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4<sup>th</sup> International CTI Conference in USA

# ISO 26262 USA

➔ 22 to 24 June 2015, Royal Park Hotel, Rochester, Detroit area, USA

**NEW!**  
INTERACTIVE  
WORKSHOP DAY  
Hazard Analysis and  
Risk Assessment

KEY-NOTE



**Nancy Leveson**  
Professor of Aeronautics,  
Astronautics and Engineering Systems,  
Massachusetts Institute of Technology, USA

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**Prof Dr Dr h.c. Manfred Broy**  
Chair Software & Systems Engineering,  
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an **informa** business

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## THE CONFERENCE

ISO 26262 leaves plenty of room for interpretation and the conference will provide an opportunity for delegates to present and compare their own interpretations and concepts in the company of like-minded experts.

Experience the unique opportunity to discuss the upcoming changes for ISO 26262 with your peers. The change proposals could have an influence on the next version of the ISO standard.

24 June 2015

**INTERACTIVE WORKSHOP DAY**  
**Hazard Analysis and Risk Assessment (H&R) –**  
**Practical experiences in the ISO 26262 concept phase**  
**Don't miss the chance to strengthen your knowledge!**



## 10 REASONS TO JUSTIFY YOUR CONFERENCE FEE

- 1 Expand your own ISO 26262 knowledge, network, maintain and deepen existing business contacts with decision-makers from countries from all over the world.
- 2 Gain the tools to improve your job skills, for example, learn how ISO 26262 may be implemented into your components.
- 3 Listen to best practices of companies such as GM, Ford, TRW, FCA Group, Bosch, Volkswagen and Conti.
- 4 Take the opportunity to present change requests to the 2nd edition of the ISO 26262 and to have implicitly an impact on the next version of the standard.
- 5 Discuss your own issues with the NHTSA's expert.
- 6 Find out the strengths and weaknesses of your current ISO 26262 policies by getting to know the models of other producers.
- 7 Reduce your risk by making your own assessment of ISO 26262.
- 8 Plan ahead by joining the presentations and discussing them.
- 9 Prepare for the worst by planning ahead for legal aspects of ISO 26262.
- 10 Increase your Return on Investment by saving your organization's money and time – get your ISO 26262 policies and practices right the first time.

## AUDIENCE

This annual conference is directed at a world-wide audience of board members, technical directors, senior managers, project heads and safety managers from the automobile and automotive parts industries as well as those in the electrical engineering and electronics sectors who are involved in automobile electronic manufacturing.

### The audience will have expertise in:

- Electrics and electronics
- Mechatronics
- Research and (pre-)development
- Engineering and design
- Technology
- Purchasing and procurement
- Sales and marketing
- After-market services
- System integration and automotive technology
- Application and system development
- Functional safety
- Quality
- Legal and compliance

### The conference will also be of interest to:

- Development service providers
- Hardware and software providers
- System suppliers
- Engineering service providers
- Industry-oriented research establishments
- Testing and certification bodies

***A good balance of  
 technical and non-technical  
 implementation guidelines.***

Tracey Stanyer, ESG Automotive, Inc.

## 22 June 2015

8.30 – 9.00

Registration and handout of proceedings,  
opening of the ISO 26262 Expo

9.00 – 9.15

**Welcome address by the chairman and the organizer,  
Car Training Institute**



**Prof. Dr Dr h.c. Manfred Broy**, Chair Software &  
Systems Engineering, Department of informatics,  
Technical University of Munich

### BUSINESS CARD SWAP

At the beginning of the conference CTI  
gives you some time to exchange your  
business cards with other participants.  
Take the opportunity for networking!



9.15 – 9.45

### KEY NOTE



**Nancy Leveson**, Professor of Aeronautics,  
Astronautics and Engineering Systems,  
Massachusetts Institute of Technology

9.45 – 10.00

Q & A

10.00 – 10.30

**NHTSA's role in electronics reliability and functional  
safety**

- An overview of NHTSA's electronics reliability  
research program
- A summary of public inputs to NHTSA's request  
for comments on Electronics Safety and Reliability



**Cem Hatipoglu**, PhD, Division Chief,  
Electronic Systems Safety Research (NVS-333),  
National Highway Traffic Safety Administration

10.30 – 10.40

Q & A

## LEGAL ASPECTS

10.40 – 11.00

**US legal issues involving advanced technologies and  
functional safety**

- Discussion of product liability and business issues  
that will be presented with the increased incorpora-  
tion of advanced technologies
- Regulatory requirements that will need to be fulfilled



