NEW CAR ASSESSMENT PROGRAM
DYNAMIC BRAKE SUPPORT SYSTEM CONFIRMATION TEST
NCAP-DRI-DBS-20-10

2020 Mazda CX-30

DYNAMIC RESEARCH, INC.
355 Van Ness Avenue
Torrance, California 90501

8 May 2020

Final Report

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National Highway Traffic Safety Administration
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Prepared By: J. Lenkeit and N. Wong

Technical Director Test Engineer

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16. Abstract These tests were conducted on the subject 2020 Mazda CX-30 in accordance with the specifications of the New Car Assessment Program's (NCAP) most current Test Procedure in docket NHTSA-2015-0006-0026; DYNAMIC BRAKE SUPPORT PERFORMANCE EVALUATION CONFIRMATION TEST FOR THE NEW CAR ASSESSMENT PROGRAM**,** October 2015. The vehicle passed the requirements of the test for the stopped Principal Other Vehicle (POV) and for the slower moving POV but failed the requirements when the POV decelerated in front of the subject vehicle.		
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Section I

INTRODUCTION

Dynamic Brake Support (DBS) systems are a subset of Automatic Emergency Braking (AEB) systems. DBS systems are designed to avoid or mitigate consequences of rear-end crashes by automatically applying supplemental braking on the subject vehicle when the system determines that the braking applied by the driver is insufficient to avoid a collision.

DBS systems intervene in driving situations where a rear-end collision is expected to be unavoidable unless additional braking is realized. Since DBS interventions are designed to occur late in the pre-crash timeline, and the driver has already initiated crash-avoidance braking, DBS systems are not required to alert the driver that a DBS intervention has occurred. In addition to sensors monitoring vehicle operating conditions, such as speed, brake application, etc., DBS systems employ RADAR, LIDAR, and/or vision-based sensors capable of detecting surrounding vehicles in traffic. Algorithms in the system's Central Processing Unit (CPU) use this information to continuously monitor the likelihood of a rear-end crash, and command additional braking as needed to avoid or mitigate such a crash.

The method prescribed by the National Highway Traffic Safety Administration (NHTSA) to evaluate DBS performance on the test track involves three longitudinal, rear-end type crash configurations and a false positive test. In the rear-end scenarios, a subject vehicle (SV) approaches a stopped, slower-moving, or decelerating principal other vehicle (POV) in the same lane of travel. For these tests, the POV is a strikeable object with the characteristics of a compact passenger car. The fourth scenario is used to evaluate the propensity of a DBS system to inappropriately activate in a non-critical driving scenario that does not present a safety risk to the SV occupant(s).

The purpose of the testing reported herein was to objectively quantify the performance of a Dynamic Brake Support system installed on a 2020 Mazda CX-30. This test to assess Dynamic Brake Support systems is sponsored by the National Highway Traffic Safety Administration under Contract No. DTNH22-14-D-00333 with the New Car Assessment Program (NCAP).

Section II

DATA SHEETS

DYNAMIC BRAKE SUPPORT

DATA SHEET 1: TEST RESULTS SUMMARY

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2020 Mazda CX-30

VIN: *3MVDMABL6LM10xxxx*

Test Date: *1/20/2020*

Dynamic Brake Support System setting: *Smart Brake Support: ON*
Alert Timing: Early

Test 1 - Subject Vehicle Encounters Stopped Principal Other Vehicle

SV 25 mph: *Pass*

Test 2 - Subject Vehicle Encounters Slower Principal Other Vehicle

SV 25 mph POV 10 mph: *Pass*

SV 45 mph POV 20 mph: *Pass*

Test 3 - Subject Vehicle Encounters Decelerating Principal Other Vehicle

SV 35 mph POV 35 mph: *Fail*

Test 4 - Subject Vehicle Encounters Steel Trench Plate

SV 25 mph: *Pass*

SV 45 mph: *Pass*

Overall: ***Fail***

Notes:

DYNAMIC BRAKE SUPPORT

DATA SHEET 2: VEHICLE DATA

2020 Mazda CX-30

TEST VEHICLE INFORMATION

VIN: *3MVDMABL6LM10xxxx*

Body Style: *SUV* Color: *Snowflake White Pearl MC*

Date Received: *1/13/2020* Odometer Reading: *31 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *MAZDA MOTOR MANUFACTURING DE MEXICO S.A. DE C.V.*

Date of manufacture: *10/19*

Vehicle Type: *MPV*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *215/65R16*

Rear: *215/65R16*

Recommended cold tire pressure: Front: *250 kPa (36 psi)*

Rear: *250 kPa (36 psi)*

TIRES

Tire manufacturer and model: *Bridgestone Turanza*

Front tire specification: *215/65R16 98H*

Rear tire specification: *215/65R16 98H*

Front tire DOT prefix: *1V6 6VJBV11*

Rear tire DOT prefix: *1V6 6VJBV11*

DYNAMIC BRAKE SUPPORT

DATA SHEET 3: TEST CONDITIONS

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2020 Mazda CX-30

GENERAL INFORMATION

Test date: *1/20/2020*

AMBIENT CONDITIONS

Air temperature: *12.2 C (54 F)*

Wind speed: *2.6 m/s (5.8 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: *250 kPa (36 psi)*

Rear: *250 kPa (36 psi)*

DYNAMIC BRAKE SUPPORT

DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2020 Mazda CX-30

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front:	*474.5 kg (1046 lb)*	Right Front:	*455.0 kg (1003 lb)*
Left Rear:	*318.9 kg (703 lb)*	Right Rear:	*291.7 kg (643 lb)*
		Total:	*1540.1 kg (3395 lb)*

DYNAMIC BRAKE SUPPORT

DATA SHEET 4: DYNAMIC BRAKE SUPPORT SYSTEM OPERATION

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2020 Mazda CX-30

Name of the DBS option, option package, etc.

Smart Brake Support (SBS)

Type and location of sensor(s) the system uses:

Radar locate behind the front grill and mono camera located behind the windshield near the rearview mirror.

System setting used for test (if applicable): *Smart Brake Support: ON*

Alert Timing: Early

Brake application mode used for test: *Constant pedal displacement*

What is the minimum vehicle speed at which the DBS system becomes active?

2 mph (4 km/h) (Per manufacturer supplied information)

What is the maximum vehicle speed at which the DBS system functions?

None (Per manufacturer supplied information)

Does the vehicle system require an initialization sequence/procedure? **X** Yes

___ No

If yes, please provide a full description.

Drive more than 4 km (2.5 mile) of straight road with both sides lane marking at more than 25 mph and less than 30 mph. Doesn't have to be continuous, can start and turn around.

Will the system deactivate due to repeated AEB activations, impacts or near-misses? **X** Yes

___ No

If yes, please provide a full description.

Deactivation can be avoided by cycling the ignition after each AEB activation.

How is the Forward Collision Warning presented to the driver?

(Check all that apply)

X Warning light

X Buzzer or audible alarm

___ 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.

Visual warning: Symbol & Word, Red color, Flashes on/off. See Figure A17 in Appendix A.

Audial warning: Repeated Beep, High Pitch. Tone is centered at 1966 Hz pulsed 7 times/second.

Is there a way to deactivate the system?

X Yes

___ No

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

A multi-function control located just behind the shift lever (Figure A16) is used to access the vehicle settings.

The hierarchy for setting the SBS (AEB) system on or off is:

- *Settings*
  - *Safety Settings*
    - *Collision Avoidance*
      - *Smart Brake Support - checkbox to enable or disable*

When the SBS is canceled, the SBS OFF indicator light turns on.

The system resets to on when the ignition is cycled.

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Is the vehicle equipped with a control whose purpose is to adjust the range setting or otherwise influence the operation of DBS?

X Yes

___ No

If yes, please provide a full description.

A multi-function control located just behind the shift lever (Figure A16) is used to access the vehicle settings.
The hierarchy for setting the SBS (AEB) system sensitivity is:
Settings
  Safety Settings
    Collision Avoidance
      Smart Brake Support
        Alert Timing, select Early, Normal, or Late

Are there other driving modes or conditions that render DBS inoperable or reduce its effectiveness?

X Yes

___ No

Limitations of the system are detailed in Owner's Manual pages 4-150 and 4-151 shown in Appendix B Pages B-4 and B-5.

Notes:

Section III

TEST PROCEDURES

A. Test Procedure Overview

Four test scenarios were used, as follows:

Test 1. Subject Vehicle (SV) Encounters Stopped Principal Other Vehicle (POV)

Test 2. Subject Vehicle Encounters Slower Principal Other Vehicle

Test 3. Subject Vehicle Encounters Decelerating Principal Other Vehicle

Test 4. Subject Vehicle Encounters Steel Trench Plate

An overview of each of the test procedures follows.

1. TEST 1 – SUBJECT VEHICLE ENCOUNTERS STOPPED PRINCIPAL OTHER VEHICLE ON A STRAIGHT ROAD

This test evaluates the ability of the DBS system to detect and respond to a stopped lead vehicle in the immediate forward path of the SV, as depicted in Figure 1.

