

Hazard ID			
	Operational Mode	Operational Scenario	Environmental Details
HA-001	OM03 - Normal driving	OS04 - Highway	Rain (slippery road)
HA-002	OM03 - Normal driving	OS02 - Country Road	EN01 - Normal conditions
HA-003	OM03 - Normal driving	OS04 - Highway	EN01 - Normal conditions
HA-004	OM03 - Normal driving	OS04 - Highway	EN01 - Normal conditions

Situational Analysis		
Situation Details	Other Details (optional)	Item Usage (function)
SD02 - High speed		IU01 - Correctly used
SD02 - High speed		IU02 - Incorrectly used
SD02 - High speed	Day time + Obstacle	IU01 - Correctly used
SD02 - High speed	Day time + Obstacle	IU02 - Incorrectly used

Situation Description	Function	Deviation
Highway driving in wet road	Lane Departure	DV04 - Actor effect is too much
Normal driving on country roads during nor	Lane Keeping	DV03 - Function always activated
Normal Driving on highway during Normal	Lane Departure	DV05 - Actor effect is too less
Normal Driving on highway during Normal	Lane Keeping	DV11 - Actor effect is wrong

Hazard Identification		
Deviation Details	Hazardous Event (resulting effect)	Event Details
an oscillating torque with	EV00 - Collision with other vehicle	High haptic feedback can affect
The driver was making use	EV00 - Collision with other vehicle	The keep lane assistance is
The vibration is not	EV04 - Car comes off the road	The vehicle crashes with the side
The driver observes an	EV-04 - Front collision with obstacle	the total torque applied to the

Hazardous Event Description	Exposure (of situation)	Rationale (for exposure)
The lane departure warinig	E3 - Medium probability	In some countries there are more
The LKA is always active	E2 - Low probability	The drivers normally do not feel
The feedback is not perceived	E3 - Medium probability	Lane keeping function is probably
LKA blocks emergency action	E2 - Low probability	Normally highway are cleaned on

Hazardous Event Classification		
Severity (of potential harm)	Rationale (for severity)	Controllability (of hazardous event)
S3 - Life-threatening or fatal injuries	Fatal due to	C3 - Difficult to control or uncontrollable
S3 - Life-threatening or	Fatal due to	C3 - Difficult to control or uncontrollable
S3 - Life-threatening or	On highway speed of	C2 - Normally controllable
S3 - Life-threatening or	As the action is an	C3 - Difficult to control or uncontrollable

	Determination of ASIL and Safety Goals	
Rationale (for controllability)	ASIL Determination	Safety Goal
An average driver seldom will experience a lack	C	The oscillation applied to the steering
The driver will not have time to react as the	B	The LKA function shall be limited in
Other systems in the vehicle are designed to	B	The vibration shall be easily perceived
Even when the driver is acting the is no	B	The system must stop the torque