

Technical Safety Concept Lane Assistance

**Document Version: 1.0**



# Document history

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| 11.03.2018 | 1.0 | Nathan Greco | First Draft |
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# Purpose of the Technical Safety Concept

The technical safety concept is a component level plan that defines both the architecture being implemented and the safety goals necessary to ensure the system satisfies ISO 26262.

# Inputs to the Technical Safety Concept

## Functional Safety Requirements

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ID** | **Functional Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Safe State** |
| Functional  Safety  Requirement  01-01 | Apply limits to frequency and magnitude of haptic feedback to steering wheel to prevent interference with driver control | D | 100 ms | LDW Disabled with visual indication |
| Functional  Safety  Requirement  01-02 | Provide a visual indication when the system is enabled but not able to detect the road lanes and correct vehicle position | QM | 500 ms | LDW Disabled with visual indication |
| Functional  Safety  Requirement  02-01 | Create a response window that if a torque command is not executed within a set time the system disables | C | 100 ms | LKA Disabled with visual indication |
| Functional  Safety  Requirement  02-02 | Provide a visual indication when the system is enabled but not able to detect the road lanes and correct vehicle position | QM | 500 ms | LKA Disabled with visual indication |

## Refined System Architecture from Functional Safety Concept

## 

**Figure 1** – Detailed system architecture with ASIL ratings

### Functional overview of architecture elements

|  |  |
| --- | --- |
| **Element** | **Description** |
| Camera Sensor | Camera device that retrieves images of the road in front of the vehicle |
| Camera Sensor ECU - Lane Sensing | Process within ECU which processes image from the camera sensor with computer vision algorithms to determine the vehicles relative position to the lane, used by both LDW and LKA systems |
| Camera Sensor ECU - Torque request generator | Process within ECU which generates the torque to be commands for the motor |
| Car Display | An informative display to display the road lines and their orientation, display warning and alert messages, and is the primary GUI for the vehicle operator |
| Car Display ECU - Lane Assistance On/Off Status | Process within the ECU which determines the lane assist system’s on/off status |
| Car Display ECU - Lane Assistant Active/Inactive | Process within the ECU which determines the lane assist system’s active statys |
| Car Display ECU - Lane Assistance malfunction warning | Process within the ECU which monitors the health of the LKA system and alerts the driver to faults in the system |
| Driver Steering Torque Sensor | A sensor that measures that amount of effort the driver is making to steer the vehicle. This is important so that we do not interfere with intentional steering commands from the driver and impede his ability to control the vehicle |
| Electronic Power Steering (EPS) ECU - Driver Steering Torque | Process with handles torque requests and drives the command of the motor |
| EPS ECU - Normal Lane Assistance Functionality | Process within the EPS ECU that manages the overall modes and state machine of the system |
| EPS ECU - Lane Departure Warning Safety Functionality | Process within the EPS ECU that checks the health of the LDW system and triggers any necessary safety modes |
| EPS ECU - Lane Keeping Assistant Safety Functionality | Process within the EPS ECU that checks the health of the LKA system and triggers any necessary safety modes |
| EPS ECU - Final Torque | Process within the EPS ECU that generates the final torque command |
| Motor | The actuator that directly influences the steering of the vehicle. It receives its command from the power steering ECU |

# Technical Safety Concept

## Technical Safety Requirements

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

Functional Safety Requirement 01-01 with its associated system elements

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ID** | **Functional Safety Requirement** | **Electronic Power Steering ECU** | **Camera ECU** | **Car Display ECU** |
| Functional  Safety  Requirement  01-01 | Apply limits to frequency and magnitude of haptic feedback to steering wheel to prevent interference with driver control | **X** |  | **X** |

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

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Architecture Allocation** | **Safe State** |
| Technical  Safety  Requirement  01 | The LDW safety component must check the magnitude of the torque command against a min/max threshold | D | 100 ms | LDW System | LDW Disabled with visual indication |
| Technical  Safety  Requirement  02 | The LDW safety component must check the frequency of the torque command against a min/max threshold | D | 100 ms | LDW System | LDW Disabled with visual indication |

Functional Safety Requirement 01-2 with its associated system elements

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ID** | **Functional Safety Requirement** | **Electronic Power Steering ECU** | **Camera ECU** | **Car Display ECU** |
| Functional  Safety  Requirement  01-02 | Provide a visual indication when the system is enabled but not able to detect the road lanes and correct vehicle position |  | **X** | **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  03 | The LDW safety component must continuously check that valid road lanes have been detection and a vehicle position identified | QM | 500 ms | LDW System | LDW Disabled with visual indication |

