



Elektrobit



UDACITY

Technical Safety Concept 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
11222018	1.0.0	Sanghoon Lee	First Documentation

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[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 defines how the subsystems interact at the message level and describe how the ECUs communicate with each other

Inputs to the Technical Safety Concept

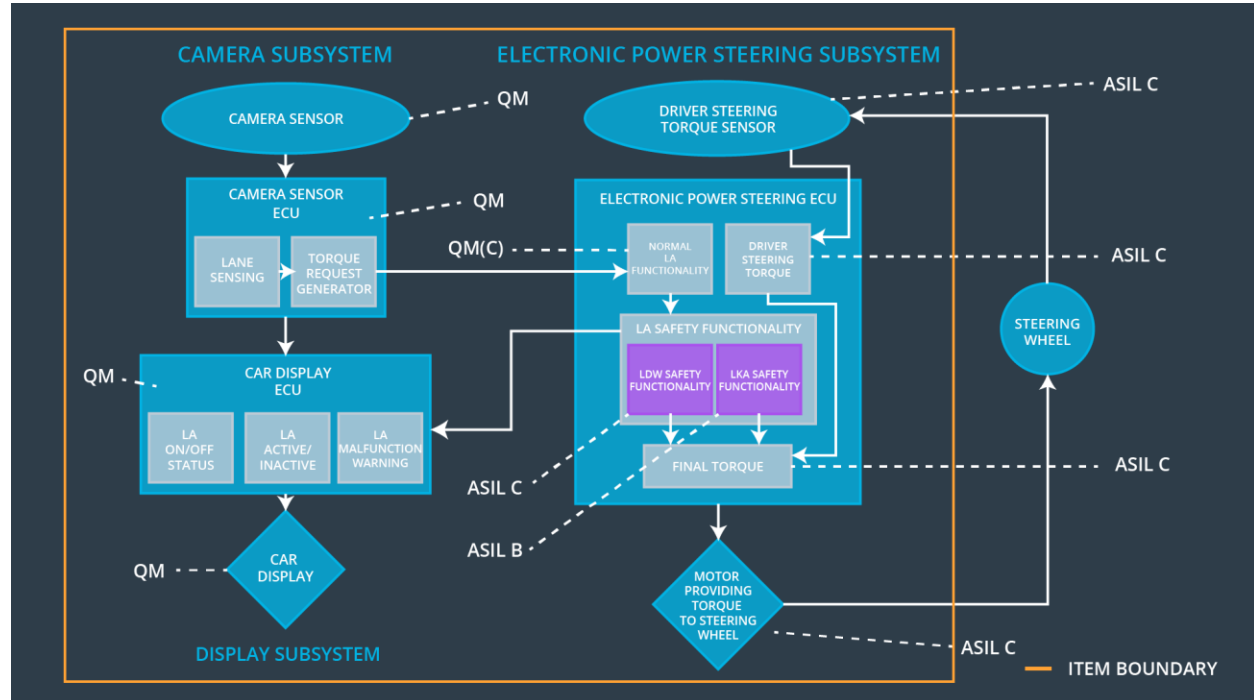
Functional Safety Requirements

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

ID	Functional Safety Requirement	A S I L	Fault Tolerant Time Interval	Safe State
Functional Safety Requirement 01-01	Electronic Power Steering ECU shall ensure that the lane departure oscillating torque amplitude is below Max_Torque_Amplitude	C	50 ms	LDW will set the oscillating torque amplitude to 0
Functional Safety Requirement 01-02	Electronic Power Steering ECU shall ensure that the lane departure oscillating torque frequency is below Max_Torque_Frequency	C	50 ms	LDW will set the oscillating torque frequency to 0
Functional Safety Requirement 02-01	Electronic Power Steering ECU shall ensure that the lane keeping assistance torque is applied for only Max_Duration	B	500 ms	LKA will set the oscillating torque Duration to 0

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?]

