# **Road vehicles – Functional safety**





## ISO 26262 - ASIL determination

| Exposure E |    | Controllability C |    |    |
|------------|----|-------------------|----|----|
|            |    | C1                | C2 | С3 |
| <b>S1</b>  | E1 | QM                | QM | QM |
|            | E2 | QM                | QM | QM |
|            | E3 | QM                | QM | Α  |
|            | E4 | QM                | А  | В  |
| <b>S2</b>  | E1 | QM                | QM | QM |
|            | E2 | QM                | QM | Α  |
|            | E3 | QM                | Α  | В  |
|            | E4 | Α                 | В  | С  |
| <b>S</b> 3 | E1 | QM                | QM | Α  |
|            | E2 | QM                | Α  | В  |
|            | E3 | Α                 | В  | С  |
|            | E4 | В                 | С  | D  |

#### Severity

S0: No injuries

S1: Light and moderate injuries

**S2: Severe** and **life-threatening** injuries (survival probable)

**S3: Life-threatening** injuries (survival uncertain), fatal injuries

#### Probability of exposure

E0: Incredible\*

E1: Very low probability: Occurs less often than once a year for the great majority of drivers

**E2:** Low probability: Occurs a few times a year for the great majority of drivers

**E3:** Medium probability: Occurs once a month or more often for an average driver

**E4: High probability:** Occurs during almost every drive on average

### Controllability

C0: Controllable in general: controllable\*

C1: Simply controllable: 99% or more of all drivers or other traffic participants are usually able to avoid harm

C2: Normally controllable: 90% or more of all drivers or other traffic participants are usually able to avoid harm

C3: Difficult to control or uncontrollable: less than 90% of all drivers or other traffic participants are usually able, or barely able, to avoid harm

Severity S

<sup>\*</sup> no ASIL assignment is required Source: Close to ISO 26262 (2011-11-15)