off	OM01 - Parked
OM02	Ignition on	Car is parked, ignition is on	OM02 - Ignition on
OM03	Normal driving	Car is driving	OM03 - Normal driving
OM04	Backward driving	Car is driving	OM04 - Backward driving
OM05	Degraded driving	Limp home mode	OM05 - Degraded driving
OM06	Towing (active)	Towing another car	OM06 - Towing (active)
OM07	Towing (passive)	Beeing towed by another car	OM07 - Towing (passive)
OM08	Service	Vehicle is in repair garage	OM08 - Service
OM09	N/A	not applicable or not relevant	OM09 - N/A

Operational Scenario

ID	Scenario	Remarks	Reference
OS01	Any Road	road type	OS01 - Any Road
OS02	City Road	road type	OS02 - City Road
OS03	Country Road	road type	OS03 - Country Road
OS04	Highway	road type	OS04 - Highway
OS05	Mountain Pass	road type	OS05 - Mountain Pass
OS06	Off Road	road type	OS06 - Off Road
OS07	Road with gradient	road attribute	OS07 - Road with gradient
OS08	Road with bump	road attribute	OS08 - Road with bump
OS09	Road tunnel	road attribute	OS09 - Road tunnel
OS10	Road with construction site	road attribute	OS10 - Road with construction site
OS11	N/A	not applicable or not relevant	OS11 - N/A

Situation Details

ID	Scenario	Remarks	Reference
SD01	Low speed	driving attribute	SD01 - Low speed
SD02	High speed	driving attribute	SD02 - High speed
SD03	Normal acceleration	driving attribute	SD03 - Normal acceleration
SD04	High acceleration	driving attribute	SD04 - High acceleration
SD05	Normal braking	driving attribute	SD05 - Normal braking
SD06	High braking	driving attribute	SD06 - High braking
SD07	N/A	not applicable or not relevant	SD07 - N/A

Item Usage

ID	Mode	Remarks	Reference
IU01	Correctly used	Intended usage	IU01 - Correctly used
IU02	Incorrectly used	Unintended usage (foreseeable)	IU02 - Incorrectly used
IU03	N/A	not applicable or not relevant	IU03 - N/A

Environmental Details

ID	Scenario	Remarks	Reference
EN01	Normal conditions	weather attribute	EN01 - Normal conditions
EN02	Sun blares (degraded view)	weather attribute	EN02 - Sun blares (degraded view)
EN03	Fog (degraded view)	weather attribute	EN03 - Fog (degraded view)
EN04	Snowfall (degraded view)	weather attribute	EN04 - Snowfall (degraded view)
EN05	Cross-wind (lateral force)	weather attribute	EN05 - Cross-wind (lateral force)
EN06	Rain (slippery road)	road attribute	EN06 - Rain (slippery road)

EN07	Snow (slippery road)	road attribute	EN07 - Snow (slippery road)
EN08	Glace (slippery road)	road attribute	EN08 - Glace (slippery road)
EN09	N/A	not applicable or not relevant	EN09 - N/A

Exposure

ID	Description	Duration (of situation)	Frequency (of situation)	Reference
E0	Incredible			E0 - Incredible
E1	Very low probability	Not specified	Occurs less often than once a year for the great majority of dri	E1 - Very low probability
E2	Low probability	<1 % of average operating time	Occurs a few times a year for the great majority of drivers	E2 - Low probability
E3	Medium probability	1 % to 10 % of average operating time	Occurs once a month or more often for an average driver	E3 - Medium probability
E4	High probability	>10 % of average operating time	Occurs during almost every drive on average	E4 - High probability

Severity

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

Controllability

ID	Description	Remarks	Reference
C0	Controllable in general	Controllable in general	C0 - Controllable in general
C1	Simply controllable	99 % or more of all drivers or other traffic participants are usually able to avoid harm	C1 - Simply controllable
C2	Normally controllable	90 % or more of all drivers or other traffic participants are usually able to avoid harm	C2 - Normally controllable
C3	Difficult to control or uncontrollable	Less than 90 % of all drivers or other traffic participants are usually able, or barely able, to avoid harm	C3 - Difficult to control or uncontrollable