**Jerry L. Johnson**, Vice-President & Deputy General  
Counsel, Robert Bosch LLC

11.00 – 11.30

Coffee break

11.30 – 11.50

**US product liability law**



**Clay A. Guise**,  
Trial Attorney, Dykema

11.50 – 12.10

**Functional safety – new questions arise**

- Transfer of the state of the art achieved in one  
vehicle segment to other segments
- Reliability of components vs. safety concept
- Testing products in the view of functional safety
- Data security vs. vehicle safety



**Andreas Reuter**,  
Attorney, Germany

12.10 – 12.30

### DISCUSSION

**Legal and regulatory aspects of functional safety**



**Jerry L. Johnson**



**John G. Rahie**, Managing Director, Freeh Group  
International Solutions (previously General Motors)



**Andreas Reuter**

12.30 – 1.30

Lunch

## PRACTICE WITH ISO 26262

1.30 – 1.50

### ISO 26262 – status and roadmap



**Carsten Gebauer**, Bosch Center of Competence  
"Functional Safety", Robert Bosch GmbH

1.50 – 2.10

### Item definition – the first challenge in ISO 26262

- Item definition in ISO 26262 – what is it?
- Choices in defining the system boundaries
- Consequences of the item definition: Hardware metrics,
- ASIL classification of sub systems, taking non-E/E sub
- systems into account
- Examples and possible solutions



**Celeste Cauley**, Chassis and Driver Assistance  
Systems, Bosch Engineering North America Division,  
Robert Bosch LLC

2.10 – 2.30

### Fault tolerant time interval on different levels of abstraction throughout a system

- System model of fault, error, failure
- Terms and their relations
- Fault tolerant time in relation to a system model



**Dr Frank Hänsel**,  
Safety Expert, Volkswagen AG

2.30 – 2.40

Q & A

2.40 – 3.00

### Fail-operational – Is this the next challenge?

- Why are fail-operational systems necessary?
- Basics of fail-operational systems and fault tolerance
- How is fail-operational addressed in other standards?
- Which are the biggest challenges on this regard related to the ISO 26262:2011?

to be announced

3.00 – 3.20

Coffee break

## PROCESSES

3.20 – 3.40

### Implementation and Verification of Technical Safety Requirements for a Dynamic Torque Vectoring Feature

- Overview of an Electronic Brake System (EBS)
- Introduction of Dynamic Torque Vectoring (DTV) – an Optional Feature for EBS
- Overview of an Adjustable Parameter Database Supporting Agile Software Development
- Translation of Safety Goals to Safety Requirements for the Electronic Brake System
- Hardware Safety Requirements and the Brake System Safety Unit (BSSU)
- Software Safety Requirements for the Adjustable Parameters of the DTV Feature
- A Parameter Confirmation Tool for Verification of Software Safety Requirements



**James Worden**, Manager Systems Engineering Department, Vehicle Dynamics Business Unit, Chassis & Safety Division, Continental Automotive Systems, Inc.



**Michael Schneider**, Engineering Supervisor Control Functions Software Development Group, Vehicle Dynamics Business Unit, Chassis & Safety Division, Continental Automotive Systems, Inc.

3.40 – 4.00

### Creating Robust Technical Safety Requirements

- Structured approach to Technical Safety Requirements
- Methodology to arrive at thorough Technical Safety Requirements
- Systematically assigning Technical Safety Requirements to Elements of an Item



**Richard Chutorash**,  
Department Functional Safety, FCA Group

4.00 – 4.20

### Vehicle level hazard analysis

- Summary of SAE J2980
- A recommended practice for ASIL classification
- Guidance and examples of vehicle hazards for motion control systems
- Hazard identification methodology and ASIL classification



**Padma Sundaram**, Principal System Safety Engineer, General Motors Company

4.20 – 4.50

Q & A

4.50 – 5.10

**Simulation to Evaluate Controllability for ISO 26262**

- Controllability class determination by using simulation data
- Objective evaluation of controllability rating for ASIL determination
- Using the ISO 26262 norm to guide process development
- Controllability determination throughout the Systems Engineering V-Model for ISO 26262



**Charles Moore,**  
Senior Engineer, Powertrain, Bosch Engineering

5.10 – 5.30

**Will your safety case pass an ISO 26262 assessment?**

- The purpose of functional safety assessment and its outcome
- The benefits of delivering good safety case argumentation
- Examples on good safety case argumentation



