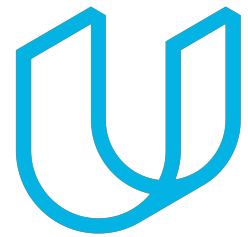




Elektrobit



UDACITY

# Technical Safety Concept 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]

Date	Version	Editor	Description
5/12/2018	1.0	Joseph Magdy	Initial Release
6/12/2018	1.1	Joseph Magdy	Fix Reviewer Comments
6/12/2018	1.2	Joseph Magdy	Modify Safe State Functional inputs

# Table of Contents

[Instructions: We have provided a table of contents. If the table of contents is not showing up correctly in your word processor of choice, please update it. The table of contents should show each section of the document and page numbers or links. Most word processors can do this for you. In Google Docs, you can use headings for each section and then go to Insert > Table of Contents. Microsoft Word has similar capabilities]

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## Purpose of the Technical Safety Concept

[Instructions: Answer what is the purpose of a technical safety concept?]

Technical safety concept define the requirement for each subsystem how it will interact with another subsystem and defining in more details the exchanged data.

## Inputs to the Technical Safety Concept

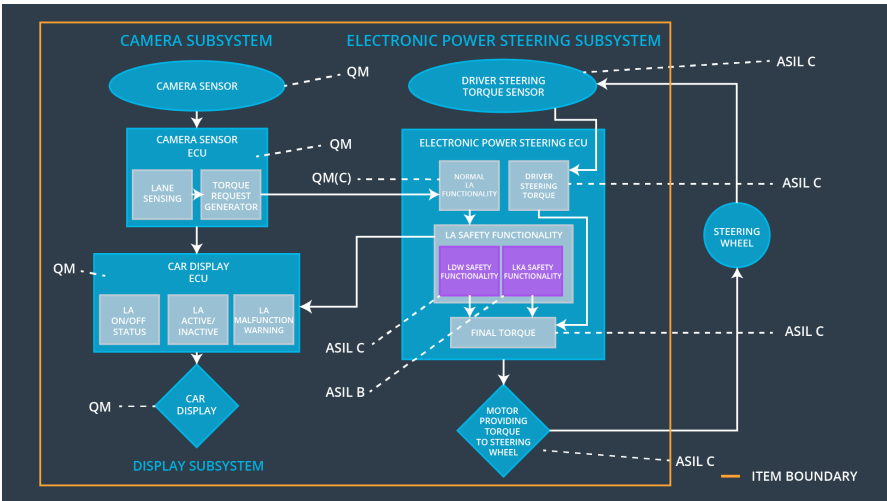
### Functional Safety Requirements

[Instructions: Provide the functional safety requirements derived in the functional safety concept ]

ID	Functional Safety Requirement	A S IL	Fault Tolerant Time Interval	Safe State
Functional Safety Requirement 01-01	The lane keeping item shall ensure that the lane departure oscillating torque amplitude is below Max_Torque _Amplitude	C	50 ms	LDW Torque request Amplitude shall be set to zero
Functional Safety Requirement 01-02	The lane keeping item shall ensure that the lane departure oscillating torque amplitude is below Max_Torque _Frequency.	C	50 ms	LDW Torque request Amplitude shall be set to zero
Functional Safety Requirement 02-01	The electronic power steering ECU shall ensure that the lane keeping assistance torque is applied for only Max_Duration	B	500ms	LDW Torque request Amplitude shall be set to zero

# Refined System Architecture from Functional Safety Concept

[Instructions: Provide the refined system architecture from the functional safety concept]



## Functional overview of architecture elements

[Instructions: Provide a description for each functional safety element; what is each element's purpose in the lane assistance item? ]

Element	Description
Camera Sensor	Responsible for reading road image with certain field of view.
Camera Sensor ECU - Lane Sensing	Responsible for detecting the lanes in the provided image by the sensor
Camera Sensor ECU - Torque request generator	Responsible for calculating the required torque based on the lane sensing data
Car Display	For displaying instructions to the driver for the lane assistance functions.
Car Display ECU - Lane Assistance On/ Off Status	Providing a notification for the driver indicating if the lane assistance function is ON or OFF
Car Display ECU - Lane Assistant Active/Inactive	Providing a notification for the driver indicating if the lane assistance function is Active or Inactive

