## **EMI RISK MANAGEMENT**

At the crossroads of EMC and Functional Safety

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A Risk based approach needed instead of a test-based approach

### A Harsher EM Environment foreseen

- Increasing use of electronic devices in Safety Critical Applications.
- Higher susceptibility of digital circuitry operated at low voltages.
- Use of Switched mode power supplies and VFDs.
- Higher bandwidth requirements for wireless communications.

Functional Safety risks due to EMC higher than ever before!

## The Impending Revolution

1980-2000: Computer Revolution



2000-2010: The Mobile Phone Revolution





Autonomous Systems
Pundits estimate a 42 billion-dollar industry

However Safety remains a major concern!

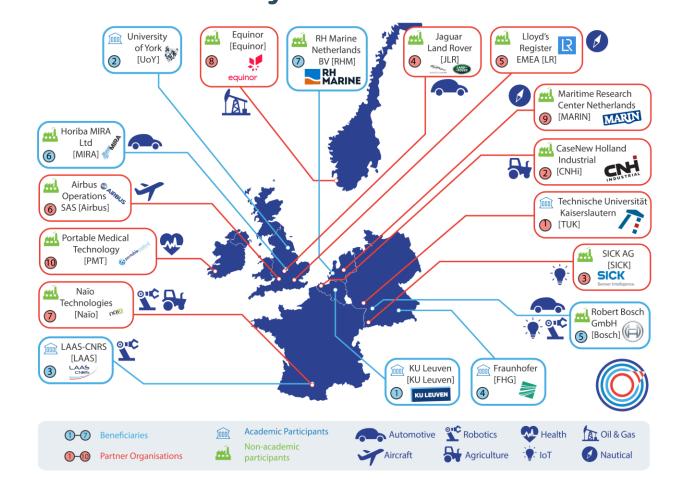
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# Safer Autonomous Systems Ensuring Reliability of Autonomous Systems











### **Designing Inherently Safe Autonomous systems**

Safer Autonomous Systems

WP 2

**Providing evidence for Autonomous Systems** 

WP 3

**Providing assurance strategies** 

Model based analysis for the robustness of Autonomous Systems against Electromagnetic Interference

Research Objectives

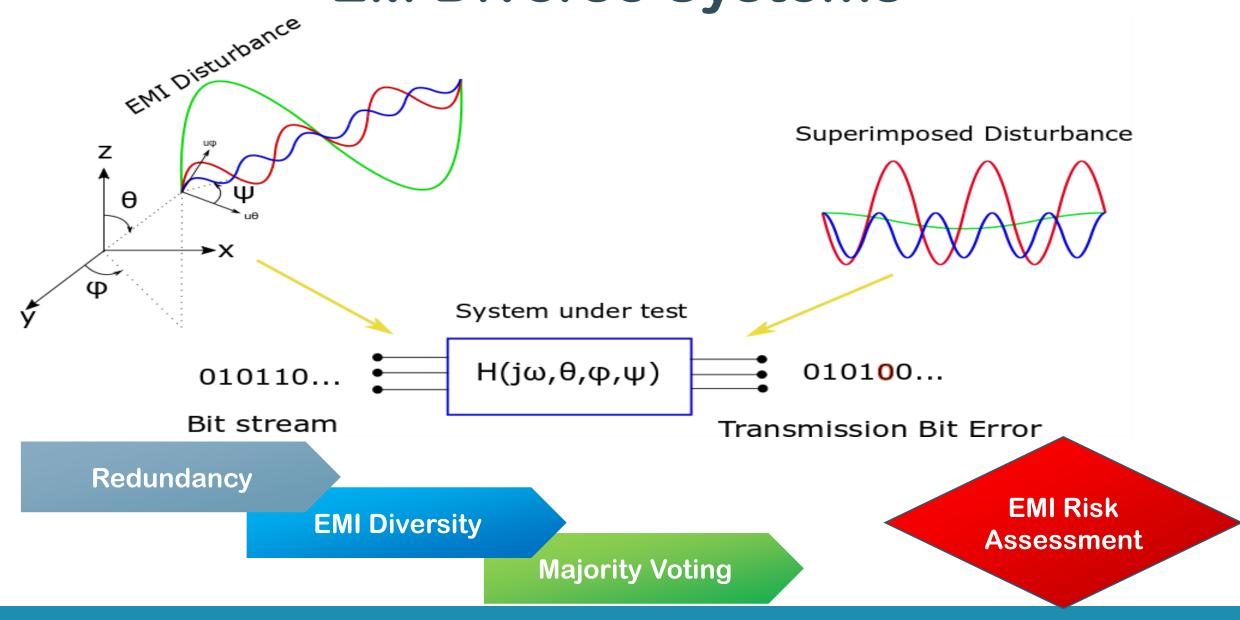
Applying Functional Safety hardening techniques and measures for hardware design

Tackling the challenges of deterministic EMI

**Embedding Fault Error detection in EMI analysis** 

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## **EM Diverse Systems**



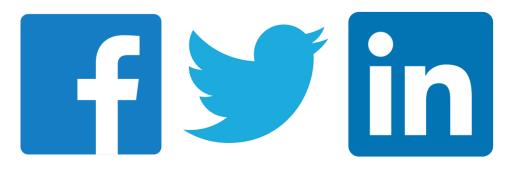
## Conclusions

- >EMI testing based on confidence interval testing insufficient.
- >5% confidence interval testing inadequate
- ➤ Bridging this gap between EMC and Functional Safety.
- > Fault tolerant behavior and probabilistic risk assessment.
- Current Research in the KU-Leuven M-group is focused on modeling real life scenarios.
- **➢Of prime importance for Autonomous system safety.**

## Dissemination and Outreach

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### Uncertainties and Automated Driving

Technological advancements in the face of computational power, sensor technologies, more robust algorithm techniques and fields like machine learning and deep learning are the major enabling force of fully automated driving.

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We're 1 PhD position in ETN SAS project



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