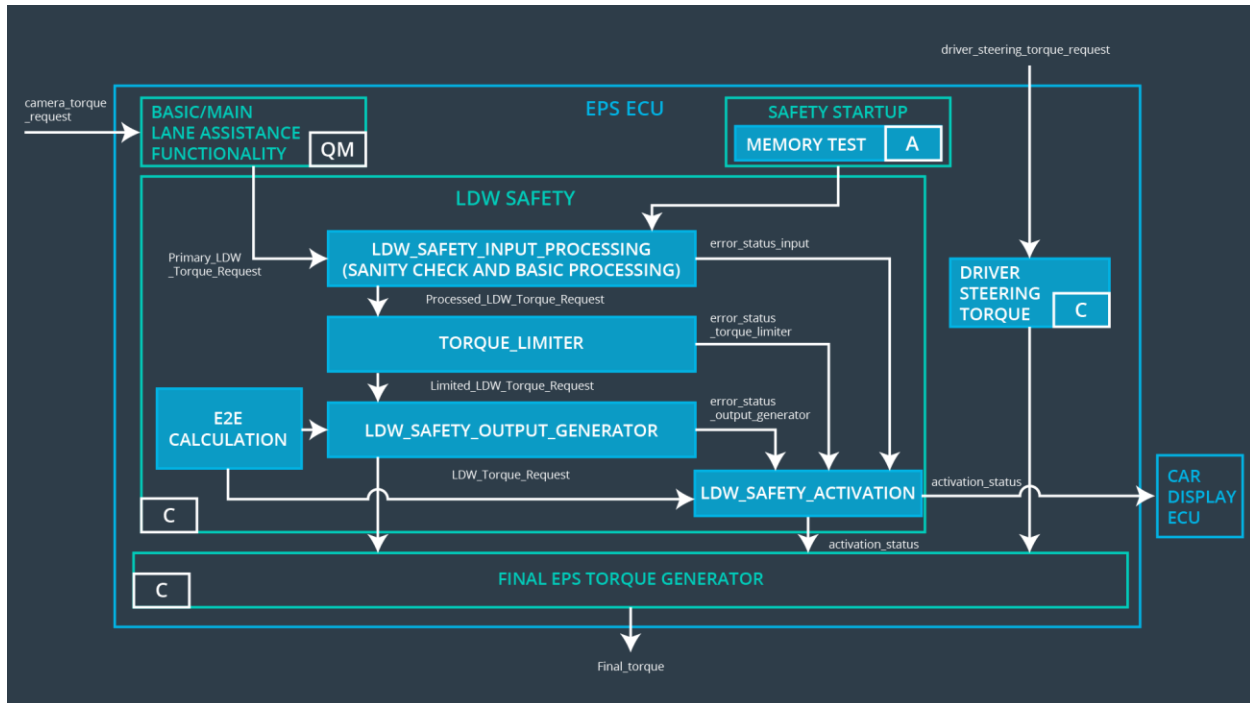
Element	Description
Camera Sensor	Take images of the Road
Camera Sensor ECU - Lane Sensing	Detects lanes on road, and lane departures
Camera Sensor ECU - Torque request generator	Tells the Electronic Power Steering ECU how hard to turn, and Car Display ECU to display a warning
Car Display	Show a Warning for the driver
Car Display ECU - Lane Assistance On/Off Status	Receives a warning from Electronic Power Steering(EPS) ECU, show Lane Assistance status
Car Display ECU - Lane Assistant	Receives a warning from Electronic Power

Active/Inactive	Steering(EPS) ECU, show Lane Assistance Activity state
Car Display ECU - Lane Assistance malfunction warning	Receives a warning from Electronic Power Steering(EPS) ECU, show Warning on Lane Assistance malfunction
Driver Steering Torque Sensor	Detect how hard the driver is turning the steering wheel
Electronic Power Steering (EPS) ECU - Driver Steering Torque	Analyze how hard the driver is turning the steering wheel, and contribute at the 'FINAL TORQUE'
EPS ECU - Normal Lane Assistance Functionality	Receives a warning from Camera Sensor ECU, it then decides the vibration required to warn driver and how much steering torque is required
EPS ECU - Lane Departure Warning Safety Functionality	Analyzer and decides the vibration required to warn driver and how much steering torque is required, then send contribute at the 'FINAL TORQUE', and alert Car Display ECU
EPS ECU - Lane Keeping Assistant Safety Functionality	Analyze and decides the duration required to run the LKA item, then send contribute at the 'FINAL TORQUE' and Alert Car Display ECU
EPS ECU - Final Torque	Receives inputs from LKA Safety, LDW Safety, and Driver Steering Torque to product the FINAL TORQUE amount that will be passed to steering Motor
Motor	Motor will provide the 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		

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

ID	Technical Safety Requirement	A S I L	Fault Tolerant Time Interval	Architecture Allocation	Safe State
Technical Safety Requirement	The LDW Safety component shall ensure that the amplitude of the 'LDW_Torque_Request' sent to the 'Final electronic	C	50 ms	Lane Assistance Safety Functionality	Deactivate Functionality (Reset Amplitude to

01	power steering Torque' component is below 'Max_Torque_Amplitude				0)
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 Functionality	Deactivate Functionality (Reset Amplitude to 0)
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 Functionality	Deactivate Functionality (Reset Amplitude to 0)
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	Deactivate Functionality (Reset Amplitude to 0)
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	Safety Startup	Max_Torque_Amplitude is correct and Deactivate Functionality will reset Amplitude to 0

