Elektrobit

UDACITY

Technical Safety Concept Lane Assistance

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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
9/3/2019	1.0		First attempt

Table of Contents

[Instructions: We have provided a table of contents. If the table of contents is not showing up correctly in your word processor of choice, please update it. The table of contents should show each section of the document and page numbers or links. Most word processors can do this for you. In Google Docs, you can use headings for each section and then go to Insert > Table of Contents. Microsoft Word has similar capabilities]

Purpose of the Technical Safety Concept

[Instructions: Answer what is the purpose of a technical safety concept?]
Turning functional safety requirements into technical safety requirements and Allocating technical safety requirements to the system architecture.The Technical Safety Concept defines how the subsystems interact at message level and describes how the ECU communicate with each other.

Inputs to the Technical Safety Concept

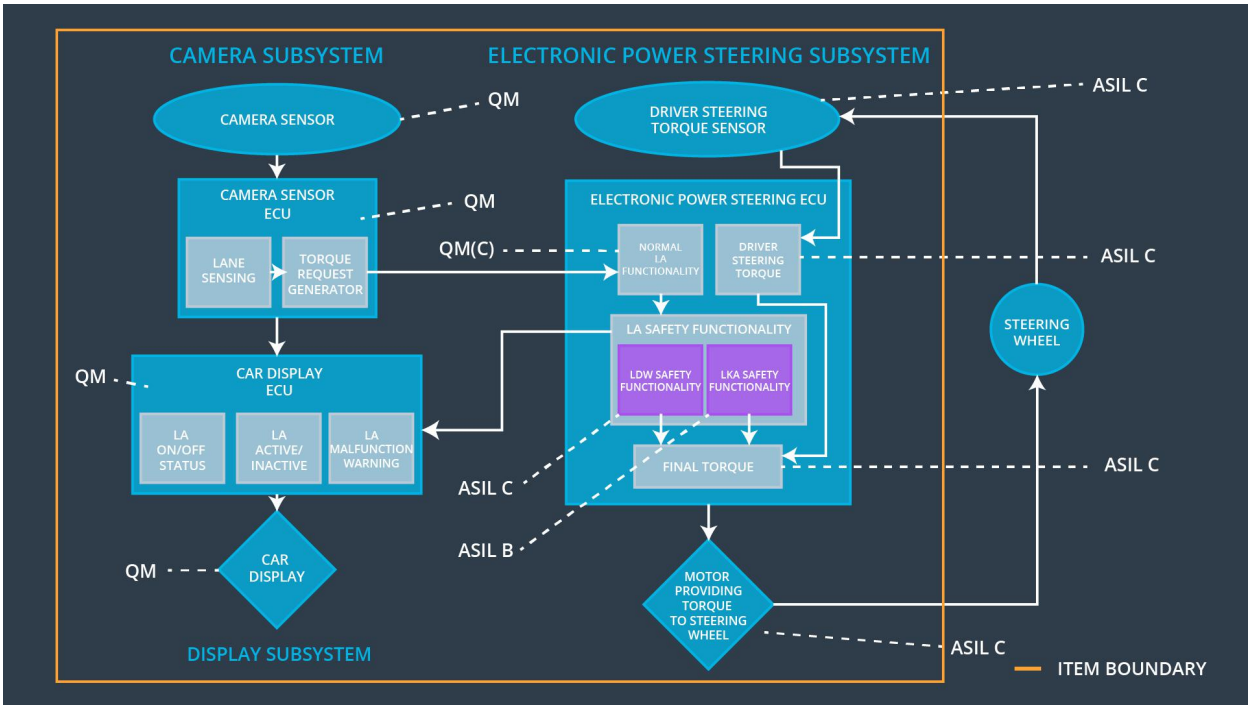
Functional Safety Requirements

[Instructions: Provide the functional safety requirements derived in the functional safety concept]

ID	Functional Safety Requirement	ASIL	Fault Tolerant Time Interval	Safe State
Functional Safety Requirement 01-01	The Electronic Power Steering ECU shall ensure that the oscillating torque amplitude requested by the LDW function is below Max_Torque_Amplitude.	C	50 ms	LDW will set the oscillating torque amplitude to 0.
Functional Safety Requirement 01-02	The lane keeping item shall ensure that the lane departure oscillating torque frequency is below Max_Torque_Frequency.	C	50 ms	LDW will set the oscillating torque frequency to 0.
Functional Safety Requirement 02-01	The electronic power steering ECU shall ensure that the lane keeping assistance torque is applied for only Max_Duration.	C	500 ms	LDW will set time that apple torque no exceeded max_duration.

Refined System Architecture from Functional Safety Concept

[Instructions: Provide the refined system architecture from the functional safety concept]



Functional overview of architecture elements

[Instructions: Provide a description for each functional safety element; what is each element's purpose in the lane assistance item?]

