



Safety Plan Lane Assistance

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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
05/05/2019	0.1	Maanadoona	First draft

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Introduction

Purpose of the Safety Plan

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

Our the purpose of this safety plan is to provide an overall framework for the Lane Assistance item, and to assign roles and responsibilities for functional safety for this item.

Scope of the Project

[Instructions: Nothing to do here. This is for your information.]

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

[Instructions: Nothing to do here. This is for your information.]

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

[Instructions:

REQUIRED

Discuss these key points about the system:

What is the item in question, and what does the item do?

The lane Assistance Item alerts the driver that the vehicle has accidentally departed its lane, and attempts to steer the vehicle back toward the center of the lane.

What are its two main functions? How do they work?

1. Lane departure warning
The lane departure warning function shall apply an oscillating steering torque to provide the driver a haptic feedback
2. Lane keeping assistance
The lane keeping assistance function shall apply the steering torque when active in order to stay in ego lane.

Which subsystems are responsible for each function?

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

What are the boundaries of the item? What subsystems are inside the item? What elements or subsystems are outside of the item?

The camera subsystem, the electronic power steering subsystem, and the car display system are inside the item. But Steering Wheel is outside of the item.

OPTIONAL

Optionally, include information about these points as well. These were not included in the lectures, but you might be able to find this information online:

- Operational and Environmental Constraints. This could especially be limited to camera performance; lane lines are difficult to detect in snow, fog, etc
- Legal requirements in your country for lane assistance technology
- National and International Standards Related to the Item
- Records of previously known safety-related incidents or behavioral shortfalls

Goals and Measures

Goals

[Instructions:

Describe the major goal of this project; what are we trying to accomplish by analyzing the lane assistance functions with ISO 26262?]

The major goal of this project is to make the lane assistance system in safe. To make the system in safe, we define the items, analyze HARA and make functional safety concepts. Finally we apply these safety concepts to system.

Measures

[Instructions:

Fill in who will be responsible for each measure or activity. Hint: The lesson on Safety Management Roles and Responsibilities.

The options are:

All Team Members

Safety Manager

Project Manager

Safety Auditor

Safety Assessor

]

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	All Team Members	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

[Instructions:

Describe the characteristics of your company's safety culture. How do these characteristics help maintain your safety culture. Hint: See the lesson about Safety Culture

]

To make a good safety culture, followings are needed.

1. Safety is Highest Priority.
2. Documented and Traceable Design Decisions
3. Reward Safety
4. Penalize Shortcuts

Safety Lifecycle Tailoring

[Instructions:

Describe which phases of the safety lifecycle are in scope and which are out of scope for this particular project. Hint: See the [Intro section](#) of this document

]

Actually, There are three phases of the safety lifecycle

1. Concept Phase
 - A. Item Definition
 - B. Initiation of the Safety Lifecycle
 - C. Hazard Analysis and Risk Assessment
 - D. Functional Safety Concept

2. Product Development
 - A. Product Development: System Level (HW / SW)
 - B. Safety Validation
 - C. Functional Safety Assessment
 - D. Release for Production
3. After the Release for Production
 - A. Production
 - B. Operation, Service and Decommissioning

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

[Instructions:

This section is here for your reference. You do not need to do anything here. It is provided to help with filling out the development interface agreement section.

]

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

[Instructions:

Assume in this project that you work for the tier-1 organization as described in the above roles table. You are taking on the role of both the functional safety manager and functional safety engineer.

Please answer the following questions:

1. What is the purpose of a development interface agreement?
2. What will be the responsibilities of your company versus the responsibilities of the OEM? Hint: In this project, the OEM is supplying a functioning lane assistance system. Your company needs to analyze and modify the various sub-systems from a functional safety viewpoint.

]

1. A 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.

2. The OEM gives the requirements to Tier1 as original equipment manufacturer. The Tier 1 has responsibility for development and production.

Especially, As a Safety Manager:

- Planning, coordinating and documenting of the development phase of the safety lifecycle
- Tailors the safety lifecycle
- Maintains the safety plan
- Monitors progress against the safety plan
- Performs pre-audits before the safety auditor

And As a Safety Engineer:

- Product development
- Integration
- Testing at the hardware, software and system levels

Confirmation Measures

[Instructions:

Please answer the following questions:

1. What is the main purpose of confirmation measures?
2. What is a confirmation review?
3. What is a functional safety audit?
4. What is a functional safety assessment?

]

1. Confirmation measures serve two purposes:

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

2. Confirmation review ensures that the project compiles with ISO26262. As the product is designed and developed, an independent person would review the work to make sure ISO 26262 is being followed.

3. *Functional safety audit means the checking to make sure that the actual implementation of the project conforms to the safety plan is called a functional safety audit.*

4. *Functional safety assessment means the confirming that plans, designs and developed products actually achieve functional safety is called a functional safety assessment.*

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.