[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	Camera ECU	Car Display ECU
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		Steering 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 Frequency of the 'LDW_Frequency_Request' sent to the 'Final Electronic Power Steering Torque' component is below Max_Torque_Frequency	C	50 ms	Lane Assistance Safety Functionality	Deactivate Functionality (Reset Frequency to 0)
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 Functionality	Deactivate Functionality (Reset Frequency to 0)
Technical Safety Requirement 03	As soon as a failure is detected by the LDW Function it shall deactivate the LDW feature and the 'LDW_Frequency_Request' shall be set to zero	C	50 ms	LDW Safety Functionality	Deactivate Functionality (Reset Frequency to 0)
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LDW_Frequency_Request' signal shall be ensured	C	50 ms	Data Transmission Integrity Check	Deactivate Functionality (Reset

					Frequen cy to 0)
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	Safety Startup	Max_To rque_Fr equency is correct & Deactiv ate Function ality will reset Frequen cy to 0

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	Camera	Car Display
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		Power Steering ECU	ECU	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 'LKA_Duration_Request' sent to the 'Final Electronic Power Steering Torque' component is below Max_Duration	C	50 ms	Lane Assistance Safety Functionality	Deactivate Functionality (Reset Duration to 0)
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	C	50 ms	LKA Safety Functionality	Deactivate Functionality (Reset Duration to 0)
Technical Safety Requirement 03	As soon as a failure is detected by the LKA Function, it shall deactivate the LKA feature and the 'LKA_Duration_Request' shall be set zero	C	50 ms	LKA Safety Functionality	Deactivate Functionality (Reset Duration to 0)
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LKA_Duration_Request' signal shall be ensured	C	50 ms	Data Transmission Integrity Check	Deactivate Functionality (Reset Duration to 0)
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	Safety Startup	Max_Duration is correct and Deactivate Functionality will reset

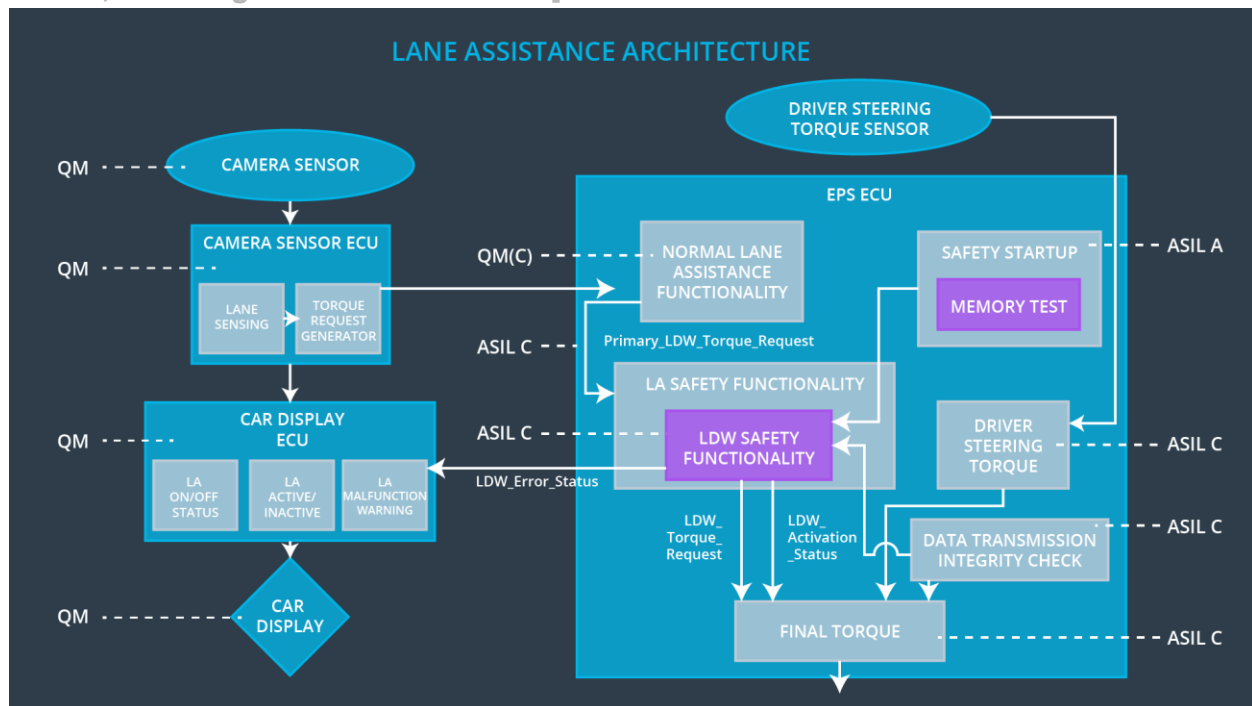
					Duration to 0
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Lane Keeping Assistance (LKA) Verification and Validation Acceptance Criteria:

[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 Off the Functionality	Functional Safety Requirement 01-01 is violated	YES	Display Warning on display system, and different Haptic feedback on the steering wheel
WDC-02	Turn off the Functionality	Functional Safety Requirement 02-01 is violated	YES	Display Warning on display system, and beep sound