NCAP-DRI-LDW-20-06
NEW CAR ASSESSMENT PROGRAM
LANE DEPARTURE WARNING CONFIRMATION TEST

2020 Honda Civic 2.0L 4D Sport

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5 February 2020

Final Report

Prepared Under Contract No.: DTNH22-14-D-00333

U. S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
New Car Assessment Program
1200 New Jersey Avenue, SE
West Building, 4th Floor (NRM-110)
Washington, DC 20590

Prepared for the Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-14-D-00333.

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Date: 5 February 2020

1. Report No. NCAP-DRI-LDW-20-06	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of Lane Departure Warning Confirmation Test of a 2020 Honda Civic 2.0L 4D Sport.		5. Report Date 5 February 2020	
		6. Performing Organization Code DRI	
7. Author(s) J. Lenkeit, Program Manager A. Ricci, Test Engineer		8. Performing Organization Report No. DRI-TM-19-194	
9. Performing Organization Name and Address Dynamic Research, Inc. 355 Van Ness Ave, STE 200 Torrance, CA 90501		10. Work Unit No.	
		11. Contract or Grant No. DTNH22-14-D-00333	
12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration New Car Assessment Program 1200 New Jersey Avenue, SE, West Building, 4th Floor (NRM-110) Washington, D.C. 20590		13. Type of Report and Period Covered Final Test Report January 2020	
		14. Sponsoring Agency Code NRM-110	
15. Supplementary Notes			
16. Abstract These tests were conducted on the subject 2020 Honda Civic 2.0L 4D Sport in accordance with the specifications of the New Car Assessment Program's (NCAP) most current Test Procedure in docket NHTSA-2006-26555-0135 to confirm the performance of a Lane Departure Warning system. The vehicle passed the requirements of the test for all three lane marking types and for both directions.			
17. Key Words Lane Departure Warning, LDW, New Car Assessment Program, NCAP		18. Distribution Statement Copies of this report are available from the following: NHTSA Technical Reference Division National Highway Traffic Safety Administration 1200 New Jersey Avenue, SE Washington, D.C. 20590	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 107	22. Price

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Section I

INTRODUCTION

The purpose of the testing reported herein was to confirm the performance of a Lane Departure Warning (LDW) system installed on a 2020 Honda Civic 2.0L 4D Sport. The LDW system provides a visual and haptic alert as a vibration in the steering wheel. The vehicle passed the requirements of the test for all three lane marking types and for both directions.

The test procedure is described in detail in the National Highway Traffic Safety Administration (NHTSA) document "LANE DEPARTURE WARNING SYSTEM CONFIRMATION TEST" dated February of 2013 (Docket No. NHTSA-2006-26555-0135). Its purpose is to confirm the performance of LDW systems installed on light vehicles with gross vehicle weight ratings (GVWR) of up to 10,000 lbs. Current LDW technology relies on sensors to recognize a lane delimiting edge line. As such, the test procedures described in the document rely on painted lines, taped lines, or Botts Dots being present on the test course to emulate those found on public roadways. Although it is impossible to predict what technologies could be used by future LDW systems (e.g., magnetic markers, RADAR reflective striping, ultra violet paint, infrared, etc.), it is believed that minor modifications to these procedures, when deemed appropriate, could be used to accommodate the evaluation of alternative or more advanced LDW systems.

Section II

DATA SHEETS

LANE DEPARTURE WARNING

DATA SHEET 1: TEST RESULTS SUMMARY

(Page 1 of 1)

2020 Honda Civic 2.0L 4D Sport

VIN: *2HGFC2F80LH5xxxx*

Test Date: *1/16/2020*

Lane Departure Warning setting: *Warning Only*

Test 1 – Continuous White Line	Left: *Pass*	Right: *Pass*
Test 2 – Dashed Yellow Line	Left: *Pass*	Right: *Pass*
Test 3 – Botts Dots	Left: *Pass*	Right: *Pass*

Overall: *Pass*

Notes:

LANE DEPARTURE WARNING

DATA SHEET 2: VEHICLE DATA

(Page 1 of 1)

2020 Honda Civic 2.0L 4D Sport

TEST VEHICLE INFORMATION

VIN: *2HGFC2F80LH5xxxx*

Body Style: *4-door sedan* Color: *Lunar Silver M*

Date Received: *12/30/2019* Odometer Reading: *7 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *Honda of Canada Mfg.*

Date of manufacture: *11/19*

Vehicle Type: *Passenger Car*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *235/40R18 91W*

Rear: *235/40R18 91W*

Recommended cold tire pressure: Front: *225 kPa (33 psi)*

Rear: *220 kPa (32 psi)*

TIRES

Tire manufacturer and model: *Goodyear Eagle Sport*

Front tire size: *235/40R18*

Rear tire size: *235/40R18*

Front tire DOT prefix: *4B2R LB1R*

Rear tire DOT prefix: *4B2R LB1R*

LANE DEPARTURE WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2020 Honda Civic 2.0L 4D Sport

GENERAL INFORMATION

Test date: *1/16/2020*

AMBIENT CONDITIONS

Air temperature: *13.9 C (57 F)*

Wind speed: *3.1 m/s (6.9 mph)*

X Wind speed ≤10 m/s (22 mph)

X Tests were not performed during periods of inclement weather. This includes, but is not limited to, rain, snow, hail, fog, smoke, or ash.

X Tests were conducted during daylight hours with good atmospheric visibility (defined as an absence of fog and the ability to see clearly for more than 5000 meters). The tests were not conducted with the vehicle oriented into the sun during very low sun angle conditions, where the sun is oriented 15 degrees or less from horizontal, and camera "washout" or system inoperability results.

VEHICLE PREPARATION

Verify the following:

All non-consumable fluids at 100 % capacity: X

Fuel tank is full: X

Tire pressures are set to manufacturer's recommended cold tire pressure: X

Front: *225 kPa (33 psi)*

Rear: *220 kPa (32 psi)*

LANE DEPARTURE WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2020 Honda Civic 2.0L 4D Sport

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front:	*420.0 kg (926 lb)*	Right Front:	*414.6 kg (914 lb)*
Left Rear:	*295.3 kg (651 lb)*	Right Rear:	*262.2 kg (578 lb)*
		Total:	*1392.1 kg (3069 lb)*

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

(Page 1 of 2)

2020 Honda Civic 2.0L 4D Sport

Name of the LDW option, option package, etc.:

LDW is provided as part of the Road Departure Mitigation (RDM) System

Lane Departure Warning Setting used in test: *Warning Only*

Type of sensor(s) used: *Camera*

How is the Lane Departure Warning presented to the driver?

(Check all that apply)

- **X** Warning light
- ____ Buzzer or audible alarm
- **X** Vibration
- ____ Other

Describe the method by which the driver is alerted. For example, if the warning is a light, where is it located, its color, size, words or symbol, does it flash on and off, etc. If it is a sound, describe if it is a constant beep or a repeated beep. If it is a vibration, describe where it is felt (e.g., pedals, steering wheel), the dominant frequency, (and possibly magnitude), the type of warning (light, audible, vibration, or combination), etc.

The visual warning appears in the center of the instrument cluster, inside the lower portion of the tachometer. When the vehicle approaches the lane marking it depicts a steering wheel with hands on it displayed in black against an orange background. and the words "Lane Departure" are in white text to the right of the symbol. See Appendix A, Figure A12.

There is also a haptic alert in the form of a vibration imposed on the steering wheel. Note that while the vehicle was instrumented to record the onset of this vibration, the signal/noise was too low to reliably detect its onset timing.

Is the vehicle equipped with a switch whose purpose is to render LDW inoperable?

- **X** Yes
- ____ No

If yes, please provide a full description including the switch location and method of operation, any associated instrument panel indicator, etc.

The on/off switch is located on the fascia lower left, left of the steering column. See Appendix A, Figure A9 and Appendix B, pages B-2 and B-15 (Owner's Manual pages 4 and 520).

Is the vehicle equipped with a control whose purpose is to adjust the range setting or otherwise influence the operation of LDW? **X** Yes / ____ No

If yes, please provide a full description.

The setting can be adjusted by accessing the vehicle settings menu using buttons on the left side of the steering wheel. See Appendix A, Figure A11-A13 and Appendix B, pages B-9 and B-10. The hierarchy is:

Vehicle Settings

Driver Assist System Setup

Road Departure Mitigation Setting

Select Normal, Wide, or Warning Only

Are there other driving modes or conditions that render LDW inoperable or reduce its effectiveness? **X** Yes / ____ No

If yes, please provide a full description.

System limitations are described in the Owner's Manual, pages 521-522 and shown in Appendix B, pages B-16 and B-17.

Notes:

- *While the vehicle was instrumented to record the onset of steering wheel vibration, the signal/noise was too low to reliably detect its onset timing.*
- *This vehicle is also equipped with Lane Keeping Assist System which has a Lane Departure Warning Function. The Owner's Manual states: "When the vehicle enters the warning area, the LKAS alerts you with slight steering wheel vibration as well as a warning display."*

Section III

TEST PROCEDURES

A. Test Procedure Overview

Each LDW test involved one of three lane marking types: solid white lines, dashed yellow lines, or Botts Dots. Lane departures were done both to the left and to the right, and each test condition was repeated five times, as shown in Table 1.

Table 1. LDW Test Matrix

Lane Geometry	Line Type	Departure Direction	Number of Trials
Straight	Solid	L	5
		R	5
	Dashed	L	5
		R	5
	Botts Dots	L	5
		R	5

Prior to the start of a test series involving a given lane marking type and departure direction combination, the accuracy of the distance to lane marking measurement was verified. This was accomplished by driving the vehicle to the approximate location at which the lane departure would occur and placing the tire at the lane marking edge of interest (i.e., distance to lane marking = 0). The real-time display of distance to the lane marking was then observed to verify that the measured distance was within the tolerance (5 cm). If the measured distance was found to be greater than the tolerance, the instrumentation setup was checked and corrected, if necessary. If the measured distance was found to be within the tolerance, the instrumentation setup was considered appropriate and the test series was begun.

To begin the maneuver, the vehicle was accelerated from rest to a test speed of 72.4 km/h (45 mph), while being driven in a straight line parallel to the lane marking of interest, with the centerline of the vehicle approximately 1.83 m (6.0 ft) from the lane edge (i.e., such that the vehicle would pass through the center of the start gate). The test speed was achieved at least 60 m (200 ft) before the start gate was reached. Striking any start gate cones was not permitted, and any run in which a cone was struck was considered to be invalid. Also, during the initialization and test phases, the test driver avoided using turn signals and avoided applying any sudden acceleration, sudden steering, or sudden braking, and any use of the turn signals, sudden acceleration, sudden steering, or sudden braking invalidated the test trial.

Data collection began with the vehicle at least 60 m (200 ft) from the start gate, which was configured using a pair of non-reflective, low-contrast color traffic cones. A second set of cones, placed 6 m (20 ft) longitudinally before the start gate, was used to guide the driver into the start gate. The lateral width between the cone pairs was 20 cm (8 in) greater than the width of the vehicle, and the centerline of each pair was laterally offset from the lane marking by 1.8 m (6 ft).

Once the driver passed the gate, the driver manually input sufficient steering to achieve a lane departure with a target lateral velocity of 0.5 m/s with respect to the lane line. As shown in Figure 1, two additional non-reflective cones were used to guide the driver in making this steering maneuver. Throughout the maneuver, the driver modulated the throttle or used cruise control, as appropriate, such that vehicle speed remained at constant speed. The test was considered complete when the vehicle crossed at least 1 m (3.3 ft) over the lane edge boundary.

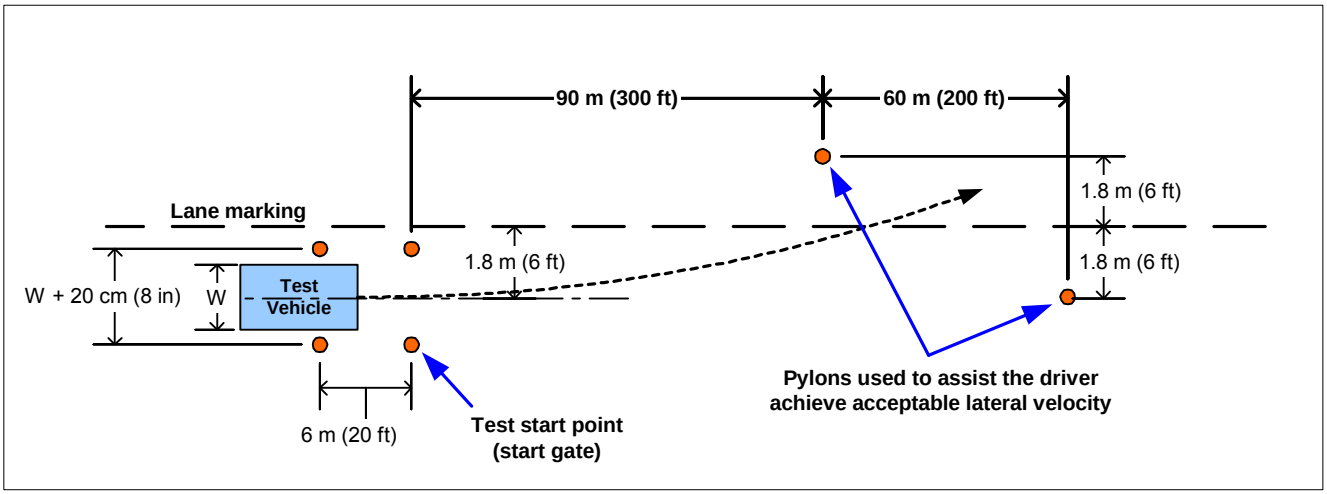

Figure 1. Position of Cones Used to Assist Driver

Data collected included vehicle speed, position, and yaw rate. In addition to cone strikes, vehicle speed and yaw rate data were used to identify invalid runs as described in Section C below. Data from trials where speed or yaw rate were outside of the performance specification were not considered valid.

B. Lane Delineation Markings

The New Car Assessment Program's Test Procedure for the confirmation of a Lane Departure Warning system contains a requirement that all lane markings meet United States Department of Transportation (USDOT) specifications as described in the Manual on Uniform Traffic Control Devices (MUTCD) and be considered in "very good condition".

1. Lane Marker Width

The width of the edge line marker was 10 to 15 cm (4 to 6 in). This is considered to be a normal width for longitudinal pavement markings under Section 3A.05 of the MUTCD.

2. Line Marking Color and Reflectivity

Lane marker color and reflectivity met all applicable standards. These standards include those from the International Commission of Illumination (CIE) for color and the American Society for Testing and Materials (ASTM) on lane marker reflectance.

3. Line Styles

The tests described in this document required the use of three lane line configurations: continuous solid white, discontinuous dashed yellow, and discontinuous with raised pavement markers.

- Continuous White Line

  A continuous white line is defined as a white line that runs for the entire length of the test course.

- Dashed Yellow Line

  As stated in the MUTCD, and as shown in Figure 2, a discontinuous dashed yellow line is defined as by a series of 3 m (10 ft) broken (dashed) yellow line segments, spaced 9.1 m (30 ft) apart.

- Raised Pavement Marker Line (Botts Dots)

  California Standard Plans indicates raised pavement markers are commonly used in lieu of painted strips for marking roads in California. Other states, mainly in the southern part of the United States, rely on them as well. These markers may be white or yellow, depending on the specific application, following the same basic colors of their analogous white and yellow painted lines. Following the California 2006 Standard Plans, three types of raised pavement markings are used to form roadway lines. It is believed that these types of roadway markings are the hardest for an LDW sensor system to process. Type A and Type AY are non-reflective circular domes that are approximately 10 cm (4 in) in diameter and approximately 1.8 cm (0.7 in) high. Type C and D are square markings that are retro reflective in two directions measuring approximately 10 x 10 x 5 cm (4 x 4 x 0.5 in), and Type G and H that are the same as C and D only retro reflective in a single direction.

For the tests described in this document, raised pavement markers were set up following California Standard Plan A20A, Detail 4, as shown in Figure 3. Note that in this figure, the squares are Type D yellow reflectors and the circles are yellow Type AY discs.

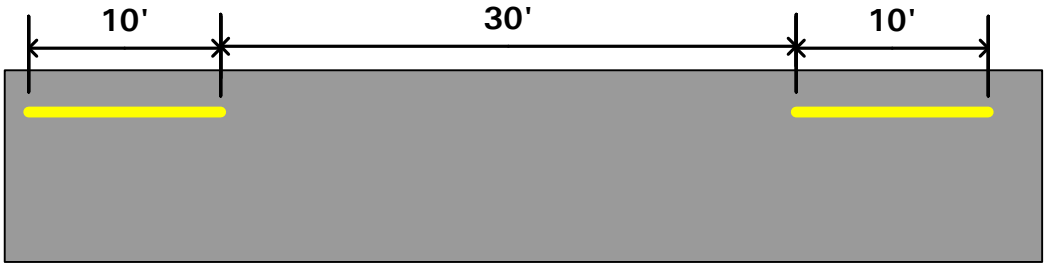

Figure 2. MUTCD Discontinuous Dashed Line Specifications

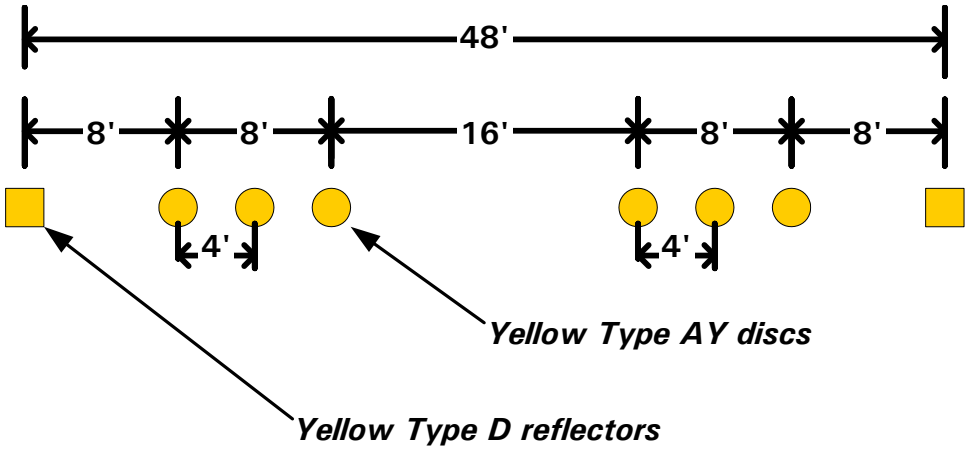

Figure 3. California Standard Plan A20A, Detail 4

C. Test Validity

1. Speed

All LDW tests were conducted at 72.4 km/h (45 mph). Test speed was monitored and a test was considered valid if the test speed remained within ± 2 km/h (± 1.2 mph) of the 72.4 km/h (45 mph) target speed. It was required that the speed must remain within this window from the start of the test until any part of the vehicle crossed a lane line by 1 m (3.3 ft) or more.

2. Lateral Velocity

All tests were conducted with a lateral velocity of 0.1 to 0.6 m/s (0.3 to 2.0 ft/s), measured with respect to the lane line at the time of the alert. To assist the test driver in being able to efficiently establish the target lateral velocity, cones were positioned in the manner shown in Figure 1.

3. Yaw Rate

It was required that the magnitude of the vehicle's yaw rate could not exceed 1.0 deg/sec at any time during lane departure maneuver, from the time the vehicle passes through the start gate to the instant the vehicle has crossed a lane line by 1 m (3.3 ft).

D. Pass/Fail Criteria

The measured test data were used to determine the pass/fail outcome for each trial. The outcome was based on whether the LDW produced an appropriate alert during the maneuver. In the context of this test procedure, a lane departure is said to occur when any part of the two-dimensional polygon used to represent the test vehicle breaches the inboard lane line edge (i.e., the edge of the line close to the vehicle before the departure occurs). In the case of tests performed in this procedure, the front corner of the polygon, defined as the intersection of the center of the front wheels (longitudinally) with the outboard edge of the front tire (laterally), crossed the line edge first. So, for example, if the vehicle departed its lane to the left, the left front corner of the polygon would first breach the lane line edge.

For an individual trial to be considered a "pass":

- Test speed, lateral velocity, and yaw rate validity conditions must be satisfied.
- The LDW alert must not occur when the lateral position of the vehicle is greater than 0.75 m (2.5 ft) from the lane line edge (i.e., prior to the lane departure).
- The LDW alert must occur before the lane departure exceeds 0.3 m (1.0 ft).

For an overall, "Pass" the LDW system must satisfy the pass criteria for 3 of 5 individual trials for each combination of departure direction and lane line type (60 %), and pass 20 of the 30 trials overall (66 %).

E. Instrumentation

Table 2 lists the sensors, signal conditioning, and data acquisition equipment used for these tests.

Table 2. Test Instrumentation and Equipment

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Tire Pressure Gauge	Vehicle Tire Pressure	0-100 psi 0-690 kPa	0.5 psi 3.45 kPa	Ashcroft, D1005PS	17042707002	By: DRI Date: 7/3/2019 Due: 7/3/2020
Platform Scales	Vehicle Total, Wheel, and Axle Load	8000 lb 35.6 kN	±1.0% of applied load	Intercomp, SWII	1110M206352	By: DRI Date: 1/6/2020 Due: 1/6/2021
Differential Global Positioning System	Position, Velocity	Latitude: ±90 deg Longitude: ±180 deg Altitude: 0-18 km Velocity: 0-1000 knots	Horizontal Position: ±1 cm Vertical Position: ±2 cm Velocity: 0.05 km/h	Trimble GPS Receiver, 5700 (base station and in-vehicle)	00440100989	NA
Multi-Axis Inertial Sensing System	Position; Longitudinal, Lateral, and Vertical Accels; Lateral, Longitudinal and Vertical Velocities; Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles	Latitude: ±90 deg Longitude: ±180 deg Altitude: 0-18 km Velocity: 0-1000 knots Accel: ±100 m/s^2 Angular Rate: ±100 deg/s Angular Disp: ±180 deg	Position: ±2 cm Velocity: 0.05 km/h Accel: ≤ 0.01% of full range Angular Rate: ≤ 0.01% of full range Roll/Pitch Angle: ±0.03 deg Heading Angle: ±0.1 deg	Oxford Technical Solutions (OXTS), Inertial+	2258	By: Oxford Technical Solutions1 Date: 5/3/2019 Due: 5/3/2021
Real-Time Calculation of Position and Velocity Relative to Lane Markings	Distance and velocity to lane markings	Lateral Lane Dist: ±30 m Lateral Lane Velocity: ±20 m/sec	Lateral Distance to Lane Marking: ±2 cm Lateral Velocity to Lane Marking: ±0.02m/sec	Oxford Technical Solutions (OXTS), RT-Range	97	NA

[1] Oxford Technical Solutions recommends calibration every two years.

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Microphone	Sound (to measure time at alert)	Frequency Response: 80 Hz – 20 kHz	Signal-to-noise: 64 dB, 1 kHz at 1 Pa	Audio-Technica AT899	NA	NA
Light Sensor	Light intensity (to measure time at alert)	Spectral Bandwidth: 440-800 nm	Rise time < 10 msec	DRI designed and developed Light Sensor	NA	NA
Coordinate Measurement Machine	Inertial Sensing System Coordinates	0-8 ft 0-2.4 m	±.0020 in. ±.051 mm (Single point articulation accuracy)	Faro Arm, Fusion	UO8-05-08-06636	By: DRI Date: 1/6/2020 Due: 1/6/2021

Type	Description	Mfr, Model	Serial Number
Data Acquisition System	Data acquisition is achieved using a dSPACE MicroAutoBox II Data from the Oxford IMU, including Longitudinal, Lateral, and Vertical Acceleration, Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle are sent over Ethernet to the MicroAutoBox. The Oxford IMUs are calibrated per the manufacturer's recommended schedule (listed above).	D-Space Micro-Autobox II 1401/1513	
		Base Board	549068
		I/O Board	588523

For systems that implement audible or haptic alerts, part of the pre-test instrumentation verification process is to determine the tonal frequency of the audible warning or the vibration frequency of the tactile warning through use of the PSD (Power Spectral Density) function in Matlab. This is accomplished in order to identify the center frequency around which a band-pass filter is applied to subsequent audible or tactile warning data so that the beginning of such warnings can be programmatically determined. The bandpass filter used for these warning signal types is a phaseless, forward-reverse pass, elliptical (Cauer) digital filter, with filter parameters as listed in Table 3.

Table 3. Audible and Tactile Warning Filter Parameters

Warning Type	Filter Order	Peak-to-Peak Ripple	Minimum Stop Band Attenuation	Pass-Band Frequency Range
Audible	5^{th}	3 dB	60 dB	Identified Center Frequency ± 5%
Tactile	5^{th}	3 dB	60 dB	Identified Center Frequency ± 20%

APPENDIX A

Photographs

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Figure A1. Front View of Subject Vehicle

Figure A2. Rear View of Subject Vehicle

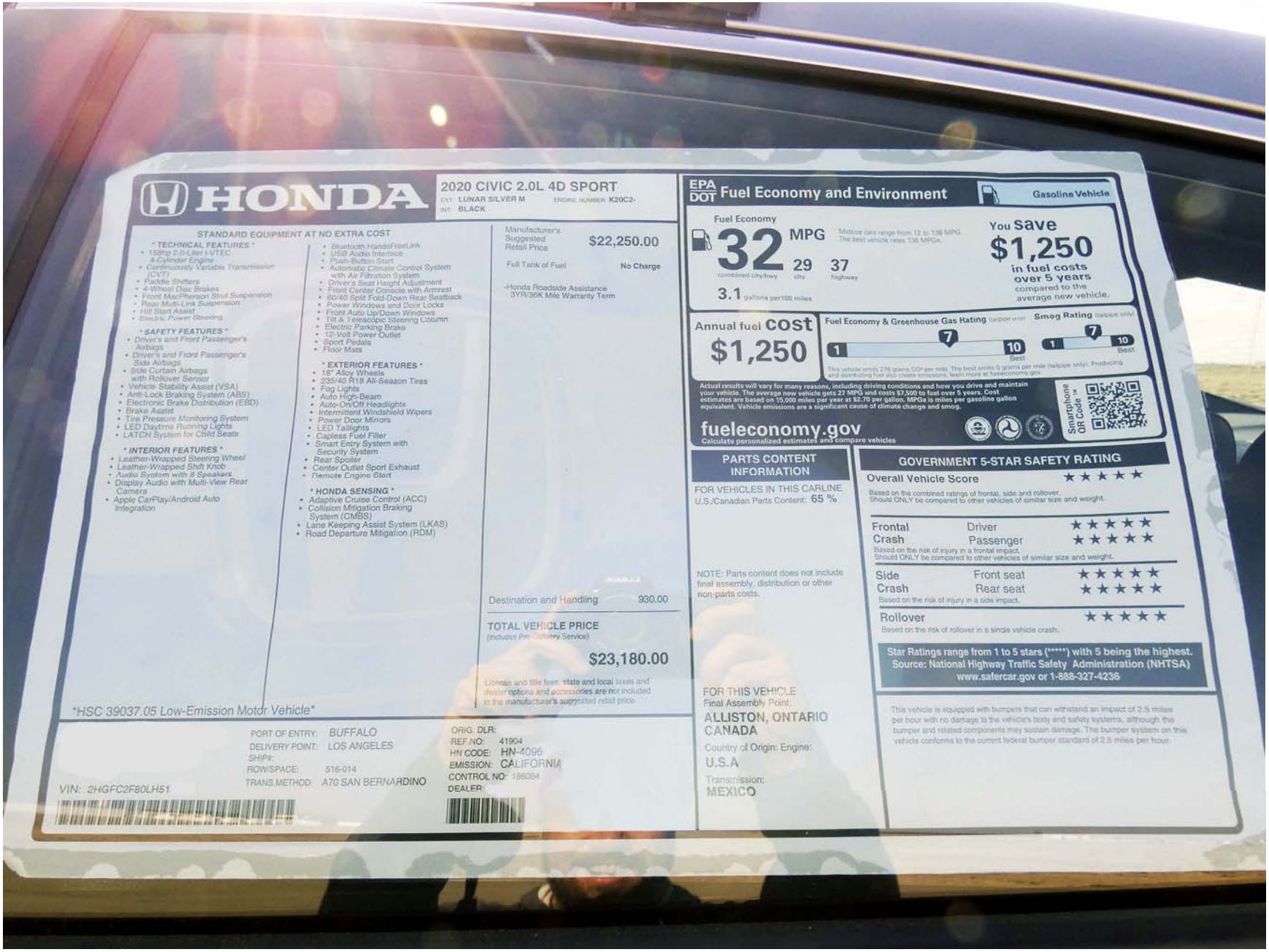


Figure A3. Window Sticker (Monroney Label)