**Ola Örsmark,** Managing Director,  
Sr Functional Safety Engineer, Comentor AB

5.30 End of first day

6.00

**Even more networking possibilities:**

Joint evening event with the participants and speakers of the CTI Conference ISO 26262 USA.  
Enjoy the relaxed atmosphere and get spoilt with finest food and drinks at the CTI Networking Night 2015:  
**Rochester Mills Beer Co.**  
**Pub with handcrafted Ales & Lagers.**



23 June 2015

8.30 – 9.00

Welcome with coffee and tea

9.00 – 9.20

**Short summary of the first day by the chairman**

**Prof. Dr Dr h.c. Manfred Broy**

**OUT OF THE BOX****See the big picture and gather surprising insights**

9.20 – 9.40

**Hazard analysis of critical cyber-physical systems – an opportunity for cross-domain collaboration**

**Sushil Birla,** Senior Technical Advisor - Digital Instrumentation and Control, Office of Nuclear Regulatory Research, U.S. Nuclear Regulatory Commission

9.40 – 9.50

Q &amp; A

**AUTOMATED DRIVING**

9.50 – 10.10

**Comparison of various hazard analysis techniques for usage in the development of automated vehicles**

- Driver and Vehicle Interactions without Automation
- Driver and Vehicle Interactions with Automation
- Human-Machine Interaction and the Dynamic Driving Task
- Hazards without Component/System Failures
- Review of Key Findings



**Kyle Post,** Vehicle Systems Safety Supervisor, Vehicle Controls and Systems Engineering, Ford Motor Company



**Sarra Yako,** System Safety Engineer, Vehicle System Safety, Ford Motor Company

10.10 – 10.20

Q &amp; A

10.20 – 10.40

**Autonomous Driving Impact on (Hardware) Safety**

- Automated driving impact on Hazard Analysis, Safety Goals, Functional Safety Concepts, Technical Safety Concept and HW-Safety Requirements
- Impact on integration with existing functions and architectures and impact on HW metrics



**Joseph D. Miller,**  
Chief Engineer Systems Safety, TRW Automotive

10.40 – 10.50 Q &amp; A

10.50 – 11.20 Coffee break

11.20 – 11.40

**Functional Safety and its Impact on Advanced Communication-Based Safety Features**

- The influence of ISO 26262 on Vehicle-to-Vehicle Communications
- The influence of ISO 26262 on Vehicle-to-Infrastructure Communications
- Considerations that must be made when applying Functional Safety to V-I and V-V communications and the corresponding feature content



**Michael A. Staszal,** Associate Director,  
Kugler Maag Cie North America Inc.

11.40 – 12.00

**ISO 26262 as a framework for the development of a new planetary automatic transmission in a commercial vehicle**

- Introduction to the project
- The approach that Ricardo has taken
- The challenges that have been encountered and how these challenges have been addressed
- Summary and conclusion



**Ali Maleki,** Vice President, Hybrid & Electronic Systems,  
Connected & Autonomous Vehicles, Ricardo, Inc.

12.00 – 12.10 Q &amp; A

**SAFETY AND SECURITY**

12.10 – 12.30

**Update of the J3061 document – SAE Recommended Practice – Cybersecurity Guidebook for Cyber-Physical Vehicle Systems**

**Barbara J. Czerny,** Ph. D.,  
System Safety Specialist, FCA Group

12.30 – 12.40 Q &amp; A

12.40 – 1.40 Lunch

1.40 – 2.10

**Extending the Analysis Activities of ISO 26262 to Include Non-Malfunctioning Behavior of Safety-Related Systems**

- Exploring the possibility of extending ISO 26262's methods beyond malfunctioning behavior into the realm of intended function
- Identifying the activities where ISO 26262 methods could be reused
- Recognizing the activities where ISO 26262 methods would not apply
- Possible Informative Section within ISO 26262 2nd Edition



**Barbara J. Czerny**

**Michael W. Runyon,** Manager,  
Embedded Systems Quality Engineering, FCA US LLC

2.10 – 2.30 Q &amp; A

2.30 – 2.50

**Surviving ISO 26262 functional safety audits and assessments**

- Understanding what it means to claim “compliance” with ISO 26262
- Understanding the objectives of the requirements in the standard
- Understanding the difference between process-oriented requirements and product-oriented requirements
- Scoping a functional safety assessment
- Best practice for providing process evidence and product evidence
- How the functional safety audit supports the functional safety assessment
- Measuring and reporting compliance



**Dr David Ward,**  
Head of Functional Safety, MIRA Limited

## SOFTWARE, TOOLS AND METHODS

2.50 – 3.10

**Meeting Real-Time Requirements with Multi-Core Processors in Safety-Critical Systems**

- Overview of timing-related requirements
- Challenges of applying multi-cores to safety-critical systems
- Developing timing-predictable configurations
- Obtaining real-time guarantees