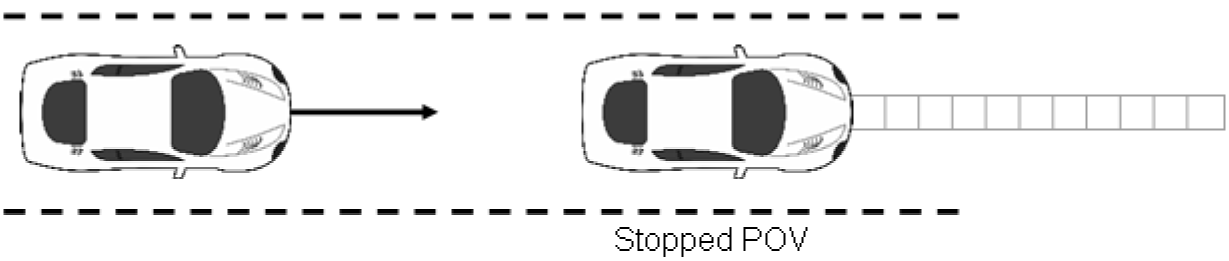

Figure 1. Depiction of Test 1

a. Procedure

The POV was parked in the center of a travel lane, with its longitudinal axis oriented parallel to the roadway edge and facing the same direction as the SV so that the SV approaches the rear of the POV.

The SV ignition was cycled prior to each test run. The SV was driven at a nominal speed of 25 mph (40.2 km/h) in the center of the lane of travel, toward the parked POV. The SV throttle pedal was released within 500 ms after t_{FCW}, i.e., within 500 ms of the FCW alert. The SV brakes were applied at TTC = 1.1 seconds (SV-to-POV distance of 40 ft (12 m)). The test concluded when either:

- The SV came into contact with the POV or

- The SV came to a stop before making contact with the POV.

In addition to the general test validity criteria described below, for an individual test trial to be valid, the following was required throughout the test:

- The SV speed could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) during an interval defined by a Time to Collision (TTC) = 5.1 seconds to t_{FCW}. For this test, TTC = 5.1 seconds is taken to occur at an SV-to-POV distance of 187 ft (57 m).

Table 1. Nominal Stopped POV DBS Test Choreography

Test Speeds		SV Speed Held Constant		SV Throttle Fully Released By		SV Brake Application Onset (for each application magnitude)	
SV	POV	TTC (seconds)	SV-to-POV Headway	TTC (seconds)	SV-to-POV Headway	TTC (seconds)	SV-to-POV Headway
25 mph (40.2 km/h)	0	5.1 → t_{FCW}	187 ft (57 m) → t_{FCW}	Within 500 ms of FCW1 onset	Varies	1.1	40 ft (12 m)

b. Criteria

The performance requirement for this series of tests is that there be no SV-POV impact for at least five of the seven valid test trials.

2. <u>TEST 2 – SUBJECT VEHICLE ENCOUNTERS SLOWER PRINCIPAL OTHER VEHICLE</u>

This test evaluates the ability of the DBS system to detect and respond to a slower-moving lead vehicle traveling at a constant speed in the immediate forward path of the SV, as depicted in Figure 2.

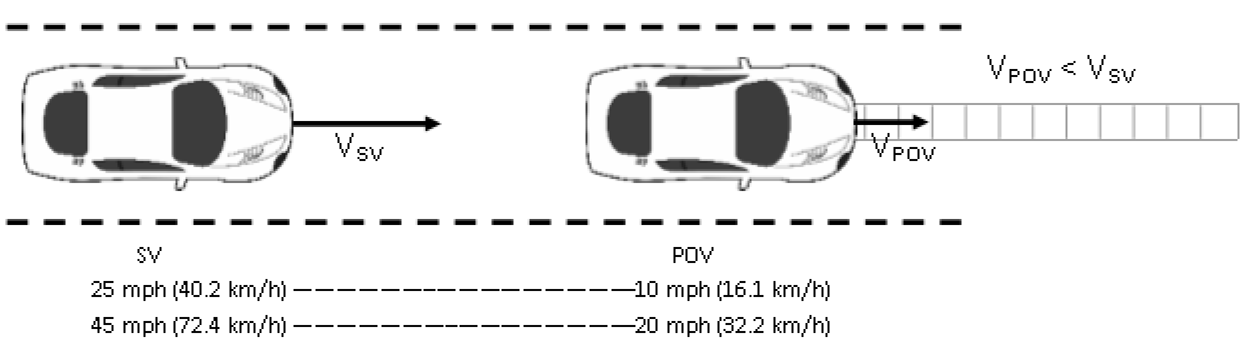

Figure 2. Depiction of Test 2

a. Procedure

The SV ignition was cycled prior to each test run. The tests were conducted two ways. In the first, the POV was driven at a constant 10.0 mph (16.1 km/h) in the center of the lane of travel while the SV was driven at 25.0 mph (40.2 km/h), in the center lane of travel, toward the slower-moving POV. In the second, the POV was driven at a constant 20.0 mph (32.2 km/h) in the center of the lane of travel while the SV was driven at 45.0 mph (72.4 km/h), in the center lane of travel, toward the slower-moving POV. In both cases, the SV throttle pedal was released within 500 ms after t_{FCW}, i.e., within 500 ms of the FCW alert. The SV brakes were applied at TTC = 1.0 seconds, assumed to be SV-to-POV distance of 22 ft (7 m) for an SV speed of 25 mph and 37 ft (11 m) for an SV speed of 45 mph.

The test concluded when either:

- The SV came into contact with the POV or
- 1 second after the speed of the SV became less than or equal to that of the POV.

The SV driver then braked to a stop.

In addition to the general test validity criteria described below, for an individual test trial to be valid, the following was required throughout the test:

- The lateral distance between the centerline of the POV and the center of the travel lane could not deviate more than ±1 ft (0.3 m) during the validity period.
- The SV speed could not deviate more than ±1.0 mph (±1.6 km/h) during an interval defined by TTC = 5.0 seconds to t_{FCW}.
- The POV speed could not deviate more than ±1.0 mph (±1.6 km/h) during the validity period.

Table 2. Nominal Slower-Moving POV DBS Test Choreography

Test Speeds		**SV Speed Held Constant**		**SV Throttle Fully Released By**		**SV Brake Application Onset (for each application magnitude)**	
SV	**POV**	**TTC (seconds)**	**SV-to-POV Headway**	**TTC (seconds)**	**SV-to-POV Headway**	**TTC (seconds)**	**SV-to-POV Headway**
25 mph (40 km/h)	10 mph (16 km/h)	5.0 → t_{FCW}	110 ft (34 m) → t_{FCW}	Within 500 ms of FCW1 onset	Varies	1.0	22 ft (7 m)
45 mph (72 km/h)	20 mph (32 km/h)	5.0 → t_{FCW}	183 ft (56 m) → t_{FCW}	Within 500 ms of FCW1 onset	Varies	1.0	37 ft (11 m)

b. Criteria

The performance requirement for this series of tests is that there be no SV-POV impact for at least five of the seven valid test trials.

3. <u>TEST 3 – SUBJECT VEHICLE ENCOUNTERS DECELERATING PRINCIPAL OTHER VEHICLE</u>

This test evaluates the ability of the DBS system to detect and respond to a lead vehicle slowing with a constant deceleration in the immediate forward path of the SV as depicted in Figure 3. Should the SV foundation brake system be unable to prevent an SV-to-POV impact for a given test condition, the DBS system should automatically provide supplementary braking capable of preventing an SV-to-POV collision.

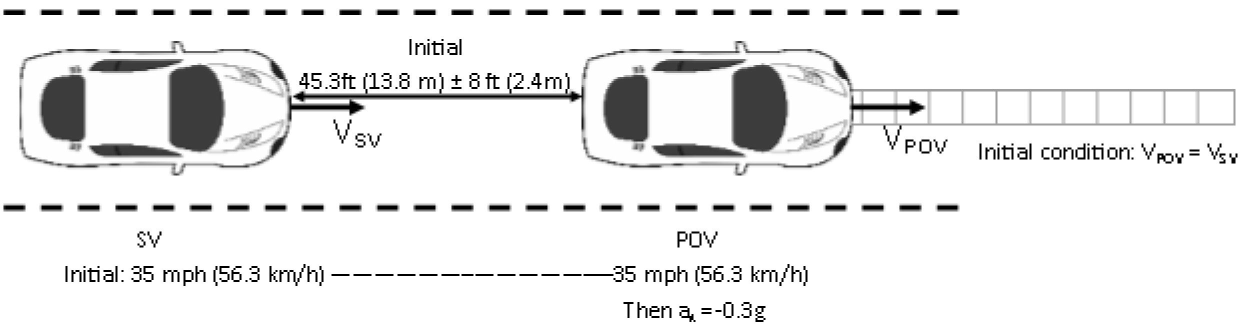

Figure 3. Depiction of Test 3 with POV Decelerating

a. Procedure

The SV ignition was cycled prior to each test run. For this scenario both the POV and SV were driven at a constant 35.0 mph (56.3 km/h) in the center of the lane, with headway of 45.3 ft (13.8 m) ± 8 ft (2.4 m). Once these conditions were met, the POV tow vehicle brakes were applied to achieve 0.3 ± 0.03 g. The SV throttle pedal was released within 500 ms of $t_{FCW,}$ and the SV brakes were applied when TTC was 1.4 seconds (31.5 ft (9.6 m)).

The test concluded when either:

- The SV came into contact with the POV or
- 1 second after the velocity of the SV became less than or equal to that of the POV.

The SV driver then braked to a stop.

In addition to the general test validity criteria described below, for an individual test trial to be valid, the following was required throughout the test:

- The lateral distance between the centerline of the POV and the center of the travel lane could not deviate more than ±1 ft (0.3 m) during the validity period.
- The headway between the SV and POV must have been constant from the onset

of the applicable validity period to the onset of POV braking.