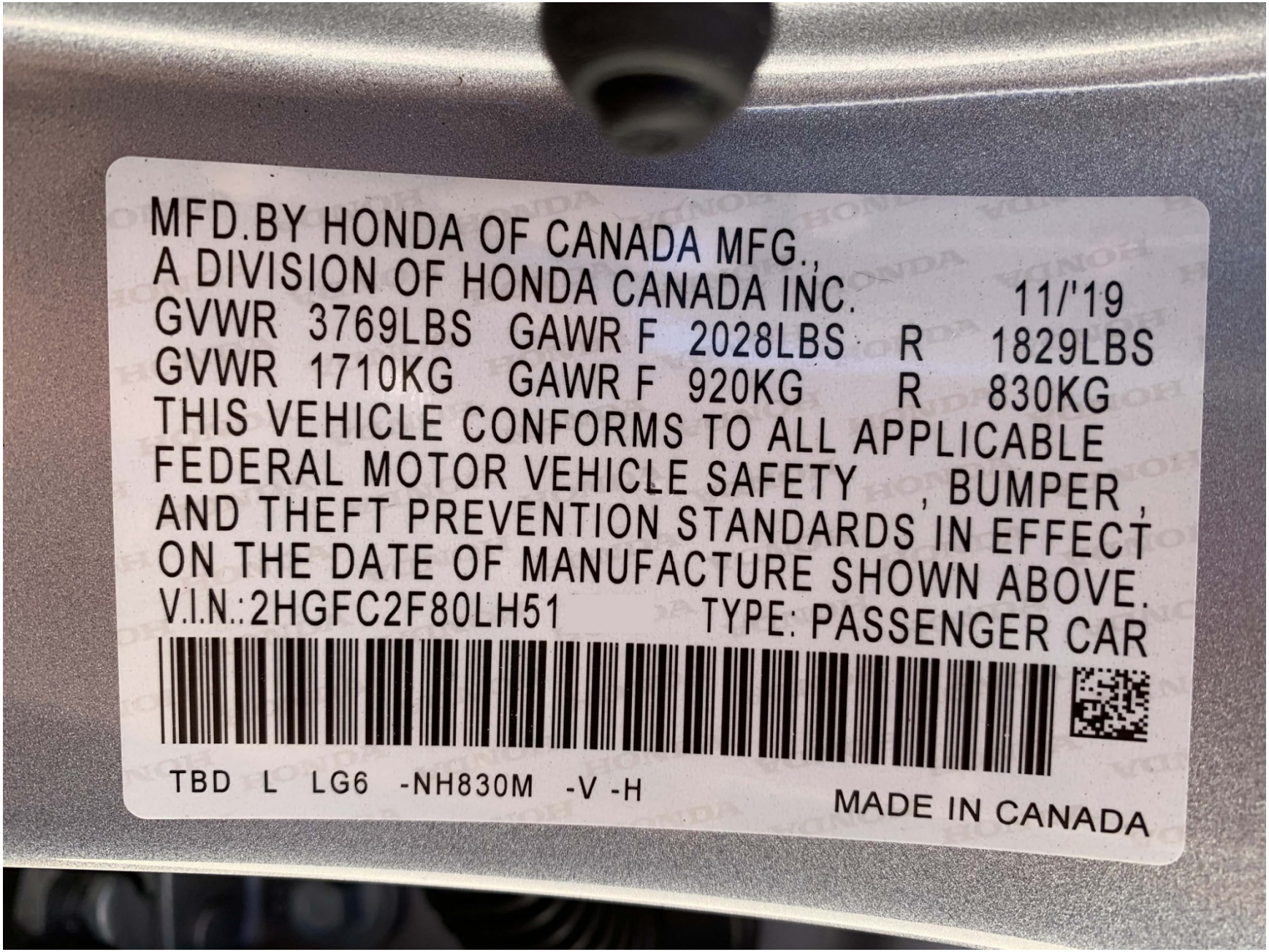


Figure A4. Vehicle Certification Label

Figure A5. Tire Placard

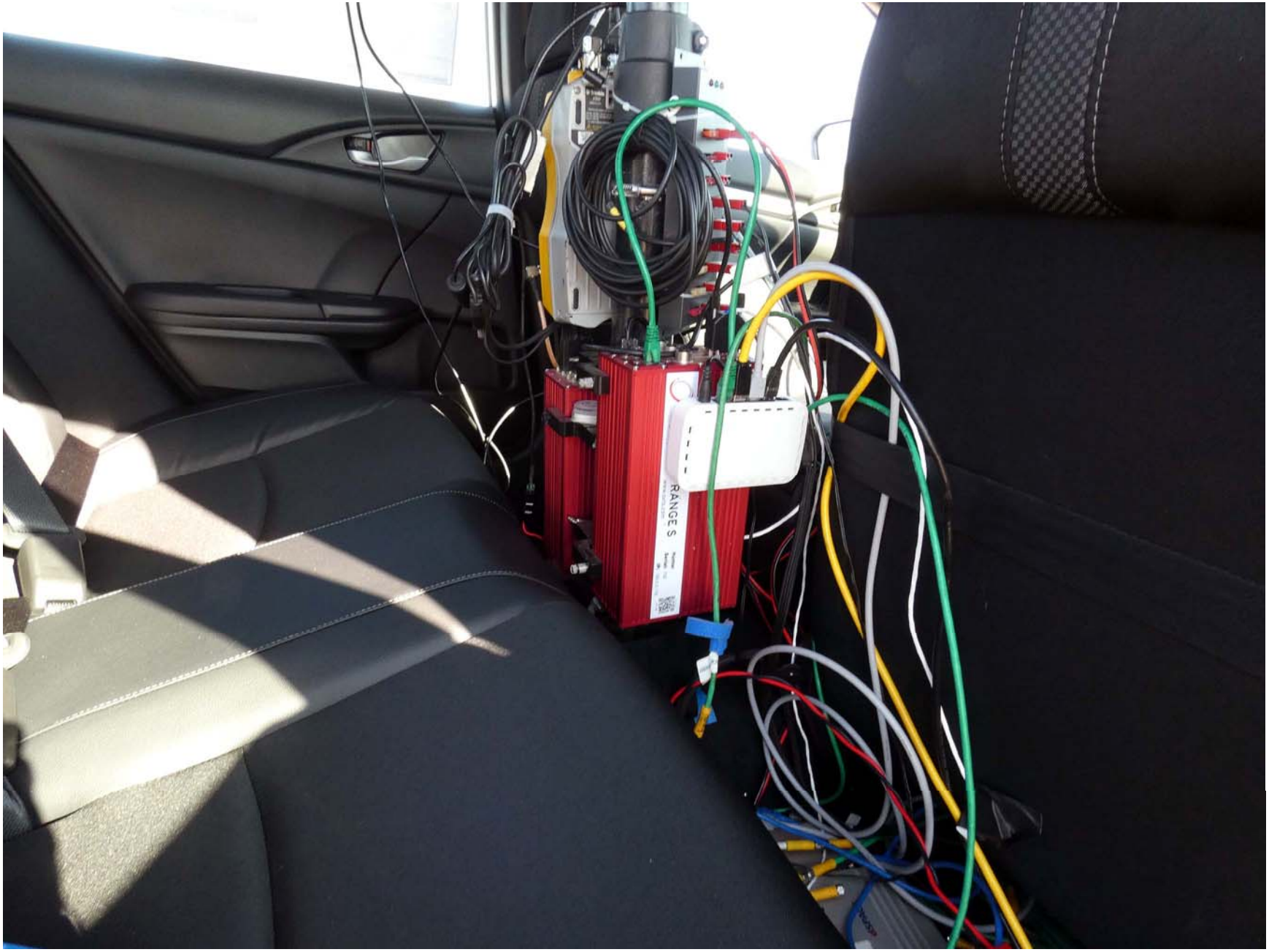


Figure A6. DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle

Figure A7. Sensor for Detecting Visual Alerts

Figure A8. Computer Installed in Test Vehicle

Figure A9. RDM (LDW) On/Off Switch

Figure A10. Controls for Interacting with RDM (LDW) Settings

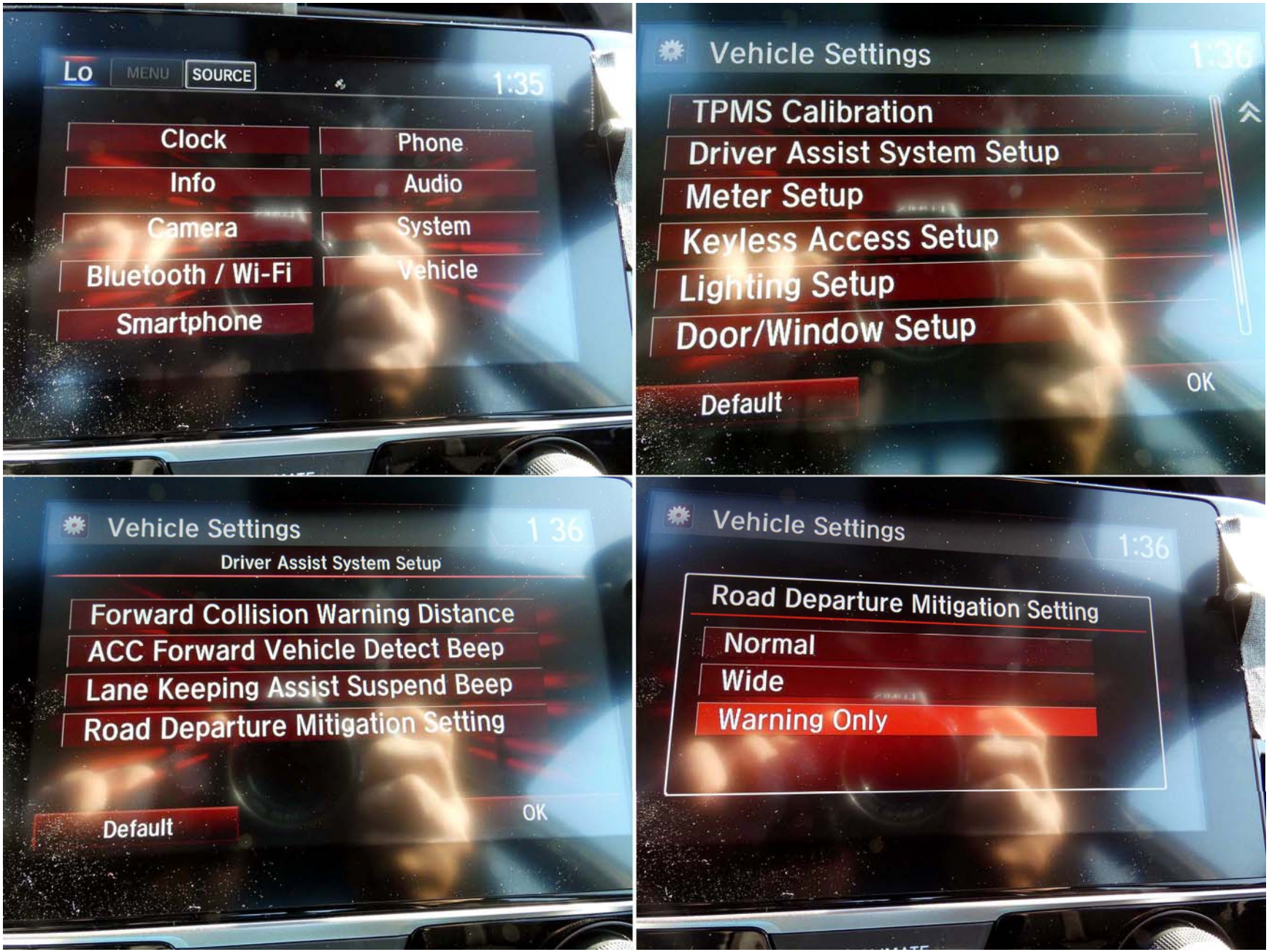


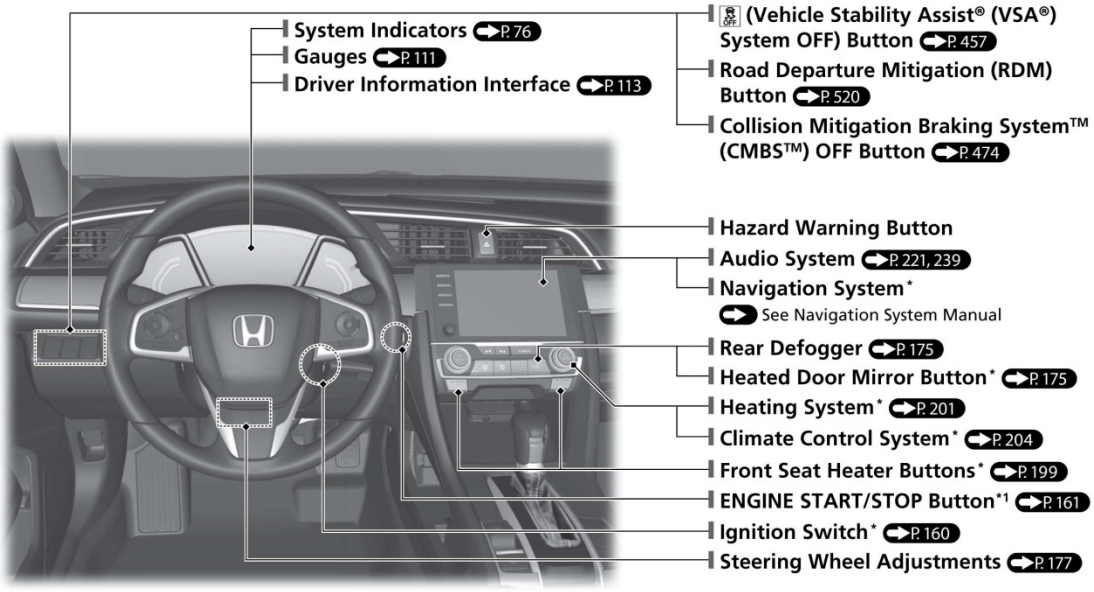
Figure A11. RDM (LDW) Settings Menu Options

Figure A12. RDM (LDW) Instrument Panel Visual Alert

APPENDIX B

Excerpts from Owner's Manual

Visual Index



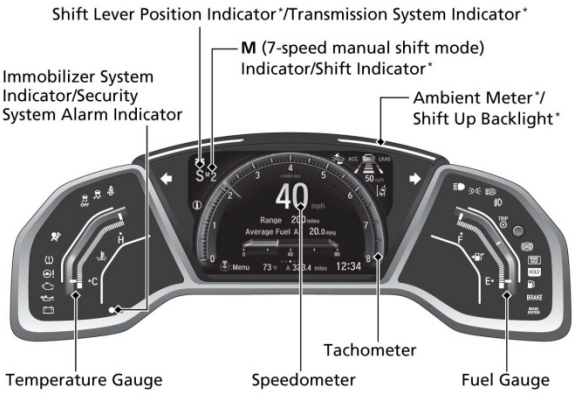
*1: Models with the smart entry system have an **ENGINE START/STOP** button instead of an ignition switch.

Instrument Panel P. 75

Gauges P. 111/Driver Information Interface P. 113/System Indicators P. 76

System Indicators

- Malfunction Indicator Lamp
- Low Oil Pressure Indicator
- Charging System Indicator
- Anti-lock Brake System (**ABS**) Indicator
- Vehicle Stability Assist® (VSA®) System Indicator
- Vehicle Stability Assist® (VSA®) **OFF** Indicator
- Automatic Brake Hold System Indicator
- Automatic Brake Hold Indicator (U.S. / Canada)
- ECON Mode Indicator*
- Parking Brake and Brake System Indicator (Red) (U.S. / Canada)
- Parking Brake and Brake System Indicator (Amber) (U.S. / Canada)



System Indicators

- System Message Indicator
- Low Tire Pressure/ TPMS Indicator*
- **SPORT** Mode Indicator*
- Auto High-Beam Indicator*
- Shift Up Indicator*
- Shift Down Indicator*

Lights Indicators

- Lights On Indicator
- High Beam Indicator
- Fog Light Indicator*

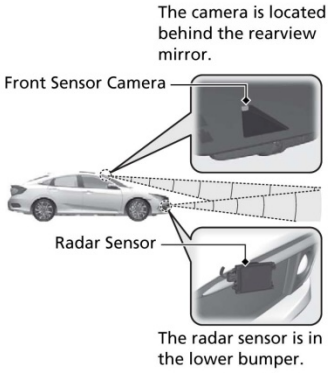
System Indicators

- Turn Signal and Hazard Warning Indicators
- Electric Power Steering (EPS) System Indicator
- Low Fuel Indicator
- Seat Belt Reminder Indicator
- Supplemental Restraint System Indicator
- ACC — Adaptive Cruise Control (ACC) with Low Speed Follow* Indicator (Amber/ Green)
- Road Departure Mitigation (RDM) Indicator
- Collision Mitigation Braking System™ (CMBS™) Indicator
- LKAS — Lane Keeping Assist System (LKAS) Indicator (Amber/ Green)

* Not available on all models

Honda Sensing® P. 467

Honda Sensing® is a driver support system which employs the use of two distinctly different kinds of sensors, a radar sensor located in the lower bumper and a front sensor camera mounted to the interior side of the windshield, behind the rearview mirror.



Collision Mitigation Braking System™ (CMBS™) P. 470

Can assist you when there is a possibility of your vehicle colliding with a vehicle or a pedestrian detected in front of yours. The CMBS™ is designed to alert you when a potential collision is determined, as well as to reduce your vehicle speed to help minimize collision severity when a collision is deemed unavoidable.

Adaptive Cruise Control (ACC) with Low Speed Follow* P. 480

Helps maintain a constant vehicle speed and a set following interval behind a vehicle detected ahead of yours and, if the detected vehicle comes to a stop, can decelerate and stop your vehicle, without you having to keep your foot on the brake or the accelerator.

Adaptive Cruise Control (ACC)* P. 496

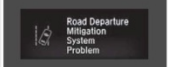
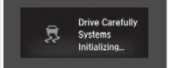
Helps maintain a constant vehicle speed and a set following-interval behind a vehicle detected ahead of yours, without you having to keep your foot on the brake or the accelerator.

Lane Keeping Assist System (LKAS) P. 511

Provides steering input to help keep the vehicle in the middle of a detected lane and provides tactile and visual alerts if the vehicle is detected drifting out of its lane.

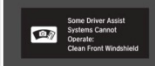
Road Departure Mitigation (RDM) System P. 519

Alerts and helps to assist you when the system detects a possibility of your vehicle unintentionally crossing over detected lane markings and/or leaving the roadway altogether.

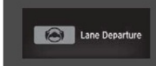
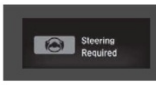
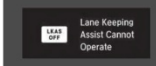
Indicator	Name	On/Blinking	Explanation	Message
	Immobilizer System Indicator	• Blinks if the immobilizer system cannot recognize the key information.	• **Repeatedly blinks** - The system may be malfunctioning. Have your vehicle checked by a dealer. • Do not attempt to alter this system or add other devices to it. Electrical problems can occur.	—
	Security System Alarm Indicator	• Blinks when the security system alarm has been set.	**Security System Alarm** P. 153	—
	ECON Mode Indicator*	• Comes on when you press the **ECON** button.	**ECON Mode*** P. 454	
	Road Departure Mitigation (RDM) Indicator	• Comes on for a few seconds when you turn the ignition switch to ON II*1, then goes off. • Comes on if there is a problem with the RDM system.	• **Stays on constantly** - Have your vehicle checked by a dealer.	
		• Comes on if the RDM is deactivated temporarily after the battery has been disconnected, then re-connected.	• Drive a short distance at more than 12 mph (20 km/h). The indicator should go off. If it does not, have your vehicle checked by a dealer.	

*1:Models with the smart entry system have an **ENGINE START/STOP** button instead of an ignition switch.

 * Not available on all models

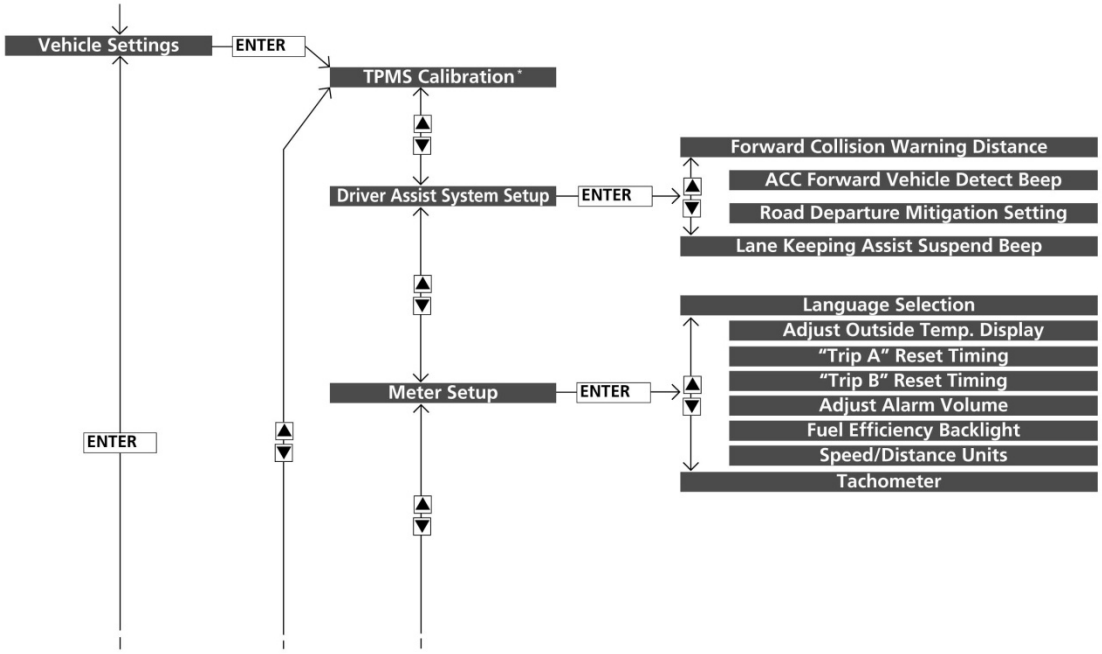
Indicator	Name	On/Blinking	Explanation	Message
	Road Departure Mitigation (RDM) Indicator	• Comes on when the RDM system shuts itself off.	• **Stays on** - The temperature inside the camera is too high. Use the climate control system to cool down the camera. The system activates when the temperature inside the camera cools down. ➡ **Front Sensor Camera** P. 523	
			• **Stays on** - The area around the camera is blocked by dirt, mud, etc. Stop your vehicle in a safe place, and wipe it off with a soft cloth. • Have your vehicle checked by a dealer if the indicator and message come back on after you cleaned the area around the camera. ➡ **Front Sensor Camera** P. 523	
		• Comes on if there is a problem with the RDM system. • Indicator may come on temporarily when the Maximum Load Limit is exceeded.	• Make sure the total load is within the Maximum Load Limit. ➡ **Maximum Load Limit** P. 431 • **Stays on constantly** - Have your vehicle checked by a dealer.	—

Continued

Message	Condition	Explanation
	**Lane Keeping Assist System (LKAS)** • Appears when the vehicle is driving out of a detected line. The steering wheel vibrates rapidly.	• Keep the vehicle within the lane you are driving. ➡ **Lane Keeping Assist System (LKAS)** P. 511
	Road Departure Mitigation (RDM) System • Appears when the vehicle is driving out of a detected lane. **When you selected Warning Only** - The steering wheel vibrates rapidly when the vehicle is drifting out of a detected lane. **When you selected Normal or Wide** - The steering wheel vibrates rapidly when the vehicle is drifting out of a detected line. The system also steers the vehicle to help you remain within your driving lane.	• Keep the vehicle within the lane you are driving. ➡ **Road Departure Mitigation (RDM) System** P. 519 • You can change the setting for the road departure mitigation system. **Normal**, **Wide**, and **Warning Only** can be selected. ➡ **Customized Features** P. 124, 337
	• Blinks when you fail to steer the vehicle. The beeper sounds simultaneously.	• Operate the steering wheel to resume the LKAS.
	• Appears when the LKAS is in operation, or the LKAS button is pressed, but there is a problem with a system related to the LKAS. The LKAS cancels automatically. The beeper sounds simultaneously.	• If any other system indicators come on, such as the VSA®, ABS and brake system, take appropriate action. ➡ **Indicators** P. 76

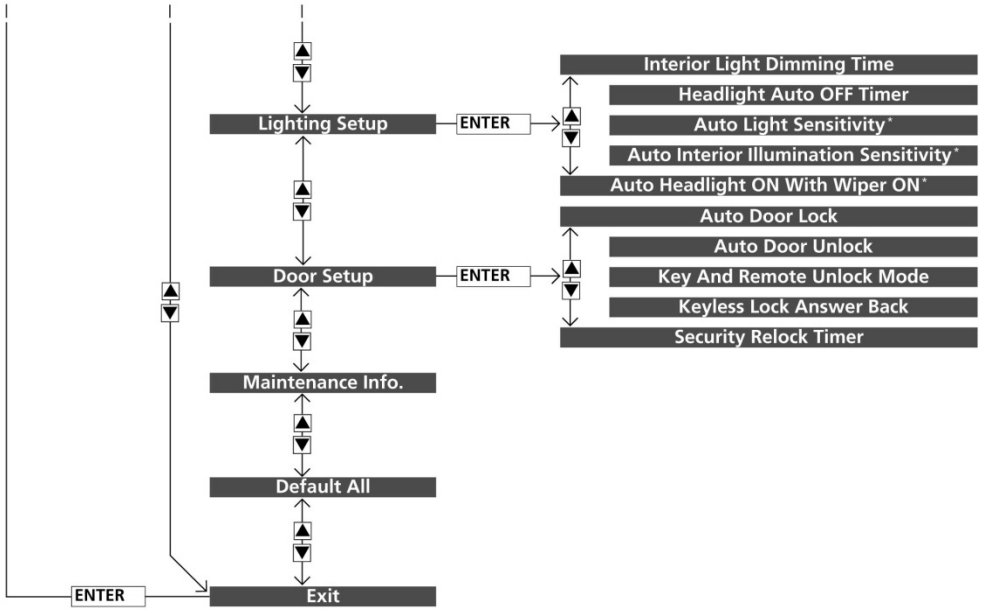
■ **Customization flow**

Press the [⚙] button.



* Not available on all models

Continued



126 * Not available on all models

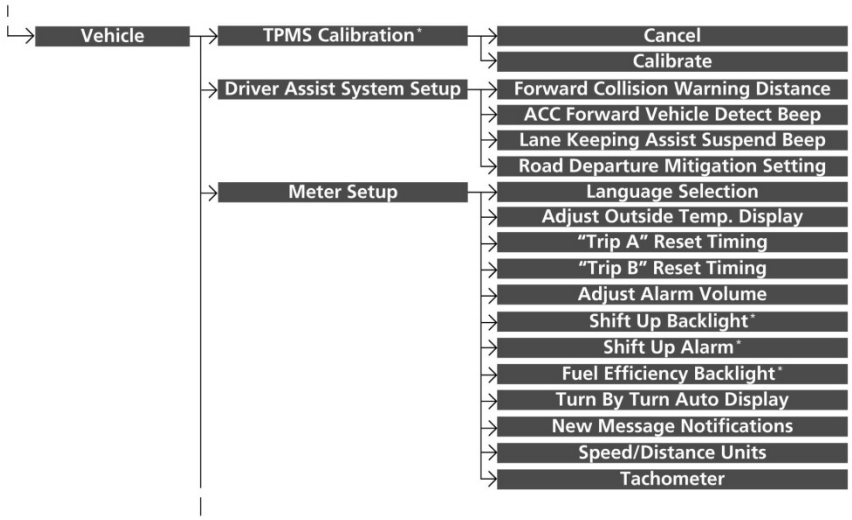
■ **List of customizable options**

Setup Group	Customizable Features	Description	Selectable Settings
TPMS Calibration*	—	Calibrates the TPMS.	**Cancel/Calibrate**
Driver Assist System Setup	**Forward Collision Warning Distance**	Changes at which distance the CMBS™ alerts.	**Long/Normal*1/Short**
	ACC Forward Vehicle Detect Beep	Causes the system to beep when the system detects a vehicle, or when the vehicle goes out of ACC range.	**ON/OFF*1**
	Road Departure Mitigation Setting	Changes the setting for the road departure mitigation system.	**Normal*1/Wide/Warning Only**
	Lane Keeping Assist Suspend Beep	Causes the system to beep when the LKAS is suspended.	**ON/OFF*1**

*1: Default Setting

* Not available on all models

Continued



* Not available on all models

Continued

Setup Group	Customizable Features		Description	Selectable Settings
System	Others	Climate Screen Timeout	Changes the length of time the climate control display stays on when you press the **CLIMATE** button.	**Never/5 Seconds/10 Seconds***1**/20 Seconds**
		Detail Information	Displays the details of the head unit and operating system information.	—
	Default		Cancels/Resets all customized items in the **System** group as default.	**Yes/No**
Vehicle	TPMS Calibration*		Cancels/Calibrates the TPMS.	**Cancel/Calibrate**
	Driver Assist System Setup	Forward Collision Warning Distance	Changes CMBS™ alert distance.	**Long/Normal***1**/Short**
		ACC Forward Vehicle Detect Beep	Causes the system to beep when the system detects a vehicle, or when the vehicle goes out of the ACC/ACC with Low Speed Follow range.	**On/Off***1
		Lane Keeping Assist Suspend Beep	Causes the system to beep when LKAS is suspended.	**On/Off***1
		Road Departure Mitigation Setting	Changes the setting for the road departure mitigation system.	**Normal***1**/Wide/ Warning Only**

*1:Default Setting

 * Not available on all models

Honda Sensing®

Honda Sensing® is a driver support system which employs the use of two distinctly different kinds of sensors: a radar sensor located in the lower bumper and a front sensor camera mounted to the interior side of the windshield, behind the rearview mirror.

Honda Sensing® has following functions.

■ **The functions which do not require switch operations to activate**
- Collision Mitigation Braking System™ (CMBS™) P. 470
- Road Departure Mitigation (RDM) System P. 519

■ **The functions which require switch operations to activate**
- Adaptive Cruise Control (ACC) with Low Speed Follow* P. 480
- Adaptive Cruise Control (ACC)* P. 496
- Lane Keeping Assist System (LKAS) P. 511

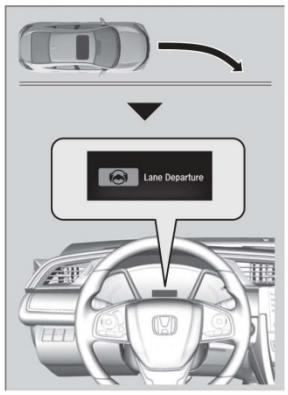
* Not available on all models

Continued

Road Departure Mitigation (RDM) System

Alerts and helps to assist you when the system detects a possibility of your vehicle unintentionally crossing over detected lane markings and/or leaving the roadway altogether.

How the System Works



The front camera behind the rearview mirror monitors left and right lane markings (in white or yellow). If your vehicle is getting too close to detected lane markings without a turn signal activated, the system, in addition to a visual alert, applies steering torque and alerts you with rapid vibrations on the steering wheel, to help you remain within the detected lane.

➡ **Customized Features** P. 124, 337

As a visual alert, the **Lane Departure** message appears on the driver information interface.

If the system determines that its steering input is insufficient to keep your vehicle on the roadway, it may apply braking.

▶ Braking is applied only when the lane markings are solid continuous lines.

The system cancels assisting operations when you turn the steering wheel to avoid crossing over detected lane markings.

If the system operates several times without detecting driver response, the system beeps to alert you.

Continued

Road Departure Mitigation (RDM) System

Important Safety Reminder

Like all assistance systems, the RDM system has limitations.

Over-reliance on the RDM system may result in a collision. It is always your responsibility to keep the vehicle within your driving lane.

The RDM system only alerts you when lane drift is detected without a turn signal in use. The RDM system may not detect all lane markings or lane or roadway departures; accuracy will vary based on weather, speed and lane marker condition. It is always your responsibility to safely operate the vehicle and avoid collisions.

You can read about handling information for the camera equipped with this system.

➡ **Front Sensor Camera** P. 523

The RDM system may not work properly or may work improperly under the certain conditions:

➡ **RDM Conditions and Limitations** P. 521

There are times when you may not notice RDM functions due to your operation of the vehicle, or road surface conditions.