Car Display ECU - Lane Assistance malfunction warning	Providing a notification for the driver in case there is a malfunction related to the lane assistance
Driver Steering Torque Sensor	Analyze the driver steering torque
Electronic Power Steering (EPS) ECU - Driver Steering Torque	Detecting the applied torque value by the driver in case of lane departure.
EPS ECU - Normal Lane Assistance Functionality	Steering to the wheel to center lane based on the calculated angle by the lane assistance system
EPS ECU - Lane Departure Warning Safety Functionality	Stop the torque in case there is a malfunction in case Max_Torque_Amplitude or Max_Torque_Frequency is exceeded
EPS ECU - Lane Keeping Assistant Safety Functionality	Stop controlling the steering in Max_Duration is exceeded and the misuse the lane keeping assistance as Autonomous car
EPS ECU - Final Torque	The torque provided during lane departure warning
Motor	providing torque to steering wheel

## Technical Safety Concept

### Technical Safety Requirements

[Instructions: Fill in the technical safety requirements for the lane departure warning first functional safety requirement. We have provided the associated functional safety requirement in the first table below. Hint: The technical safety requirements were discussed in the lesson videos. The architecture allocation column should contain element names such as LDW Safety block, Data Transmission Integrity Check, etc. Allocating the technical safety requirements to the "EPS ECU" does not provide enough detail for a technical safety concept.]

#### Lane Departure Warning (LDW) Requirements:

Functional Safety Requirement 01-01 with its associated system elements  
(derived in the functional safety concept)

ID	Functional Safety Requirement	Electronic Power Steering ECU	Camera ECU	Car Display ECU

Functional Safety Requirement 01-01	The lane keeping item shall ensure that the lane departure oscillating torque amplitude is below Max_Torque_Amplitude	X		
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Technical Safety Requirements related to Functional Safety Requirement 01-01 are:

ID	Technical Safety Requirement	A S IL	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	50 ms	LDW Safety	LDW Torque request Amplitude shall be set to zero
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	50 ms	LDW Safety	LDW Torque request Amplitude shall be set to zero
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	50 ms	LDW Safety	LDW Torque request Amplitude shall be set to zero
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LDW_Torque_Request' signal shall be ensured.	C	50 ms	Data Transmission Integrity Check	LDW Torque request Amplitude shall be set to zero
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 request Amplitude shall be set to zero

[Instructions: Fill in the technical safety requirements for the lane departure warning second functional safety requirement. We have provided the associated functional safety requirement in the table below. Hint:. Most of the technical safety requirements will be

the same. At least one technical safety requirement will have to be slightly modified because we are talking about frequency instead of amplitude. These requirements were not given in the lessons]

Functional Safety Requirement 01-2 with its associated system elements  
(derived in the functional safety concept)

ID	Functional Safety Requirement	Electronic Power Steering ECU	Camera ECU	Car Display ECU
Functional Safety Requirement 01-02	The lane keeping item shall ensure that the lane departure oscillating torque frequency is below Max_Torque_Frequency	X		

Technical Safety Requirements related to Functional Safety Requirement 01-02 are:

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_Frequency.	C	50 ms	LDW Safety	LDW Torque request Amplitude shall be set to zero
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	50 ms	LDW Safety	LDW Torque request Amplitude shall be set to zero

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	50 ms	LDW Safety	LDW Torque request Amplitu de shall be set to zero
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LDW_Torque_Request' signal shall be ensured.	C	50 ms	Data Transmission Integrity Check	LDW Torque request Amplitu de shall be set to zero
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 request Amplitu de shall be set to zero

### Lane Departure Warning (LDW) Verification and Validation Acceptance Criteria:

[OPTIONAL: For each technical safety requirement, identify both the verification and validation acceptance criteria. “Validation” asks whether or not you chose the appropriate parameters. “Verification” involves testing to make sure the vehicle behaves as expected when the parameter value is crossed. There is not necessarily one right answer. Look at your verification and validation acceptance criteria from the functional safety concept for inspiration.]

### Lane Keeping Assistance (LKA) Requirements:

[Instructions: Fill in the technical safety requirements for the lane keeping assistance functional safety requirement 02-01. We have provided the associated functional safety requirement in the table below. Hint:. You can reuse the technical safety requirements from functional safety requirement 01-01. But you need to change the language because we are now looking at a different system. The ASIL and Fault Tolerant Time Interval are different as well.]