- The SV and POV speed could not deviate more than ±1.0 mph (1.6 km/h) during an interval defined by the onset of the validity period to the onset of POV braking.
- The average POV deceleration could not deviate by more than ±0.03 g from the nominal 0.3 g deceleration during the interval beginning at 1.5 seconds after the onset of POV braking and ending either 250 ms prior to the POV coming to a stop or the SV coming into contact with the POV.

Table 3. Nominal Decelerating POV DBS Test Choreography

Test Speeds		SV Speed Held Constant		SV Throttle Fully Released By		SV Brake Application Onset (for each application magnitude)	
SV	**POV**	**TTC (seconds)**	**SV-to-POV Headway**	**TTC (seconds)**	**SV-to-POV Headway**	**TTC (seconds)**	**SV-to-POV Headway**
35 mph (56 km/h)	35 mph (56 km/h)	3.0 seconds prior to POV braking → t_{FCW}	45 ft (14 m) → t_{FCW}	Within 500 ms of FCW1 onset	Varies	1.4	32 ft (10 m)

b. Criteria

The performance requirement for this series of tests is that no SV-POV contact occurs for at least five of the seven valid test trials.

4. <u>TEST 4 – FALSE POSITIVE SUPPRESSION</u>

The false positive suppression test series evaluates the ability of a DBS system to differentiate a steel trench plate (STP) from an object presenting a genuine safety risk to the SV. Although the STP is large and metallic, it is designed to be driven over without risk of injury to the driver or damage to the SV. Therefore, in this scenario, the automatic braking available from DBS is not necessary and should be suppressed. The test condition is nearly equivalent to that previously defined for Test 1, the stopped POV condition, but with an STP in the SV forward path in lieu of a POV.

a. Procedure

This test was conducted at two speeds, 25 mph (40.2 km/h) and 45 mph (72.4 km/h). The SV was driven directly towards, and over, the STP, which was positioned in the center of a travel lane, with its longest sides parallel to the road edge. The SV was driven at constant speed in the center of the lane toward the STP. If the SV did not present an FCW alert during the approach to the STP by TTC = 2.1 s, the SV driver initiated release of the throttle pedal at TTC = 2.1 s and the throttle pedal was fully released within 500 ms of TTC = 2.1 s. The SV brakes were applied at TTC of 1.1 seconds, assumed to be 40 ft (12.3 m) from the edge of the STP at 25 mph or 73 ft (22.1 m) at 45 mph. The test concluded when the front most part of the SV reached a vertical plane defined by the edge of the STP first encountered by the SV.

b. Criteria

In order to pass the False Positive test series, the magnitude of the SV deceleration reduction attributable to DBS intervention must have been less than or equal to 1.25 times the average of the deceleration experienced by the baseline command from the braking actuator for at least five of seven valid test trials.

B. General Information

1. T_{FCW}

The time at which the Forward Collision Warning (FCW) activation flag indicates that the system has issued an alert to the SV driver is designated as t_{FCW}. FCW alerts are typically haptic, visual, or audible, and the onset of the alert is determined by post-processing the test data.

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 band-pass filter used for these warning signal types is a phaseless, forward-reverse pass, elliptical (Cauer) digital filter, with filter parameters as listed in Table 4.

Table 4. Audible and Tactile Warning Filter Parameters

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

2. <u>GENERAL VALIDITY CRITERIA</u>

In addition to any validity criteria described above for the individual test scenarios, for an individual trial to be valid, it must have met the following criteria throughout the test:

- The SV driver seatbelt was latched.
- If any load had been placed on the SV front passenger seat (e.g., for instrumentation), the vehicle's front passenger seatbelt was latched.
- The SV was driven at the nominal speed in the center of the travel lane, toward the POV or STP.
- The driver used the least amount of steering input necessary to maintain SV position in the center of the travel lane during the validity period; use of abrupt steering inputs or corrections was avoided.
- The yaw rate of the SV did not exceed ±1.0 deg/s from the onset of the validity period to the instant SV deceleration exceeded 0.25 g.
- The SV driver did not apply any force to the brake pedal during the during the applicable validity period. All braking shall be performed by the programmable brake controller.
- The lateral distance between the centerline of the SV and the centerline of the POV or STP did not deviate more than ±1 ft (0.3 m) during the applicable validity period.

3. VALIDITY PERIOD

The valid test interval began:

Test 1: When the SV-to-POV TTC = 5.1 seconds

Test 2: When the SV-to-POV TTC = 5.0 seconds

Test 3: 3 seconds before the onset of POV braking

Test 4: 2 seconds prior to the SV throttle pedal being released

The valid test interval ended:

Test 1: When either of the following occurred:

- The SV came in contact with the POV (SV-to-POV contact was assessed by using GPS-based range data or by measurement of direct contact sensor output); or
- The SV came to a stop before making contact with the POV.

Test 2: When either of the following occurred:

- The SV came into contact with the POV; or
- 1 second after the velocity of the SV became less than or equal to that of the POV.

Test 3: When either of the following occurred:

- The SV came in contact with the POV; or
- 1 second after minimum SV-to-POV range occurred.

Test 4: When the SV stopped.

4. STATIC INSTRUMENTATION CALIBRATION

To assist in resolving uncertain test data, static calibration data was collected prior to each of the test series.

For Tests 1, 2, and 3, the SV, POV, and POV moving platform and tow vehicle were centered in the same travel lane with the same orientation (i.e., facing the same direction). For Test 4, the SV and STP were centered in the same travel lane.

For Tests 1, 2, and 3, the SV was positioned such that it just contacted a vertical plane defining the rearmost location of the POV. For Test 4, the front-most location of the SV was positioned such that it just reached a vertical plane defined by the leading edge of the STP first encountered by the SV (i.e., just before it is driven onto the STP). This is the "zero position."

The zero position was documented prior to, and immediately after, conduct of each test series.

If the zero position reported by the data acquisition system was found to differ by more than ±2 in (±5 cm) from that measured during collection of the pre-test static calibration data file, the pre-test longitudinal offset was adjusted to output zero and another pre-test static calibration data file was collected. If the zero position reported by the data acquisition system was found to differ by more than ±2 in (±5 cm) from that measured during collection of the post-test static calibration data file, the test trials performed between collection of that post-test static calibration data file and the last valid pre-test static calibration data file were repeated.

Static data files were collected prior to, and immediately after, conduct each of the test series. The pre-test static files were reviewed prior to test conduct to confirm that all data channels were operational and were properly configured.

5. <u>NUMBER OF TRIALS</u>

A target total of seven (7) valid trials were performed for each scenario. In cases where the test driver performed more than seven trials, the first seven trials satisfying all test tolerances were used to assess the SV performance.

6. <u>TRANSMISSION</u>

All trials were performed with SV automatic transmissions in ''Drive'' or with manual transmissions in the highest gear capable of sustaining the desired test speed. Manual transmission clutches remained engaged during all maneuvers. The brake lights of the POV were not illuminated.

C. Principal Other Vehicle

DBS testing requires a POV that realistically represents typical vehicles, does not suffer damage or cause damage to a test vehicle in the event of collision, and can be accurately positioned and moved during the tests. The tests reported herein made use of the NHTSA developed Strikeable Surrogate Vehicle (SSV).

This SSV system was designed specifically for common rear-end crash scenarios which AEB systems address. The key components of the SSV system are:

- A POV shell which is a visually and dimensionally accurate representation of a passenger car.
- A slider and load frame assembly to which the shell is attached.
- A two-rail track on which the slider operates.

- A road-based lateral restraint track.
- A tow vehicle.

The key requirements of the POV element are to:

- Provide an accurate representation of a real vehicle to DBS sensors, including cameras and radar.
- Be resistant to damage and inflict little or no damage to the SV as a result of repeated SV-to-POV impacts.

The key requirements of the POV delivery system are to:

- Accurately control the nominal POV speed up to 35 mph (56 km/h).
- Accurately control the lateral position of the POV within the travel lane.
- Allow the POV to move away from the SV after an impact occurs.

Operationally, the POV shell is attached to the slider and load frame, which includes rollers that allow the entire assembly to move longitudinally along the guide rail. The guide rail is coupled to a tow vehicle and guided by the lateral restraint track secured to the test track surface. The rail includes a provision for restraining the shell and roller assembly in the rearward direction. In operation, the shell and roller assembly engages the rail assembly through detents to prevent relative motion during run-up to test speeds and minor deceleration of the tow vehicle. The combination of rearward stops and forward motion detents allows the test conditions, such as relative POV-SV headway distance and speed etc., to be achieved and adjusted as needed in the preliminary part of a test. If during the test, the SV strikes the rear of the POV shell, the detents are overcome and the entire shell/roller assembly moves forward in a two-stage manner along the rail and away from the SV. The forward end of the rail has a soft stop to restrain forward motion of the shell/roller assembly. After impacting the SSV, the SV driver uses the steering wheel to maintain SV position in the center of the travel lane, thereby straddling the two-rail track. The SV driver must manually apply the SV brakes after impact. The SSV system is shown in Figures A6 through A8 and a detailed description can be found in the NHTSA report: NHTSA'S STRIKEABLE SURROGATE VEHICLE PRELIMINARY DESIGN + OVERVIEW, May 2013.

D. Foundation Brake System Characterization

Data collected and analyzed from a series of pre-test braking runs were used to objectively quantify the response of the vehicle's foundation brake system without the contribution of DBS. The results of these analyses were used to determine the brake pedal input magnitudes needed for the main tests.