How the System Activates

The system becomes ready to start searching for lane markings when all the following conditions are met:

- The vehicle is traveling between about 45 and 90 mph (72 and 145 km/h).
- The vehicle is on a straight or slightly curved road.
- The turn signals are off.
- The brake pedal is not depressed.
- The wipers are not in continuous operation.
- The vehicle is not accelerating or braking, and the steering wheel is not being turned.
- The system makes a determination that the driver is not actively accelerating, braking or steering.

How the System Activates

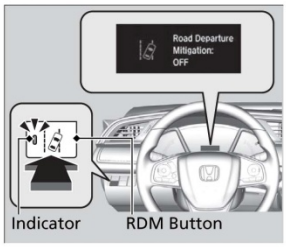
The RDM system may automatically shut off and the indicator comes and stays on.

➡ **Indicators** P. 76

RDM system function can be impacted when the vehicle is:

- Not driven within a traffic lane.
- Driven on the inside edge of a curve, or outside of a lane.
- Driven in a narrow lane.

RDM On and Off



Press the RDM button to turn the system on and off.

▶ The indicator in the button comes on and the message appears on the driver information interface when the system is on.

RDM On and Off

When you have selected **Warning Only** from the customized options using the driver information interface or audio/information screen, the system does not operate the steering wheel and braking.

➡ **Customized Features** P. 124, 337

The indicators for the Adaptive Cruise Control (ACC)*, Adaptive Cruise Control (ACC) with Low Speed Follow*, Road Departure Mitigation (RDM), Vehicle Stability Assist® (VSA®) system, Vehicle Stability Assist® (VSA®) OFF, Low Tire Pressure/TPMS* and Collision Mitigation Braking System™ (CMBS™) may come on after reconnecting the battery. Drive a short distance at more than 12 mph (20 km/h). The indicators should go off. If they do not, have your vehicle checked by a dealer.

* Not available on all models

RDM Conditions and Limitations

The system may not properly detect lane markings and the position of your vehicle under certain conditions. Some examples of these conditions are listed below.

Environmental conditions

- Driving in bad weather (rain, fog, snow, etc.).
- Sudden changes between light and dark, such as an entrance or exit of a tunnel.
- There is little contrast between lane lines and the roadway surface.
- Driving into low sunlight (e.g., at dawn or dusk).
- Strong light is reflected onto the roadway.
- Driving in the shadows of trees, buildings, etc.
- Shadows of adjacent objects are parallel to lane markings.
- Roadway objects or structures are misinterpreted as lane markers.
- Reflections on the interior of the windshield.
- Driving at night or in a dark condition such as a tunnel.

Continued

■ **Roadway conditions**

- Driving on a snowy or wet roadway (obscured lane marking, vehicle tracks, reflected lights, road spray, high contrast).
- Driving on a road with temporary lane markings.
- Faint, multiple, or varied lane markings are visible on the roadway due to road repairs or old lane markings.
- The roadway has merging, split, or crossing lines (e.g., such as at an intersection or crosswalk).
- The lane markings are extremely narrow, wide, or changing.
- The vehicle in front of you is driving near the lane lines.
- The road is hilly or the vehicle is approaching the crest of a hill.
- Driving on rough or unpaved roads, or over bumpy surfaces.
- When objects on the road (curb, guard rail, pylons, etc.) are recognized as white lines (or yellow lines).
- Driving on roads with double lines.

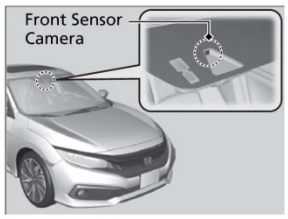
■ **Vehicle conditions**

- Headlight lenses are dirty or the headlights are not properly adjusted.
- The outside of the windshield is streaked or blocked by dirt, mud, leaves, wet snow, etc.
- The inside of the windshield is fogged.
- The camera temperature gets too high.
- An abnormal tire or wheel condition (wrong sized, varied size or construction, improperly inflated, compact spare tire, etc.).
- The vehicle is tilted due to a heavy load or suspension modifications.
- When tire chains are installed.

Front Sensor Camera

The camera, used in systems such as LKAS, RDM, ACC*, ACC with Low Speed Follow*, and CMBS™, is designed to detect an object that triggers any of the systems to operate its functions.

Camera Location and Handling Tips



This camera is located behind the rearview mirror.

To help reduce the likelihood that high interior temperatures will cause the camera's sensing system to shut off, when parking, find a shady area or face the front of the vehicle away from the sun. If you use a reflective sun shade, do not allow it to cover the camera housing. Covering the camera can concentrate heat on it.

Front Sensor Camera

Never apply a film or attach any objects to the windshield, the hood, or the front grille that could obstruct the camera's field of vision and cause the system to operate abnormally.
Scratches, nicks, and other damage to the windshield within the camera's field of vision can cause the system to operate abnormally. If this occurs, we recommend that you replace the windshield with a genuine Honda replacement windshield. Making even minor repairs within the camera's field of vision or installing an aftermarket replacement windshield may also cause the system to operate abnormally. After replacing the windshield, have a dealer recalibrate the camera. Proper calibration of the camera is necessary for the system to operate properly.

Do not place an object on the top of the instrument panel. It may reflect onto the windshield and prevent the system from detecting lane lines properly.

* Not available on all models

Continued

APPENDIX C

Run Log

Subject Vehicle: **2020 Honda Civic 2.0L 4D Sport** Test Date: **1/16/2020**

Driver: **A. Ricci**

Note: For Distance at Warning positive values indicate inside the lane

Notes: *Note that while the vehicle was instrumented to record the onset of steering wheel vibration, the signal/noise was too low to reliably detect its onset timing.*

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Visual Alert (ft)	Pass/Fail	Notes
1	**Botts**	**Left**	N			Yaw Rate
2			Y	0.82	Pass	
3			Y	0.70	Pass	
4			Y	0.95	Pass	
5			Y	0.09	Pass	
6			Y	0.62	Pass	
7			Y	0.58	Pass	
8			Y	0.92	Pass	
9	**Botts**	**Right**	Y	0.38	Pass	
10			Y	0.52	Pass	
11			N			Speed
12			Y	0.62	Pass	
13			Y	0.52	Pass	
14			Y	0.50	Pass	
15			Y	0.19	Pass	
16			Y	0.45	Pass	

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Visual Alert (ft)	Pass/Fail	Notes
17	**Solid**	**Right**	N			Speed
18			Y	0.50	Pass	
19			Y	0.53	Pass	
20			Y	0.42	Pass	
21			Y	0.50	Pass	
22			Y	0.65	Pass	
23			Y	0.34	Pass	
24			Y	0.65	Pass	
25	**Solid**	**Left**	Y	0.48	Pass	
26			Y	0.54	Pass	
27			Y	0.37	Pass	
28			Y	0.40	Pass	
29			Y	0.36	Pass	
30			Y	0.42	Pass	
31			Y	0.41	Pass	
32	**Dashed**	**Left**	Y	0.44	Pass	
33			Y	0.45	Pass	
34			Y	0.49	Pass	
35			Y	0.28	Pass	
36			Y	0.25	Pass	
37			Y	0.26	Pass	
38			Y		Fail	No Lane Departure Warning

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Visual Alert (ft)	Pass/Fail	Notes
39	**Dashed**	**Right**	Y	0.79	Pass	
40			Y	0.74	Pass	
41			Y	0.61	Pass	
42			Y	0.74	Pass	
43			Y	0.83	Pass	
44			Y	0.71	Pass	
45			Y	0.75	Pass	

APPENDIX D

Time History Plots

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Description of Time History Plots

A set of time history plots is provided for each valid run in the test series. Each set of plots comprises time varying data from the Subject Vehicle, as well as pass/fail envelopes and thresholds. The following is a description of data types shown in the time history plots, as well as a description of the color code for data envelopes.

Time History Plot Description

Time history figures include the following sub-plots:

- Warning – Indicates timing of warning issued by LDW system. Depending on the type of LDW alert or instrumentation used to measure the alert, this can be any of the following:
    - Filtered and rectified sound signal
    - Filtered and rectified acceleration (e.g., steering wheel vibration)
    - Light sensor signal
    - Discrete on/off value
- Speed (mph) – Speed of the Subject Vehicle
- Yaw Rate (deg/sec) – Yaw rate of the Subject Vehicle
- Distance to Lane Edge (ft) – Lateral distance (in lane coordinates) from the outer front tire bulge to the inside edge of the lane marking of interest for a given test (a positive value indicates the vehicle is completely within the lane while a negative value indicates that the outer front tire bulge has crossed over the inner lane marking edge). The distance to the lane edge at the moment the LDW alert is issued, is displayed to the right of subplot.
- Lateral Lane Velocity (ft/sec) – Lateral velocity (in lane coordinates) of the outer front tire bulge
- Bird's Eye View – Indicates the position of the Subject Vehicle with respect to the lane marking of interest for a given test. Green rectangles represent the Subject Vehicle's position at approximately 2 second intervals, while the yellow rectangle indicates the position of the Subject Vehicle at the time of LDW warning issuance.

Envelopes and Thresholds

Each of the time history plot figures can contain either green or yellow envelopes and/or black threshold lines. These envelopes and thresholds are used to programmatically and visually determine the validity of a given test run. Envelope and threshold exceedances are indicated with either red shading or red asterisks, and red text is placed to the right side of the plot indicating the type of exceedance.

Green envelopes indicate that the time-varying data should not exceed the envelope boundaries at any time within the envelope. Exceedances of a green envelope are indicated by red shading in the area between the measured time-varying data and the envelope boundaries.

Yellow envelopes indicate that the time-varying data should not exceed the envelope only at the right end. Exceedances at the right extent of a yellow envelope are indicated by red asterisks. Data within the boundaries at the right extent of a yellow envelope are indicated by green circles.

For the warning plot, a dashed black threshold line indicates the threshold used to determine the onset of the LDW alert. The alert is considered on the first time the alert signal crosses this threshold line.

Color Codes

Color codes have been adopted to easily identify the types of data, envelopes, and thresholds used in the plots.

Color codes can be broken into three categories:

1. Validation envelopes and thresholds
2. Instantaneous samplings
3. Text

1. Validation envelope and threshold color codes:
   - Green envelope = time varying data must be within the envelope at all times in order to be valid
   - Yellow envelope = time varying data must be within limits at right end
   - Black threshold (Solid) = time varying data must not exceed this threshold in order to be valid
   - Black threshold (Dashed) = for reference only – this can include warning level thresholds which are used to determine the timing of the alert

2. Instantaneous sampling color codes:
   - Green circle = passing or valid value at a given moment in time
   - Red asterisk = failing or invalid value at a given moment in time

3. Text color codes:

- Green = passing or valid value
- Red = failing or invalid value

Examples of time history plots (including passing, failing and invalid runs) are shown in Figure D1 through Figure D3. Actual time history data plots for the vehicle under consideration are provided subsequently.

Notes

In some cases, the red letters “NG” are shown at the right side of a plot. This indicates “No Good”, i.e. a run exceeded some boundary criteria. This indicator is usually used during testing to screen whether or not a test run is valid. While it is the case that invalid runs are not presented in this appendix, there are circumstances where an NG plot may be presented. This can happen when the vehicle is being evaluated on more than one alert. A test run is valid and passing if it is valid and passing on any of its alerts. It need not pass based on all alerts. A typical case is where a run is valid and passing on the basis of an audible alert, but fails based on a late visual alert. The validity criteria are based on the alert timing, so in the time between the valid and passing audible alert and the late visual alert, the vehicle may have exceeded some validity criteria, e.g. the lane lateral velocity criteria. In such a case, the audible alert plot will indicate valid and passing and the visual alert plot will indicate failing and invalid (NG). For the case described, if the lateral velocity criteria were not exceeded in the time between the audible and visual alerts, the visual plot would indicate valid and failing.

When no warning is detected the Distance to Lane Edge plot will be labeled “No Wng” in red along the right side.

The Bird’s Eye View representation is not synchronized to the time history plots above it. It is a spatial, not temporal, representation.

The minimum (worst) GPS fix type is displayed in the lower right corner of each page. The only valid fix type is RTK fixed (displayed in green). If the fix type during any portion of the test was anything other than RTK fixed, then “RTK Fixed OR LESS!!” is displayed in red.

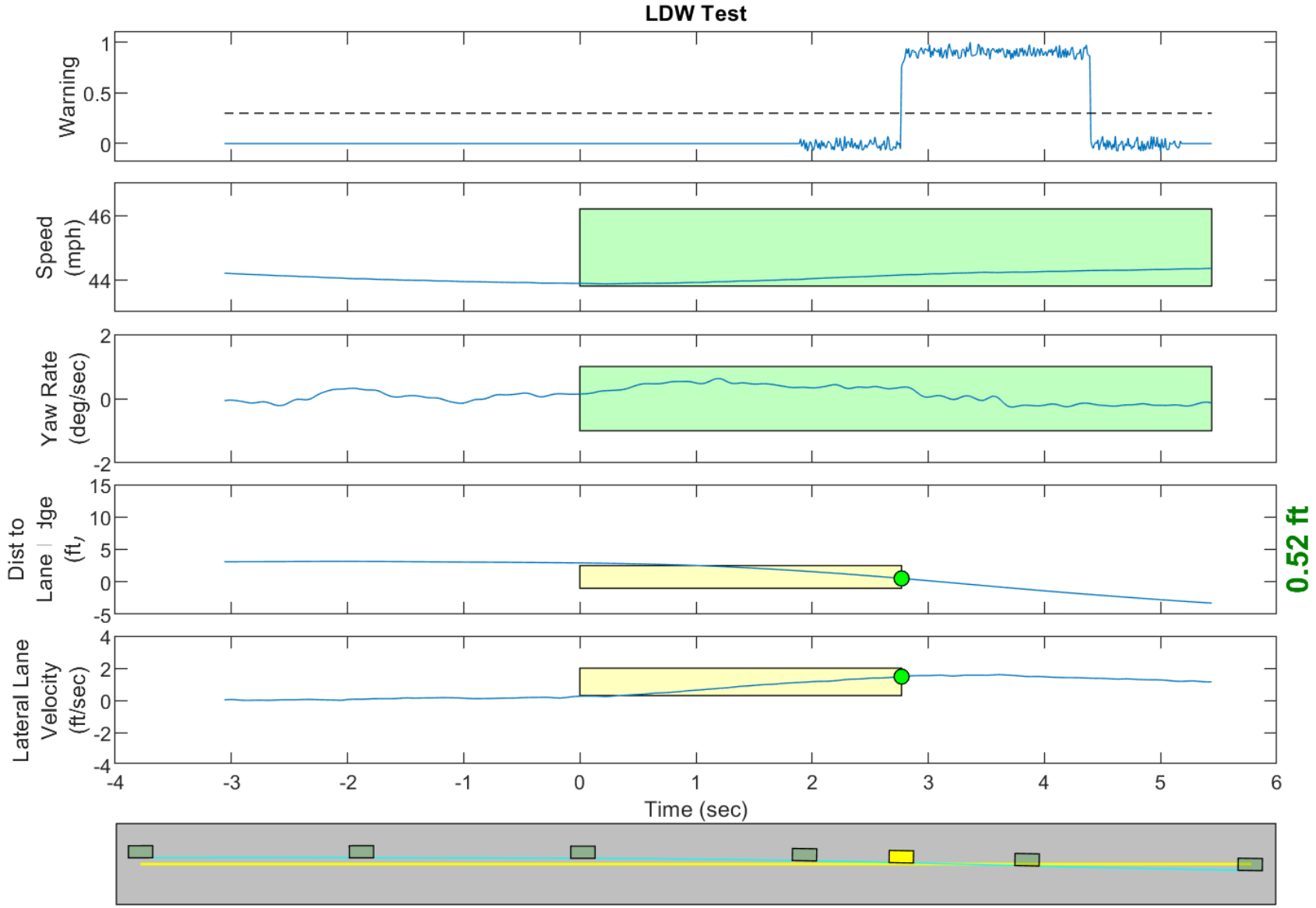

Figure D1. Example Time History for Lane Departure Warning Test, Passing

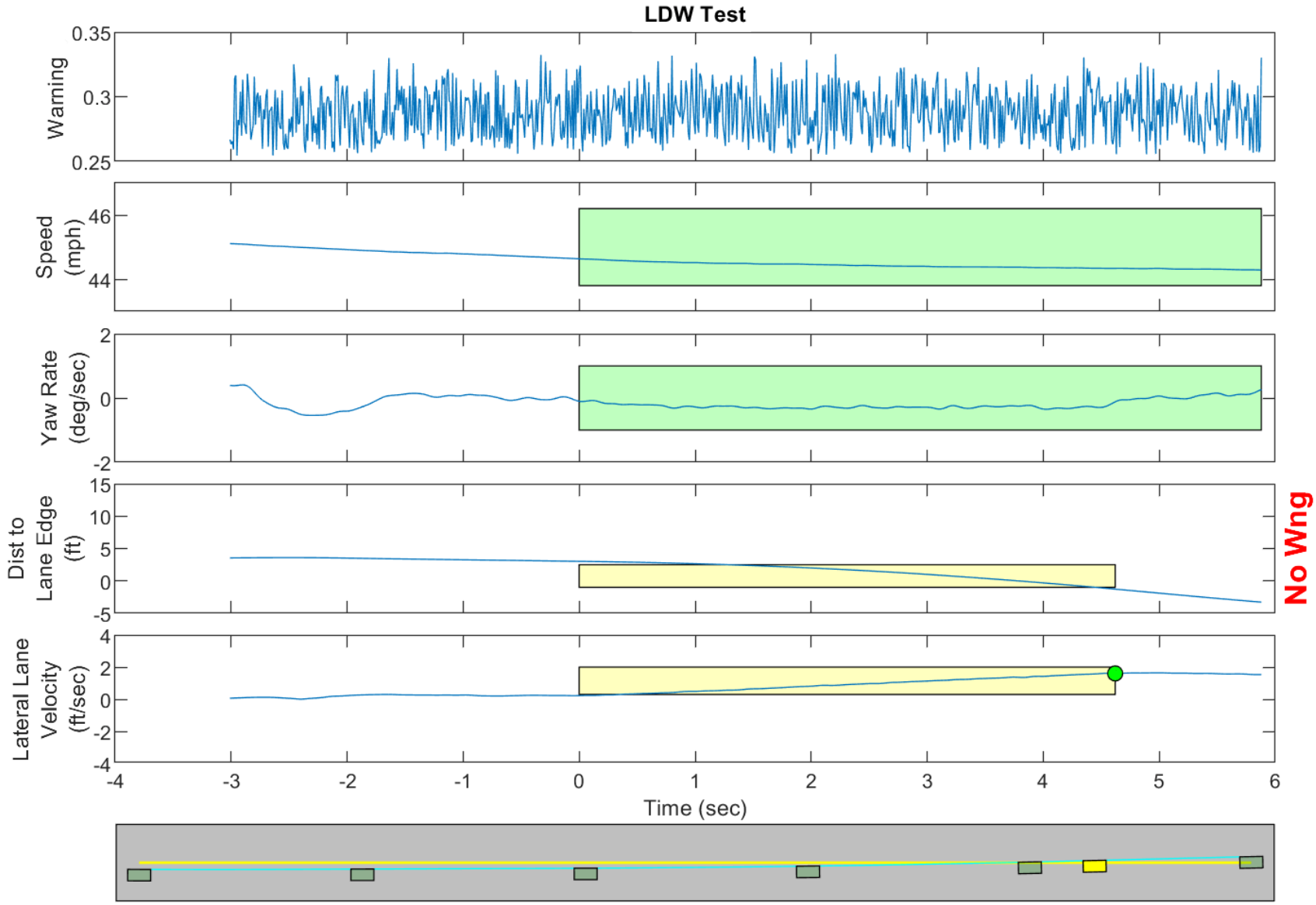

Figure D2. Example Time History for Lane Departure Warning Test, Failing, No Warning Issued

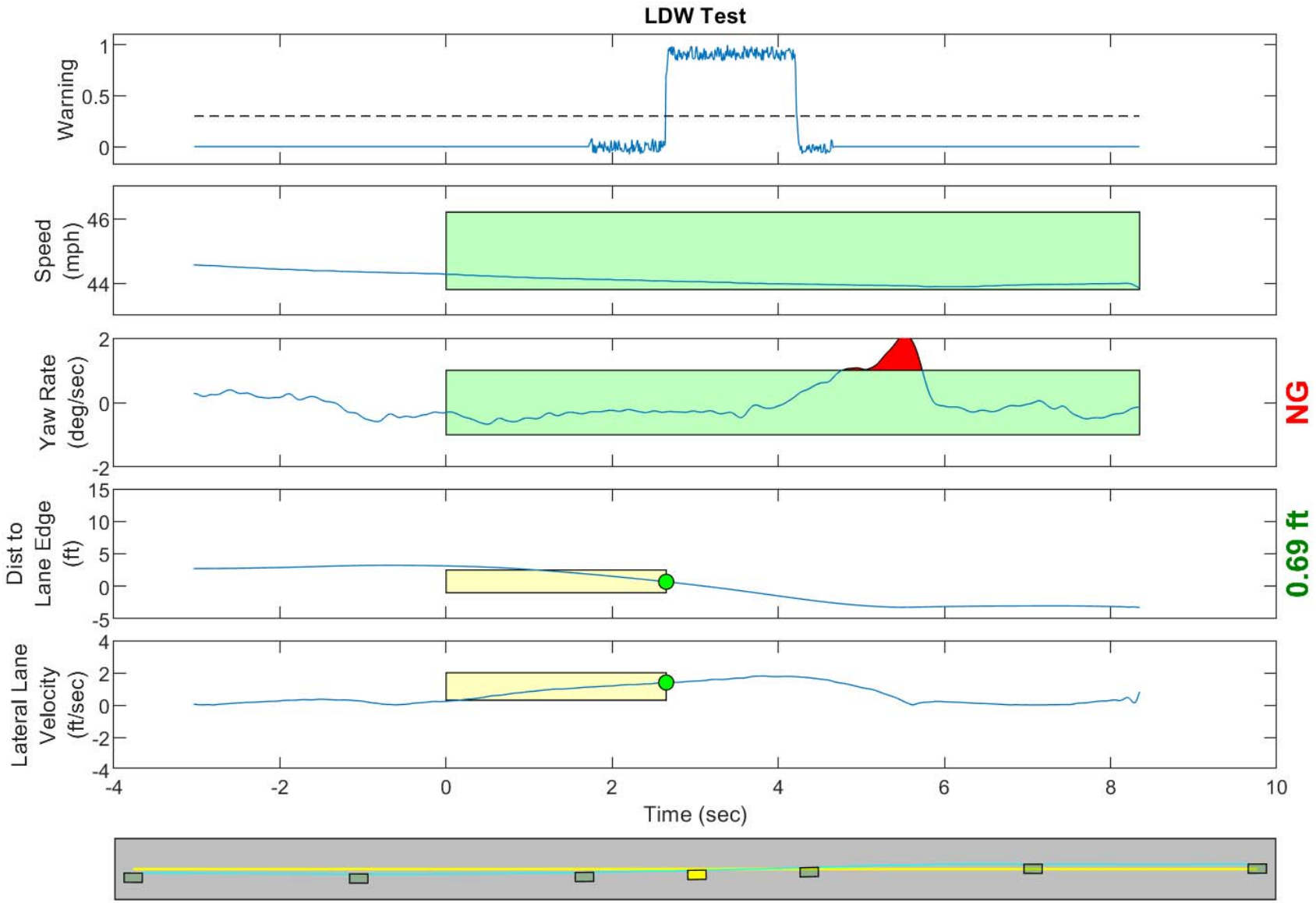

Figure D3. Example Time History for Lane Departure Warning Test, Invalid Run Due to Subject Vehicle Yaw Rate

