Hazard ID	Situational Analysis							Hazard Identification						Hazard Rating Based Classification						Determination of ASIL and Safety Goals	
	Operational Mode	Operational Scenario	Environmental Details	Situation Details	Other Details (optional)	Item Usage (function)	Situation Description	Function	Deviation	Deviation Details	Hazardous Event (Malfunction)	Event Details	Hazardous Event Description	Exposure (Probability)	Rationale (Exposure)	Severity (of potential harm)	Rationale (Severity)	Controllability (of hazardous event)	Rationale (for controllability)	ASIL Determination	Safety Goal
HA-001	OM02 - Normal Driving	OS04 - Highway	EN06 - Rain (slippery road)	ID252 - High speed		IU01 - Correctly used	Normal driving on a highway during rain (slippery road) with high speed and correctly used system.	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback	OV04 - Actor effect is too much	The Lane Departure Warning function applies an oscillating torque with very high torque (above limit.)	EV02 - collision with other vehicle.	High haptic feedback can affect driver's ability to steer as intented. The driver loose control and could collide with another vehicle or side of the road.	The Lane Departure Warning function applies an oscillating torque with very high torque (above limit.)	E3 - Medium probability	Driving on a highway with rain could happen between 1% and 10% of the time operating the vehicle.	S3 - Life-threatening or fatal injuries	Collisions at high speed could cause fatal injuries.	C3 - Difficult to control or uncontrollable	It is difficult to stay calm and react properly when the steering well is moving too much.	C	The oscillating steering torque from the Lane Departure Warning function shall be limited.
HA-002	OM02 - Normal Driving	OS03 - Country Road	EN01 - Normal conditions	ID252 - High speed		IU02 - Incorrectly used	Normal driving on a country road during normal conditions with high speed and incorrectly used system.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego-lane	OV03 - Function is always activated	Lane Keeping function is always activated	EV09 - collision with other vehicle.	Driver use the function as if the car was a self-driving car and loose driving attention.	The driver do not use the function properly.	E2 - Low probability	The conration beween driving at a country road and misuing system should not happen often. Less than 1% of the time operating the vehicle.	S3 - Life-threatening or fatal injuries	collisions at high-speed could cause fatal injuries.	C3 - Difficult to control or uncontrollable	When the driver loose focus on driving, it is difficult to re-focus in the case of imminent collision.	B	The Lane Keeping Assistance function shall be time limited, and additional steering torque shall end after a given time interval as the driver cannot misuse the system for autonomous driving.
HA-003	OM02 - Normal Driving	OS04 - Highway	EN01 - Normal conditions	ID252 - High speed		IU01 - Correctly used	Normal driving on a highway during normal conditions with high speed and correctly used system.	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback	OV02 - Function unexpectedly activated	The camera sensor stop working and the Lane Departure Warning function continue to be activated.	EV09 - collision with other vehicle.	The Lane Departure Warning continue to be activated and start executing random torque to the steering wheel making the driver to loose control and potential collision with other vehicle.	The Lane Departure Warning start acting randomly when the camera sensor is not working.	E4 - Medium probability	Driving on a highway with rain could happen between 1% and 10% of the time operating the vehicle.	S3 - Life-threatening or fatal injuries	collisions at high-speed could cause fatal injuries.	C3 - Difficult to control or uncontrollable	When the driver loose control of the vechicle is very difficult to realize the situation and act accordenly.	C	The Lane Departure Warning function shall be deactivated when the camera sensor stop working.
HA-004	OM02 - Normal Driving	OS04 - Highway	EN05 - Cross-wind (lateral force)	ID252 - High speed		IU01 - Correctly used	Normal Driving on a highway during strong winds with high speed and correctly used system	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego-lane	OV05 - Actor effect is too less.	If the direction of strong wind is opposite to the direction of the vehicle movement in the vehicle is lane, the amount of torque applied maybe too small to keep the vehicle in lane.	EV09 - collision with other vehicle.	If the amount of torque applied is not sufficient to keep the vehicle in lane, the vehicle might be in the lane boundary and could collide with other vehicles.	Amount of torque applied is smaller than what is required to keep the vehicle in lane	E3 - Medium probability	Highway Driving on windy roads.	S3 - Life-threatening or fatal injuries	Driver travelling at high speed	C2 - Normally controllable	Driver can control the vehicle and steer it into the right lane	B	The lane keeping assistance function shall apply a higher torque when the prevailing winds is in the direction opposite to the direction of application of torque