This characterization was accomplished by recording longitudinal acceleration and brake pedal force and travel data for a variety of braking runs. For three initial brake characterization runs, the vehicle was driven at 45 mph, and the brakes were applied at a rate of 1 inch/sec up to the brake input level needed for at least 0.7 g. Linear regressions were performed on the data from each run to determine the linear vehicle deceleration response as a function of both applied brake pedal force and brake pedal travel. The brake input force or displacement level needed to achieve a vehicle deceleration of 0.4 g was determined from the average of the three runs. Using the 0.4 g brake input force or displacement level found from the three initial runs, subsequent runs were performed at 25 mph, 35 mph, and 45 mph, with the brakes applied at a rate of 10 inch/sec to the determined 0.4 g brake input force or displacement level. For each of the three test speeds, if the average calculated deceleration level was found to be within 0.4 ± 0.025 g, the resulting force or displacement was recorded and used. If the average calculated deceleration level exceeded this tolerance, the brake input force or displacement levels were adjusted and retested until the desired magnitude was realized. Prior to each braking event, the brake pad temperatures were required to be in the range of 149° - 212°F.

E. Brake Control

1. SUBJECT VEHICLE PROGRAMMABLE BRAKE CONTROLLER

To achieve accurate, repeatable, and reproducible SV brake pedal inputs, a programmable brake controller was used for all brake applications. The controller has the capability to operate in one of two user-selectable, closed-loop, control modes:

- Constant pedal displacement. By maintaining constant actuator stroke, the position of the vehicle's brake pedal remains fixed for the duration of the input. To achieve this, the brake controller modulates application force.
- Hybrid control. Hybrid control uses position-based control to command the initial brake application rate and actuator position, then changes to force-based control to command a reduction of applied force to a predetermined force. This force is maintained until the end of the braking maneuver by allowing the brake controller to modulate actuator displacement.

2. SUBJECT VEHICLE BRAKE PARAMETERS

- Each test run began with the brake pedal in its natural resting position, with no preload or position offset.
- The onset of the brake application was considered to occur when the brake actuator had applied 2.5 lbf (11 N) of force to the brake pedal.
- The magnitude of the brake application was that needed to produce 0.4 g deceleration, as determined in the foundation brake characterization.
- The SV brake application rate was between 9 to 11 in/s (229 to 279 mm/s), where the application rate is defined as the slope of a linear regression line applied to brake pedal position data over a range from 25% to 75% of the commanded input magnitude.

3. <u>POV AUTOMATIC BRAKING SYSTEM</u>

The POV was equipped with an automatic braking system, which was used in Test Type 3. The braking system consisted of the following components:

- Electronically controlled linear actuator, mounted on the seat rail and attached to the brake pedal. The actuator can be programmed for control of stroke and rate.
- PC module programmed for control of the stroke and rate of the linear actuator.
- Switch to activate actuator.

F. Instrumentation

Table 5 lists the sensors, signal conditioning, and data acquisition equipment used for these tests.

Table 5. 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	< 1% error between 20 and	Omega DPG8001	17042707002	By: DRI Date: 7/3/2019 Due: 7/3/2020
Platform Scales	Vehicle Total, Wheel, and Axle Load	2200 lb/platform 5338 N/	0.5% of applied load	Intercomp SWI	1110M206352	By: DRI Date: 1/6/2020 Due: 1/6/2021
Linear (string) encoder	Throttle pedal travel	10 in 254 mm	0.1 in 2.54 mm	UniMeasure LX-EP	45040532	By: DRI Date: 5/10/2019 Due: 5/10/2020
Load Cell	Force applied to brake pedal					By: DRI
		0 - 250 lb 0 -1112 N	0.1% FS	Honeywell 41A	1464391	Date: 8/30/2019 Due: 8/30/2020
		0-250 lb 1112 N	0.05% FS	Stellar Technology PNC700	1607338	Date: 8/30/2019 Due: 8/30/2020
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

Table 5. Test Instrumentation and Equipment (continued)

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Multi-Axis Inertial Sensing System	Position; Longitudinal, Lateral, and Vertical Accels; Lateral, Longitudinal and Vertical Velocities; Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles	Accels ± 10g, Angular Rat	Accels .01g, Angular Rate	Oxford Inertial +		By: Oxford Technical Solutions
					2258	Date: 5/3/2019 Due: 5/3/2021
					2176	Date: 4/11/2018 Due: 4/11/2020
Real-Time Calculation of Position and Velocity Relative to Lane Markings (LDW) and POV (FCW)	Distance and Velocity to lane markings (LDW) and POV (FCW)	Lateral Lane Dist: ±30 m Lateral Lane Velocity: ±20 m/sec Longitudinal Range to POV: ±200 m Longitudinal Range Rate: ±50 m/sec	Lateral Distance to Lane Marking: ±2 cm Lateral Velocity to Lane Marking: ±0.02m/sec Longitudinal Range: ±3 cm Longitudinal Range Rate: ±0.02 m/sec	Oxford Technical Solutions (OXTS), RT-Range	97	NA
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
Accelerometer	Acceleration (to measure time at alert)	±5g	≤ 3% of full range	Silicon Designs, 2210-005	NA	NA

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
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).	dSPACE Micro-Autobox II 1401/1513	
		Base Board	549068
		I/O Board	588523

APPENDIX A

Photographs

LIST OF FIGURES

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Figure A1. Front View of Subject Vehicle

Figure A2. Rear View of Subject Vehicle

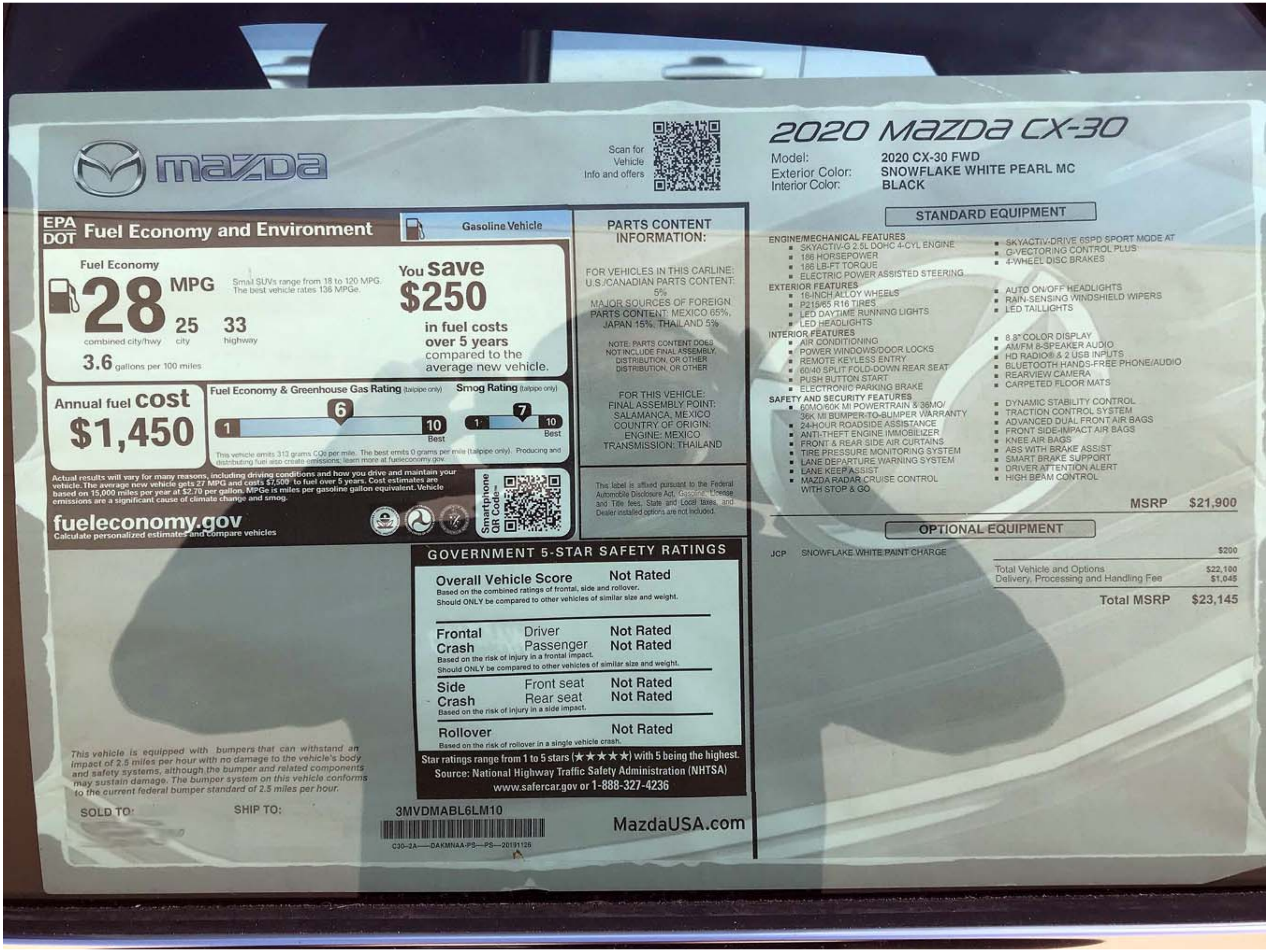


Figure A3. Window Sticker (Monroney Label)

