



Software Safety Requirements and Architecture

Lane Assistance

Document Version: [Version]

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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
9/9/2018	1.0	Terry Lu	First Submission

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Purpose

[Instructions: Answer what is the purpose of this document?]

Technical concept turning functional safety requirements into technical safety requirements, And allocating technical safety requirements to the system architecture.

Inputs to the Software Requirements and Architecture Document

[Instructions:

REQUIRED:

You are only required to develop this document for the LDW (lane departure warning) amplitude malfunction. So here, provide the technical safety requirements for the LDW amplitude malfunction as well as the refined system architecture diagram from the technical safety concept.

OPTIONAL:

Expand this document to include software safety requirements for the LDW frequency malfunction as well. Go even further and document software safety requirements for the Lane Keeping Assistance (LKA) function as well.

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Technical safety requirements

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	The Electronic Power	C	50ms	LDW Safety	The lane

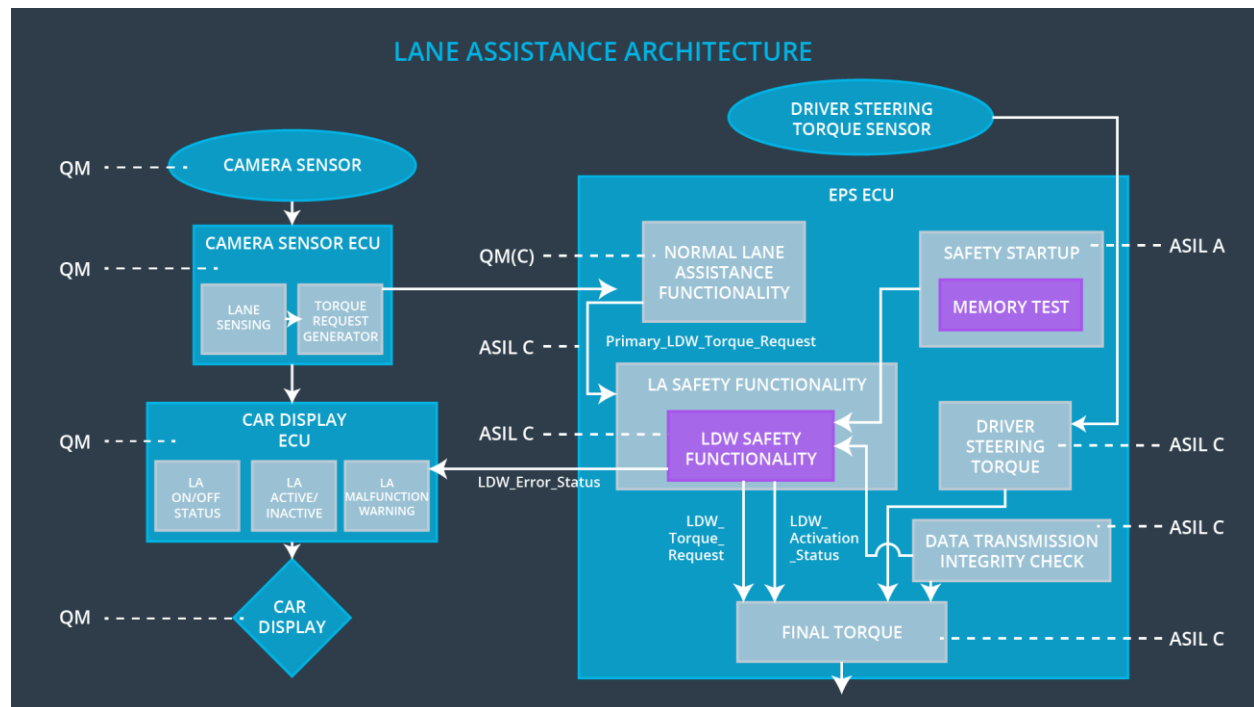
Safety Requirement 01	Steering ECU shall ensure that the oscillating torque amplitude requested by the LDW function is below Max_Torque_Amplitude.			block	departure warning talk request amplitude shall be set to 0.
Technical Safety Requirement 02	As soon as the LDW function deactivates the LDW feature, the 'LDW Safety' software block shall send a signal to the car display ECU to turn on a warning light.	C	50ms	LDW Safety block	The lane departure warning talk request amplitude shall be set 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	50ms	LDW Safety block	The lane departure warning talk request amplitude shall be set to 0.
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LDW_Torque_Request' signal shall be ensured.	C	50ms	Data Transmission Integrity Check.	The lane departure warning talk request amplitude shall be set to 0.
Technical Safety Requirement 05	Memory test shall be conducted at startup of the EPS ECU to check for any faults in memory.	A	ignition cycle	Memory Test	The lane departure warning talk request amplitude shall be set to 0.

Refined Architecture Diagram from the Technical Safety Concept

[Instructions:

REQUIRED: Provide the refined system architecture diagram from the technical safety concept

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Software Requirements

Lane Departure Warning (LDW) Amplitude Malfunction Software Requirements:

[Instructions: Fill in the software safety requirements for the LDW amplitude malfunction technical safety requirements. We have provided the associated technical safety requirements. Hint: The software safety requirements were discussed in the text from the software and hardware lesson.

OPTIONAL:

CHALLENGE ONE

Develop software safety requirements for the Lane Departure Warning (LDW) frequency function and modify the system architecture as needed.

CHALLENGE TWO

Develop software safety requirements for the Lane Keeping Assistance (LKA) function and modify the system architecture as needed.

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ID	Technical Safety Requirement	A S	Fault Tolerant	Allocation to Architecture	Safe State
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		I L	Time Interval		
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	50ms	LDW Safety Functionality Block	'LDW_Torque_Request' shall be set to 0.