EXAMPLE DISCUSSED IN THE PROJECT INSTRUCTIONS - Headl

Hazard ID	
	Operational Mode
HA-001	Normal Driving

MORE EXAMPLES - Headlamp System

Hazard ID	
	Operational Mode
HA-001	OM03 - Normal Driving
HA-002	OM03 - Normal Driving
HA-003	OM03 - Normal Driving
HA-004	OM03 - Normal Driving
HA-005	OM03 - Normal Driving

ONS - Headlamp System

Si	
Operational Scenario	**Environmental Details**
City Road	Normal Conditions

S	
Operational Scenario	**Environmental Details**
OS01 - City Road	EN01 - Normal conditions
OS01 - City Road	EN04 - Snowfall (degraded view)
OS03 - Highway	EN04 - Snowfall (degraded view)
OS02 - Country Road	EN01 - Normal conditions
OS02 - Country Road	EN04 - Snowfall (degraded view)

ituational Analysis

Situation Details (optional)	Other Details (optional)	Item Usage (function)
Low Speed	Night time + Obstacle on the	Correctly Used

Situation Analysis

Situation Details (optional)	Other Details (optional)	Item Usage (function)
SD03 - Low speed	Night time + Obstacle on the	IU01 - Correctly used
SD03 - Low speed	Night time + Obstacle on the	IU01 - Correctly used
SD03 - High speed	Night time + Obstacle on the	IU01 - Correctly used
SD02 - High speed	Night time + Oncoming	IU01 - Correctly used
SD04 - High speed	Night time + Obstacle on the	IU01 - Correctly used

Situation Description	Function
Normal Driving on a City Road in Normal	Low beam illuminates the

Situation Description	Function
Normal Driving on City Road during Normal	Low beam illuminates the
Normal Driving on City Road during Snowfall	Low beam illuminates the
Normal Driving on Highway during Snowfall	Low beam illuminates the
Normal Driving on Country Road during Normal	Low beam illuminates the
Normal Driving on Country Road during Snowfall	Low beam illuminates the

Hazard Ide

Deviation	Deviation Details
Function not activated	Both headlights stop working

Hazard Ide

Deviation	Deviation Details
DV01 - Function not activated	Both headlights stop working
DV01 - Function not activated	Both headlights stop working
DV01 - Function not activated	Both headlights stop working
DV01 - Function not activated	Both headlights stop working
DV01 - Function not activated	Both headlights stop working

entification

Hazardous Event (resulting effect)	Event Details	Hazardous Event Description
Front collision with obstacle	Vehicle crashes into the	Total loss of low beam

entification

Hazardous Event (resulting effect)	Event Details	Hazardous Event Description
EV04 - Front collision with obstacle	Vehicle crashes into the	Total loss of low beam
EV04 - Front collision with obstacle	Vehicle crashes into the	Total loss of low beam
EV04 - Front collision with obstacle	Vehicle crashes into the	Total loss of low beam
EV08 - Collision with other vehicle	Vehicle crashes into the	Total loss of low beam
EV04 - Front collision with obstacle	Vehicle crashes into the	Total loss of low beam

Exposure (of situation)	Rationale (for exposure)
E4 - High probability	night driving in the city is a regular

Exposure (of situation)	Rationale (for exposure)
E4 - High probability	night driving in the city is a regular
E1 - Very low probability	night driving in the city on
E2 - Low probability	High driving is part of regular
E4 - High probability	country driving is part of regular
E2 - Low probability	country driving is part of regular

Hazardous
Severity (of potential harm)
S1 - Light and moderate injuries

Hazardous
Severity (of potential harm)
S1 - Light and moderate injuries
S1 - Light and moderate injuries
S3 - Life-threatening or fatal injuries
S3 - Life-threatening or fatal injuries
S3 - Life-threatening or fatal injuries

s Event Classification

Rationale (for severity)	Controllability (of hazardous event)
In city traffiic, speed of vehicle is expected to be low	C0 - Controllable in general

s Event Classification

Rationale (for severity)	Controllability (of hazardous event)
In city traffiic, speed of vehicle is expected to be low	C0 - Controllable in general
In city traffiic, speed of vehicle is expected to be low	C1 - Simply controllable
On highway speed of vehicle is expected to be high	C2 - Normally controllable
On country roads speed of vehicle is expected to be high	C1 - Simply controllable
On country roads speed of vehicle is expected to be high	C3 - Difficult to control or uncontrollable