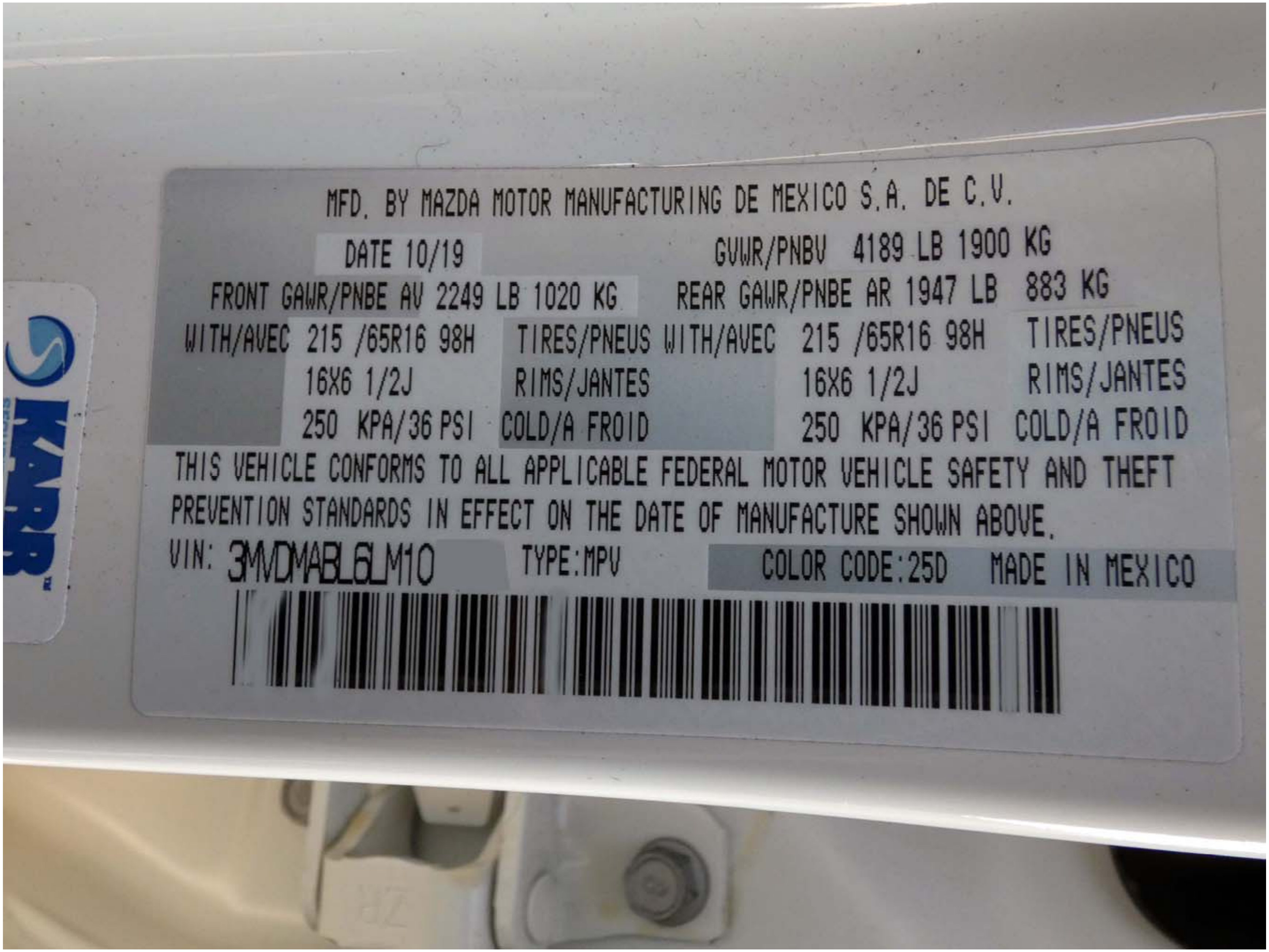


Figure A4. Vehicle Certification Label

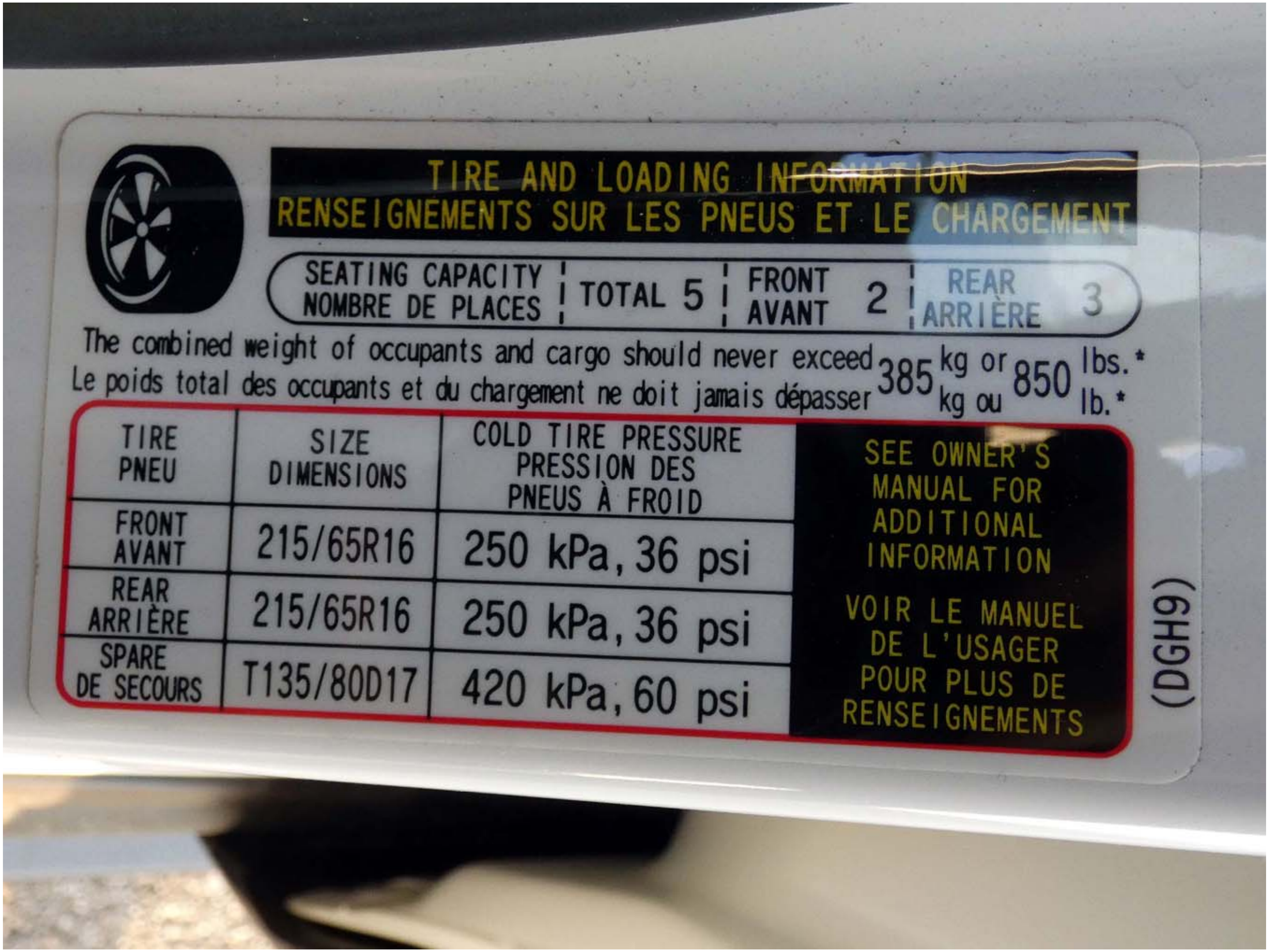


Figure A5. Tire Placard

Figure A6. Rear View of Principal Other Vehicle (SSV)