**Dr Daniel Kästner,**  
CTO, AbsInt GmbH

3.10 – 3.20 Q &amp; A

3.20 – 3.40 Coffee break

3.40 – 4.00

**Integration of functional safety into the engineering workflow**

- Functional safety analysis activities need to be deeply integrated with system development activities for consistency and efficiency reasons
- A SysML model can be augmented by safety properties and serve as the single source for safety analysis techniques like FTA, FMEDA and HW metrics
- The safety analysis model is automatically updated in case the SysML design model has been changed – which avoids inconsistencies and immediately reflects the safety impact of these changes
- Re-usability as well as automatic derivation and consistency checks of safety analysis results become possible
- Tool integration is the key to benefit from the SysML centered approach



**Dr Marc Born,**  
CTO - KPIT medini Technologies AG



**Dr Olaf Kath,**  
CEO - KPIT medini Technologies AG

4.00 – 4.20

**Safety Element out of Context (SEooC) Practical Application**

- Differences between SEooC and Item
- Applications of the SEooC Principles
- Principles of Development of the SEooC



**Dr Bernhard Bauer,** Team Leader Functional Safety  
Automotive, SGS-TÜV Saar GmbH

4.20 – 4.40

**Utilizing Qualified Tools to Save Costs in Flexible Hardware-in-the-Loop Testing on a Global Scale**

- Understand how to qualify hardware-in-the-loop test tools
- Explaining the challenge of needing a flexible testing platform
- Discuss how to manage a safety-compliant global development process



**Noah Reding,** Senior Product Manager,  
Systems and Applications, National Instruments

4.40 – 5.00

**ISO 26262 for large software models: Challenges & choices**

- How to embed ISO 26262 into your model-based development process
- Architectural complexity and software unit management
- Guidelines compliance and efficient assurance
- Process automation and model quality
- Test procedures for software models



**Oliver Collmann,**  
Director, Model Engineering Solutions GmbH

5.00 – 5.20

**Partitioning vs. protection – What's "better" for mixed-criticality HW/SW architectures?**

- Predictable timing enhances functional safety
- Partitioned scheduling vs. Priority scheduling – what are the tradeoffs in terms of cost and predictability?
- ASIL-Level and Freedom From Interference (FFI) considerations
- Process implications for design and verification



**Dr Marek Jersak,**  
CEO, Syntavision GmbH

5.20 – 5.40

**Practical Experiences with Tool Classification and Qualification According to ISO 26262**

- The concept of tool qualification
- Review of the tool classification and qualification requirements for automotive software development (ISO 26262-8, clause 11)
- Tool classification and qualification in practice: pitfalls and best practices



**Dr Mirko Conrad,**  
CTO, samoconsult GmbH

5.40 – 6.00 Q &amp; A

6.00 End of second day

24 June 2015

**WORKSHOP****Hazard Analysis and Risk Assessment (H&R):  
Practical experiences in the ISO 26262 concept phase**

The ISO 26262 concept phase is a key activity in the safety lifecycle as it defines the “item” under development and performs the hazard analysis and risk assessment (H&R) to begin the process of defining and deriving safety requirements for the “item”.

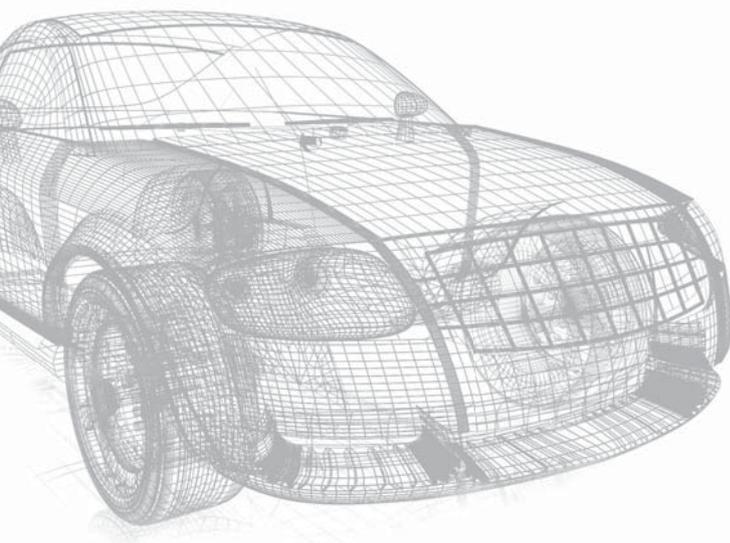
Practical experiences have shown that it is important to have a consistent and well-defined process for conducting the H&R and in particular to ensure consistency in the allocation of the parameters severity, exposure and controllability. This need is evidenced by the emergence of industry guidelines such as SAE J2980.