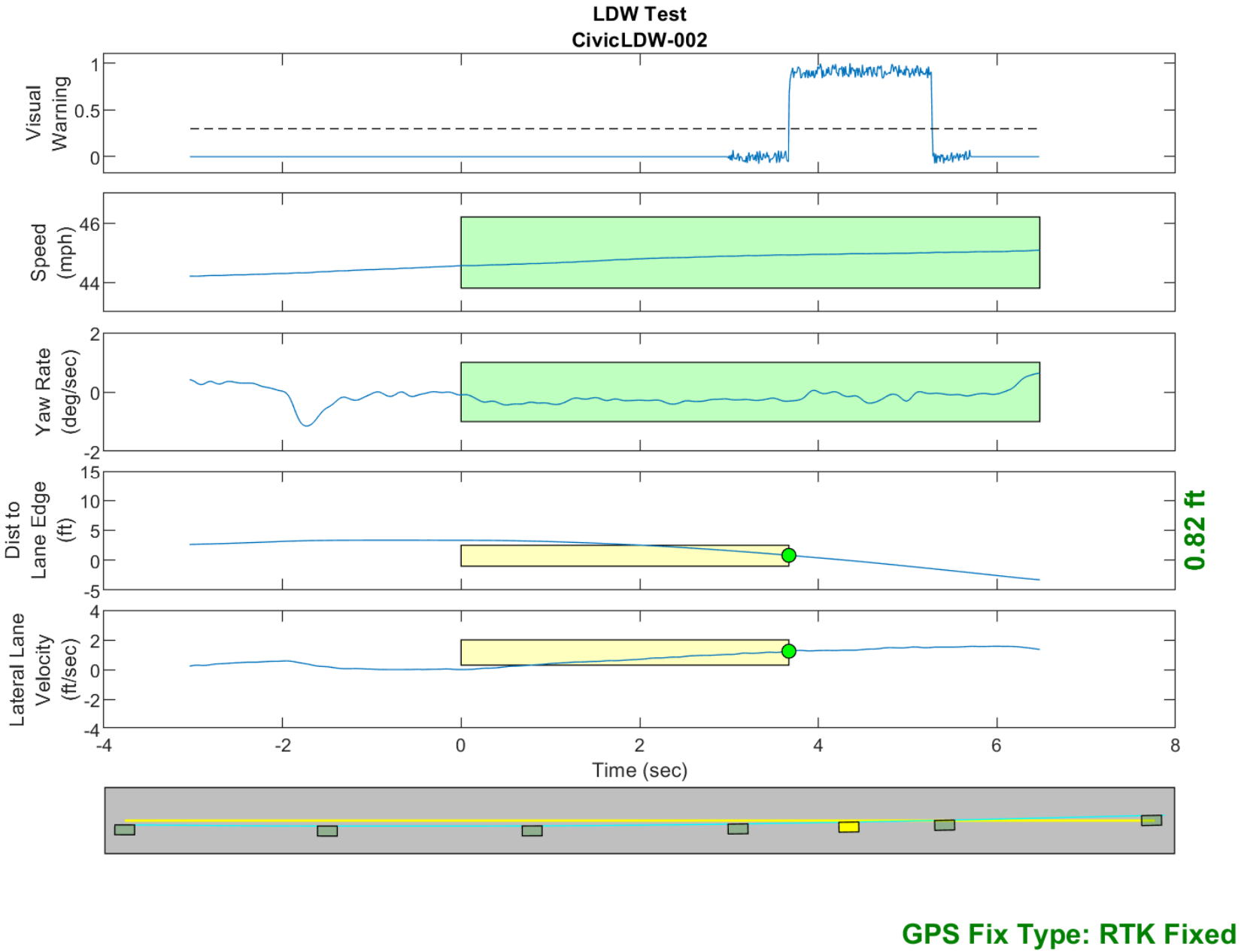

Figure D4. Time History for Run 2, Botts Dots, Left Departure, Visual Warning

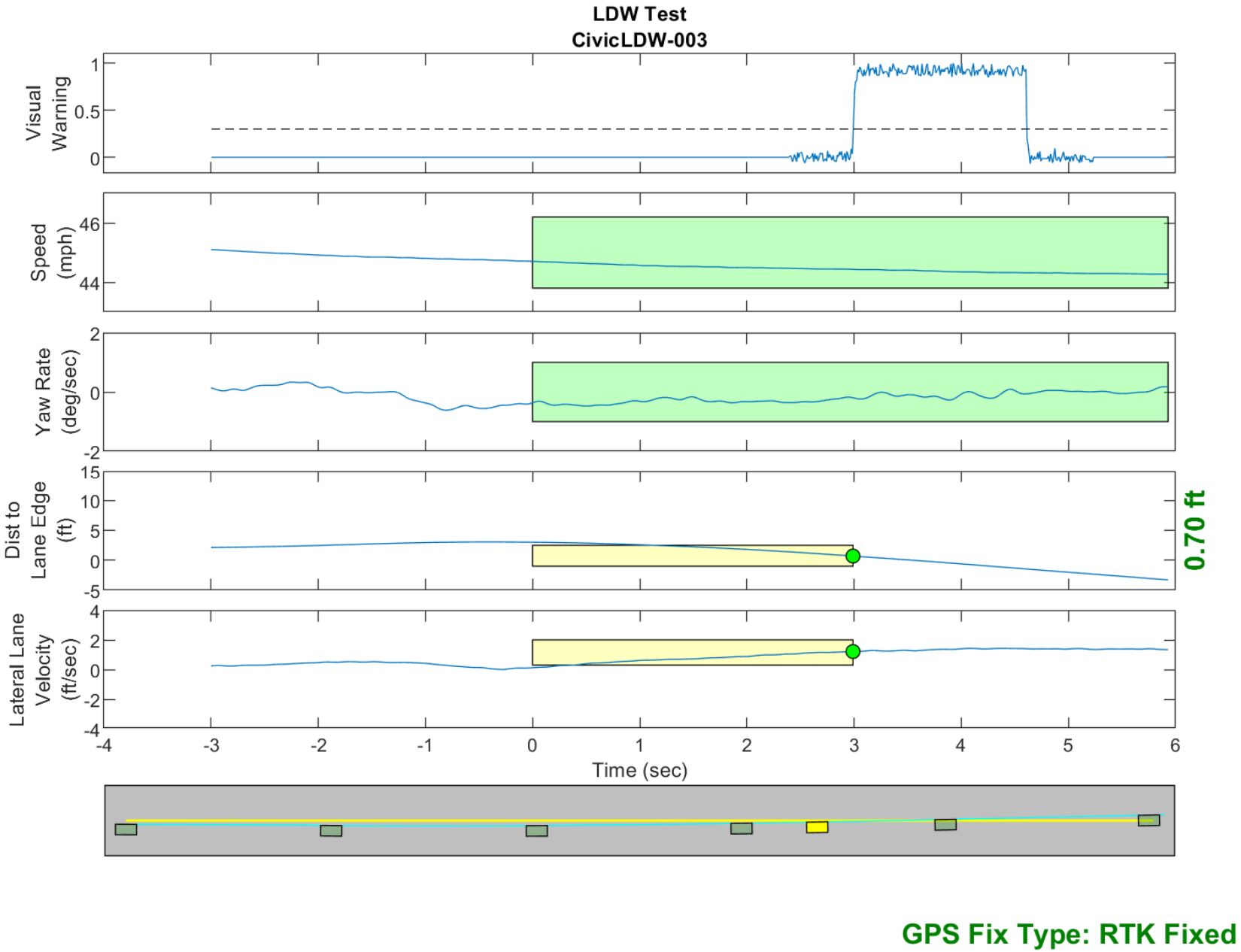

Figure D5. Time History for Run 3, Botts Dots, Left Departure, Visual Warning

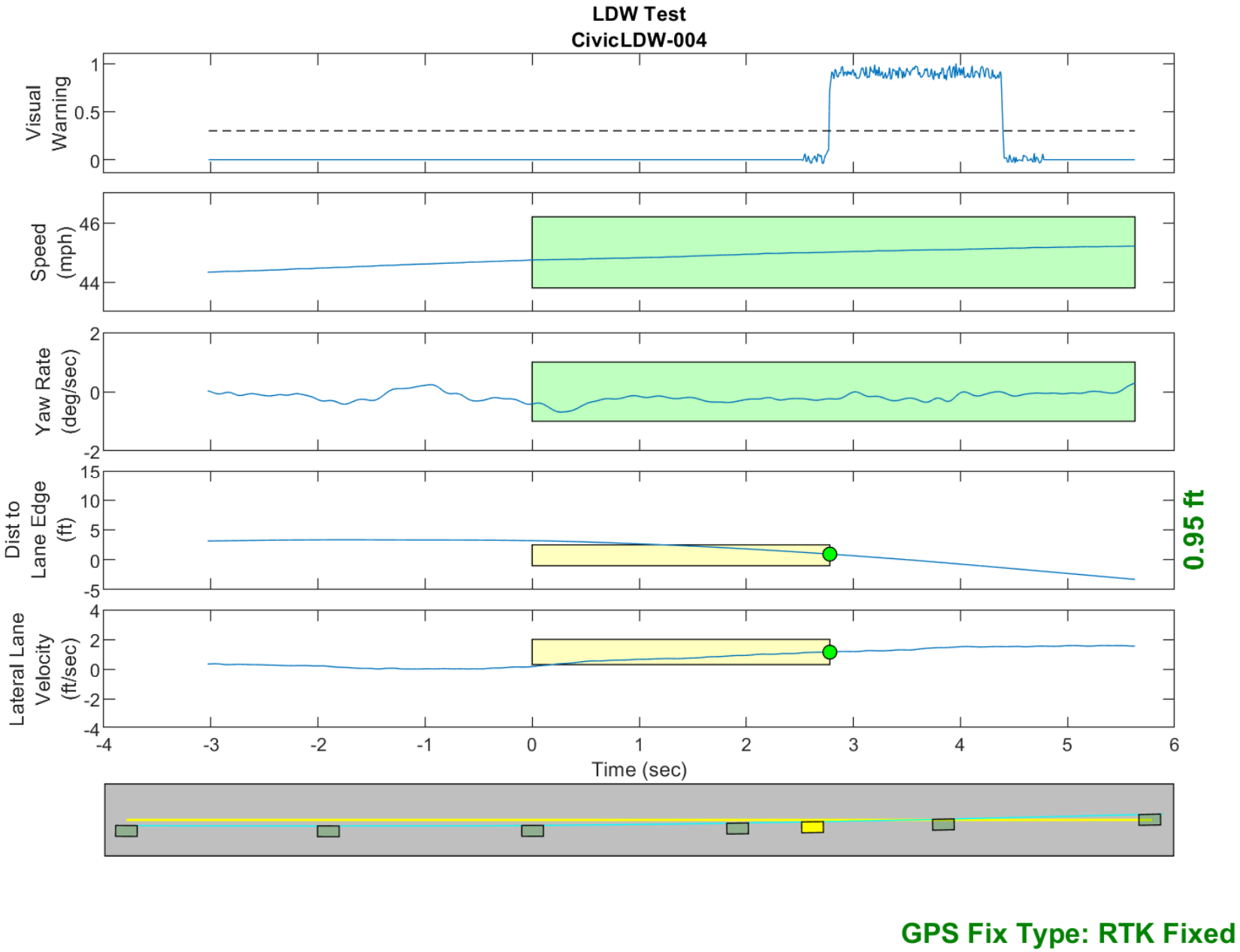

Figure D6. Time History for Run 4, Botts Dots, Left Departure, Visual Warning

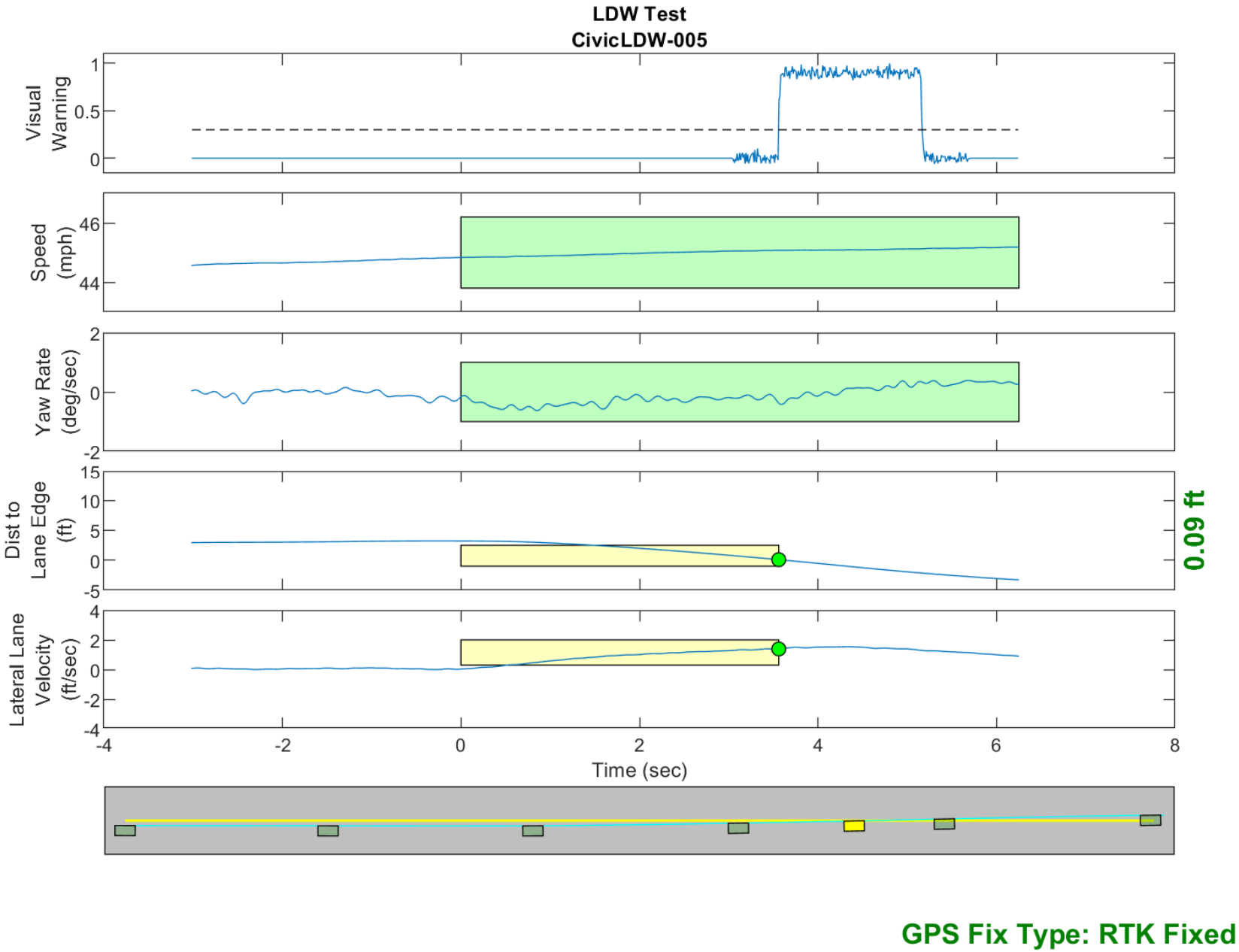

Figure D7. Time History for Run 5, Botts Dots, Left Departure, Visual Warning

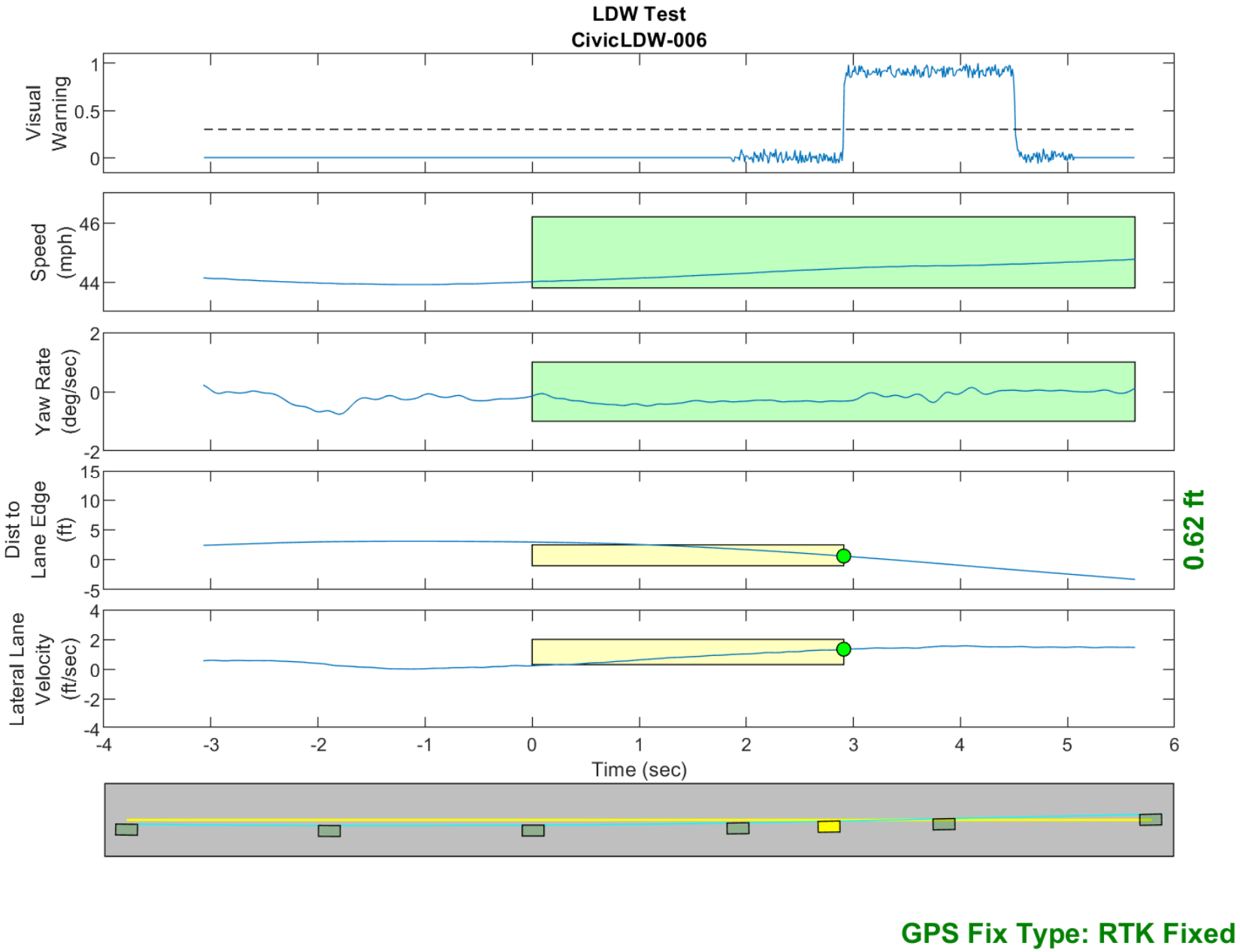

Figure D8. Time History for Run 6, Botts Dots, Left Departure, Visual Warning

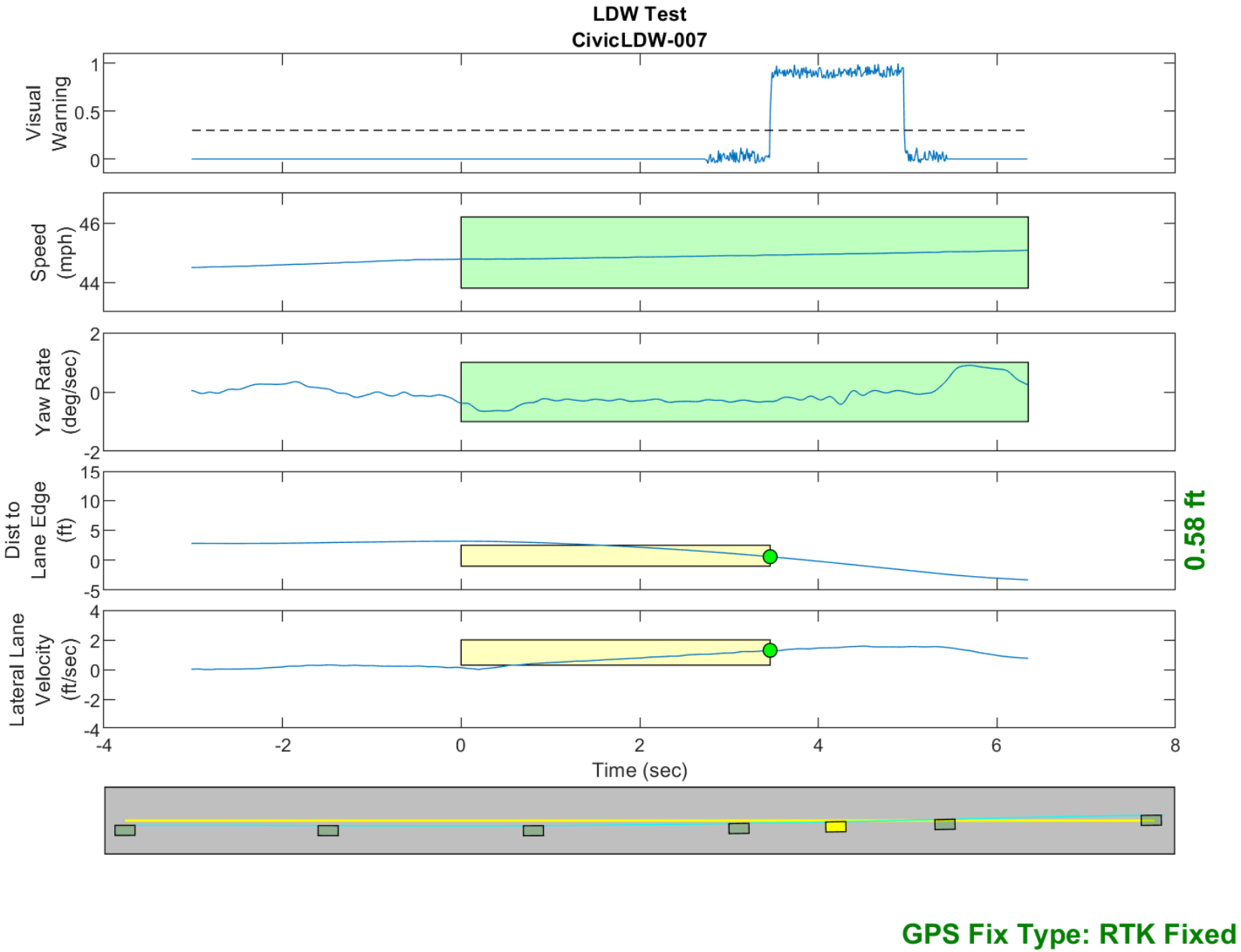

Figure D9. Time History for Run 7, Botts Dots, Left Departure, Visual Warning

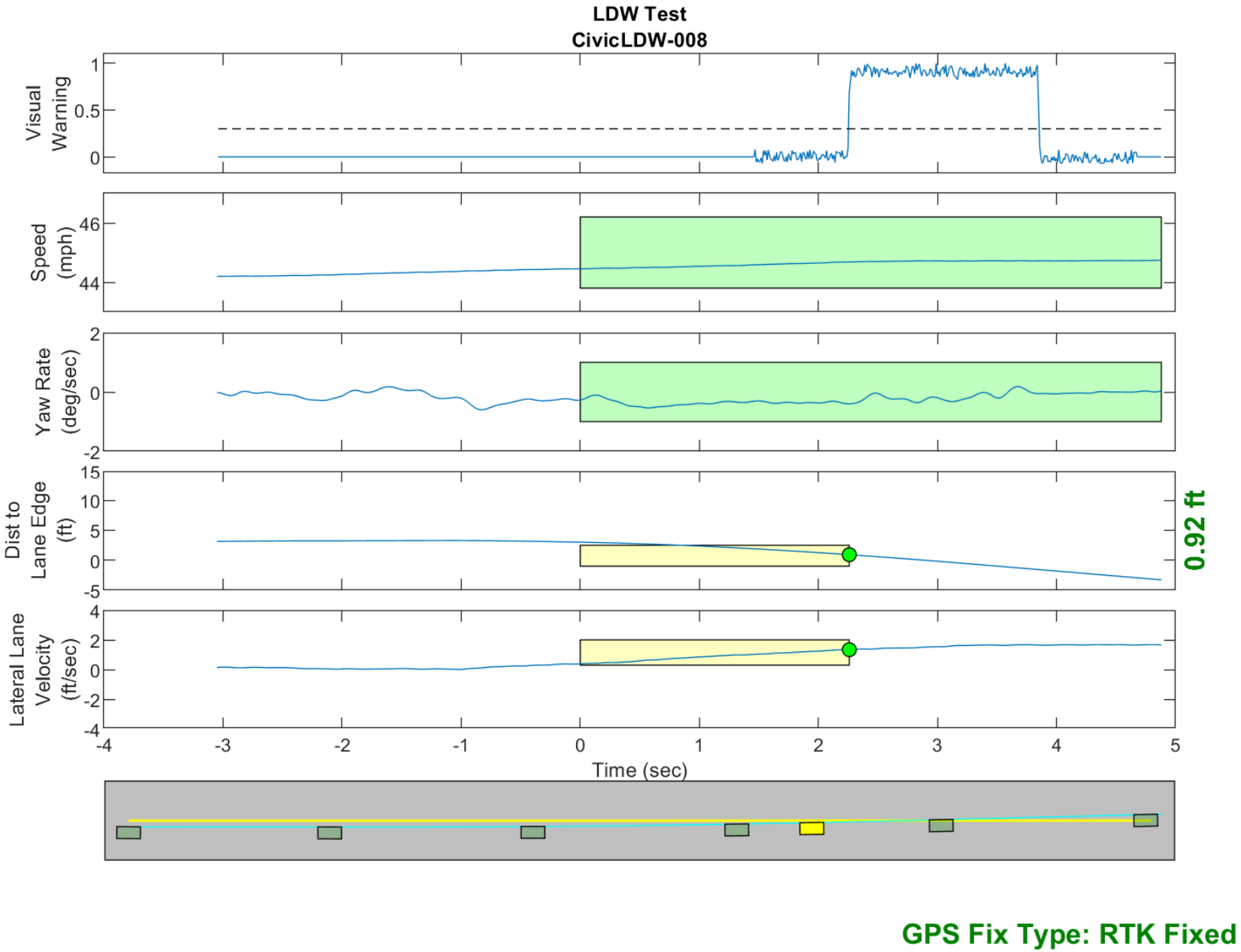

Figure D10. Time History for Run 8, Botts Dots, Left Departure, Visual Warning

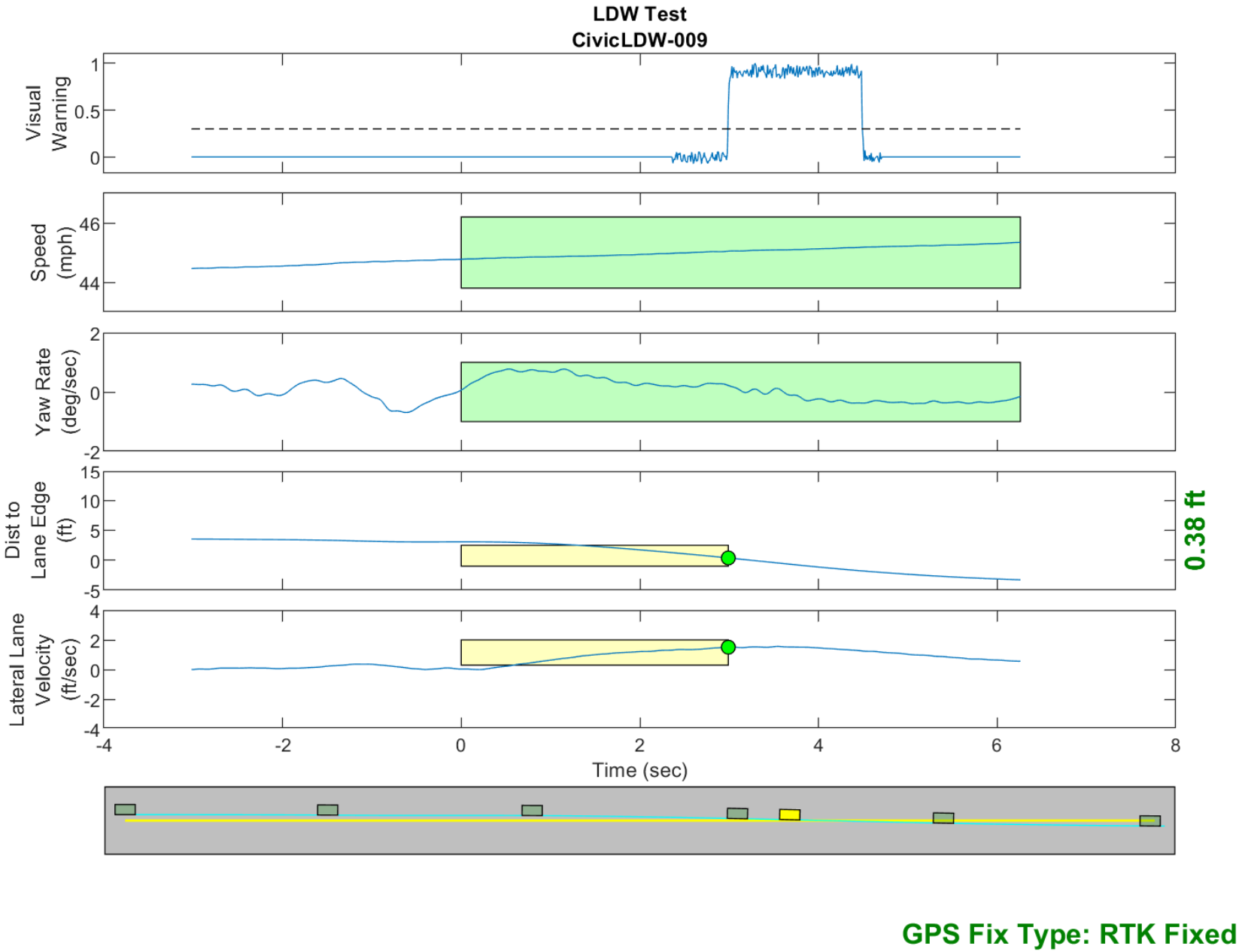

Figure D11. Time History for Run 9, Botts Dots, Right Departure, Visual Warning

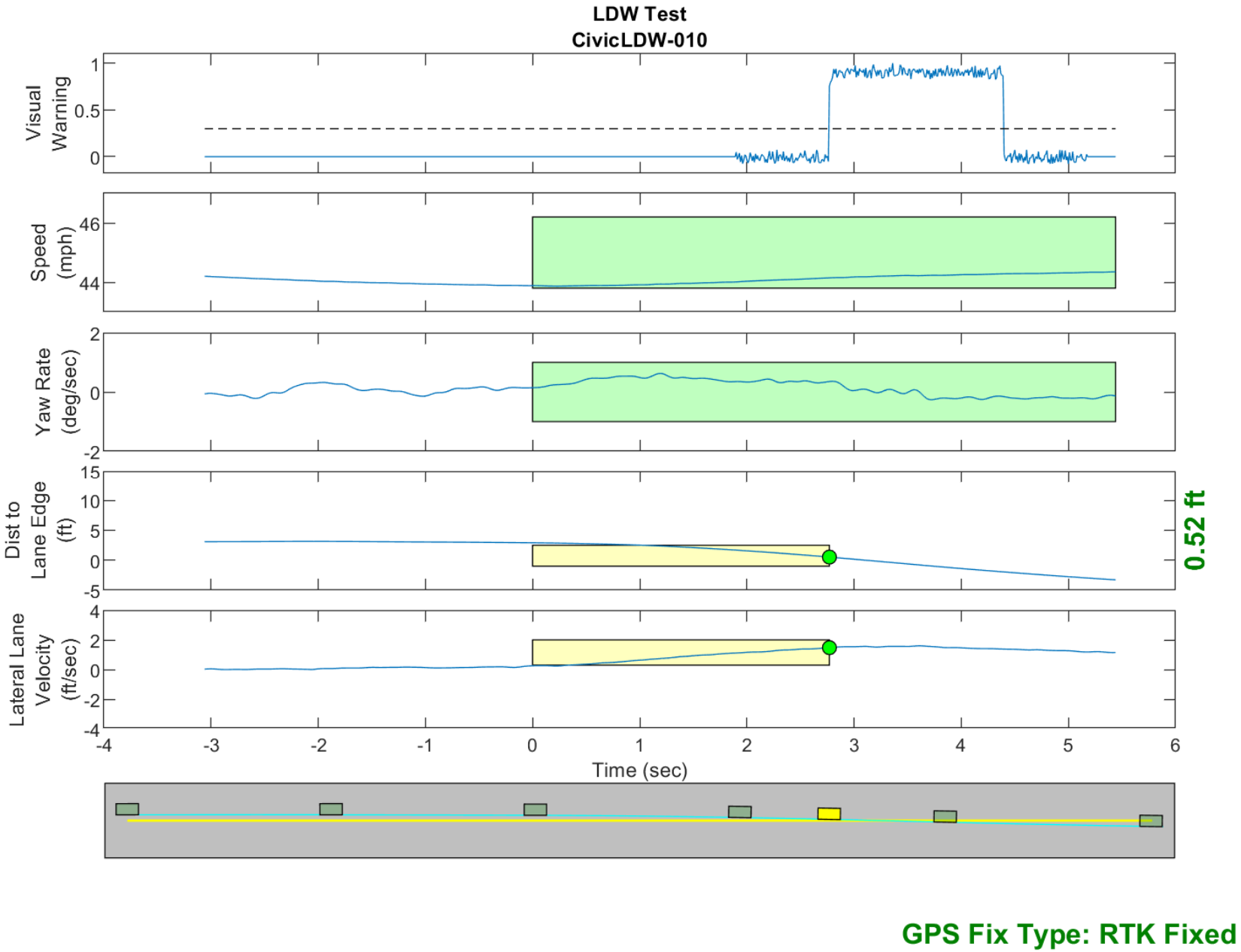