Figure A7. Load Frame/Slider of SSV

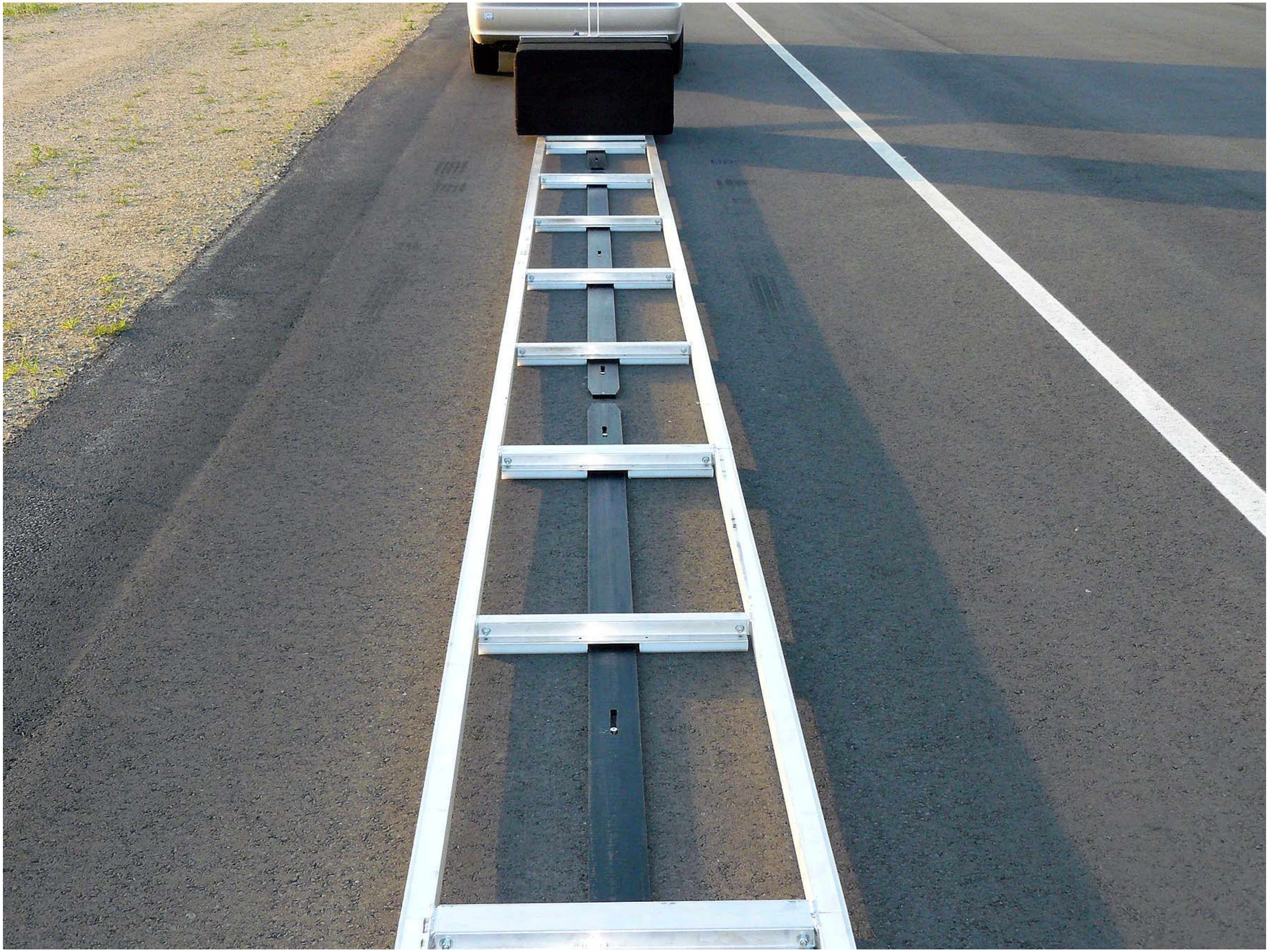


Figure A8. Two-Rail Track and Road-Based Lateral Restraint Track

Figure A9. Steel Trench Plate

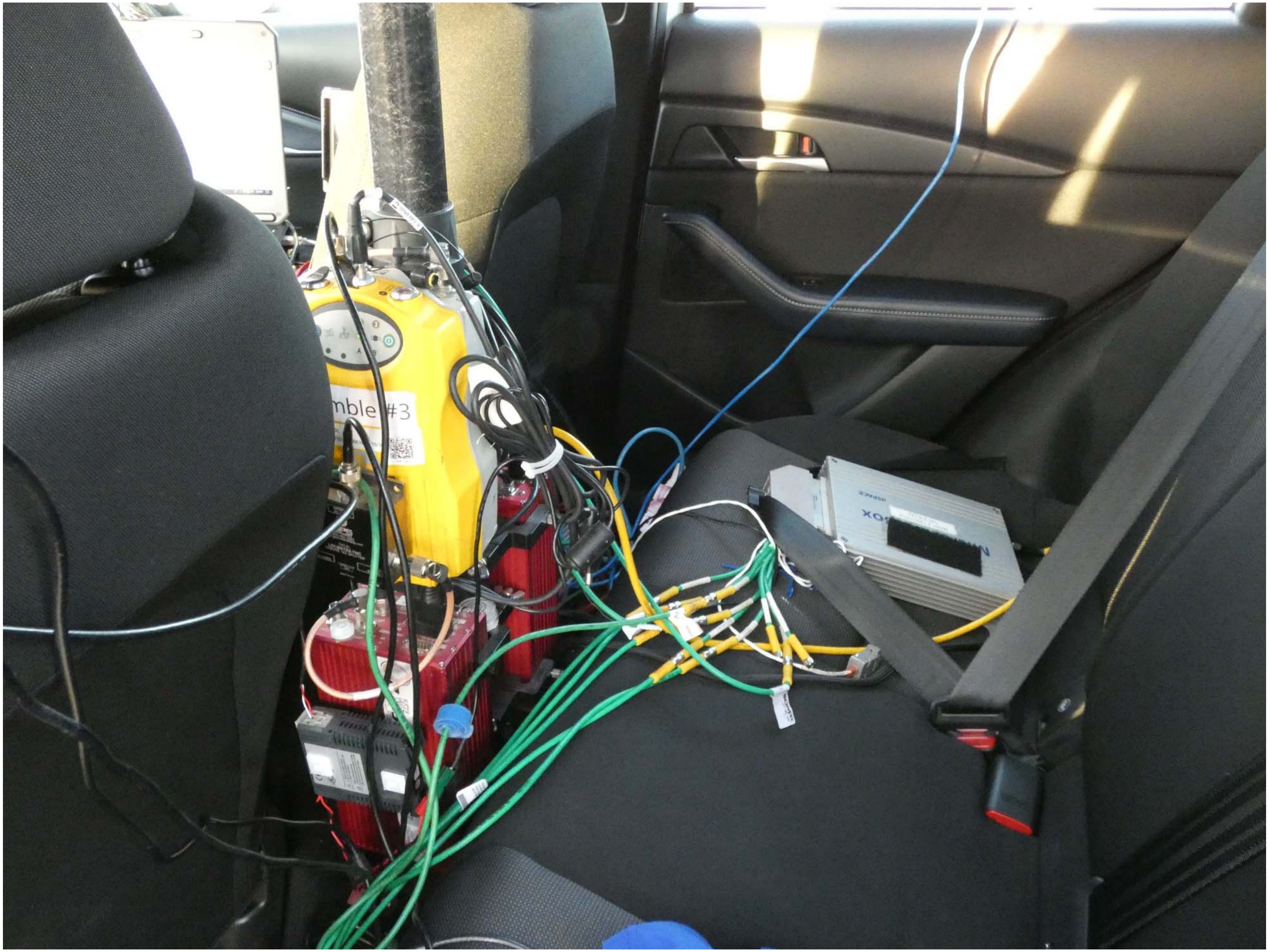


Figure A10. DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle

Figure A11. Sensor for Detecting Visual Alerts

Figure A12. Sensor for Detecting Auditory Alerts

Figure A13. Computer Installed in Subject Vehicle

Figure A14. Brake Actuator Installed in POV System

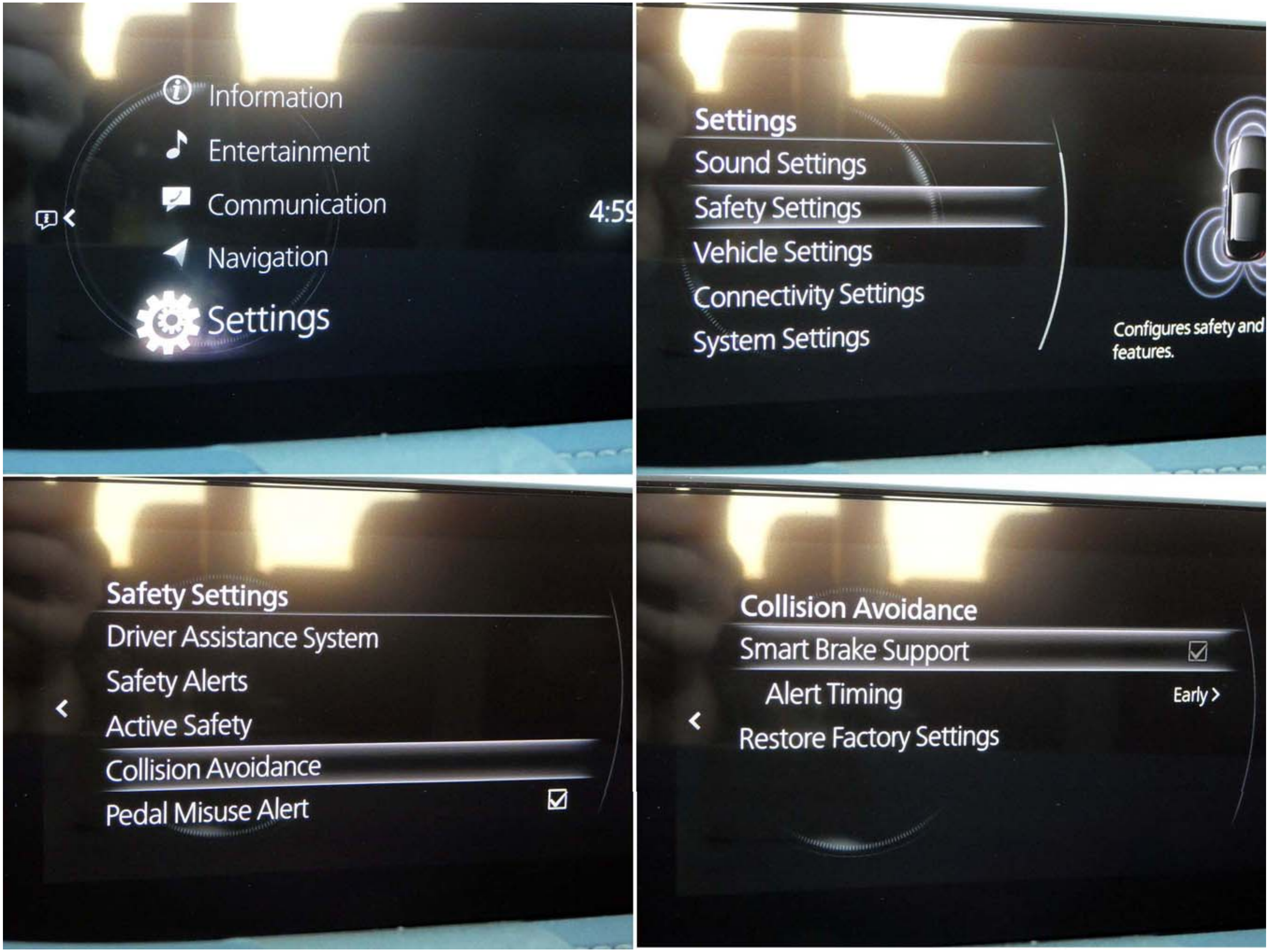


Figure A15. Menu Page for AEB Settings

Figure A16. Controls for Changing Parameters

Figure A17. AEB Visual Alert

APPENDIX B

Excerpts from Owner's Manual

Reverse driving

Smart Brake Support [Rear] (SBS-R)..............................page 4-152
Smart Brake Support [Rear Crossing] (SBS-RC).............................. page 4-155

