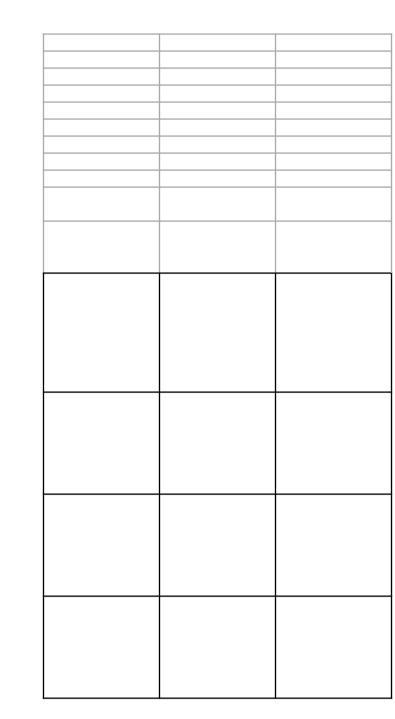
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wn	n finished, export your	spreadsheet as a p	odf file so that a rev	viewer can easily see yo	ur work.																	
Hazard												'										
Hazard ID				Situational	Analysis					H	Hazard Identification					Hazar	lous Event Classification	1		Determi	nation 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 (resulting effect)	Event Details	Hazardous Event Description	Exposure (of situation)	Rationale (for exposure)	Severity (of potential harm)	Rationale (for severity)	Controllability (of hazardous event)	Rationale (for controllability)	ASIL Determination	Safety Goal	
HA-001 C	M03 - Normal driving	OS04 - Highway	EN06 - Rain (slippery road)	SD02 - High speed		IU01 - Correctly used	Normal Driving on a Highway at High Speed during Rain with active Lane Departure Warning function	Lane Departure Warning (LDW) function shall apply an oscillating steering torque to provide the driver with haptic feedback	DV04 - Actor effect is too much	Oscillating steering torque exceeds limit	EV08 - Collision with other vehicle	Vehicle crashes into traffic or road infrastructure with injury to driver and any others present	Driver loses control of vehicle	E3 - Medium probability	Activation of the lane departure warning system during highway driving at high speed is a medium probability event.	S3 - Life-threatening or fatal injuries	On highway, speed of vehicle is expected to be high	C3 - Difficult to control or uncontrollable	Since the steering wheel rotates uncontrollably, it will be difficult for the average driver to control the vehicle at high speed in the rain	С	The oscillating steering torque from the LDW function shall be limited	
HA-002 C	M03 - Normal driving	OS03 - Country Road	EN01 - Normal conditions	SD02 - High speed		IU02 - Incorrectly used	Normal Driving on coutry roads during normal conditions with high speed and the system is incorrectly used.	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	DV03 - Function always activated	LKA is always active. Driver is taking hands of the wheel.	ff EV08 - Collision with other vehicle	The lane keeping assistance function is always activated and the driver loses control of the vehicle.	Driver loses control of vehicle	E2 - Low probability	Driver abusing the LKA as Autopilot during highway driving at high speeds is a low probability event	S3 - Life-threatening or fatal injuries	On highway, speed of vehicle is expected to be high	C3 - Difficult to control or uncontrollable	Since driver has his hands off the wheel, he cannot control the vehicle	В	The LKA function shall be time limited and the additional steering torque shall end after a given time interval	
HA-003 C	M03 - Normal driving	OS04 - Highway	EN04 - Snowfall (degraded view)	SD02 - High speed		IU01 - Correctly used	Normal Driving on a Highway at High Speed during Snowfall with active Lane Keeping Assistance function	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	effect is reverse	Steering torque applied but in the wrong direction		Vehicle crashes into traffic or road infrastructure with injury to driver and any others present	Driver loses control of vehicle	E2 - Low probability	Activation of the lane departure system while driving on highway during snowfall at high speed is alow probability event	S3 - Life-threatening or fatal injuries	Collision at high speed in highly constrained space	C3 - Difficult to control or uncontrollable	Since LKA generates an entirely unexpected steering input and with little time to react, a driver will typically not be able to control the vehicle	В	The LKA function shall be deactivated during snowfall (degraded view) conditions	
HA-004 C	M03 - Normal driving	OS03 - Country Road	EN06 - Rain (slippery road)	SD03 - Low speed		IU01 - Correctly used	Normal Driving on a Country Road at Low Speed during Rain with active Lane Keeping Assistance function	Lane Keeping Assistance (LKA) function shall apply the steering torque when active in order to stay in ego lane	unexpectedly	LKA corrects driver inpu while driver attempts to evade obstacle	EV11 - Car spins out of control	Vehicle crashes into traffic or road infrastructure with injury to driver and any others present	Driver loses control of vehicle	E1 - Very Low probability	Evading obstacle on a country road in the rain at low speed is a very low probability event	S3 - Life-threatening or fatal injuries	The vehicle hitting onto an obstacle on country road.	C3 - Difficult to control or uncontrollable	Driver does not expect extra torque in steering wheel and loses control in already difficult to control situation	А	The LKA function shall be deactivated during heavy steering	