Functional Safety Requirement 02-1 with its associated system elements



(derived in the functional safety concept)

ID	Functional Safety Requirement	Electronic Power Steering ECU	Camera ECU	Car Display ECU
Functional Safety Requirement 02-01	The lane keeping item shall ensure that the lane keeping assistance torque is applied for only Max_Duration	X		

Technical Safety Requirements related to Functional Safety Requirement 02-01 are:

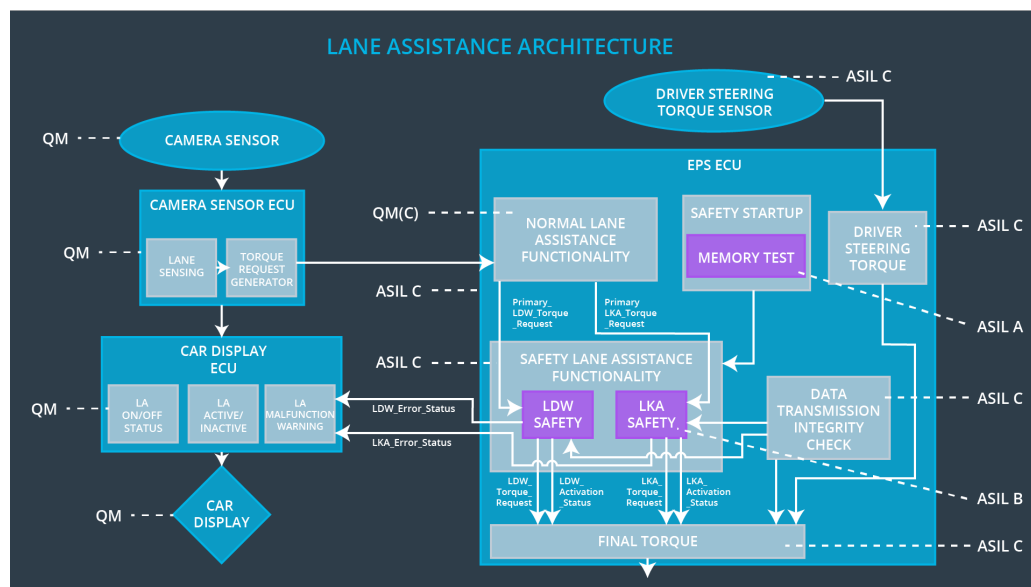
ID	Technical Safety Requirement	ASIL	Fault Tolerant Time Interval	Allocation to Architecture	Safe State
Technical Safety Requirement 01	The LKA safety component shall ensure that the duration of the 'LKA_Active_Duration' monitored since the function start is below 'Max_Duration'.	B	500 ms	LKA Safety	LDW Torque request Amplitude shall be set to zero
Technical Safety Requirement 02	As soon as the LKA function deactivates the LKA feature, the 'LKA Safety' software block shall send a signal to the car display ECU to turn on a warning light.	B	500 ms	LKA Safety	LDW Torque request Amplitude shall be set to zero
Technical Safety Requirement 03	As soon as a failure is detected by the LKA function, it shall deactivate the LKA feature and the 'LKA_Active_Duration' shall be set to zero.	B	500 ms	LKA Safety	LDW Torque request Amplitude shall be set to zero
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LKA_Active_Duration' signal shall be ensured.	B	500 ms	Data Transmission Integrity Check	LDW Torque request Amplitude shall be set to zero
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 request Amplitude shall be set to zero

## Lane Keeping Assistance (LKA) Verification and Validation Acceptance Criteria:

[OPTIONAL: For each technical safety requirement, identify both the verification and validation acceptance criteria. “Validation” asks whether or not you chose the appropriate parameters. “Verification” involves testing to make sure the vehicle behaves as expected when the parameter value is crossed. There is not necessarily one right answer. Look at your verification and validation acceptance criteria from the functional safety concept for inspiration.]

## Refinement of the System Architecture

[Instructions: Include the refined system architecture. Hint: The refined system architecture should include the system architecture from the end of the technical safety lesson, including all of the ASIL labels.]



## Allocation of Technical Safety Requirements to Architecture Elements

[Instructions: We already included the allocation as part of the technical requirement tables. Here you can state that for this particular item, all technical safety requirements are allocated to the Electronic Power Steering ECU]

All technical safety requirements are allocated to the Electronic Power Steering ECU

## Warning and Degradation Concept

[Instructions: We've already identified that for any system malfunction, the lane assistance functions will be turned off and the driver will receive a warning light indication. The technical safety requirements have not changed how functionality will be degraded or what the warning will be.

So in this case, the warning and degradation concept is the same for the technical safety requirements as for the functional safety requirements. You can copy the functional safety warning and degradation concept here.

Ofentimes, a technical safety analysis will lead to a more detailed warning and degradation concept. ]

ID	Degradation Mode	Trigger for Degradation Mode	Safe State invoked?	Driver Warning
WDC-01	Turn System Off	Malfunction_01	Yes	System Malfunction ( LDW Inactive )
WDC-02	Turn System Off	Malfunction_02	Yes	System Malfunction ( LDW Inactive )
WDC-03	Turn System Off	Malfunction_03	Yes	Keep Hands on Wheel , function not intended for Autonomous Driving