▼ Camera and Sensors

Forward Sensing Camera (FSC)

The Forward Sensing Camera (FSC) detects lane indications and recognizes headlights, taillights and city lights during nighttime driving. In addition, it also detects the vehicle ahead, pedestrians, or obstructions. The following systems use the Forward Sensing Camera (FSC).

- High Beam Control system (HBC)
- Lane Departure Warning System (LDWS)
- Traffic Sign Recognition System (TSR)
- Distance & Speed Alert (DSA)
- Driver Attention Alert (DAA)
- Mazda Radar Cruise Control (MRCC)
- Mazda Radar Cruise Control with Stop & Go function (MRCC with Stop & Go function)
- Lane-keep Assist System (LAS)
- Traffic Jam Assist (TJA)
- Smart Brake Support (SBS)

The Forward Sensing Camera (FSC) is installed at the top of the windshield near the rearview mirror.
Refer to Forward Sensing Camera (FSC) on page 4-190.

Front radar sensor

The front radar sensor detects radio waves reflected off a vehicle ahead sent from the radar sensor. The following systems use the front radar sensor.

- Distance & Speed Alert (DSA)
- Mazda Radar Cruise Control (MRCC)
- Mazda Radar Cruise Control with Stop & Go function (MRCC with Stop & Go function)
- Traffic Jam Assist (TJA)
- Smart Brake Support (SBS)

The front radar sensor is mounted behind the radiator grille.
Refer to Front Radar Sensor on page 4-194.

Front side radar sensor

The front side radar sensors detects radio waves reflected off a vehicle ahead sent from the radar sensor. The following systems use the front side radar sensor.

- Front Cross Traffic Alert (FCTA)

The front side radar sensors are installed inside the front bumper, one on the left side and one on the right side.
Refer to Front Side Radar Sensor on page 4-196.

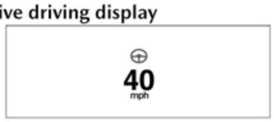
Rear side radar sensor

The rear side radar sensors emit radio waves and detect the radio waves reflected off a vehicle approaching from the rear or an obstruction. The following systems use the rear side radar sensor.

- Blind Spot Monitoring (BSM)
- Rear Cross Traffic Alert (RCTA)
- Smart Brake Support [Rear Crossing] (SBS-RC)

The rear side radar sensors are installed inside the rear bumper, one on the left side and one on the right side.
Refer to Rear Side Radar Sensor on page 4-197.

Active driving display



NOTE
When the driver operates the steering wheel while the steering wheel operation assist is operating, the steering wheel operation assistance is canceled.

▼ System Canceling

The LAS can be set to inoperable.

- **(If only the LAS is turned off)**
  Refer to the Settings section in the Mazda Connect Owner's Manual.
- **(If the LAS is turned off by operating the i-ACTIVSENSE switch)**
  Refer to i-ACTIVSENSE Switch on page 4-85.

NOTE
If the ignition is switched OFF while you have canceled the system using the i-ACTIVSENSE switch, the system is automatically enabled the next time the ignition is switched ON. However, if the system is canceled using the personalization features, the system is not automatically enabled.

Smart Brake Support (SBS)*

▼ Smart Brake Support (SBS)

The SBS alerts the driver of a possible collision using the warning indications in the display and a warning sound if the front radar sensor and Forward Sensing Camera (FSC) determine that there is the possibility of a collision with a vehicle ahead, pedestrian, or a bicycle. Furthermore, if a collision is unavoidable, the automatic brake control is performed to reduce damage in the event of a collision. In addition, when the driver depresses the brake pedal, the brakes are applied firmly and quickly to assist.
(Vehicles with Driver Monitoring (DM))
When the SBS determines that the driver is not paying attention to the road using the driver monitoring camera and it determines that there is the possibility of a collision with an obstruction, the SBS activates the collision warning earlier than normal.

⚠ WARNING

Do not rely completely on the SBS:
The SBS is only designed to reduce damage in the event of a collision. The ability to detect obstructions is limited depending on the obstructions, weather conditions, or traffic conditions. Over reliance on the system leading to the accelerator pedal or brake pedal being mistakenly operated could result in an accident.

CAUTION

In the following cases, turn the system off to prevent an unexpected operation.

- The vehicle is being towed or when towing another vehicle.
- The vehicle is on a chassis roller.
- When driving on rough roads such as in areas of dense grass or off-road.
  See the next page on how to turn off the system.
  Refer to Stopping the Smart Brake Support (SBS) System Operation on page 4-151.

Operation conditions

The SBS operates when all of the following conditions are met.

- The ignition is switched ON.
- The SBS is on.
- The i-ACTIVSENSE warning indication/warning light is not turned on.
- **(Object is vehicle ahead)**
  The vehicle speed is about 4 km/h (2 mph) or higher.
- **(Object is a pedestrian or bicycle)**
  The vehicle speed is between about 10 to 80 km/h (6.2 to 50 mph).
- The DSC does not operate.

NOTE

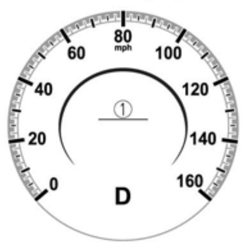
- Under the following conditions, the SBS may not operate.
  - If there is the possibility of hitting only a part of a vehicle or obstruction ahead.
  - You are driving your vehicle at the same speed as the vehicle ahead.
  - When the driver deliberately performs driving operations (accelerator operation, steering wheel operation).
  - The accelerator pedal is depressed abruptly.
  - The brake pedal is being depressed.
  - The steering wheel is being operated.
  - The selector lever is being shifted.
  - The turn signal lever is being operated.
  - When warnings and messages, such as a dirty windshield, related to the Forward Sensing Camera (FSC) or front radar sensor are being displayed on the multi-information display.
- The SBS may operate under the following conditions.
  - There is an object in the road at the entrance to a curve (including guardrails and snow banks).
  - Passing an approaching vehicle while rounding a curve.
  - When crossing a narrow bridge, and passing through low gates, narrow gates, car washing machines, or tunnels.
  - When passing through a toll gate.
  - When entering an underground parking area.
  - There is a metal object, bump, or a protruding object on the road.
  - If you suddenly come close to a vehicle ahead.
  - There is an animal, wall, or tree.
- Notifies the driver with a warning indication on the multi-information display and the active driving display (vehicles with active driving display) while the system is operating.

- If a malfunction is detected or the system temporarily stops the function due to dirty sensors (such as radar sensor or Forward Sensing Camera (FSC)), the i-ACTIVSENSE warning indication/warning light turns on and a message is displayed on the multi-information display.
- On a manual transmission vehicle, the engine stops if the clutch pedal is not depressed when the vehicle is stopped by the SBS brake operation.
- If the vehicle is stopped by the SBS brake operation and the brake pedal is not depressed, the SBS brake is automatically released after about 2 seconds.

▼ Collision Warning

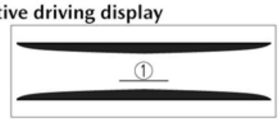
When there is a possibility of a collision with a vehicle ahead, the collision warning sound is activated continuously and a warning is displayed on the multi-information display and the active driving display.

Multi-information display



1. “BRAKE!” message is displayed

Active driving display



1. “BRAKE!” message is displayed

NOTE

- The collision warning sound is activated intermittently while the SBS brake or brake assist (SBS brake assist) is operating.
- The operation distance and volume of the collision warning can be changed.
  Refer to the Settings section in the Mazda Connect Owner's Manual.

▼ Stopping the Smart Brake Support (SBS) System Operation

The SBS can be changed to inoperable. Refer to the Settings section in the Mazda Connect Owner's Manual.
When the SBS is canceled, the SBS OFF indicator light turns on.

NOTE

When the ignition is switched OFF while the SBS is canceled, the SBS is automatically enabled the next time the ignition is switched ON.

Function	Available setting changes
Bose® AudioPilot[*6] Automatically adjusts the music to compensate for road noise.	Off, 1 — 3 (4 levels)

*1 Equalizer setting saved in "Customize EQ" of the "Equalizer" item.

*2 You can edit and save the equalizer setting manually according to your preferences.

*3 The automatic level control (ALC) changes the audio volume automatically according to the vehicle speed. The faster the vehicle speed, the higher the volume increases. The slower the vehicle speed, the lower the volume decreases.