Element	Description
Camera Sensor	Transform image into data
Camera Sensor ECU - Lane Sensing	Determining when the vehicle leaves the lane by mistake.
Camera Sensor ECU - Torque request generator	Generator torque request to electronic power steering ECU about steering wheel torque
Car Display	Driver can look at vehicle information changing

Car Display ECU - Lane Assistance On/Off Status	Indicate whether or not the lane assistance item is functioning properly.
Car Display ECU - Lane Assistant Active/Inactive	Indicate whether or not the lane assistance item is active
Car Display ECU - Lane Assistance malfunction warning	Indicate the warning of malfunction for lane assistance item malfunctions
Driver Steering Torque Sensor	Sense torque that the driver apply to steering
Electronic Power Steering (EPS) ECU - Driver Steering Torque	Sense how much the driver is turning the steering wheel.
EPS ECU - Normal Lane Assistance Functionality	Receive the vibrational torque request from the camera subsystem.
EPS ECU - Lane Departure Warning Safety Functionality	Limit the amplitude and frequency to be low max torque amplitude and max torque frequency
EPS ECU - Lane Keeping Assistant Safety Functionality	Ensure that the lane keeping assistance torque is applied for only Max_Duration
EPS ECU - Final Torque	Add these requests together to output a final torque to the motor that moves the steering wheel
Motor	The Motor executes the actions from Electronic Power Steering ECU and add an appropriate amount of torque to the steering whee

Technical Safety Concept

Technical Safety Requirements

[Instructions: Fill in the technical safety requirements for the lane departure warning first functional safety requirement. We have provided the associated functional safety requirement in the first table below. Hint: The technical safety requirements were discussed in the lesson videos. The architecture allocation column should contain element names such as LDW Safety block, Data Transmission Integrity Check, etc. Allocating the technical safety requirements to the "EPS ECU" does not provide enough detail for a technical safety concept.]

Lane Departure Warning (LDW) Requirements:

Functional Safety Requirement 01-01 with its associated system elements (derived in the functional safety concept)

ID	Functional Safety Requirement	Electronic Power Steering ECU	Camera ECU	Car Display ECU
Functional Safety Requirement 01-01	The lane keeping item shall ensure that the lane departure oscillating torque amplitude is below Max_Torque_Amplitude	X		

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 Safety Requirement 01	The lane keeping item shall ensure that the lane departure oscillating torque amplitude is below Max_Torque_Amplitude	C	50 ms	LDW safety	LDW torque output is set to zero.
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	50 ms	LDW safety	LDW torque output is set to zero
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	50 ms	LDW safety	LDW torque output is set to zero
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LDW_Torque_Request' signal shall be ensured.	C	50 ms	Data transmission integrity check	N/A
Technical Safety Requirem	Memory test shall be conducted at start up of the EPS ECU to	A	ignition cycle	Memory test	LDW torque output is set to zero

ent 05	check for any faults in memory.				

[Instructions: Fill in the technical safety requirements for the lane departure warning second functional safety requirement. We have provided the associated functional safety requirement in the table below. Hint:. Most of the technical safety requirements will be the same. At least one technical safety requirement will have to be slightly modified because we are talking about frequency instead of amplitude. These requirements were not given in the lessons]

Functional Safety Requirement 01-2 with its associated system elements (derived in the functional safety concept)

ID	Functional Safety Requirement	Electronic Power Steering ECU	Camera ECU	Car Display ECU
Functional Safety Requirement 01-02	The lane keeping item shall ensure that the lane departure oscillating torque frequency is below Max_Torque_Frequency	X		

Technical Safety Requirements related to Functional Safety Requirement 01-02 are:

ID	Technical Safety Requirement	ASIL	Fault Tolerant Time Interval	Architecture Allocation	Safe State
Technical Safety Requirement 01	The lane keeping item shall ensure that the lane departure oscillating torque amplitude is below Max_Torque_Frequency	C	50 ms	LDW safety	LDW torque output is set to zero
Technical Safety Requirement 02	As soon as the LDW function deactivates the LDW feature, the 'LDW Safety' software block shall	C	50 ms	LDW safety	LDW torque output is set to

	send a signal to the car display ECU to turn on a warning light.				zero
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	50 ms	LDW safety	LDW torque output is set to zero
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LDW_Torque_Request' signal shall be ensured.	C	50 ms	Data transmission integrity check	N/A
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

Lane Departure Warning (LDW) Verification and Validation Acceptance Criteria:

[OPTIONAL: For each technical safety requirement, identify both the verification and validation acceptance criteria. “Validation” asks whether or not you chose the appropriate parameters. “Verification” involves testing to make sure the vehicle behaves as expected when the parameter value is crossed. There is not necessarily one right answer. Look at your verification and validation acceptance criteria from the functional safety concept for inspiration.]