Figure D12. Time History for Run 10, Botts Dots, Right Departure, Visual Warning

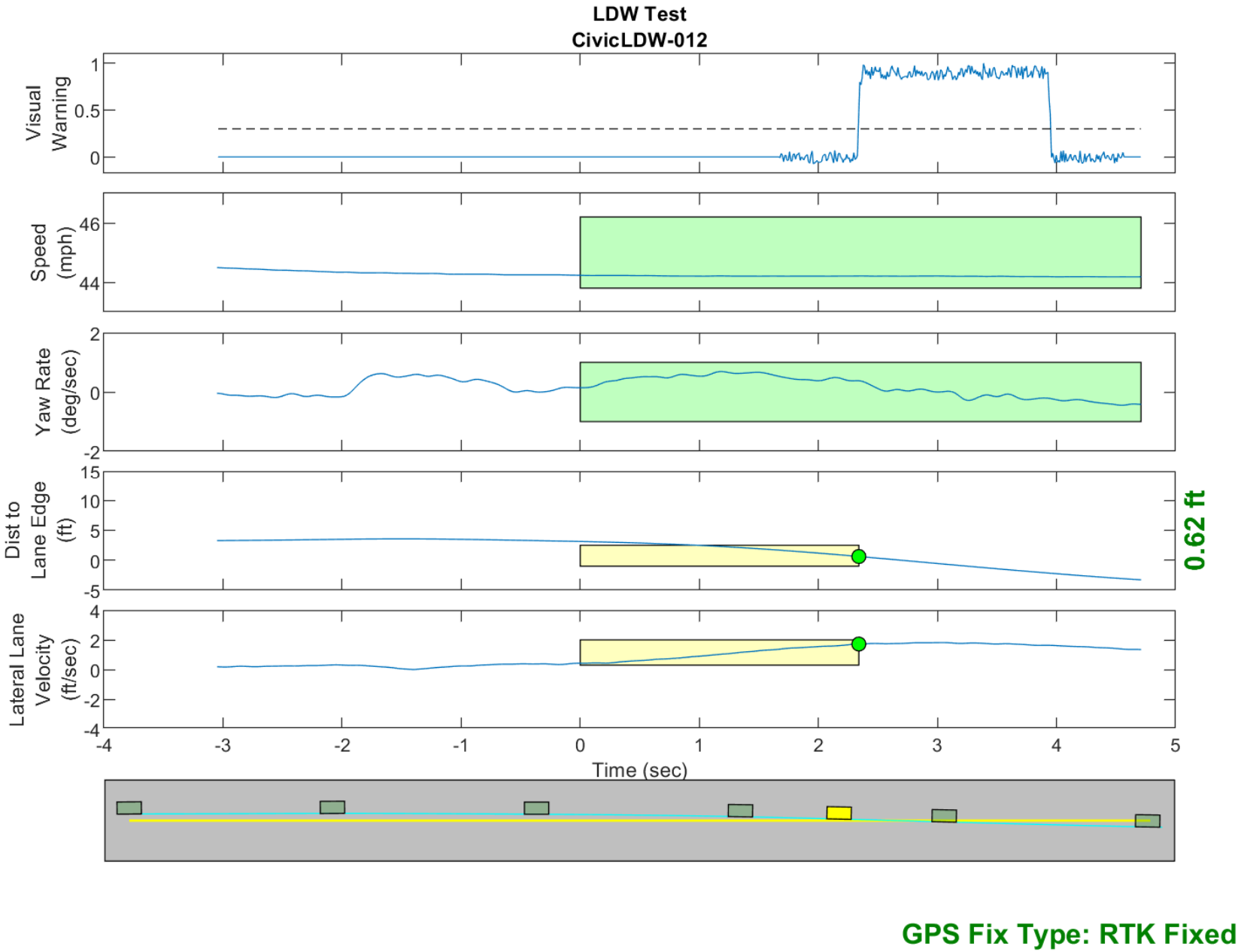

Figure D13. Time History for Run 12, Botts Dots, Right Departure, Visual Warning

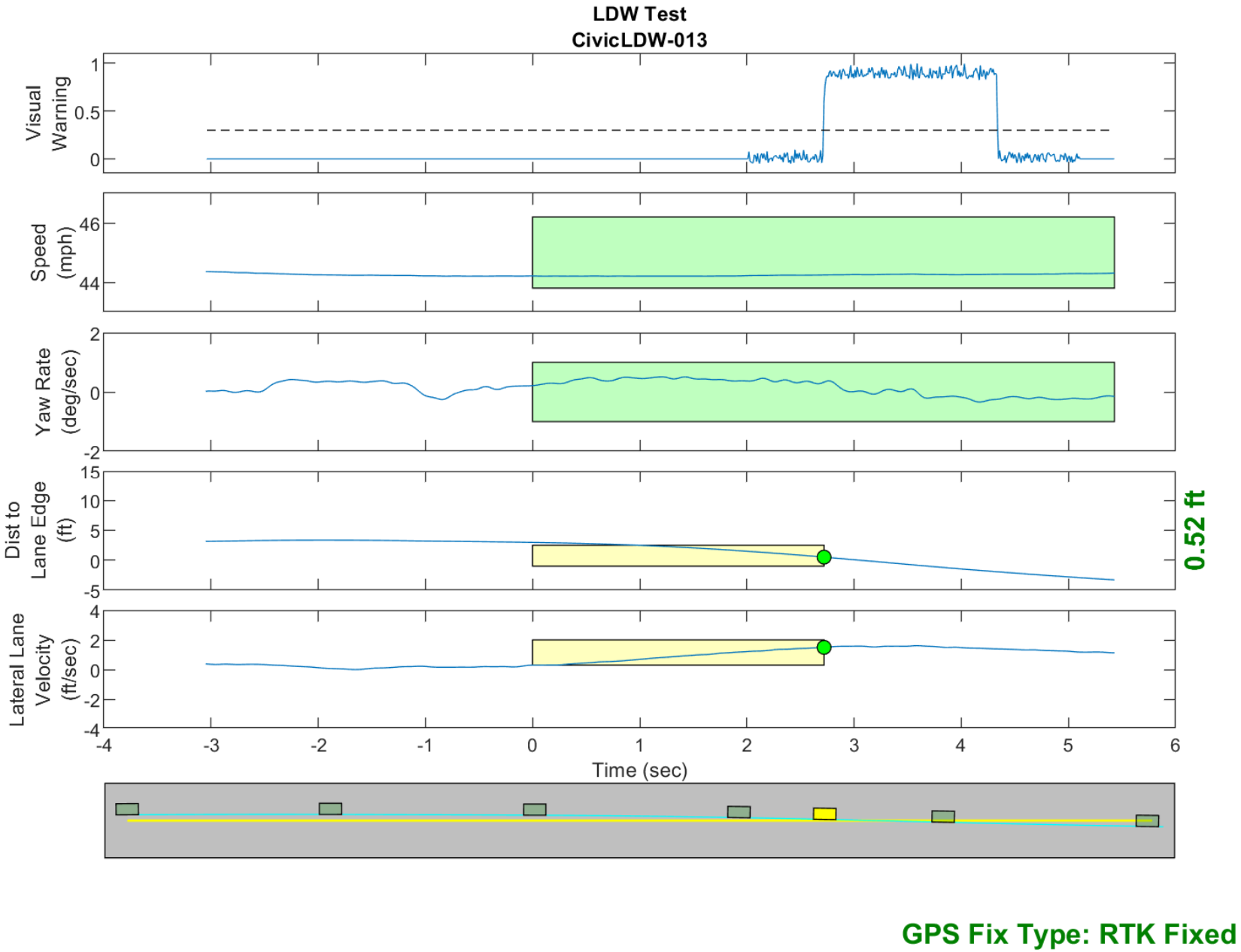

Figure D14. Time History for Run 13, Botts Dots, Right Departure, Visual Warning

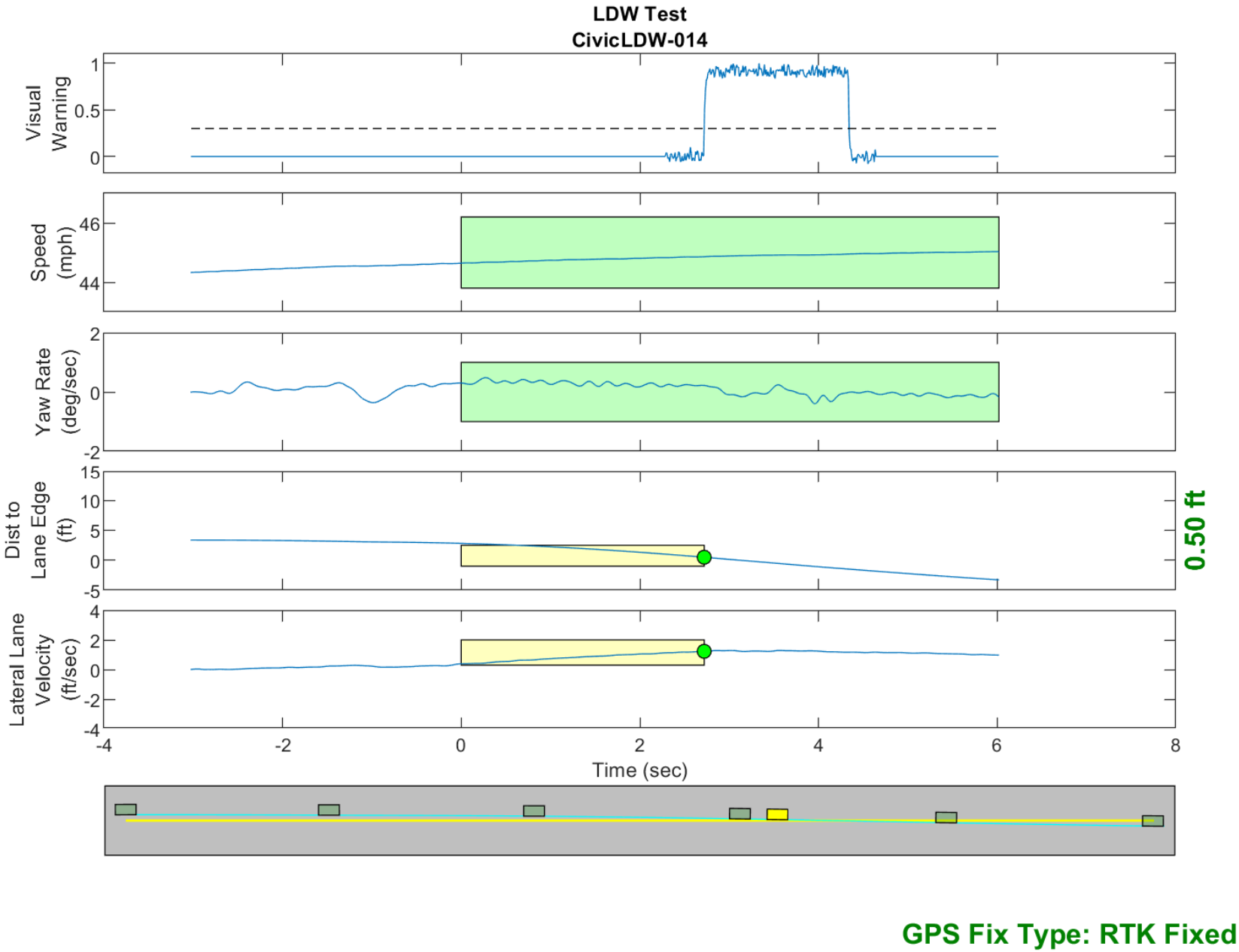

Figure D15. Time History for Run 14, Botts Dots, Right Departure, Visual Warning

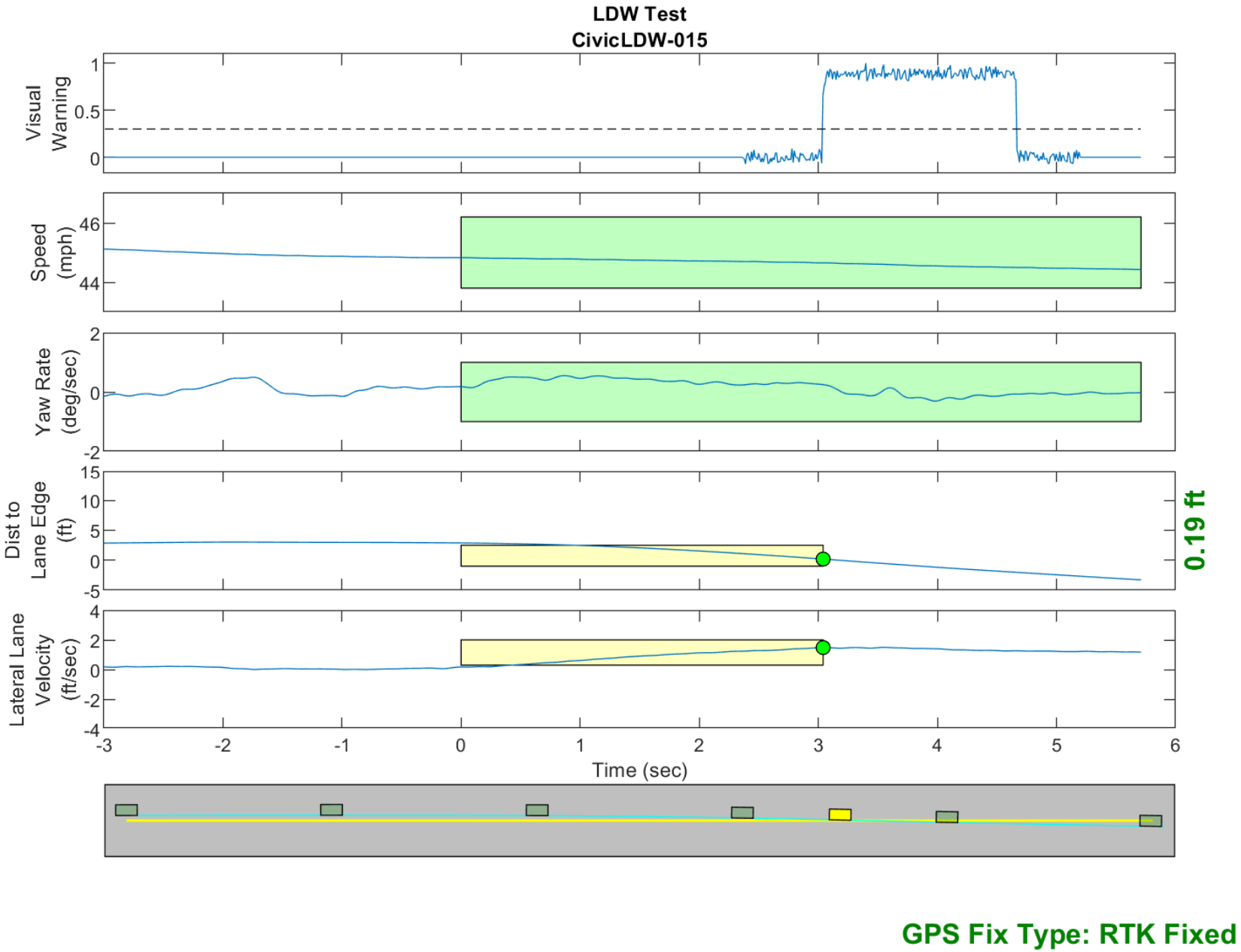

Figure D16. Time History for Run 15, Botts Dots, Right Departure, Visual Warning

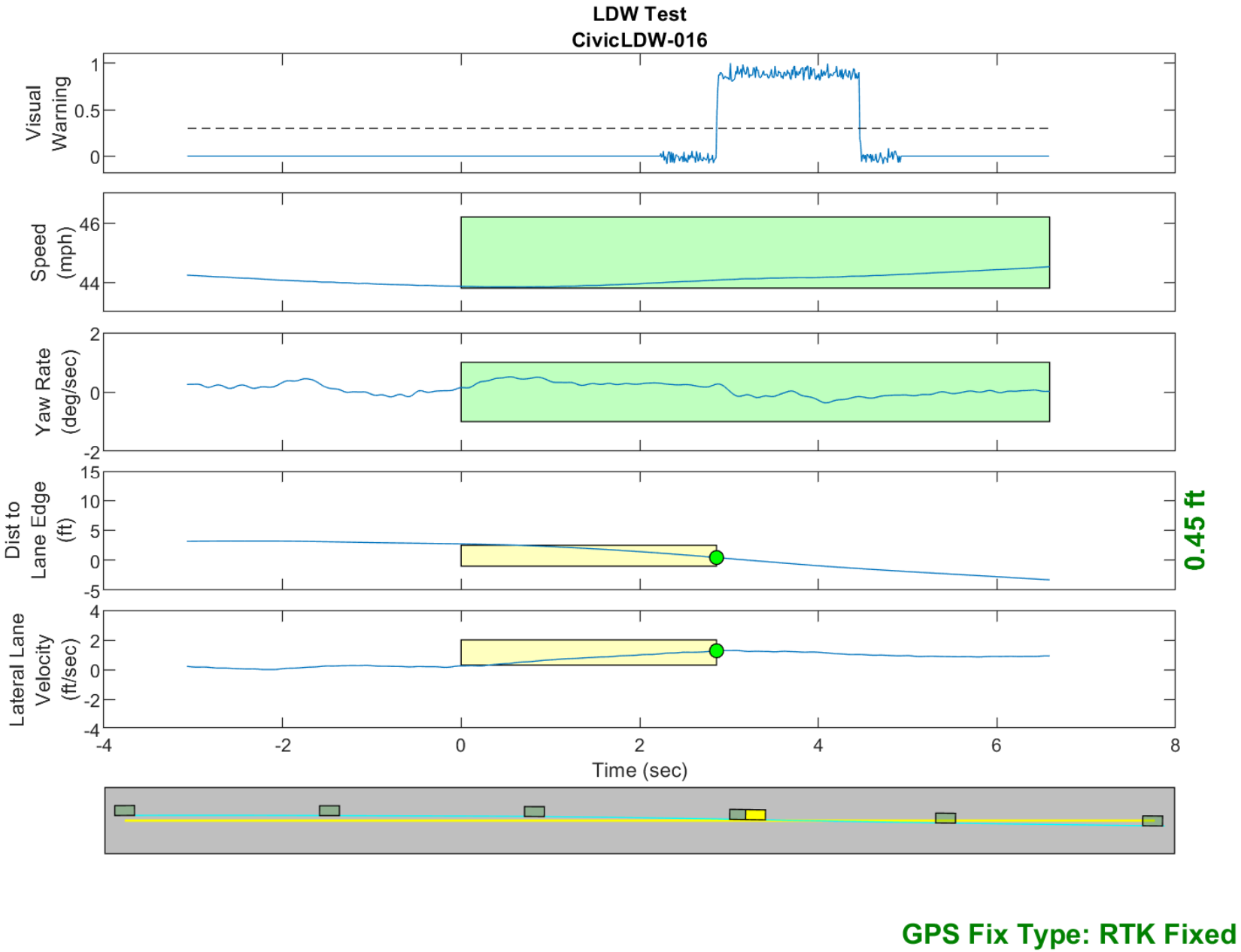

Figure D17. Time History for Run 16, Botts Dots, Right Departure, Visual Warning

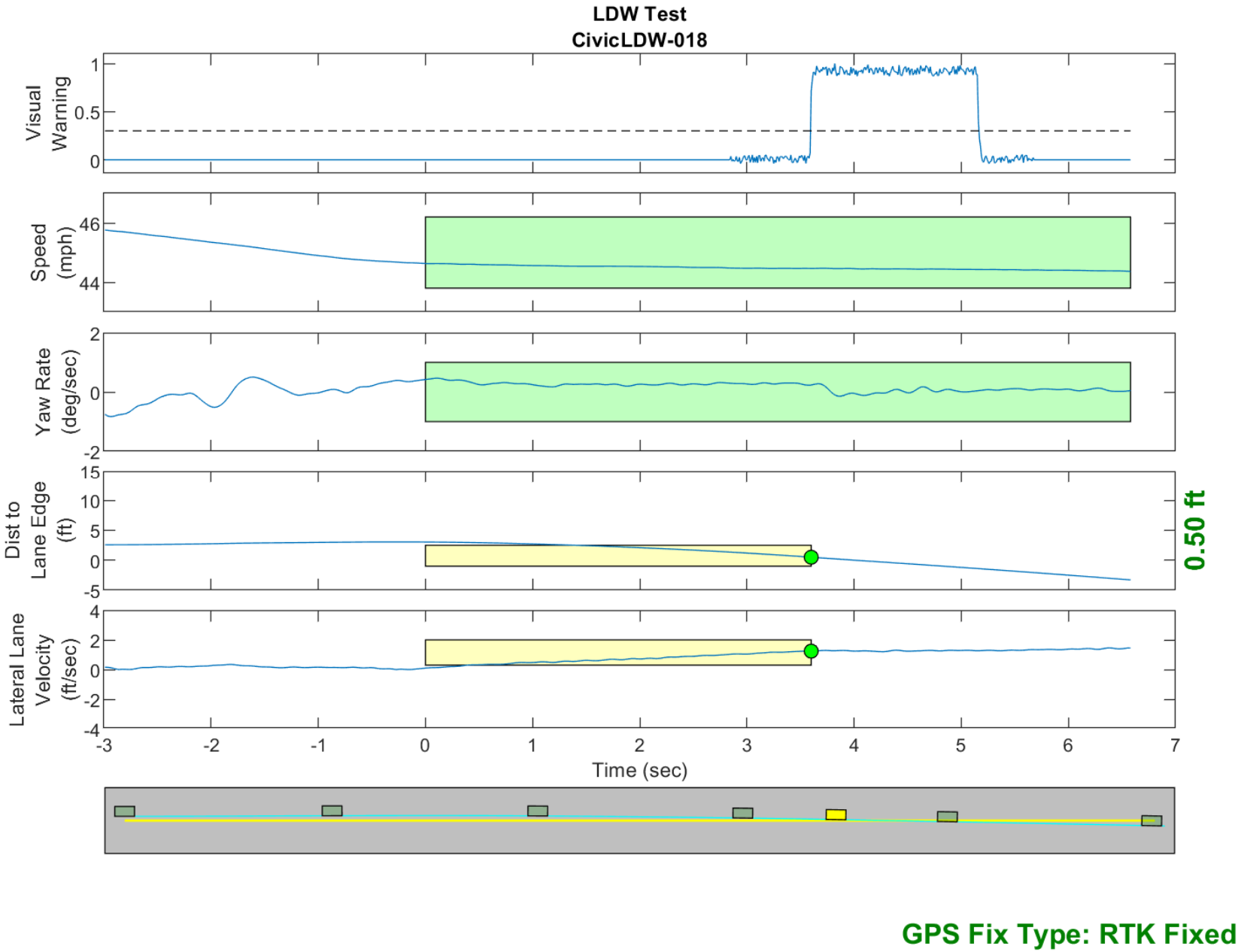

Figure D18. Time History for Run 18, Solid Line, Right Departure, Visual Warning

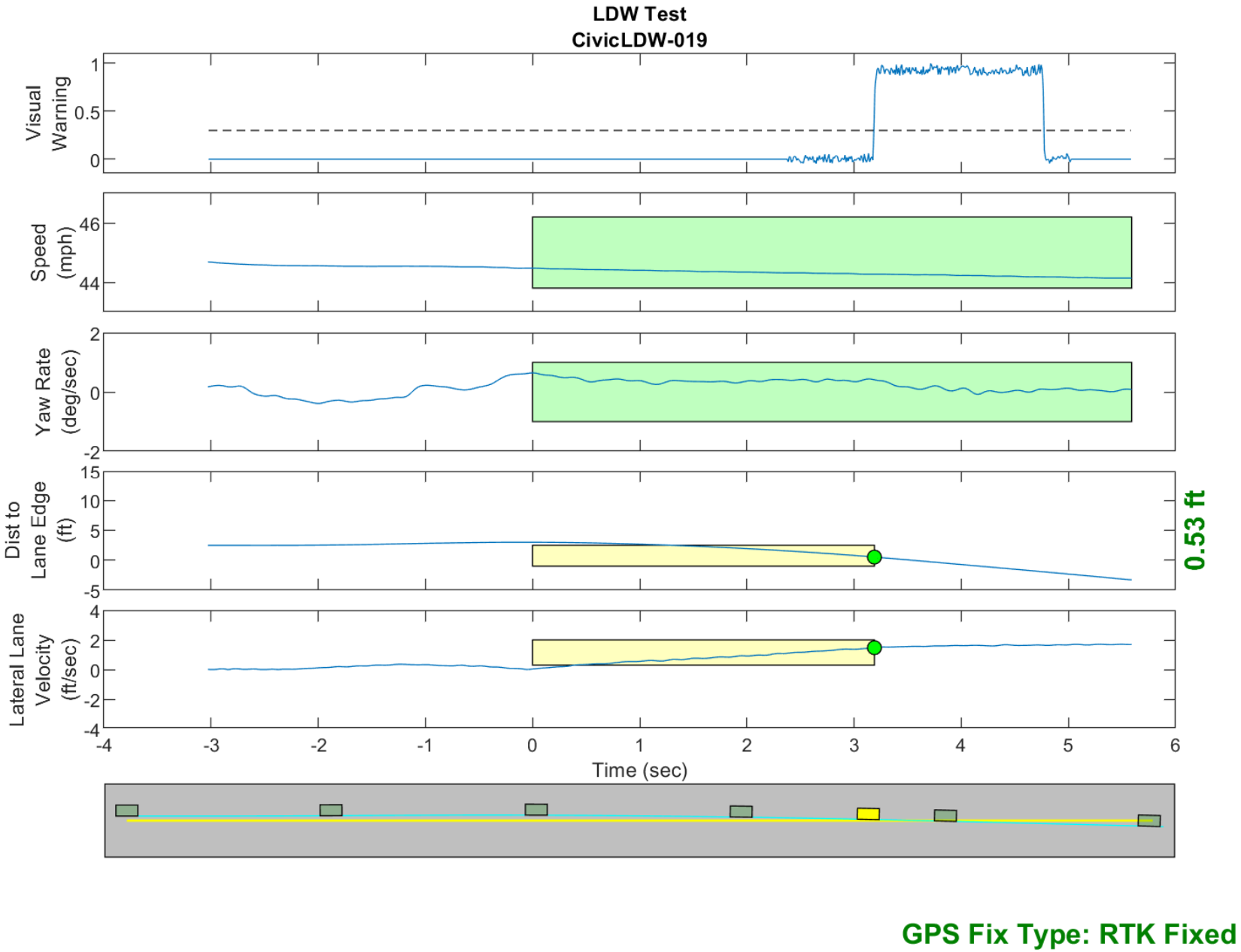

Figure D19. Time History for Run 19, Solid Line, Right Departure, Visual Warning

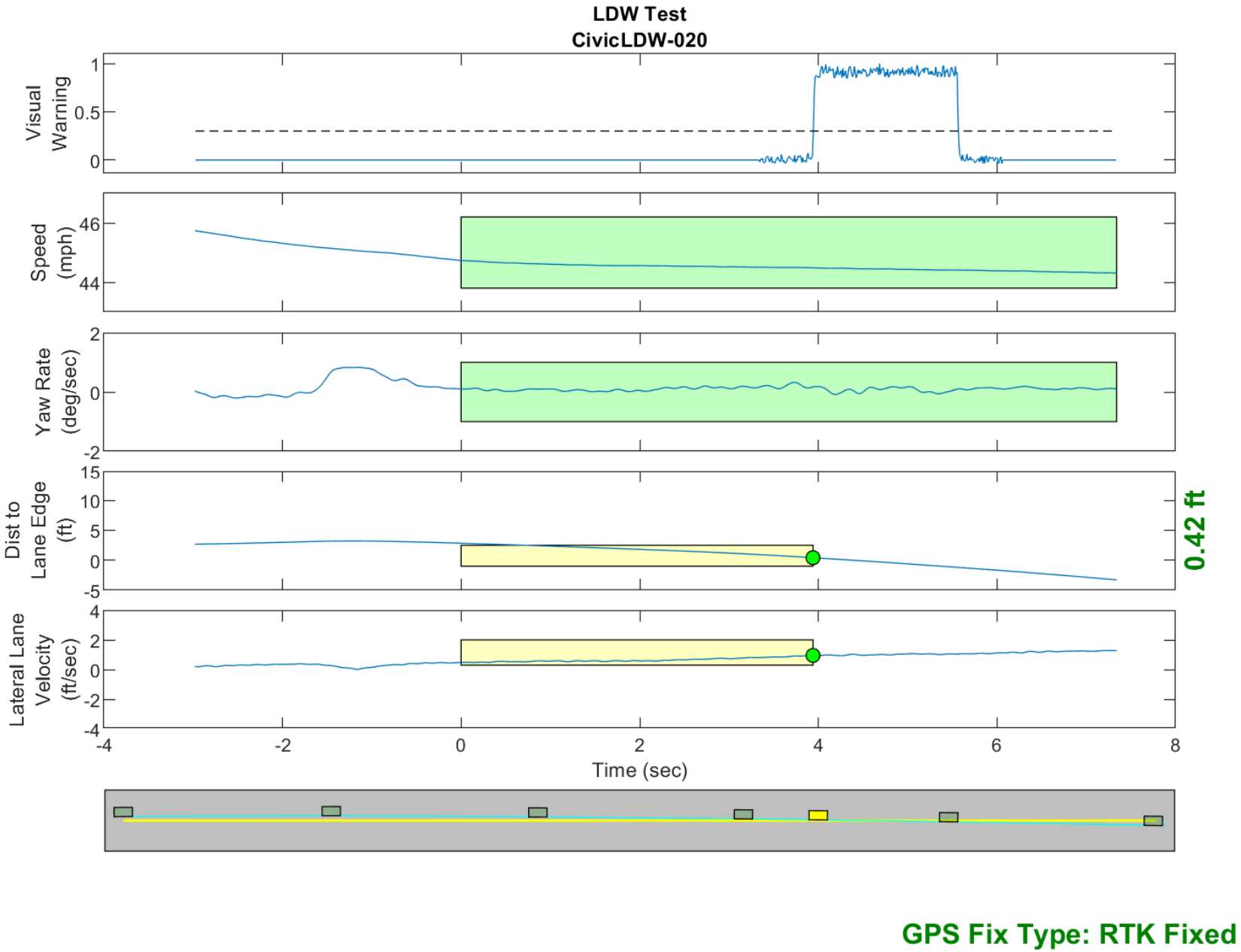

Figure D20. Time History for Run 20, Solid Line, Right Departure, Visual Warning