EXAMPLE DISCUSSED IN THE	PROJECT INSTRUCTIONS - Head
Hazard ID	
	Operational Mode
	Operational Mode
HA-001	Normal Driving
MORE EXAMPLES - Headlamp	System
Hanama ID	
Hazard ID	
	Operational Mode
HA-001	OM03 - Normal Driving
HA-002	OM03 - Normal Driving
HA-003	OM03 - Normal Driving
	OMOS Normal Driving
HA-004	OM03 - Normal Driving
HA-005	OM03 - Normal Driving

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Operational Scenario	Environmental Details
City Road	Normal Conditions

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)

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

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Situation Description	Function
Normal Driving on a City Road in Normal	Low beam illuminates the
Normal Briving of a City Road in Normal	Low beam marminates 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 Normal Driving on Country Road during Snowfall	Low beam illuminates the Low beam illuminates the
Normal Driving on Country Road during Showlan	Low beam murimates the

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	Hazard Id
	Deviation Details
Deviation	Deviation Details
Function not activated	Both headlights stop working
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	Hazard Id
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

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entification		
Hazardous Event (resulting effect)	Event Details	Hazardous Event Description
Front collision with obstacle	Vehicle crashes into the	Total loss of low beam
entification		
	Front Dataila	Hamandana Frant
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	Rationale
(of situation)	(for exposure)
E4 - High probability	night driving in the city is a regular
Exposure	Rationale
(of situation)	(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
T. Control of the Con	1

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Hazardous
Severity
(of potential harm)
S1 - Light and moderate injuries
21 Light and moderate injuries
Hazardous
Severity
(of potential harm)
S1 - Light and moderate injuries
C1 Light and maderate injuries
S1 - Light and moderate injuries S3 - Life-threatening or fatal injuries
53 - Lile-threatening or ratal injuries
S3 - Life-threatening or fatal injuries
S3 - Life-threatening or fatal injuries

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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 trainic, speed of verticle is expected to be low	Co - Controllable in general
S Event Classification	
Rationale	Controllability
(for severity)	(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

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	Determination of ASIL and
Rationale	ASIL
(for controllability)	Determination
At city speed, most drivers will be able to	QM
	Determination of ASIL and
Rationale	ASIL
(for controllability)	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 A
Since there is usually no other form of	В
Since there is usually no other form of	В

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Safety Goals			
Safety Goal			
Total Loss of Beam Shall			
Safety Goals			
Safety Goal			
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Total loss of low beam			
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Hozord	P Diek Analysis Definit
mazaru	& Risk Analysis Definit
Operational	 Modo
ID	Mode
OM01	Parked
OM02	Ignition on
OM03	Normal driving
OM04	Backward driving
OM05	Degraded driving
OM06	Towing (active)
OM07	Towing (active)
OM08	Service
OM09	N/A
Olvioo	IN/A
Operational	I Sconario
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
0011	IN/A
Situation D	etails
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
Environme	ntal Details
ID	Scenario
EN01	Normal conditions
EN02	Sun blares (degraded view)
EN03	Fog (degraded view)
EN04	Snowfall (degraded view)
LINUT	
EN05 EN06	Cross-wind (lateral force)
EN05	

EN08	
ENOO	Glace (slippery road) N/A
EN09	N/A

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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 attribute	
not applicable or not relevant	
Remarks	
driving attribute driving attribute	
driving attribute	
driving attribute	
driving attribute	
driving attribute	
not applicable or not relevant	
The applicable of flet followalls	
Remarks	
Intended usage	
Unintended usage (foreseeable)	
not applicable or not relevant	
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Remarks	
weather attribute	
road attribute	
road attribute	

road attribute not applicable or not relevant
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)	
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EN03 - Fog (degraded view)	
EN04 - Snowfall (degraded view)	
EN04 - Snowfall (degraded view) EN05 - Cross-wind (lateral force)	
EN04 - Snowfall (degraded view)	

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

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ation		
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	

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	

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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
Tromaine .	EV-07 - None
	EV-06 - Front collision with oncoming traffic
	EV-05 - Front collision with ahead traffic
	TEV-04 - Front collision with obstacle
	EV-04 - Front collision with obstacle EV-03 - Rear collision with trailing traffic
	EV-03 - Rear collision with trailing traffic
	EV-03 - Rear collision with trailing traffic EV-02 - Side collision with other traffic
	EV-03 - Rear collision with trailing traffic EV-02 - Side collision with other traffic EV-01 - Side 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
	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
	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
	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
	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
	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
	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
	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
	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
	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
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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 at

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			

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		
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Reference		
C0 - Controllable in general		
C1 - Simply controllable		
C2 - Normally controllable		
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	Controllability	Exposure		Sevi
			S0	S1
		E1	QM	QM
	C1	E2	QM	QM
		E3	QM	QM
		E4	QM	QM
	C2	E1	QM	QM
		E2	QM	QM
		E3	QM	QM
		E4	QM	А
	- C3	E1	QM	QM
		E2	QM	QM
		E3	QM	Α
		E4	QM	В

erity				
S2	S3			
QM	QM			
QM	QM			
QM	Α			
Α	В			
QM	QM			
QM	A			
Α	В			
В	С			
QM	Α			
Α	В			
В	С			
С	D			