

Safety Plan Lane Assistance

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# Document history

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| 2018/06/30 | 1.0 | Fabian Klebert | Initial version of document |
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# Introduction

## Purpose of the Safety Plan

This document defines the roles and responsibilities to achieve a high level of safety for the Lane Assistance System of a autonomous driving vehicle in accordance to safety standard ISO 26262.  
In addition the goal of the project is described here as well as what measures need to be taken to fulfill ISO 26262.

## Scope of the Project

For the lane assistance project, the following safety lifecycle phases are in scope:

Concept phase

Product Development at the System Level

Product Development at the Software Level

The following phases are out of scope:

Product Development at the Hardware Level

Production and Operation

## Deliverables of the Project

The deliverables of the project are:

Safety Plan

Hazard Analysis and Risk Assessment

Functional Safety Concept

Technical Safety Concept

Software Safety Requirements and Architecture

# Item Definition

The lane assistance item alerts the driver that the vehicle has accidentally departed its lane and attempts to steer the vehicle back towards the center of the lane.

The Lane Assistance System will have two functions:

* Lane departure warning
* Lane keeping assistance

The lane departure warning function shall apply an oscillating steering torque to provide the driver a haptic feedback.

The lane keeping assistance function shall apply the steering torque when active, in order to stay in the current lane.

The camera subsystem, the electronic power steering subsystem, and the car display system are all responsible for each of the functions.



# Goals and Measures

## Goals

The goal is to limit the impact of electrical and electronical failures – including software bugs – of the items “Lane Departure Warning” and “Lane Keeping Assistance”.

## Measures

|  |  |  |
| --- | --- | --- |
| Measures and Activities | Responsibility | Timeline |
| Follow safety processes | All team members | Constantly |
| Create and sustain a safety culture | All team members | Constantly |
| Coordinate and document the planned safety activities | Safety Manager | Constantly |
| Allocate resources with adequate functional safety competency | Project Manager | Within 2 weeks of start of project |
| Tailor the safety lifecycle | Safety Manager | Within 4 weeks of start of project |
| Plan the safety activities of the safety lifecycle | Safety Manager | Within 4 weeks of start of project |
| Perform regular functional safety audits | Safety Auditor | Once every 2 months |
| Perform functional safety pre-assessment prior to audit by external functional safety assessor | Safety Manager | 3 months prior to main assessment |
| Perform functional safety assessment | Safety Assessor | Conclusion of functional safety activities |

# Safety Culture

Our safety culture is comprised out of the following:

* **High priority**: safety has the highest priority among competing constraints like cost and productivity
* **Accountability**: processes ensure accountability such that design decisions are traceable back to the people and teams who made the decisions
* **Rewards**: the organization motivates and supports the achievement of functional safety
* **Penalties**: the organization penalizes shortcuts that jeopardize safety or quality
* **Independence**: teams who design and develop a product should be independent from the teams who audit the work
* **Well defined processes**: company design and management processes should be clearly defined
* **Resources**: projects have necessary resources including people with appropriate skills
* **Diversity**: intellectual diversity is sought after, valued and integrated into processes
* **Communication**: communication channels encourage disclosure of problems

# Safety Lifecycle Tailoring

For the lane assistance project, the following safety lifecycle phases are in scope:

Concept phase

Product Development at the System Level

Product Development at the Software Level

The following phases are out of scope:

Product Development at the Hardware Level

Production and Operation

# Roles

|  |  |
| --- | --- |
| Role | Org |
| Functional Safety Manager- Item Level | OEM |
| Functional Safety Engineer- Item Level | OEM |
| Project Manager - Item Level | OEM |
| Functional Safety Manager- Component Level | Tier-1 |
| Functional Safety Engineer- Component Level | Tier-1 |
| Functional Safety Auditor | OEM or external |
| Functional Safety Assessor | OEM or external |

# Development Interface Agreement

The DIA (development interface agreement) defines the roles and responsibilities between companies involved in developing a product. All involved parties need to agree on the contents of the DIA before the project begins.

The DIA also specifies what evidence and work products each party will provide to prove that work was done according to the agreement.

The ultimate goal is to ensure that all parties are developing safe vehicles in compliance with ISO 26262.

These are the major sections of a DIA:

* Appointment of customer and supplier safety managers
* Joint tailoring of the safety lifecycle
* Activities and processes to be performed by the customer; activities and processes to be performed by the supplier
* Information and work products to be exchanged
* Parties or persons responsible for each activity in design and production
* Any supporting processes or tools to ensure compatibility between customer and supplier technologies

The Tier-1 supplier(s) are responsible for developing each of the three main subsystems according to ISO 26262:

* the Computer Vision Subsystem
* Instrument Cluster Subsystem
* Electronic Power Steering Subsystem.

This includes all hardware and software for each subsystem, as defined above. The Tier-1 supplier(s) are responsible for sub-system testing.

The OEM is responsible for the complete lane assistance system. This includes all communication interfaces between subsystems, all ancillary devices (e.g. steering wheel, vehicle speed sensor, CAN bus network, camera mounting hardware, etc.). The OEM is responsible for any signals required to be provided for a given subsystem, such as vehicle speed. The OEM is responsible for testing the complete system.

# Confirmation Measures

Confirmation measures serve two purposes:

* that a functional safety project conforms to ISO 26262, and
* that the project really does make the vehicle safer.

The people who carry out confirmation measures need to be independent from the people who actually do the development in the project.

A confirmation review ensures that the project complies with ISO 26262. As the product is designed and developed, an independent person would review the work to make sure ISO 26262 is being followed.

A functional safety audit makes sure that the actual implementation of the project conforms to the safety plan.

A function safety assessment confirms that plans, designs and developed products achieve functional safety.

A safety plan could have other sections that we are not including here. For example, a safety plan would probably contain a complete project schedule.

There might also be a "Supporting Process Management" section that would cover "Part 8: Supporting Processes" of the ISO 26262 functional safety standard. This would include descriptions of how the company handles requirements management, change management, configuration management, documentation management, and software tool usage and confidence.

Similarly, a confirmation measures section would go into more detail about how each confirmation will be carried out.