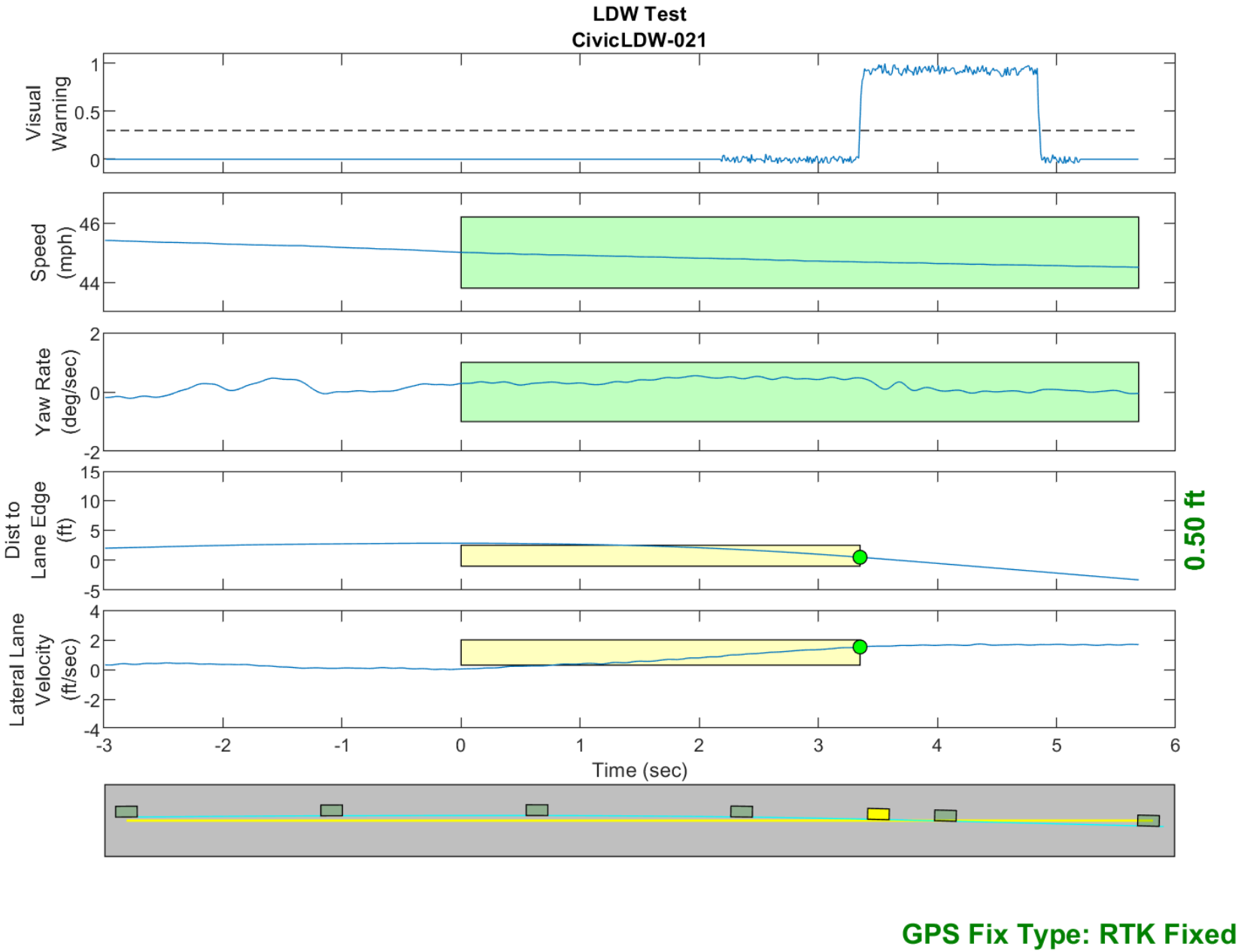

Figure D21. Time History for Run 21, Solid Line, Right Departure, Visual Warning

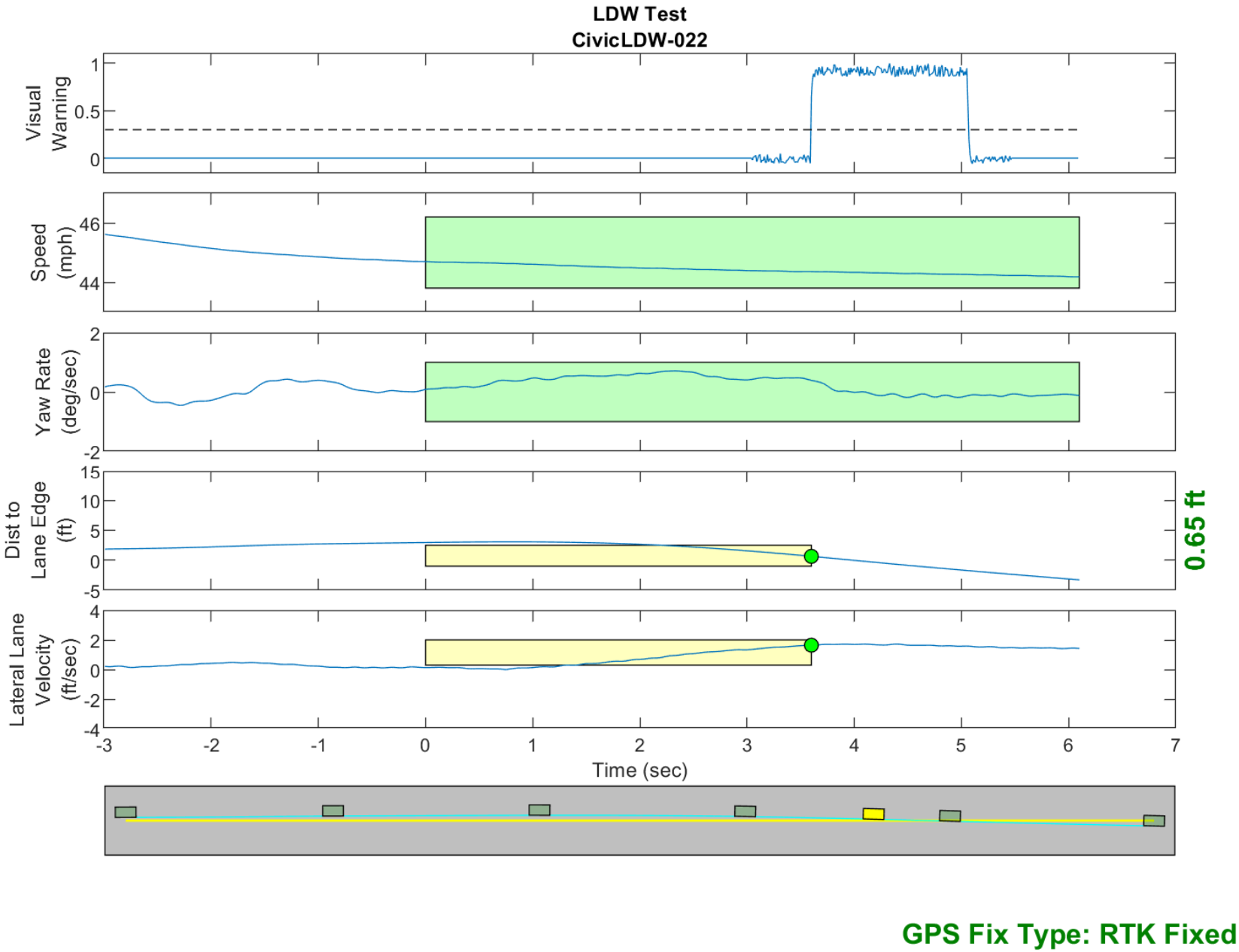

Figure D22. Time History for Run 22, Solid Line, Right Departure, Visual Warning

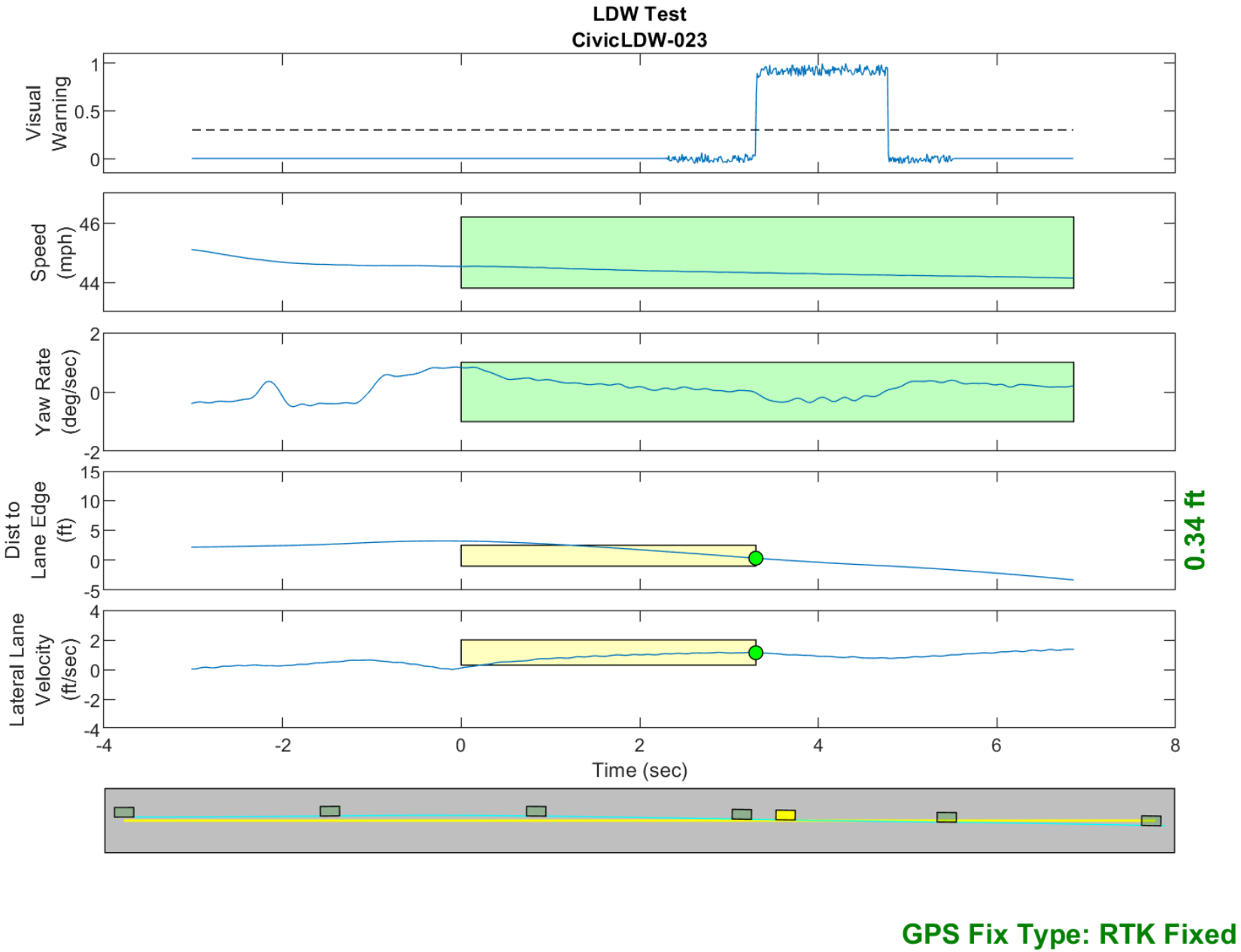

Figure D23. Time History for Run 23, Solid Line, Right Departure, Visual Warning

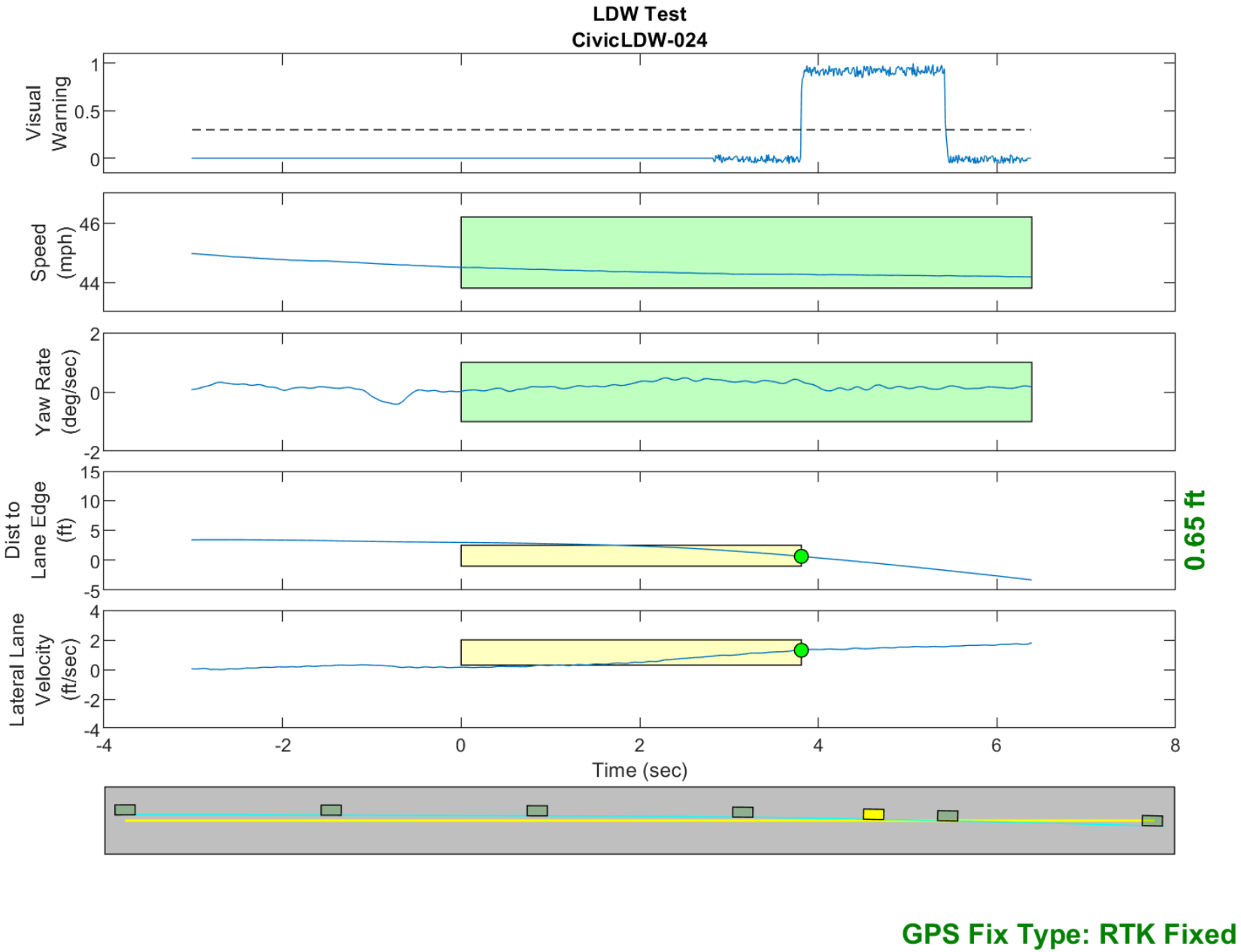

Figure D24. Time History for Run 24, Solid Line, Right Departure, Visual Warning

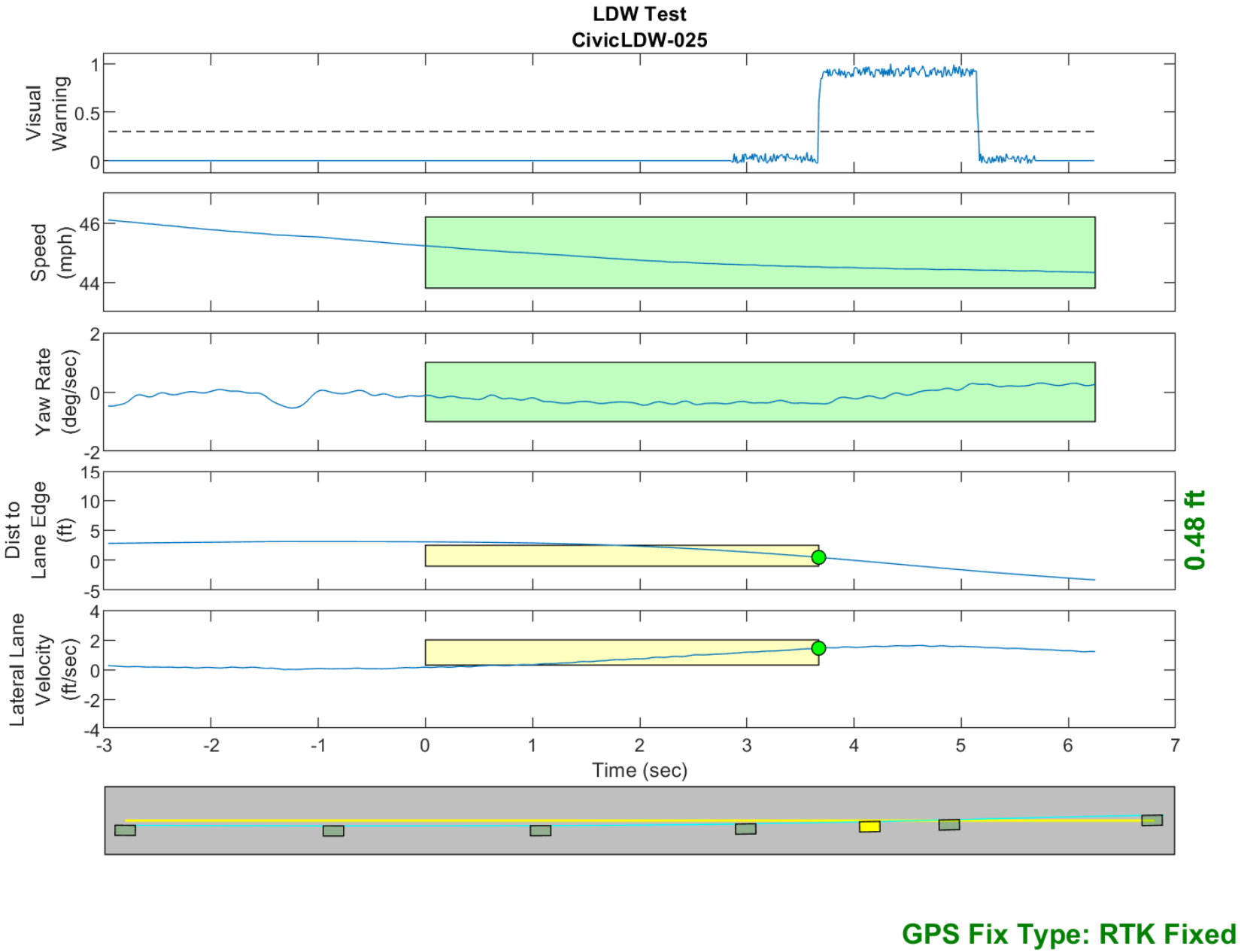

Figure D25. Time History for Run 25, Solid Line, Left Departure, Visual Warning

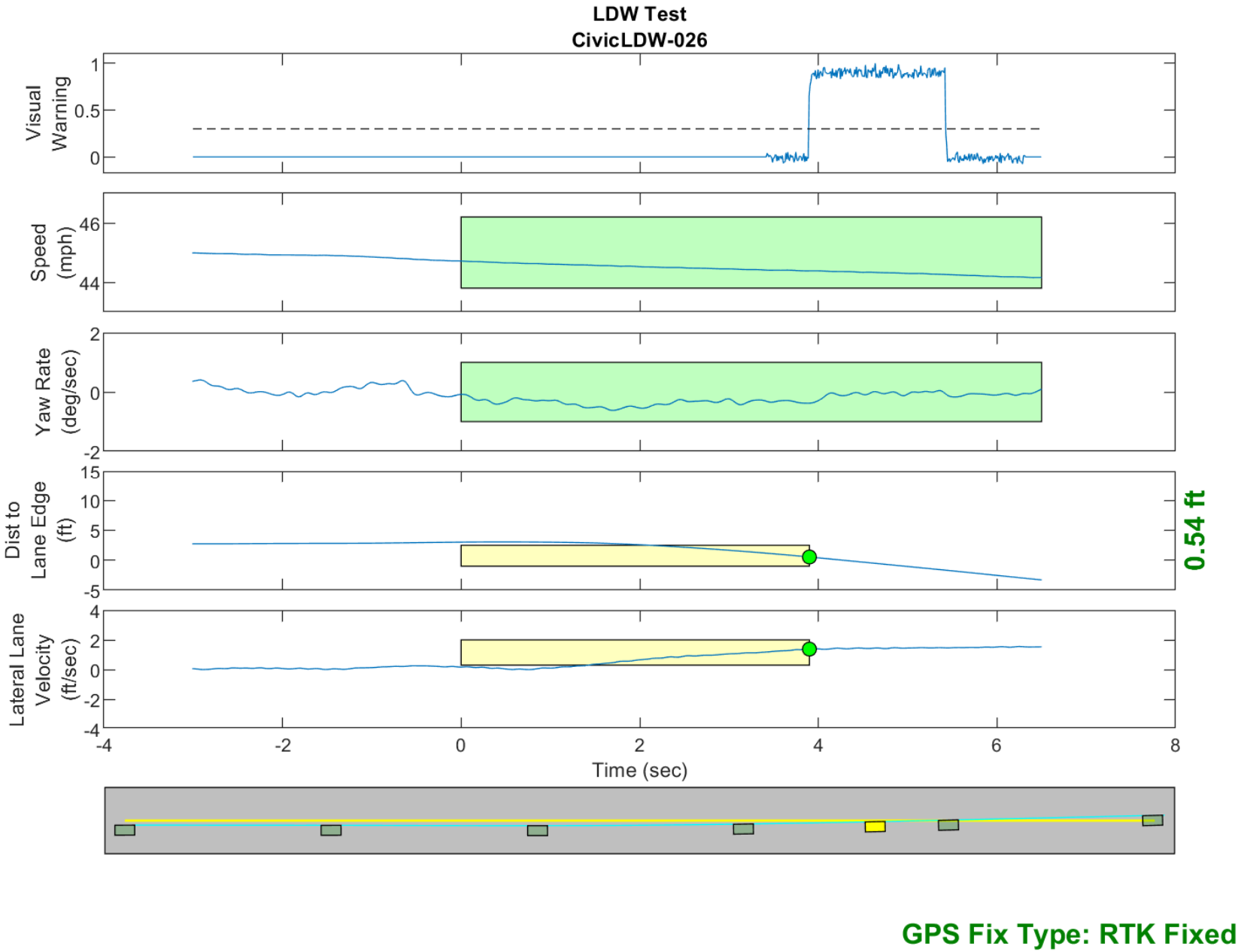

Figure D26. Time History for Run 26, Solid Line, Left Departure, Visual Warning

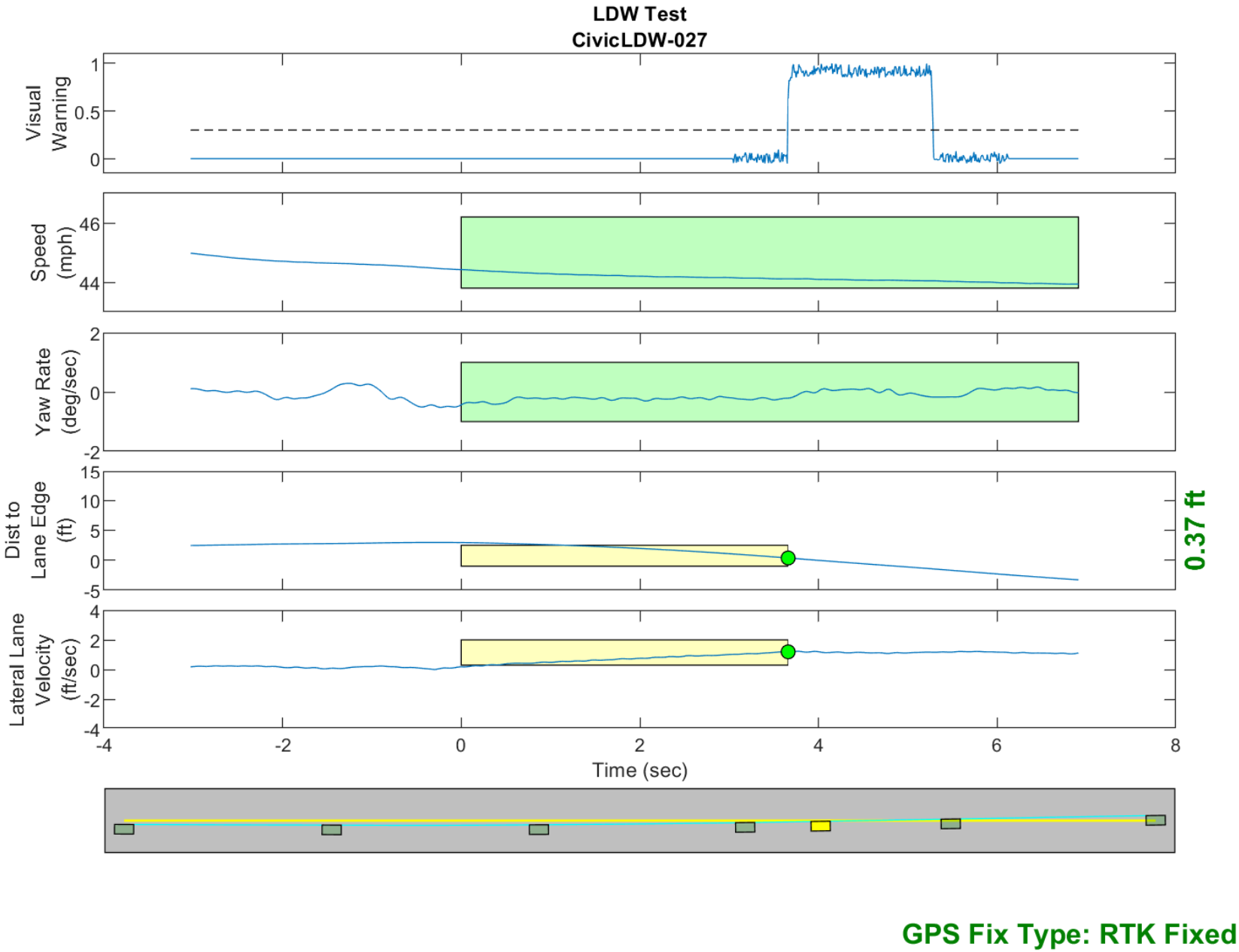

Figure D27. Time History for Run 27, Solid Line, Left Departure, Visual Warning

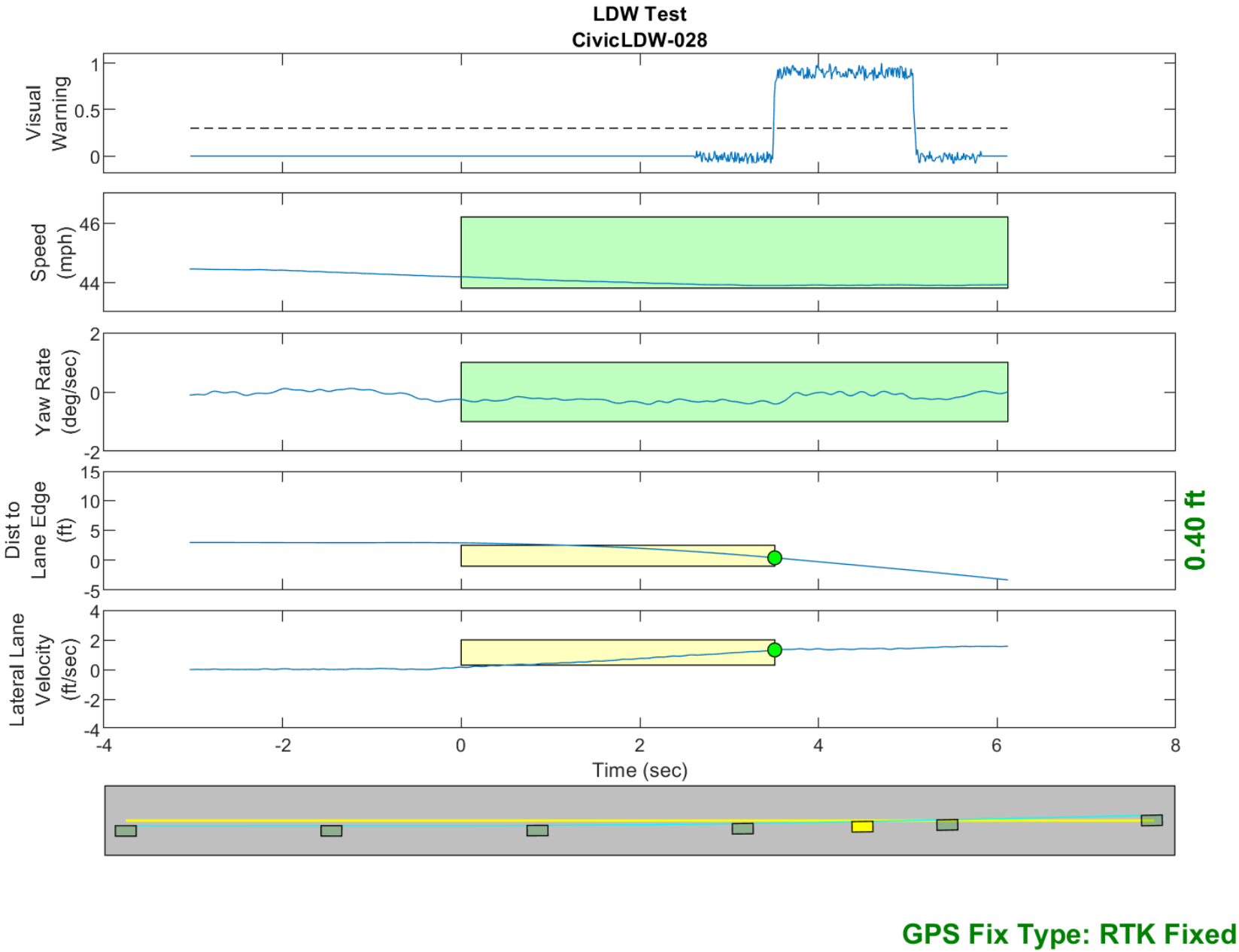

Figure D28. Time History for Run 28, Solid Line, Left Departure, Visual Warning

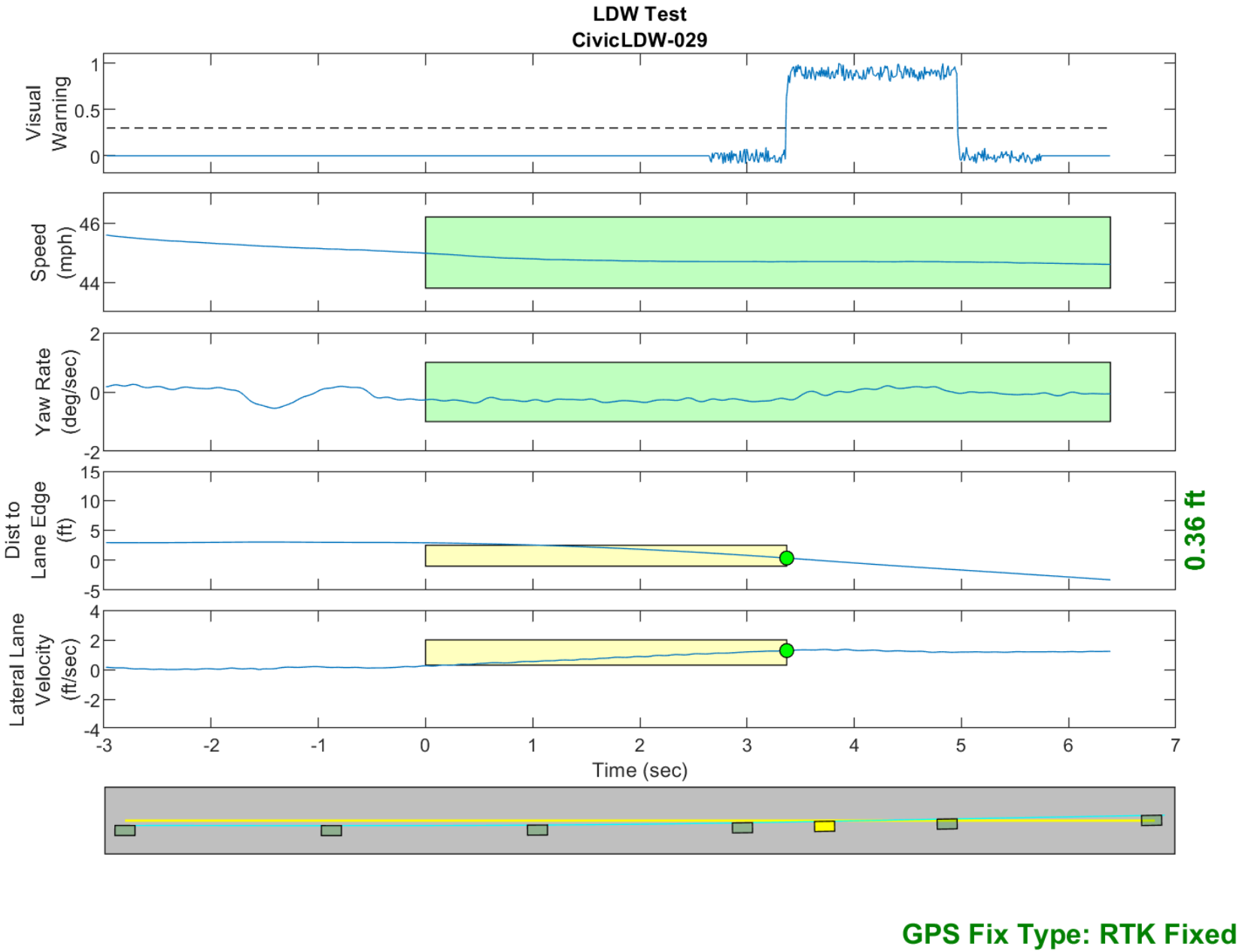