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

|  |  |  |
| --- | --- | --- |
| **ID** | **Validation Acceptance**  **Criteria and Method** | **Verification Acceptance**  **Criteria and Method** |
| Technical  Safety  Requirement  01 | Perform a study to determine minimum noticeable magnitude torque commands for a driver to notice the alter and maximum for the driver to maintain control of the vehicle | Impose these limits and attempt to create commands outside these limits to verify the actuator does not actuate at these values |
| Technical  Safety  Requirement  02 | Perform a study to determine minimum noticeable frequency torque commands for a driver to notice the alter and maximum for the driver to maintain control of the vehicle | Impose these limits and attempt to create commands outside these limits to verify the actuator does not actuate at these values |
| Technical  Safety  Requirement  03 | Evaluate frequency and duration of interruptions to the lane detection status and determine a time delay that would not pickup false positives | Operate the vehicle and blind the camera so road lanes are not detected. Verify that the vehicle alerts the driver within the identified time window |

**Lane Keeping Assistance (LKA) Requirements:**

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 | Evaluate typical controller response time and tuning to determine what an acceptable response time is. | **X** |  | **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  04 | The LKA safety component must continuously check that the actual torque command is does not exceed a delay from the command | C | 100 | LKA System | LKA Disabled with visual indication |

Functional Safety Requirement 02-2 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  02-02 | Perform study for best means of indication to a driver that the LDW system fails to detect road lane |  | **X** | **X** |

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

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **ID** | **Technical Safety Requirement** | **ASIL** | **Fault Tolerant Time Interval** | **Allocation to Architecture** | **Safe State** |
| Technical  Safety  Requirement  05 | The LKA safety component must continuously check that valid road lanes have been detection and a vehicle position identified | QM | 500 ms | LDW System | LDW Disabled with visual indication |

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

|  |  |  |
| --- | --- | --- |
| **ID** | **Validation Acceptance**  **Criteria and Method** | **Verification Acceptance**  **Criteria and Method** |
| Technical  Safety  Requirement  04 | Evaluate the typical response time of the actuator to determine what would be abnormal operations | Disable the motor and send a command to verify the system detects the delayed response within the time window |
| Technical  Safety  Requirement  05 | Evaluate frequency and duration of interruptions to the lane detection status and determine a time delay that would not pickup false positives | Operate the vehicle and blind the camera so road lanes are not detected. Verify that the vehicle alerts the driver within the identified time window |

## Refinement of the System Architecture

## 

**Figure 2** – Detailed system architecture with ASIL ratings

## Allocation of Technical Safety Requirements to Architecture Elements

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ID** | **Functional Safety Requirement** | **Electronic Power Steering ECU** | **Camera ECU** | **Car Display ECU** |
| Functional  Safety  Requirement  01-01 | Apply limits to frequency and magnitude of haptic feedback to steering wheel to prevent interference with driver control | **X** |  | **X** |
| Functional  Safety  Requirement  01-02 | Provide a visual indication when the system is enabled but not able to detect the road lanes and correct vehicle position |  | **X** | **X** |
| Functional  Safety  Requirement  02-01 | Evaluate typical controller response time and tuning to determine what an acceptable response time is. | **X** |  | **X** |
| Functional  Safety  Requirement  02-02 | Perform study for best means of indication to a driver that the LDW system fails to detect road lane |  | **X** | **X** |

## 

## Warning and Degradation Concept

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **ID** | **Degradation Mode** | **Trigger for Degradation Mode** | **Safe State invoked?** | **Driver Warning** |
| WDC-01 | Disable LDW and alert | Malfunction\_01 | Yes | Driver indication of fault in LDW system |
| WDC-02 | Disable LDW and alert | Malfunction\_02 | Yes | Driver indication of fault in LDW system |
| WDC-03 | Disable LKA and alert | Malfunction\_03 | Yes | Driver indication of fault in LKA system |
| WDC-04 | Disable LDW and alert | Malfunctin\_04 | Yes | Driver indication of fault in LDW system |
| WDC-05 | Disable LKA and alert | Malfunction\_05 | Yes | Driver indication of fault in LKA system |