Arash Meeting Questions

## Check phase 1 (40 min)

Analysis of the thought process and evaluation of a few examples

1. HARA
   * Check correctness : Excessive steering, Unwanted deactivation/activation **(Excel: HARA Tab)**
2. FSC
   * Check of the FSC thought process **(Report: Chapter 3.5)**
   * Check ASIL level attribution: GPS, Supervisors, Actuation Switch **(Excel: FMEA tab)**
   * Questions:
     + Should we consider the actuation switch the Actuator of our item or shall it be the device that applies torque to the steering wheel? **(Excel: Original Architecture tab)**
     + Is it necessary to specify both send and receive FSRs? **(Excel: FMEA tab)**
3. Decomposed FSC **(Excel: Decomposed Architecture tab)**
   * Check of the Decomposition thought process **(Report: Chapter 4)**
   * Questions:
     + Is “check correctness/availability of signal “ a valid safety measure
     + Since we can decompose down to whatever ASIL level, what is the point? You can implement the same functions with or without decomposing?
4. Did we miss something?

## Check phase 2: (20 min)

We will come with a few examples of TSRs, and the HW architecture. We would like suggestions on ways to keep the process correct but fast.

1. Suggestions for TSRs
   * How to minimize the amount of TSRs
   * Can we use only FMEA or FTA or we need both?
   * How do we ensure the connection between FSC and TSC?
   * How do you assign the ASIL level to the TSRs
2. Check sample TSR
3. General questions:
   * What is the ASIL level the standard refers to when asking to perform checks
   * How to allocate the SW on the HW, safety measures have to run on different cores? Different HW?
   * Is it necessary to introduce redundancy in the Camera to comply to ASIL D? Where do we find this information?