Figure D29. Time History for Run 29, Solid Line, Left Departure, Visual Warning

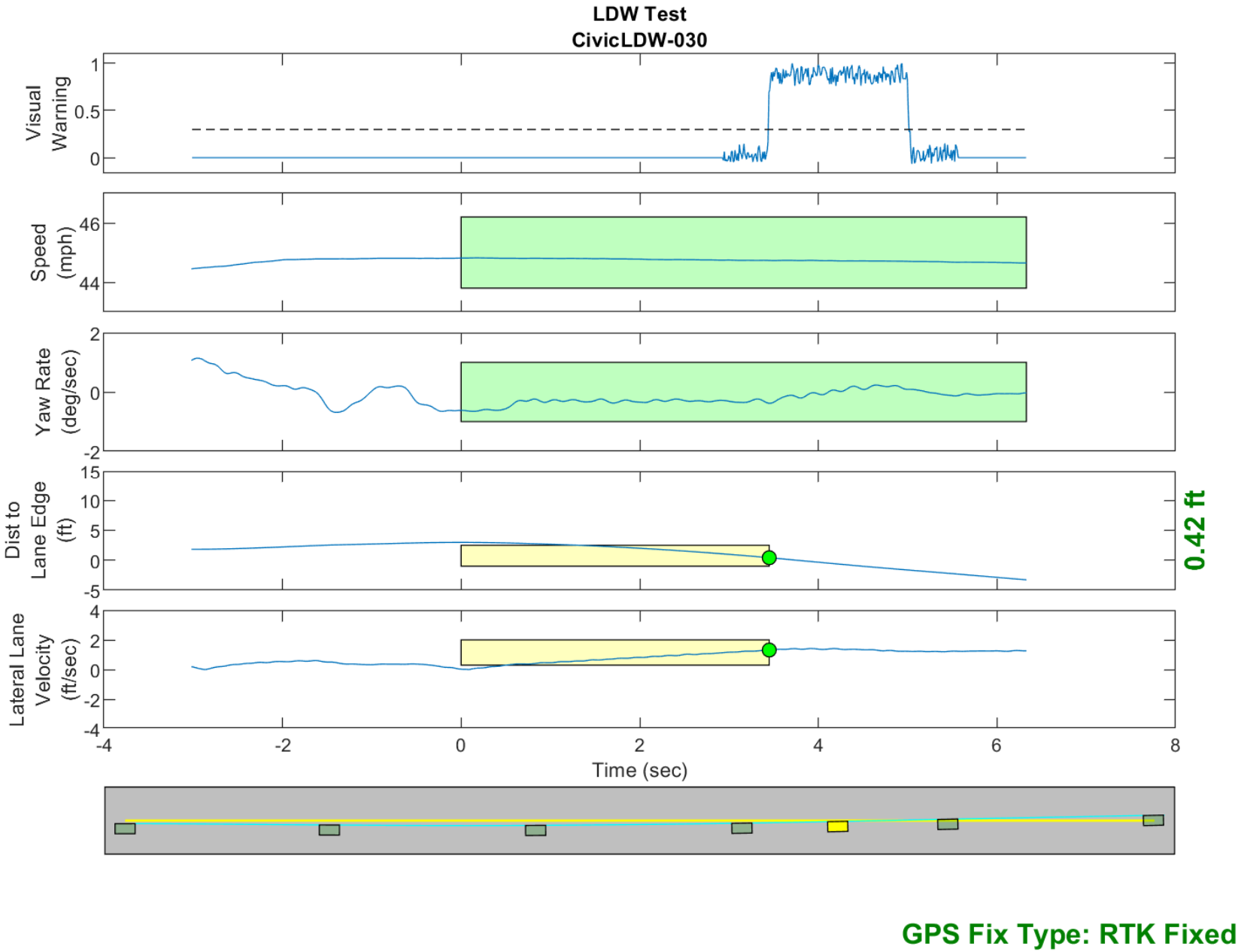

Figure D30. Time History for Run 30, Solid Line, Left Departure, Visual Warning

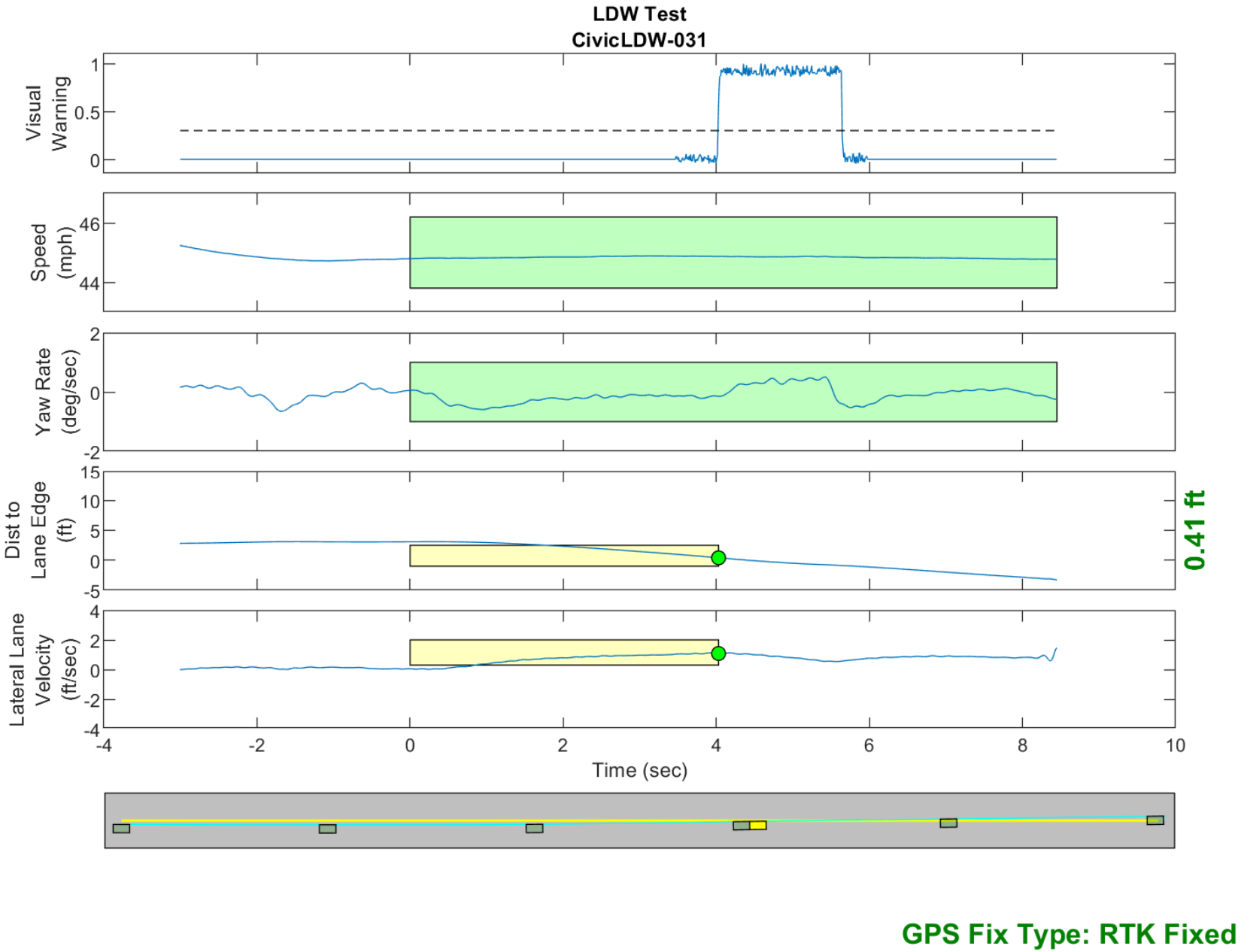

Figure D31. Time History for Run 31, Solid Line, Left Departure, Visual Warning

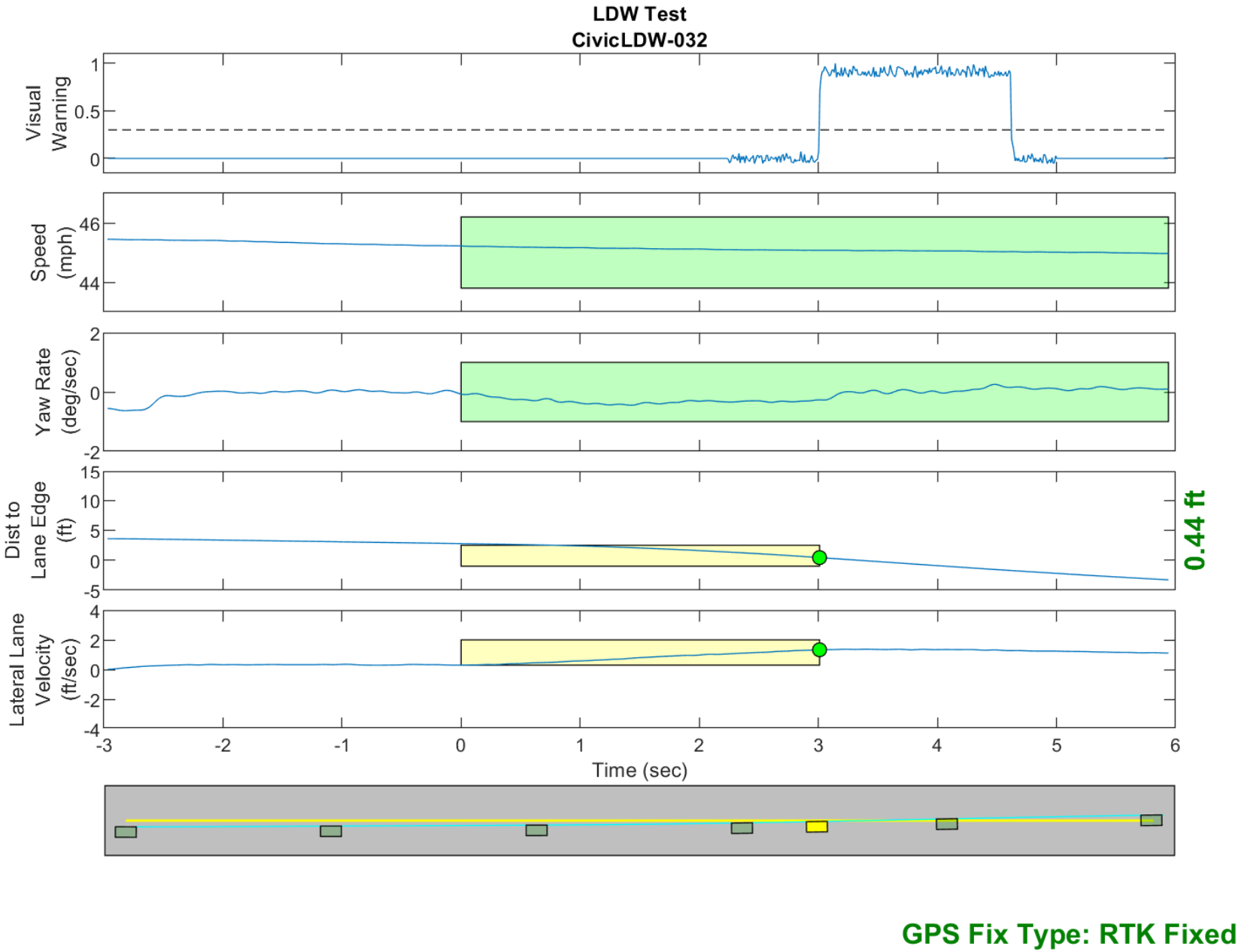

Figure D32. Time History for Run 32, Dashed Line, Left Departure, Visual Warning

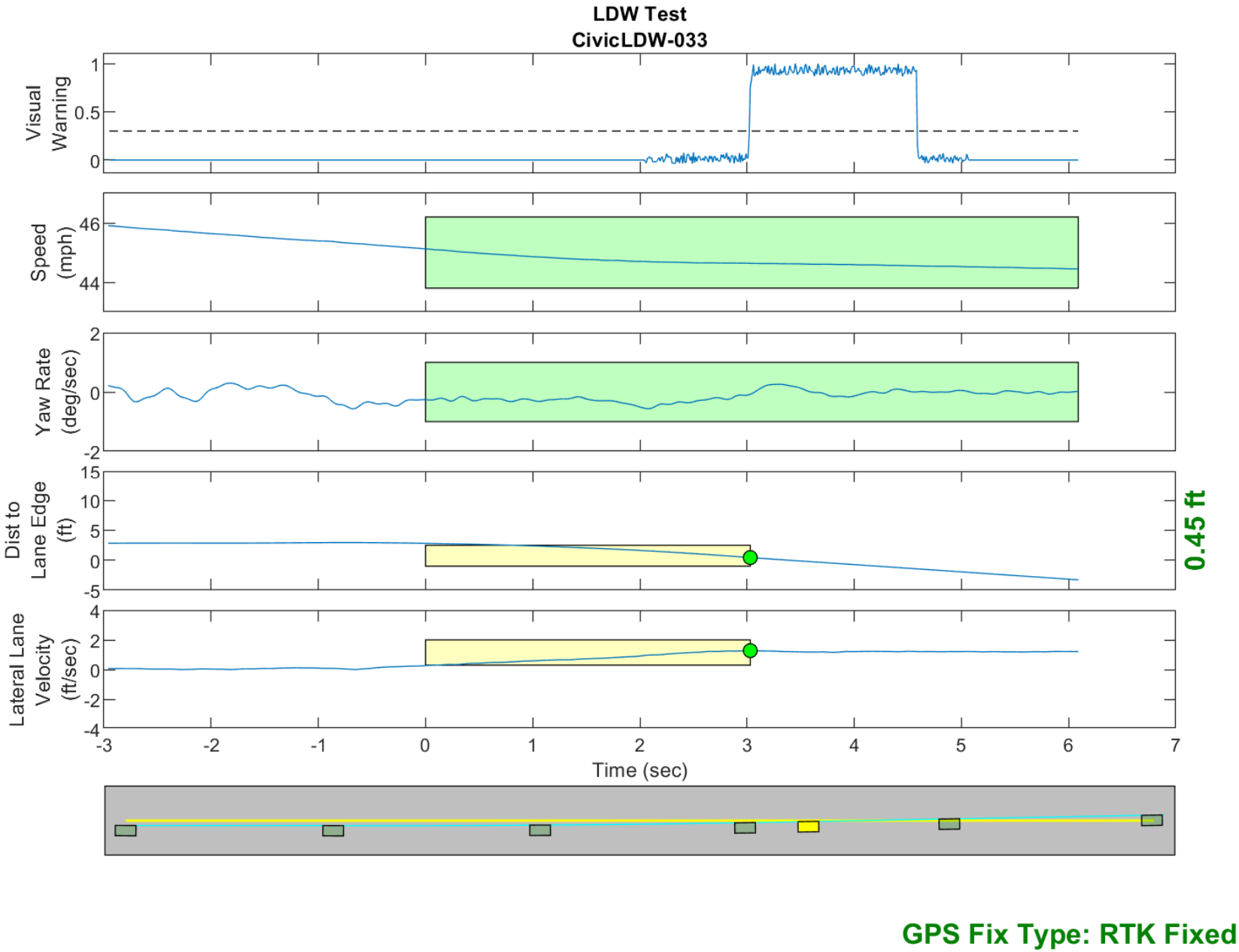

Figure D33. Time History for Run 33, Dashed Line, Left Departure, Visual Warning

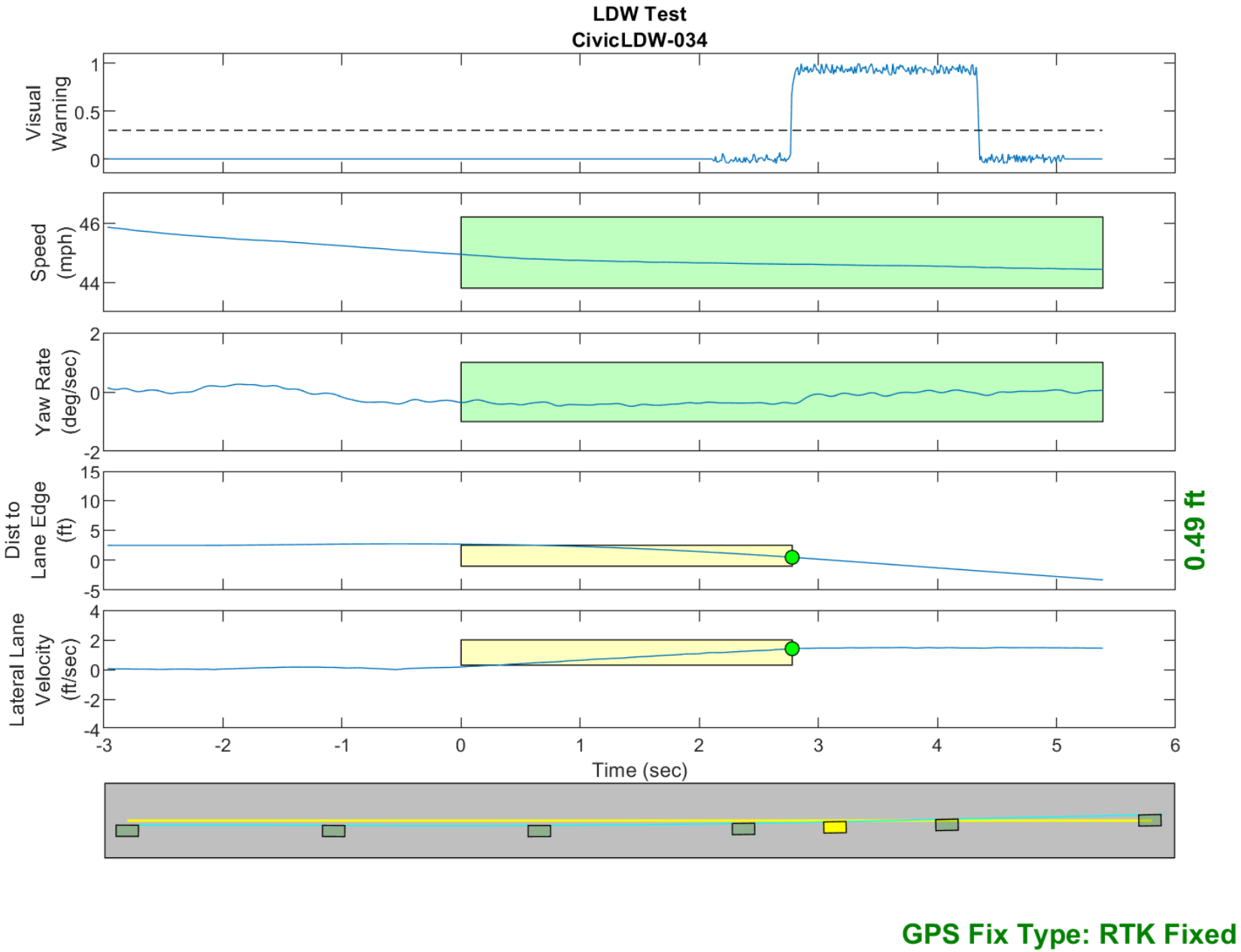

Figure D34. Time History for Run 34, Dashed Line, Left Departure, Visual Warning

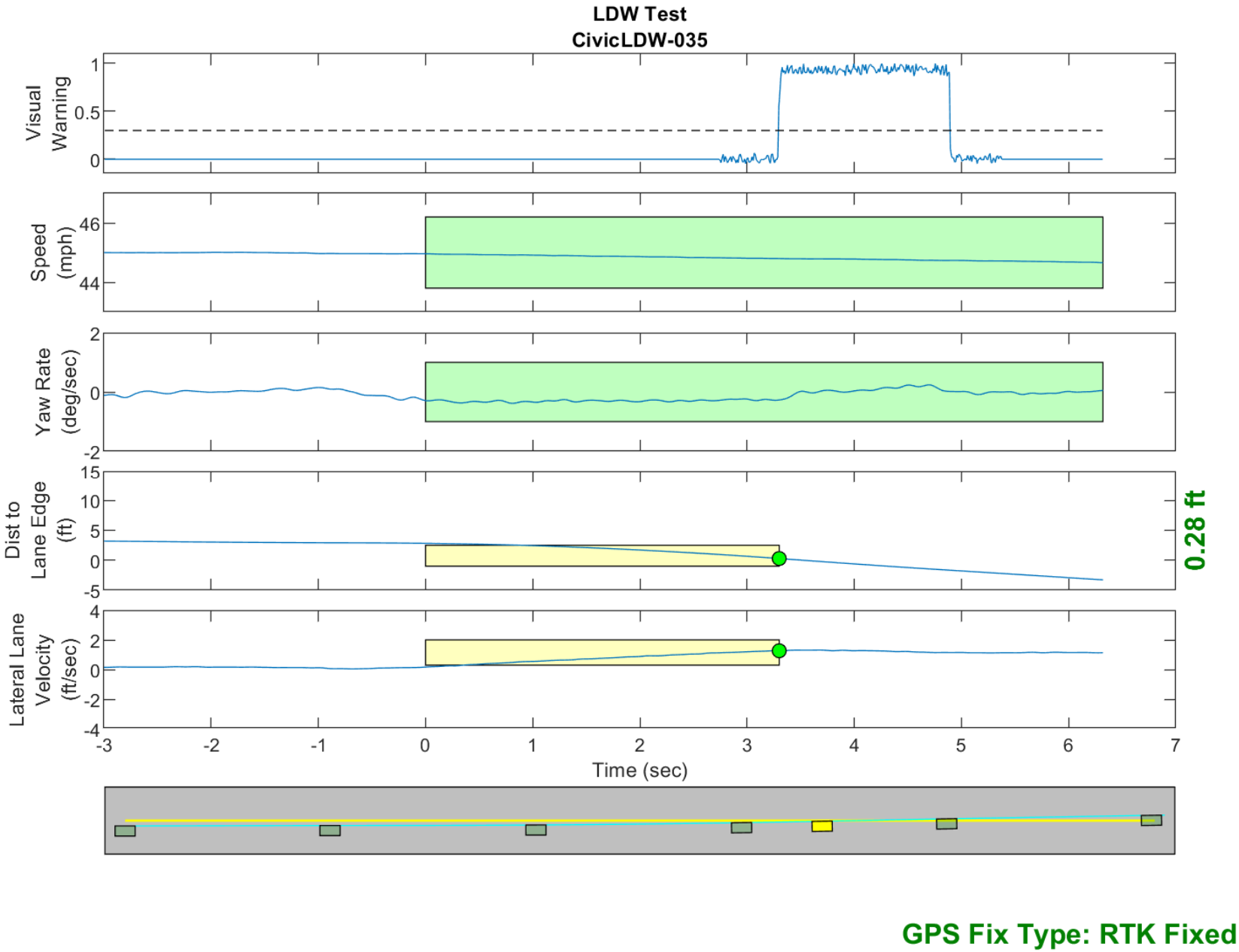

Figure D35. Time History for Run 35, Dashed Line, Left Departure, Visual Warning

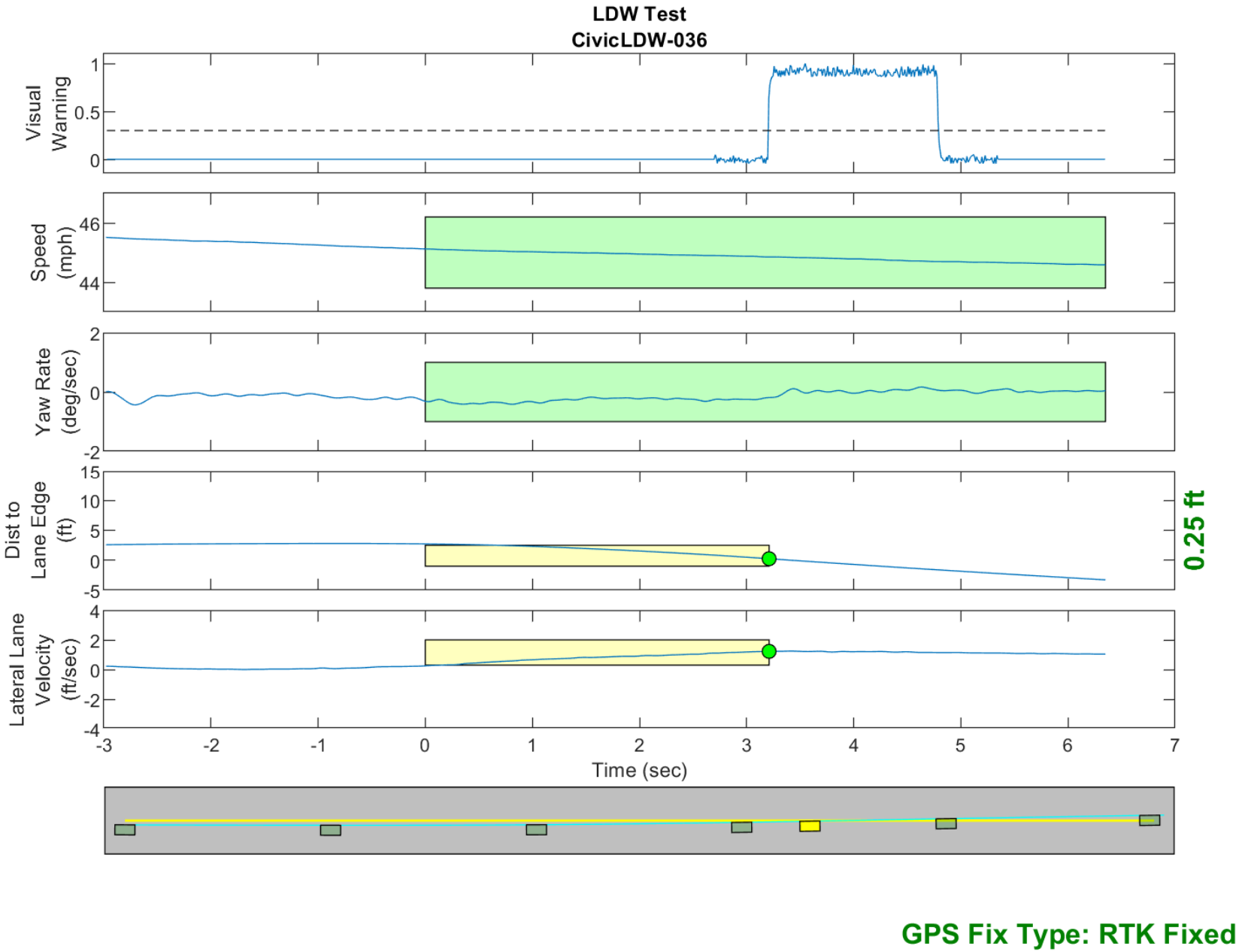

Figure D36. Time History for Run 36, Dashed Line, Left Departure, Visual Warning

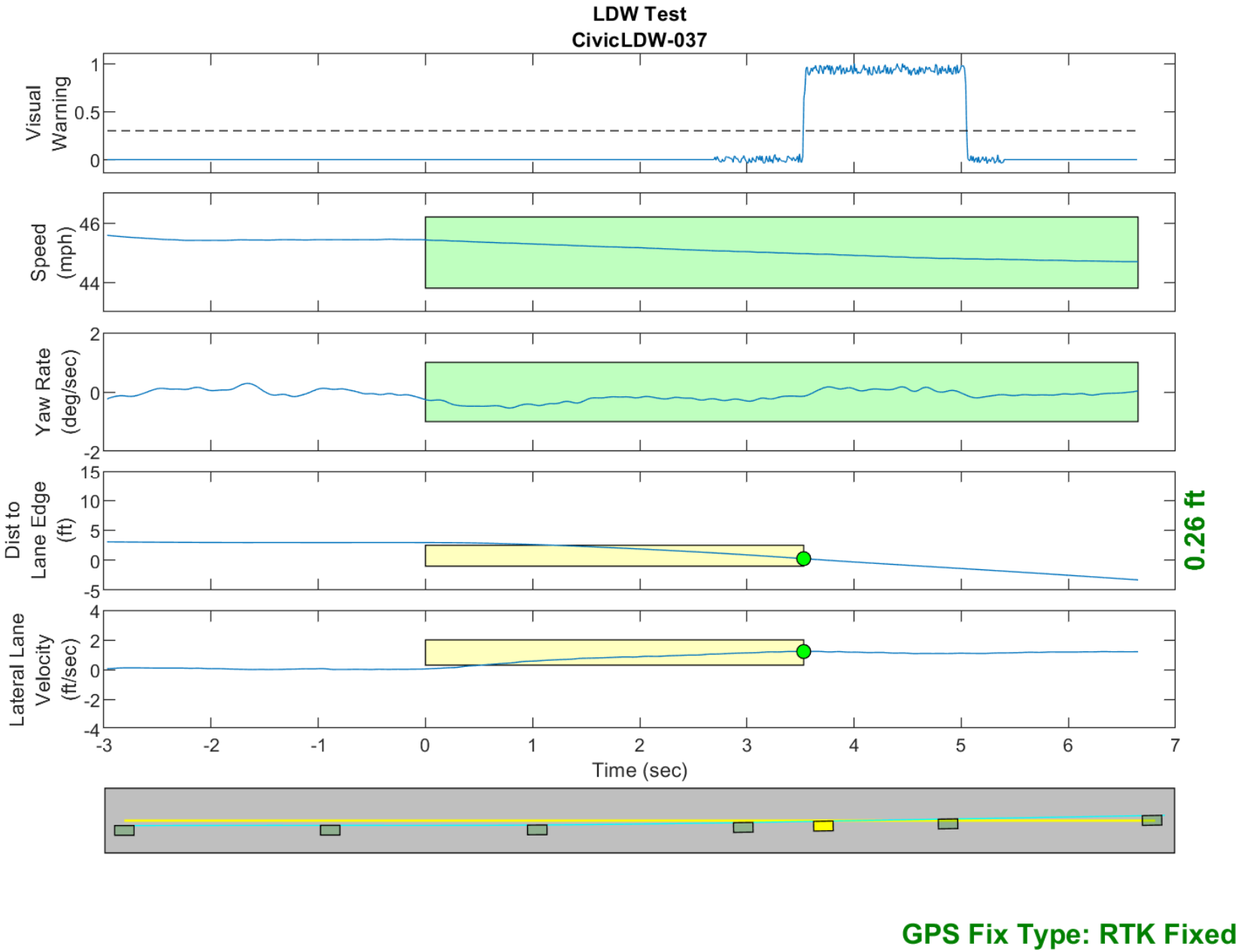