	Determination of ASIL and
Rationale (for controllability)	**ASIL Determination**
At city speed, most drivers will be able to	QM

	Determination of ASIL and
Rationale (for controllability)	**ASIL Determination**
At city speed, most drivers will be able to	QM
On completely unilluminated city roads,	QM
When driving on highway with low beam, it	A
Since there is usually no other form of	B
Since there is usually no other form of	B

Safety Goals
Safety Goal
Total Loss of Beam Shall

Safety Goals
Safety Goal
Total loss of low beam
Total loss of low beam
Total loss of low beam
Total loss of low beam
Total loss of low beam

Hazard & Risk Analysis Definiti

Operational Mode

ID	Mode
OM01	Parked
OM02	Ignition on
OM03	Normal driving
OM04	Backward driving
OM05	Degraded driving
OM06	Towing (active)
OM07	Towing (passive)
OM08	Service
OM09	N/A

Operational Scenario

ID	Scenario
OS01	Any Road
OS02	City Road
OS03	Country Road
OS04	Highway
OS05	Mountain Pass
OS06	Off Road
OS07	Road with gradient
OS08	Road with bump
OS09	Road tunnel
OS10	Road with construction site
OS11	N/A

Situation Details

ID	Scenario
SD01	Low speed
SD02	High speed
SD03	Normal acceleration
SD04	High acceleration
SD05	Normal braking
SD06	High braking
SD07	N/A

Item Usage

ID	Mode
IU01	Correctly used
IU02	Incorrectly used
IU03	N/A

Environmental Details

ID	Scenario
EN01	Normal conditions
EN02	Sun blares (degraded view)
EN03	Fog (degraded view)
EN04	Snowfall (degraded view)
EN05	Cross-wind (lateral force)
EN06	Rain (slippery road)

EN07	Snow (slippery road)
EN08	Glace (slippery road)
EN09	N/A

Definitions

Remarks
Car is parked, ignition is off
Car is parked, ignition is on
Car is driving
Car is driving
Limp home mode
Towing another car
Beeing towed by another car
Vehicle is in repair garage
not applicable or not relevant

Remarks
road type
road type
road type
road type
road type
road type
road attribute
road attribute
road attribute
road attribute
not applicable or not relevant

Remarks
driving attribute
driving attribute
driving attribute
driving attribute
driving attribute
driving attribute
not applicable or not relevant

Remarks
Intended usage
Unintended usage (foreseeable)
not applicable or not relevant

Remarks
weather attribute
weather attribute
weather attribute
weather attribute
weather attribute
road attribute

road attribute
road attribute
not applicable or not relevant

Reference
OM01 - Parked
OM02 - Ignition on
OM03 - Normal driving
OM04 - Backward driving
OM05 - Degraded driving
OM06 - Towing (active)
OM07 - Towing (passive)
OM08 - Service
OM09 - N/A

Reference
OS01 - Any Road
OS02 - City Road
OS03 - Country Road
OS04 - Highway
OS05 - Mountain Pass
OS06 - Off Road
OS07 - Road with gradient
OS08 - Road with bump
OS09 - Road tunnel
OS10 - Road with construction site
OS11 - N/A

Reference
SD01 - Low speed
SD02 - High speed
SD03 - Normal acceleration
SD04 - High acceleration
SD05 - Normal braking
SD06 - High braking
SD07 - N/A

Reference
IU01 - Correctly used
IU02 - Incorrectly used
IU03 - N/A

Reference
EN01 - Normal conditions
EN02 - Sun blares (degraded view)
EN03 - Fog (degraded view)
EN04 - Snowfall (degraded view)
EN05 - Cross-wind (lateral force)
EN06 - Rain (slippery road)

EN07 - Snow (slippery road)
EN08 - Glace (slippery road)
EN09 - N/A

Deviation

ID	Deviation (Guideword)
DV01	Function not activated
DV02	Function unexpectedly activated
DV03	Function always activated
DV04	Actor effect is too much
DV05	Actor effect is too less
DV06	Actor action too early
DV07	Actor action too late
DV08	Actor action before
DV09	Actor action after
DV10	Actor effect is reverse
DV11	Actor effect is wrong
DV12	Sensor sensitivity is too high
DV13	Sensor sensitivity is too low
DV14	Sensor detection too early
DV15	Sensor detection too late
DV16	Sensor detection before
DV17	Sensor detection after
DV18	Sensor detection is reverse
DV19	Sensor detection is wrong
DV20	N/A

Hazardous Events (possibe effects)