Lane Keeping Assistance (LKA) Requirements:

[Instructions: Fill in the technical safety requirements for the lane keeping assistance functional safety requirement 02-01. We have provided the associated functional safety requirement in the table below. Hint:. You can reuse the technical safety requirements from functional safety requirement 01-01. But you need to change the language because we are now looking at a different system. The ASIL and Fault Tolerant Time Interval are different as well.]

Functional Safety Requirement 02-1 with its associated system elements

(derived in the functional safety concept)

ID	Functional Safety Requirement	Electronic Power Steering ECU	Camera ECU	Car Display ECU
Functional Safety Requirement 02-01	The lane keeping item shall ensure that the lane keeping assistance torque is applied for only Max_Duration	X		

Technical Safety Requirements related to Functional Safety Requirement 02-01 are:

ID	Technical Safety Requirement	ASIL	Fault Tolerant Time Interval	Allocation to Architecture	Safe State
Technical Safety Requirement 01	The lane keeping item shall ensure that the lane keeping assistance torque is applied for only Max_Duration	C	50 ms	LKA safety	LKA torque output is set to zero
Technical Safety Requirement 02	As soon as the LDW function deactivates the LDW feature, the 'LKA Safety' software block shall send a signal to the car display ECU to turn on a warning light.	C	50 ms	LKA safety	LKA torque output is set to zero
Technical Safety Requirement 03	As soon as a failure is detected by the LDW function, it shall deactivate the LDW feature and the 'LKA_Torque_Request' shall be set to zero.	C	50 ms	LKA safety	LKA torque output is set to zero
Technical Safety Requirement 04	The validity and integrity of the data transmission for 'LKA_Torque_Request' signal shall be ensured.	C	50 ms	Data transmission integrity check	N/A
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	LKA torque output is set to zero

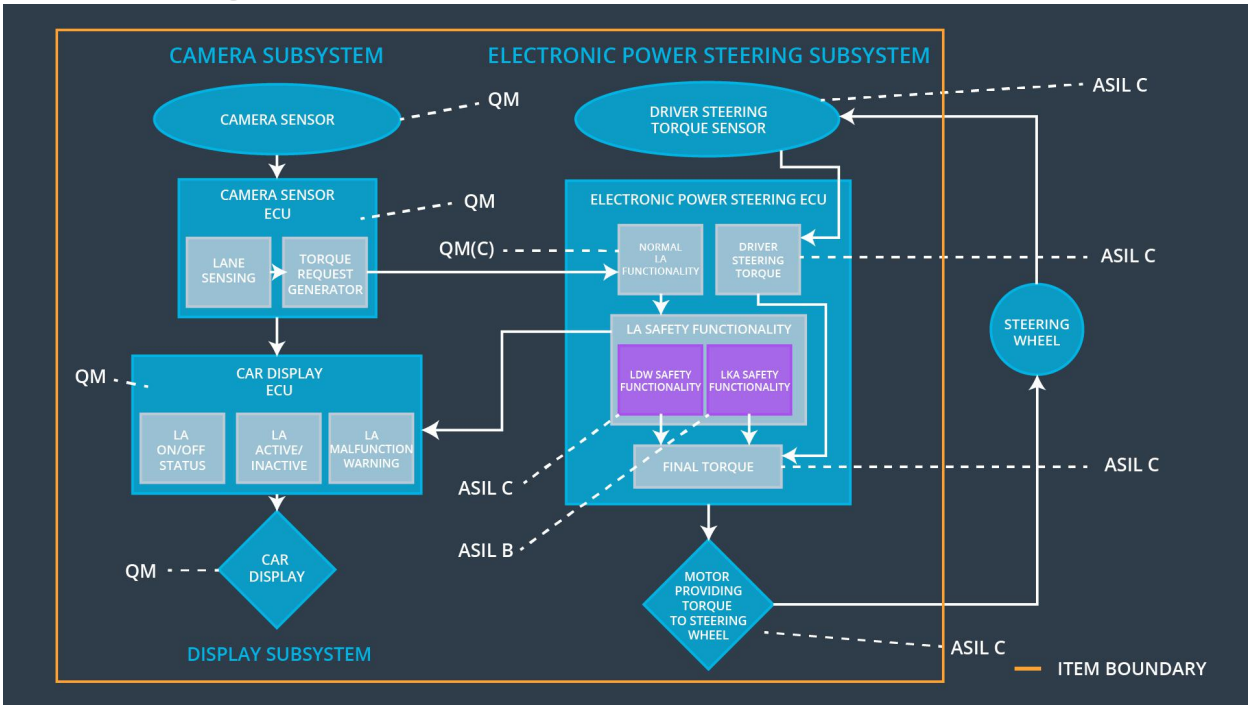
Lane Keeping Assistance (LKA) Verification and Validation Acceptance Criteria:

[OPTIONAL: For each technical safety requirement, identify both the verification and validation acceptance criteria. “Validation” asks whether or not you chose the appropriate parameters. “Verification” involves testing to make sure the vehicle behaves as expected when the parameter value is crossed. There is not necessarily one right answer. Look at your verification and validation acceptance criteria from the functional safety concept for inspiration.]

validate the lane keeping assistance torque is applied for only Max_Duration.
verify that the system really does turn off if the lane keeping assistance every exceeded max_duration

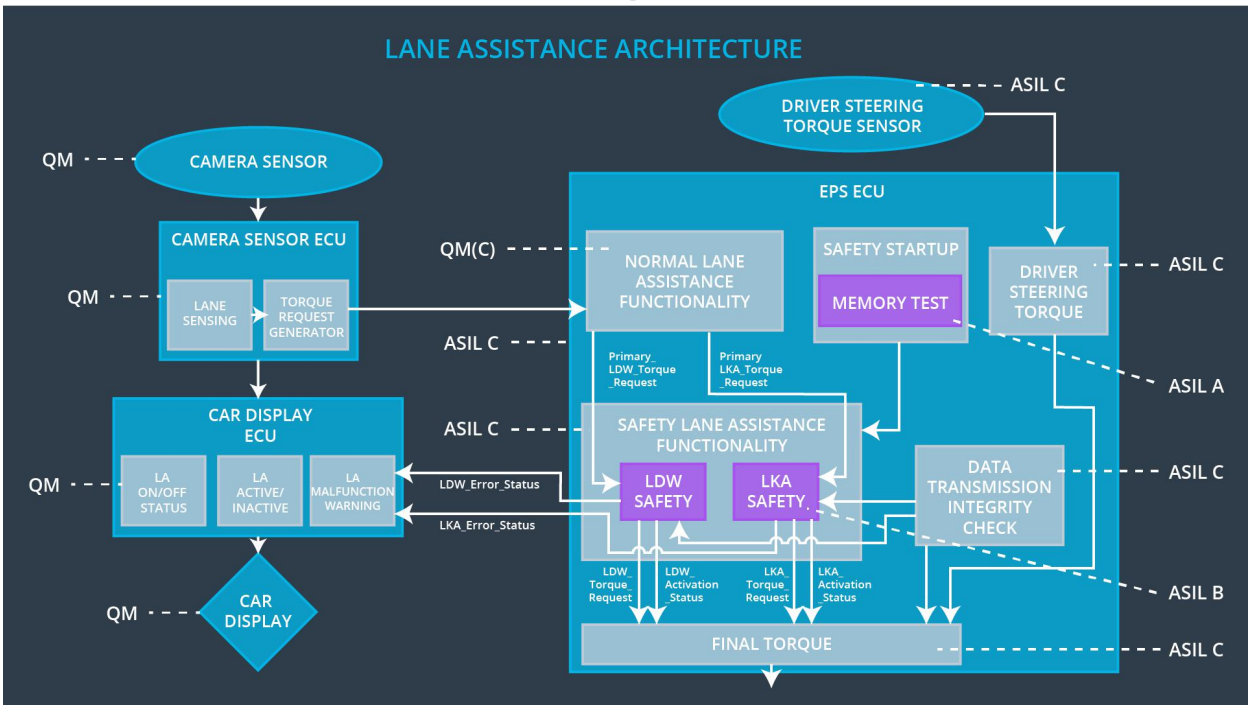
Refinement of the System Architecture

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



Allocation of Technical Safety Requirements to Architecture Elements

[Instructions: We already included the allocation as part of the technical requirement tables. Here you can state that for this particular item, all technical safety requirements are allocated to the Electronic Power Steering ECU]



Warning and Degradation Concept

[Instructions: We've already identified that for any system malfunction, the lane assistance functions will be turned off and the driver will receive a warning light indication. The technical safety requirements have not changed how functionality will be degraded or what the warning will be.

So in this case, the warning and degradation concept is the same for the technical safety requirements as for the functional safety requirements. You can copy the functional safety warning and degradation concept here.

Oftentimes, a technical safety analysis will lead to a more detailed warning and degradation concept.]

ID	Degradation Mode	Trigger for Degradation Mode	Safe State invoked?	Driver Warning

WDC-01	**Turning a System Off**	Torque crosses the Max_Torque	Yes	a warning light on the dashboard
WDC-02	**Turning a System Off**	exceeded max_duration	Yes	a warning light on the dashboard