Figure D37. Time History for Run 37, Dashed Line, Left Departure, Visual Warning

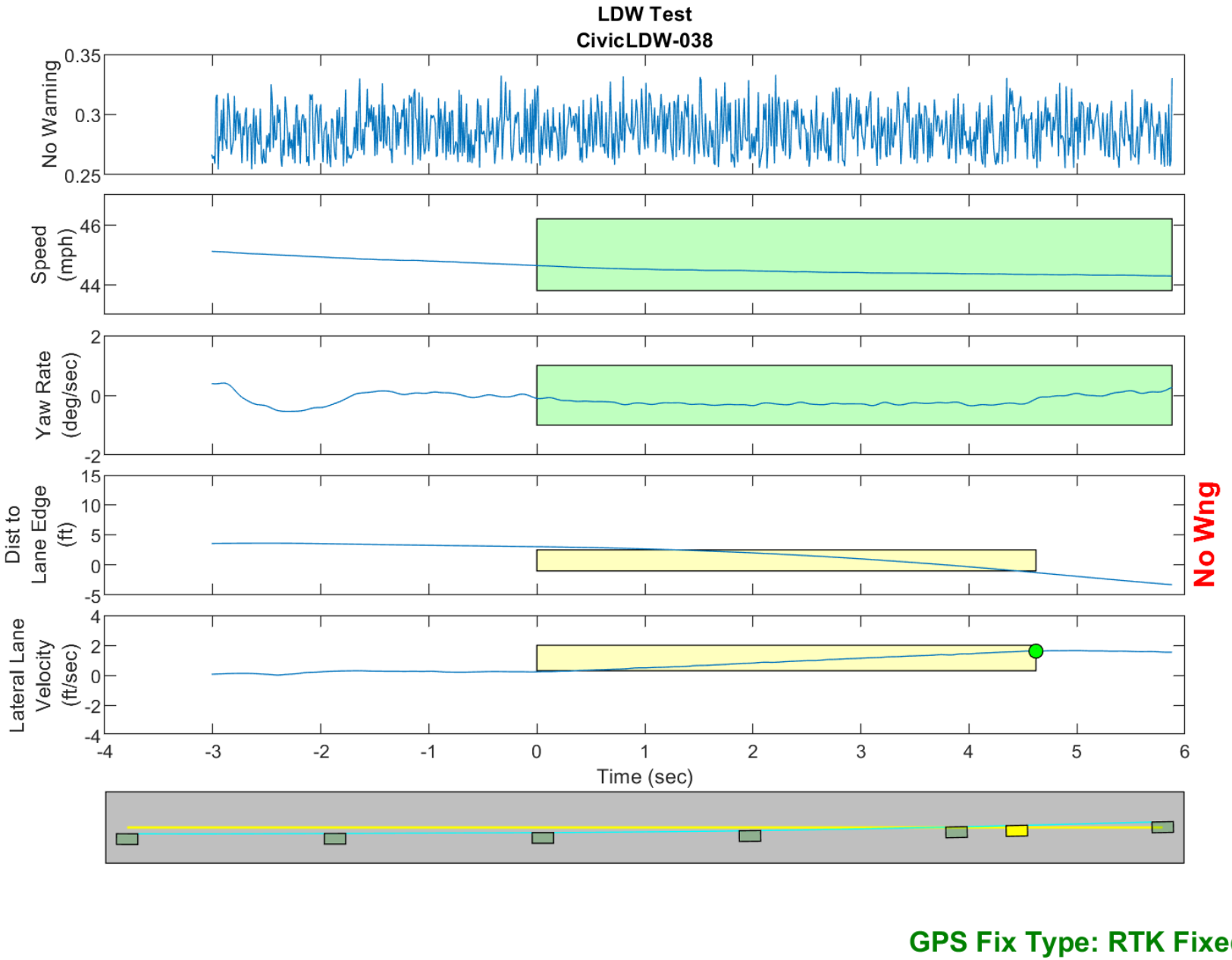

Figure D38. Time History for Run 38, Dashed Line, Left Departure, No Warning

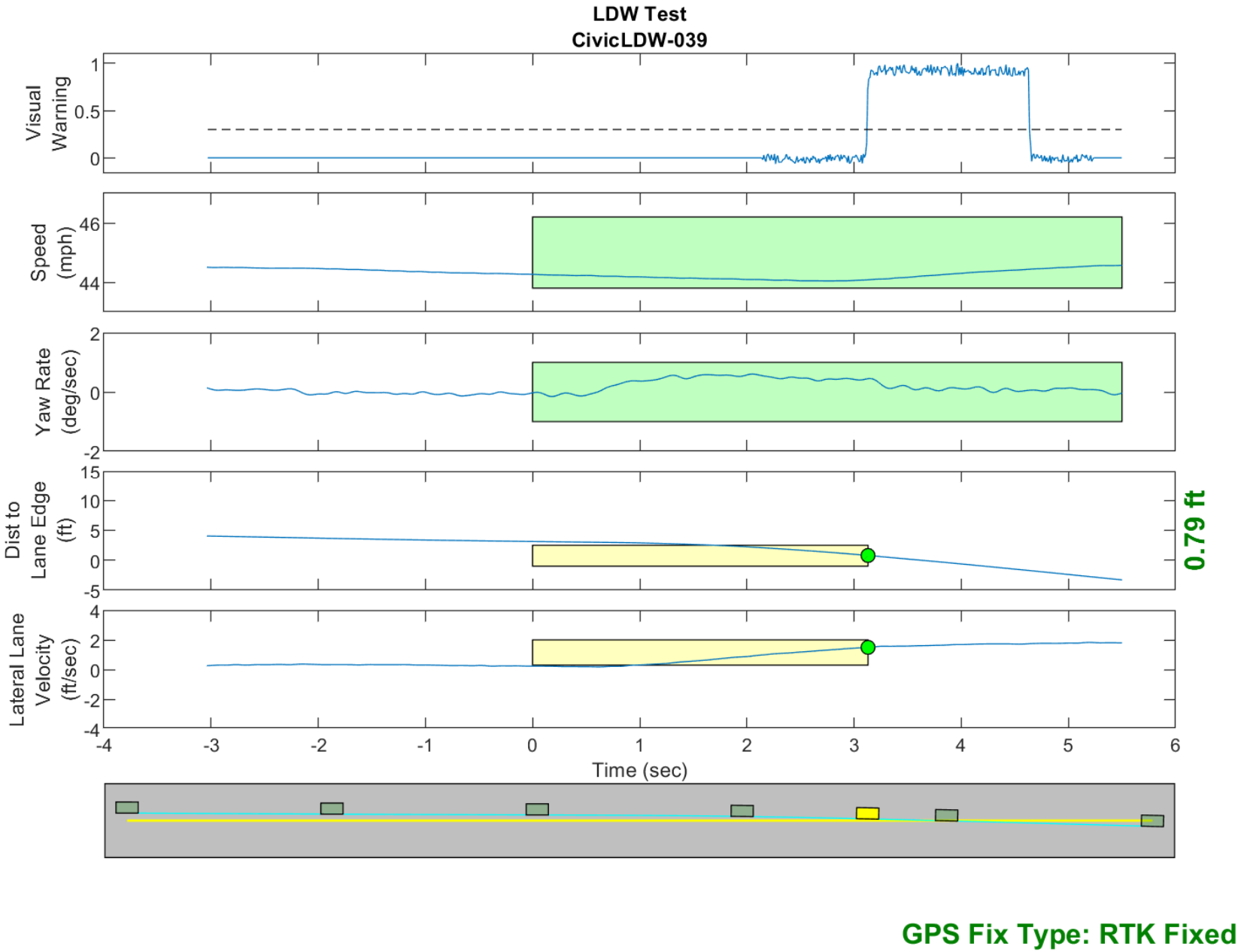

Figure D39. Time History for Run 39, Dashed Line, Right Departure, Visual Warning

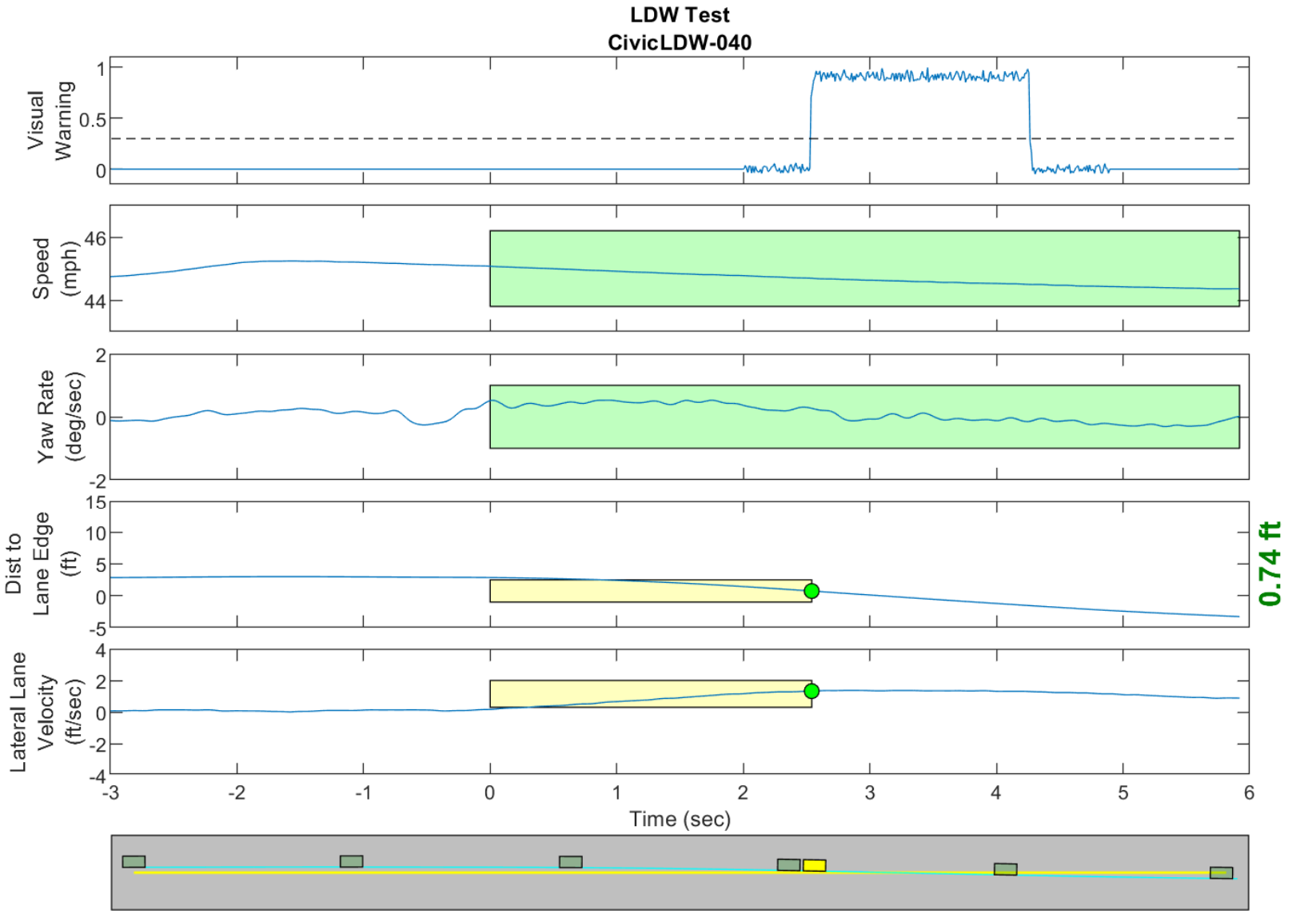

Figure D40. Time History for Run 40, Dashed Line, Right Departure, Visual Warning

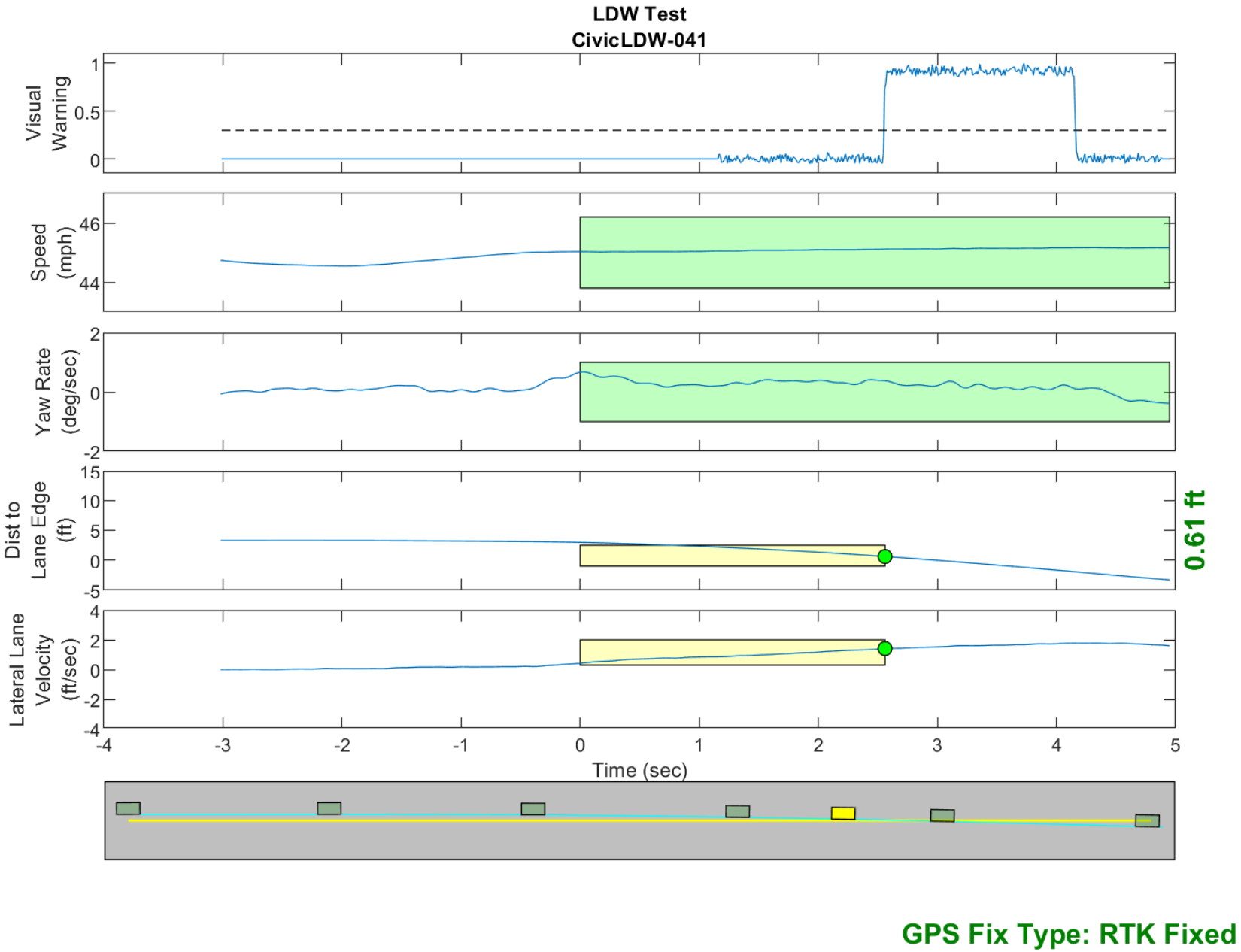

Figure D41. Time History for Run 41, Dashed Line, Right Departure, Visual Warning

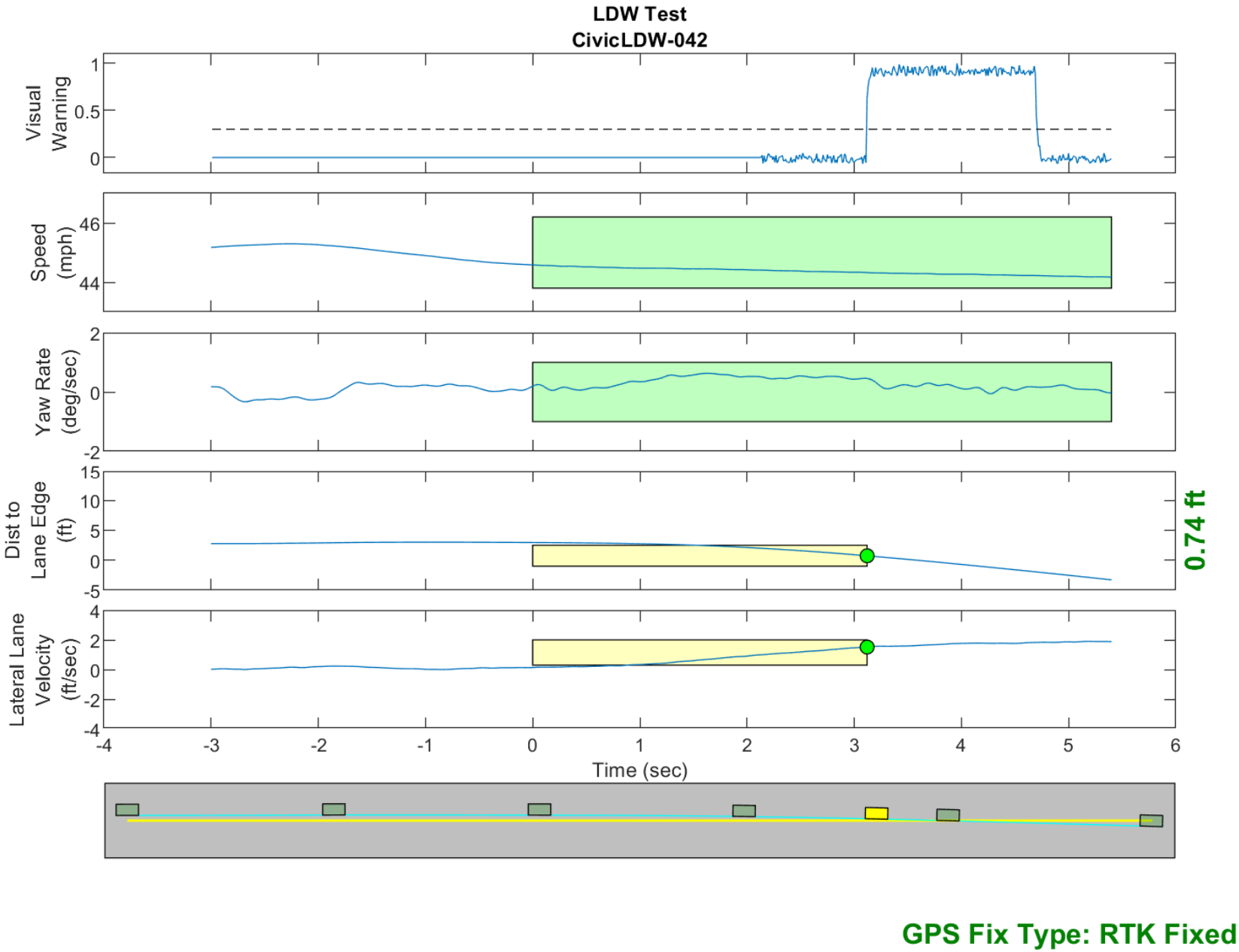

Figure D42. Time History for Run 42, Dashed Line, Right Departure, Visual Warning

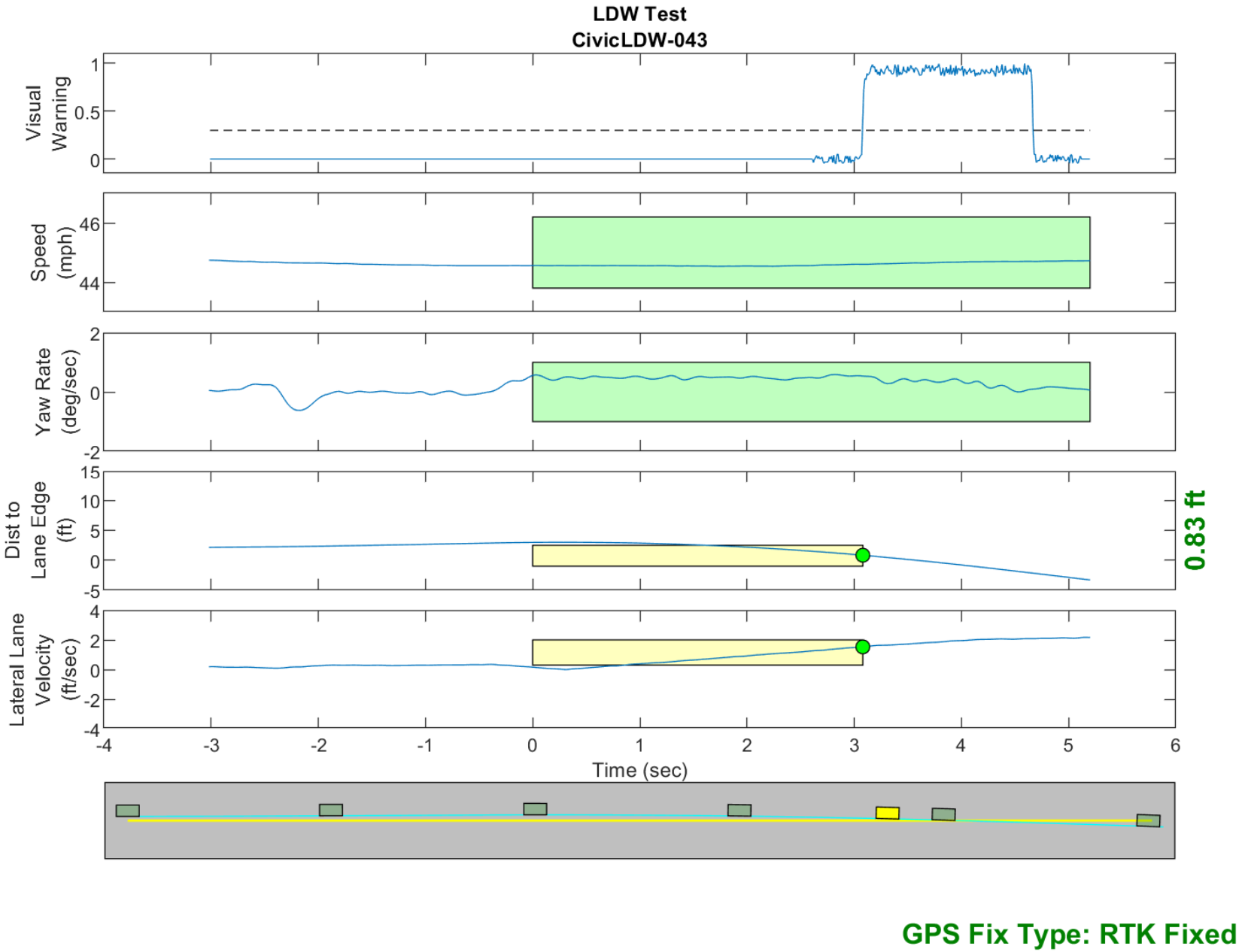

Figure D43. Time History for Run 43, Dashed Line, Right Departure, Visual Warning

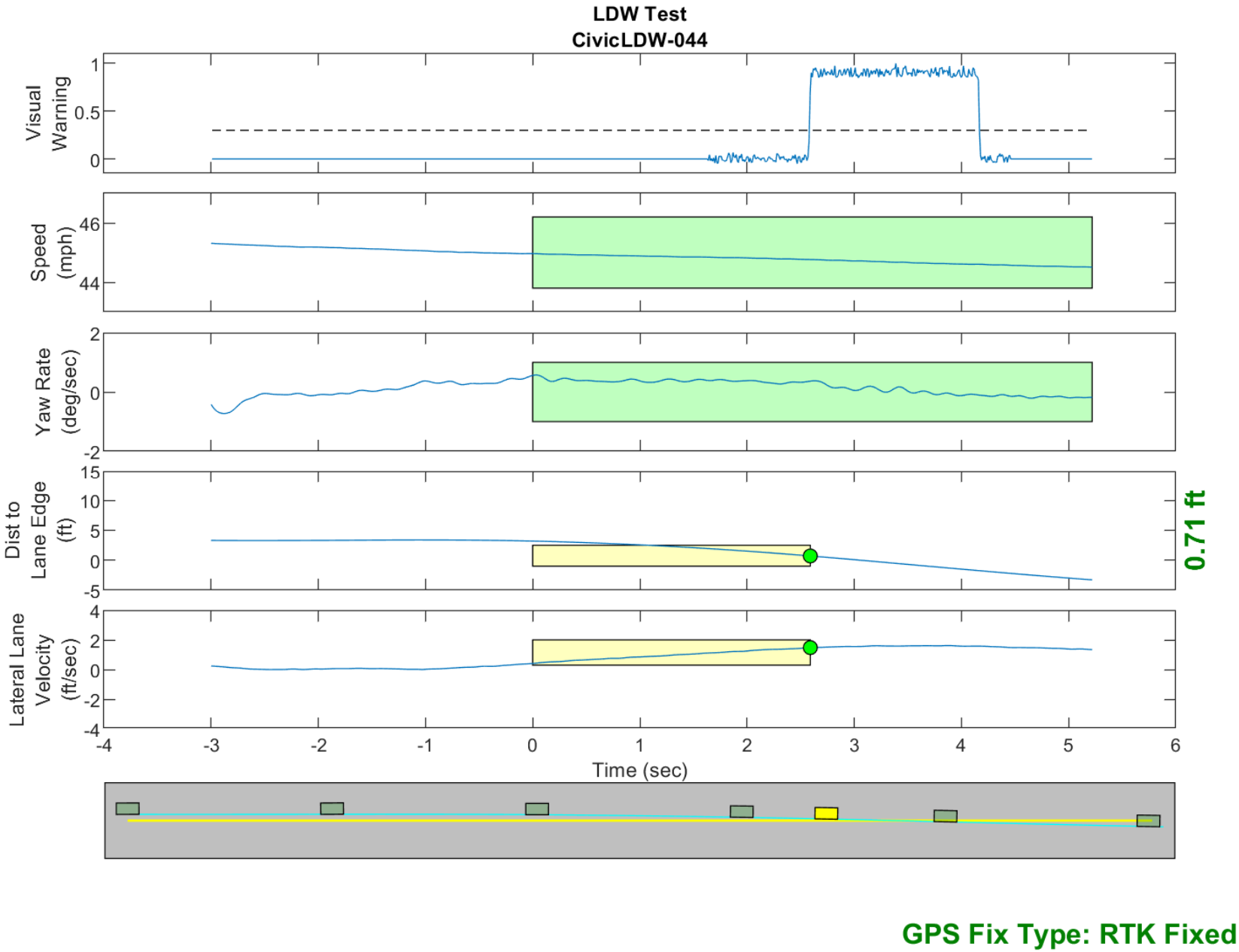

Figure D44. Time History for Run 44, Dashed Line, Right Departure, Visual Warning

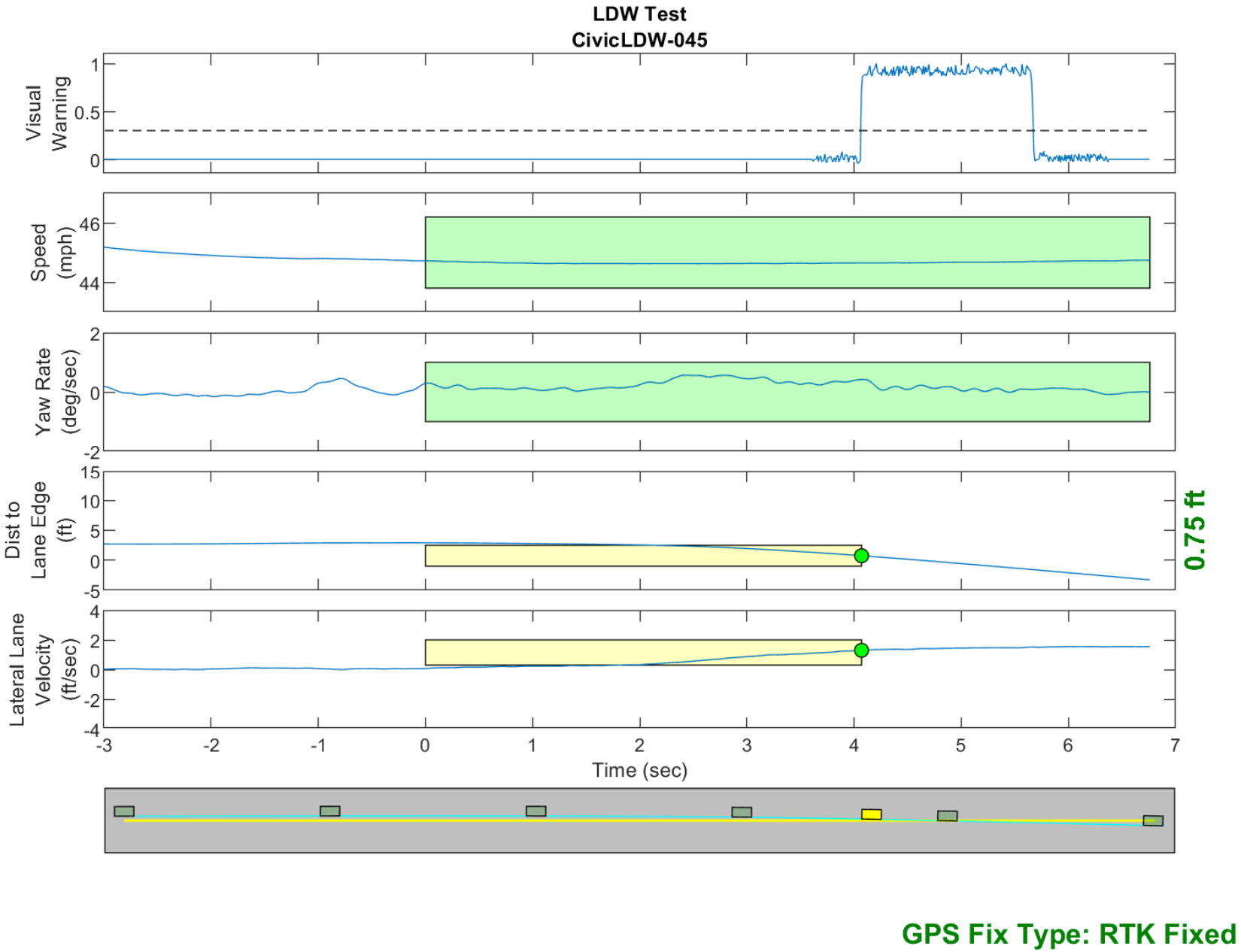

Figure D45. Time History for Run 45, Dashed Line, Right Departure, Visual Warning