ID	Software Safety Requirement	A S I L	Allocation Software Elements	Safe State
Software Safety Requirement 01-01	Input signal "Primary_LDW_Torq_Req" shall be read and pre-processed to determine torque request coming from "Basic/Main LAF functionality" SW Component. Signal "processed_LDW_Torq_Req" shall be generated at end of processing.	C	LDW_SAFETY_INPUT_PROCESSING	N/A
Software Safety Requirement 01-02	In case "processed_LDW_Torq_Req" signal has a value greater than "Max_Torque_Amplitude_LDW" (maximum allowed safe torque), torque signal "limited_LDW_Torq_Req" shall be set to 0, else "limited_LDW_Torq_Req" shall take value of "processed_LDW_Torq_Req".	C	TORQUE_LIMITER	"limited_LDW_Torq_Req" = 0 (Nm=Newton-meter)
Software Safety Requirement 01-03	The "limited_LDW_Torq_Req" shall be transformed into a signal "LDW_Torq_Req" which is suitable to be transmitted outside of the LDW Safety component ("LDW Safety") to "Final EPS	C	LDW_SAFETY_OUTPUT_GENERATOR	LDW_Torq_Req = 0 (Nm)

	Torque” component. Also see SofSafReq02-01 and SofSafReq02-02.			
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ID	Technical Safety Requirement	A S I L	Fault Tolerant Time Interval	Allocation to Architecture	Safe State
Technical Safety Requirement 02	The validity and integrity of the data transmission for LDW_Torque_Request signal shall be ensured	C	50ms	LDW Safety Functionality Block	'LDW_Torque_Request' shall be set to 0.

ID	Software Safety Requirement	A S I L	Allocation Software Elements	Safe State
Software Safety Requirement 02-01	Any data to be transmitted outside of the LDW Safety component ("LDW Safety") including "LDW_Torque_Req" and "activation_status" (see SofSafReq03-02) shall be protected by an End2End(E2E) protection mechanism	C	E2ECalc	LDW_Torque_Req= 0 (Nm)
Software Safety Requirement 02-02	The E2E protection protocol shall contain and attach the control data: alive counter (SQC) and CRC to the data to be transmitted.	C	E2ECalc	LDW_Torque_Req= 0 (Nm)

ID	Technical Safety Requirement	A S I L	Fault Tolerant Time Interval	Allocation to Architecture	Safe State
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	50ms	LDW Safety	LDW torque output is set to zero

ID	Software Safety Requirement	A S I L	Allocation Software Elements	Safe State
Software Safety Requirement 03-01	Each of the SW elements shall output a signal to indicate any error which is detected by the element. Error signal = error_status_input(LDW_SAFETY_INPUT_PROCESSING), error_status_torque_limiter(TORQUE_LIMITER), error_status_output_gen(LDW_SAFETY_OUTPUT_GENERATOR)	C	ALL	N/A
Software Safety Requirement 03-02	A software element shall evaluate the error status of all the other software elements and in case any 1 of them indicates an error, it shall deactivate the LDW feature ("activation_status"=0)	C	LDW_SAFETY_ACTIVATION	Activation_status = 0
Software Safety Requirement 03-03	In case of no errors from the software elements, the status of the LDW feature shall be set to activated ("activation_status"=1)	C	LDW_SAFETY_ACTIVATION	N/A
Software Safety Requirement 03-04	In case an error is detected by any of the software elements, it shall set the value of its corresponding torque to 0 so that "LDW_Torq_Req" is set to 0	C	ALL	LDW_Torq_Req = 0
Software Safety	Once the LDW functionality has been deactivated, it shall stay	C	LDW_SAFETY_ACTIVATION	Activation_status = 0

Requirement 03-05	deactivated till the time the ignition is switched from off to on again.			
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ID	Technical Safety Requirement	ASIL	Fault Tolerant Time Interval	Allocation to Architecture	Safe State
Technical Safety Requirement 04	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	50ms	LDW Safety	LDW torque output is set to zero

ID	Software Safety Requirement	ASIL	Allocation Software Elements	Safe State
Software Safety Requirement 04-01	When the LDW function is deactivated (activation_status set to 0), the activation_status shall be sent to the car display ECU.	C	LDW_SAFETY_ACTIVATION, CarDisplay ECU	N/A

ID	Technical Safety Requirement	A S I L	Fault Tolerant Time Interval	Allocation to Architecture	Safe State
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 output is set to zero

ID	Software Safety Requirement	A S I L	Allocation Software Elements	Safe State
Software Safety Requirement 05-01	A CRC verification check over the software code in the Flash memory shall be done every time the ignition is switched from off to on to check for any corruption of content.	A	MEMORYTES T	Activation_status = 0
Software Safety Requirement 05-02	Standard RAM tests to check the data bus, address bus and device integrity shall be done every time the ignition is switched from off to on (E.g.walking 1s test, RAM pattern test. Refer RAM and processor vendor recommendations)	A	MEMORYTES T	Activation_status = 0
Software Safety Requirement 05-03	The test result of the RAM or Flash memory shall be indicated to the LDW_Safety component via the "test_status" signal	A	MEMORYTES T	Activation_status = 0
Software Safety Requirement 05-04	In case any fault is indicated via the "test_status" signal the INPUT_LDW_PROCESSING shall set an error on error_status_input (=1) so that the LDW functionality is deactivated and the LDWTorque is set to 0	A	LDW_SAFETY_INPUT_PROCESSING	Activation_status = 0

Refined Architecture Diagram

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

