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	OS04 – Highway	EN06 – Rain (slippery road)	SD02 – High speed		IU01 – Correctly used	Normal driving on a highway during rain (slippery road) with high speed and correctly used 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	The LDW function applies an oscillating torque with very high torque (above limit).	DV00 – Collision with other vehicle	High haptic feedback can affect the driver's ability to react as intended. The driver could lose control of the vehicle and collide with another vehicle or with road infrastructure.	The LDW function applies an oscillating torque with very high torque (above limit).	E3 – Medium probability	Driving on the highway in the rain happens relatively regularly	S3 – Life-threatening or fatal injuries	The velocity of the ego vehicle is high.	C3 – Difficult to control or uncontrollable	High steering wheel oscillations are unexpected and in nature not in only one direction, making them difficult to counteract	C	The oscillating steering torque from the lane departure warning function shall be limited
HA-002	OM03 – Normal driving	OS03 – Country Road	EN01 – Normal conditions	SD02 – High speed		IU02 – Incorrectly used	Normal driving on country roads during normal conditions with high speed (the driver is misusing the lane-keeping assistance function as a fully autonomous function)	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	DV03 – Function always activated	Lane keeping assistant is always activated	DV00 – Collision with other vehicle	The driver treats the system as fulfilling autonomous driving, not fulfilling his duty as a fully active driver who is only assisted with a lane assistant	The lane assistant is activated in an environment where it is not capable of fulfilling its task.	E2 – Low probability	The combination of a driver misusing a system and driving on country road will not occur very often for the average driver.	S3 – Life-threatening or fatal injuries	The velocity of the ego vehicle is high.	C3 – Difficult to control or uncontrollable	When the driver is not paying attention to the traffic himself, it will be difficult to react accordingly in case of imminent danger	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.
HA-003	OM03 – Normal driving	OS03 – Country Road	EN01 – Normal conditions	SD02 – High speed		IU01 – Correctly used	Normal driving on a country road during normal conditions with high speed and correctly 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	The camera sensor stops working and the Lane Keeping Assistance function continues to be activated.	DV00 – Collision with other vehicle	The Lane Keeping Assistance function is activated and is starting to apply random torque to the vehicle making the driver to loose control.	The Lane Keeping Assistance start acting randomly when the camera sensor is not working.	E3 – Medium probability	Driving on country road happens relatively regularly	S3 – Life-threatening or fatal injuries	The velocity of the ego vehicle is high.	C3 – Difficult to control or uncontrollable	High steering wheel oscillations are unexpected and in nature not in only one direction, making them difficult to counteract	C	The Lane Keeping Assistance function shall be deactivated when the camera sensor information is insufficient.
HA-004	OM03 – Normal driving	OS04 – Highway	EN01 – Normal conditions	SD02 – High speed		IU01 – Correctly used	Normal driving on a highway during normal conditions with high speed and correctly used system	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	DV14 – Sensor sensitivity is too low	The torque exerted by the driver is not detected correctly and the system therefore overcompensates.	DV00 – Collision with other vehicle	Misinterpretation of the drivers applied torque on the wheel leads to a misinterpretation of the vehicle's heading direction (by actuating the wheel) which can lead to driver confusion/panic and a chaotic ego vehicle motion up to collisions with traffic or boundaries.	The lane keeping assistant applies to much (abrupt) torque onto the wheel.	E4 – High probability	Normal high speed driving on the highway occurs relatively often	S3 – Life-threatening or fatal injuries	The velocity of the ego vehicle is high.	C3 – Difficult to control or uncontrollable	The System will overcompensate the (not measured) drivers torque at all times, which will cause pulling on the driver and the vehicle will be uncontrollable.	D	The torque exerted by the driver shall always be measured correctly within a defined accuracy and redundancy.