ID	Hazardous Event
EV-07	None
EV-06	Front collision with oncoming traffic
EV-05	Front collision with ahead traffic
EV-04	Front collision with obstacle
EV-03	Rear collision with trailing traffic
EV-02	Side collision with other traffic
EV-01	Side collision with obstacle
EV00	Collision with other vehicle
EV01	Collision with train
EV02	Collision with pedestrian
EV03	Car spins out of control
EV04	Car comes off the road
EV05	Car catches file
EV06	N/A

Remarks	Reference
Activation error	DV01 - Function not activated
Activation error	DV02 - Function unexpectedly activated
Activation error	DV03 - Function always activated
Quantitative error	DV04 - Actor effect is too much
Quantitative error	DV05 - Actor effect is too less
Timing error	DV06 - Actor action too early
Timing error	DV07 - Actor action too late
Sequence error	DV08 - Actor action before
Sequence error	DV09 - Actor action after
Logical error	DV10 - Actor effect is reverse
Logical error	DV11 - Actor effect is wrong
Quantitative error	DV12 - Sensor sensitivity is too high
Quantitative error	DV13 - Sensor sensitivity is too low
Timing error	DV14 - Sensor detection too early
Timing error	DV15 - Sensor detection too late
Sequence error	DV16 - Sensor detection before
Sequence error	DV17 - Sensor detection after
Logical error	DV18 - Sensor detection is reverse
Logical error	DV19 - Sensor detection is wrong
not applicable or not relevant	DV20 - N/A

Remarks	Reference
	EV-07 - None
	EV-06 - Front collision with oncoming traffic
	EV-05 - Front collision with ahead traffic
	EV-04 - Front collision with obstacle
	EV-03 - Rear collision with trailing traffic
	EV-02 - Side collision with other traffic
	EV-01 - Side collision with obstacle
	EV00 - Collision with other vehicle
	EV01 - Collision with train
	EV02 - Collision with pedestrian
	EV03 - Car spins out of control
	EV04 - Car comes off the road
	EV05 - Car catches file
	EV06 - N/A

Exposure

ID	Description
E0	Incredible
E1	Very low probability
E2	Low probability
E3	Medium probability
E4	High probability

Severity

ID	Description
S0	No injuries
S1	Light and moderate injuries
S2	Severe and life-threatening injuries
S3	Life-threatening or fatal injuries

Controllability

ID	Description
C0	Controllable in general
C1	Simply controllable
C2	Normally controllable
C3	Difficult to control or uncontrollable

Duration (of situation)
Not specified
<1 % of average operating time
1 % to 10 % of average operating time
>10 % of average operating time

Remarks
No injuries
Light and moderate injuries
Severe and life-threatening injuries (survival probable)
Life-threatening injuries (survival uncertain), fatal injuries

Remarks
Controllable in general
99 % or more of all drivers or other traffic participants are usually able
90 % or more of all drivers or other traffic participants are usually able
Less than 90 % of all drivers or other traffic participants are usually ab

Frequency (of situation)
Occurs less often than once a year for the great majority of drivers
Occurs a few times a year for the great majority of drivers
Occurs once a month or more often for an average driver
Occurs during almost every drive on average

Probability of Injuries
AIS 0 and less than 10 % probability of AIS 1-6
More than 10 % probability of AIS 1-6 (and not S2 or S3)
More than 10 % probability of AIS 3-6 (and not S3)
More than 10 % probability of AIS 5-6

usually able to avoid harm
usually able to avoid harm
e usually able, or barely able, to avoid harm

Reference
E0 - Incredible
E1 - Very low probability
E2 - Low probability
E3 - Medium probability
E4 - High probability

Reference
S0 - No injuries
S1 - Light and moderate injuries
S2 - Severe and life-threatening injuries
S3 - Life-threatening or fatal injuries

Reference
C0 - Controllable in general
C1 - Simply controllable
C2 - Normally controllable
C3 - Difficult to control or uncontrollable

Controllability	Exposure	Seve	
		S0	S1
C1	E1	QM	QM
	E2	QM	QM
	E3	QM	QM
	E4	QM	QM
C2	E1	QM	QM
	E2	QM	QM
	E3	QM	QM
	E4	QM	A
C3	E1	QM	QM
	E2	QM	QM
	E3	QM	A
	E4	QM	B

erity	
S2	S3
QM	QM
QM	QM
QM	A
A	B
QM	QM
QM	A
A	B
B	C
QM	A
A	B
B	C
C	D