The workshop will provide examples of how the concept phase activities, particularly the H&R, can be aligned with other engineering activities and how the H&R parameters can be allocated in a consistent manner.

Workshop participants are expected to be familiar with the requirements of ISO 26262 Part 3 and to have some experience of its application.



**Dr David Ward,**  
Head of Functional Safety, MIRA Limited

**Program**

8.30 – 9.00  
Welcome with coffee and tea

9.00 – 9.30  
**Short summary of the second day by the chairman**



**Prof. Dr Dr h.c. Manfred Broy**

9.30 – 11.00  
**Workshop Part 1 – Preparing for the H&R**

- Brief recap of the ISO 26262 requirements item definition – a short exercise to relate the item definition to wider systems engineering activities
- Hazard identification – use of techniques such as HAZOP to identify hazards in a systematic and consistent manner

11.00 – 11.30      Coffee break

11.30 – 1.00  
**Workshop Part 2 –  
Allocation of H&R parameters – controllability**

- Controllability – what is it and by whom?
- The role of different methods of assessing controllability – including expert panel, vehicle dynamics models, driving tests (simulator and real vehicles)
- Subjective versus objective appraisal of vehicle response characteristics during a malfunction.

1.00 – 2.00      Lunch

2.00 – 3.30  
**Workshop Part 3 – Allocation of H&R  
parameters – severity; completing the H&R**

- Methods for assessing severity
- Methods for ranking and classifying driving situations and their exposure ratings
- Specification of safety goals
- The role of verification reviews and confirmation reviews

3.30      End of the CTI Conference ISO 26262  
and workshop

## THE FOLLOWING EXHIBITOR HAS ALREADY SIGNED UP



**AbsInt** provides tools for validation, verification and certification of safety-critical software. Key products are the aiT Worst-case Execution Time Analyzer for obtaining timing guarantees, StackAnalyzer for proving the absence of stack overflows, and the Astrée analyzer for proving the absence of runtime errors. All of them can be qualified according to contemporary safety standards. Since 2015 AbsInt offers two new product lines: TimingProfiler computes execution time estimates of programs without the need to repeatedly provide test inputs, execute, and measure. CompCert is a formally verified optimizing C compiler. The level of confidence in the correctness of the compilation process is unprecedented and helps meet the highest standards of software assurance.

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Science Park 1, 66123 Saarbruecken, Germany  
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## LOGO PRESENTATION



**kVA** is the leading source of expertise for automotive functional safety and ISO 26262. Since 2010, kVA's functional safety certified engineers have been providing guidance to automotive OEMs and suppliers as they implement ISO 26262. kVA provides training, software, and engineering services to clients in the metro Detroit area and worldwide.

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Found at nearly every automotive OEM and Tier 1 supplier, **National Instruments** tools save time and money across all stages of the automotive engineering process from concept to production by providing a common, unified platform. NI's platform-based approach and focus on ISO 26262 qualified test tools is changing the way engineers approach measurement, simulation, and automation.

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Director, Model Engineering  
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**Andreas Reuter,**  
Attorney



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  - 22 June 2015 [P2300400M100]  23 June [P2300400M200]  24 June [P2300400M300]
- It is possible **to book only two days** at a cost of USD 2,670 per person
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# ISO 26262 USA

**22 to 24 June 2015**  
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phone: +1 (248) 652 2600

**CONDITIONS OF PARTICIPATION.** The attendance fee (plus VAT) per person, which includes conference documentation, lunches, tea/coffee and evening dinner, is payable on receipt of the invoice. Once your registration has been received you will be sent a confirmation slip. Registrations can be cancelled (in writing please) free of charge up to 14 days before the event. When a cancellation is made within 14 days of the conference date, half the participation fee will be reimbursed. In the event of cancellation on the day of the conference, or failure to attend, the full fee will be payable. The registered delegate may of course send a substitute at no additional cost. The organisers reserve the right to amend the programme of events if necessary.

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**ACCOMMODATION.** In the conference hotel, there is a limited allocation of rooms available at a reduced price. Please arrange the room reservation directly with the hotel quoting the reference "CTI conference".

**PAYMENT BY CREDIT CARD IS POSSIBLE.** Just register and you will receive a link with all the relevant reservation data. Use the link and make your credit card payment in an easy and secure way.

## Registration and information

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