*4 This function adjusts the volume automatically, therefore the volume level changes depending on the content.

*5 Centerpoint lets vehicle owners enjoy a Bose surround sound experience.
Specifically engineered to meet the unique demands of reproducing surround sound in a vehicle.
Converts stereo signals to multiple channels allowing greater precision when reproducing the sound.
An enhanced algorithm to simultaneously create a wider, more spacious sound field.
Centerpoint is a registered trademark of Bose Corporation.

*6 When driving, background noise can interfere with enjoying music.
AudioPilot Noise compensation technology continuously adjusts the music to compensate for background noise and vehicle speed.
It reacts only to sustained noise sources and not intermittent ones, such as speed bumps.
An enhanced DSP algorithm allows faster and more effective compensation for unusual situations, such as driving on a very rough road or at high speeds.
AudioPilot is a registered trademark of Bose Corporation.

Vehicle Notification and Warning Volume

Adjusts the alert volume for notifications and warnings.

Available setting changes
Low, Moderate, High

APPENDIX C

Run Log

Subject Vehicle: **2020 Mazda CX-30** Test Date: **1/20/2020**

Principal Other Vehicle: **SSV**

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
1-10	**Brake characterization and confirmation**						See Appendix D
29	**Stopped POV**	Y	2.83	7.29	0.99	Pass	Brake Stroke changed to 2.35 in after check runs. Video dropout
30		Y	2.87	5.98	1.03	Pass	
31		Y	2.85	5.11	1.07	Pass	
32		Y	2.88	6.32	1.01	Pass	
33		Y	2.80	4.78	1.00	Pass	
34		Y	2.85	4.48	0.98	Pass	Video dropout
35		Y	2.86	4.15	0.99	Pass	
36	Static Run						
37	**Slower POV, 25 vs 10**	Y	2.15	5.23	0.95	Pass	
38		Y	2.01	5.11	0.97	Pass	Video dropout during DBS event

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
39		Y	2.11	5.19	0.96	Pass	Video dropout
40		Y	2.10	5.03	0.96	Pass	
41		Y	2.06	3.30	0.97	Pass	
42		N					SV yaw
43		Y	2.15	4.81	0.96	Pass	
44		Y	2.07	3.78	0.96	Pass	
45	Static run						
46	**Slower POV, 45 vs 20**	Y	2.94	8.27	1.03	Pass	Video dropout after SV stopped
47		Y	2.85	6.72	1.04	Pass	
48		Y	2.92	8.83	1.01	Pass	
49		Y	2.90	7.45	1.00	Pass	
50		Y	2.77	6.95	1.04	Pass	
51		N					Throttle
52		Y	2.89	7.76	1.01	Pass	
53		Y	2.80	8.16	1.05	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
54	Static run						
55	**Decelerating POV, 35**	N					Brake stroke changed to 2.60 in after check run
56		Y	1.98	0.00	0.88	Fail	Speed Reduction = 23.4 mph
57		Y	1.95	2.10	1.02	Pass	
58		Y	2.04	0.01	1.05	Pass	
59		Y	1.98	0.00	0.85	Fail	Speed Reduction = 21.8 mph
60		N					POV brakes
61		Y	1.82	0.00	0.90	Fail	Speed Reduction = 23.0 mph
62		Y	1.98	0.00	0.86	Fail	Speed Reduction = 21.5 mph
63		Y	1.88	2.75	0.98	Pass	
64	Static run						
11	STP - Static run						
12	**Baseline, 25**	Y			0.42		
13		Y			0.43		

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
14		Y			0.45		
15		Y			0.45		
16		Y			0.45		
17		Y			0.45		
18		Y			0.45		
19	STP - Static run						
20	**Baseline, 45**	Y			0.44		
21		Y			0.44		
22		Y			0.46		
23		Y			0.47		
24		Y			0.47		
25		Y			0.47		
26		Y			0.46		
27	STP - Static run						

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
28	Static Run						
65	STP - Static run						
66	**STP False Positive, 25**	Y			0.44	Pass	
67		Y			0.43	Pass	
68		Y			0.42	Pass	
69		Y			0.41	Pass	
70		Y			0.41	Pass	
71		Y			0.42	Pass	
72		Y			0.41	Pass	
73	STP - Static run						
74	**STP False Positive, 45**	N					Brake Level. Brake stroke changed to 2.65 in after check run
75		Y			0.40	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
76		Y			0.42	Pass	
77		Y			0.42	Pass	
78		Y			0.41	Pass	
79		Y			0.43	Pass	
80		Y			0.43	Pass	
81		Y			0.42	Pass	
82	STP - Static run						

APPENDIX D

Brake Characterization

Subject Vehicle: **2020 Mazda CX-30** Test Date: **1/20/2020**

DBS Initial Brake Characterization				
Run Number	**Stroke at 0.4 g (in)**	**Force at 0.4 g (lb)**	**Slope**	**Intercept**
1	2.80966	24.54942	0.505973	0.06964
2	2.874957	24.08848	0.443536	0.172905
3	2.837267	23.88592	0.508977	0.064692

DBS Brake Characterization Determination								
Run	**DBS Mode**	**Speed**	**Valid Run**	**Average Decel. (g)**	**0.4 g Stroke Value (in)**	**0.4 g Force Value (lb)**	**Stroke/Force Calculator (in)**	**Notes**
4	Displacement	35	Y	0.470	2.84		2.42	
5			Y	0.375	2.45		2.61	
6			Y	0.415	2.55		2.46	
7		25	Y	0.432	2.55		2.36	
8			Y	0.410	2.45		2.39	
9		45	Y	0.352	2.45		2.78	
10			Y	0.383	2.55		0.00	

Appendix E

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 both the Subject Vehicle (SV) and the Principal Other Vehicle (POV), as well as pass/fail envelopes and thresholds. Plots shown herein are grouped by test type and are presented sequentially within a given test type. The following is a description of data types shown in the time history plots, as well as a description of the color code indicating to which vehicle the data pertain.

Time History Plot Description

Each time history plot consists of data relevant to the test type under consideration, and therefore the data channels plotted vary according to test type. The test types (shown in the plot titles) include:

- Stopped POV (SV at 25 mph)
- Slower POV, 25/10 (SV at 25 mph, POV at 10 mph)
- Slower POV, 45/20 (SV at 45 mph, POV at 20 mph)
- Decelerating POV 35 mph (Both vehicles at 35 mph with 13.8 m gap, POV brakes at 0.3 g)
- False Positive Baseline 25 mph (Baseline run at 25 mph)
- False Positive Baseline 45 mph (Baseline run at 45 mph)
- False Positive STP 25 mph (Steel trench plate run over at 25 mph)
- False Positive STP 45 mph (Steel trench plate run over at 45 mph)
- DBS Brake Characterization Initial
- DBS Brake Characterization Determination

Time history figures include the following sub-plots:

- FCW Warning – Displays the Forward Collision Warning alert (which can be audible, visual, or haptic). Depending on the type of FCW alert or instrumentation used to measure the alert, this can be any combination of the following:
    - Filtered, rectified, and normalized sound signal. The vertical scale is 0 to 1.
    - Filtered, rectified, and normalized acceleration (i.e., haptic alert, such as steering wheel vibration). The vertical scale is 0 to 1.
    - Normalized light sensor signal. The vertical scale is 0 to 1.

As only the audible or haptic alert is perceptible by the driver during a test run, the earliest of either of these alerts is used to define the onset of the FCW alert. A vertical black bar on the plot indicates the TTC (sec) at the first moment of the warning issued by the FCW system. The FCW TTC is displayed to the right of the subplot in green.

- Headway (ft) – Longitudinal separation between the frontmost point of the Subject Vehicle and the rearmost point of the Strikeable Surrogate Vehicle (SSV) towed by the Principal Other Vehicle. The minimum headway during the run is displayed to the right of the subplot.

- SV/POV Speed (mph) – Speed of the Subject Vehicle and the Principal Other Vehicle (if any). For DBS tests, in the case of an impact, the speed reduction experienced by the Subject Vehicle up until the moment of impact is displayed to the right of the subplot.

- Yaw Rate (deg/sec) – Yaw rate of the Subject Vehicle and Principal Other Vehicle (if any).

- Lateral Offset (ft) – Lateral offset within the lane of the Subject Vehicle to the center of the lane of travel. Note that for tests involving the Strikeable Surrogate Vehicle (SSV), the associated lateral restraint track is defined to be the center of the lane of travel. If testing is done with a different POV which does not have a lateral restraint track, lateral offset is defined to be the lateral offset between the SV and POV.

- Ax (g) – Longitudinal acceleration of the Subject Vehicle and Principal Other Vehicle (if any). The peak value of Ax for the SV is shown on the subplot.

- Pedal Position – Position of the accelerator pedal and brake pedal. The units for the brake pedal are inches and the units for the accelerator pedal are percent of full scale divided by 10.

- Brake Force (lb) – Force on the brake pedal as applied by the DBS controller. The TTC at the onset of the brake by the DBS controller is shown on the subplot. Additionally, the average force at the brake pedal while the DBS controller is active is displayed.

Note that 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.

Envelopes and Thresholds

Some of the time history plot figures contain either green or yellow envelopes and/or black or red 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. Such exceedances indicate either that the test was invalid or that the requirements of the test were not met (i.e., failure of the AEB system).

For plots with green envelopes, in order for the test to be valid, the time-varying data must 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.

With the exception of the brake force plots (see description below), for plots with yellow envelopes, in order for the test to be valid, the time-varying data must not exceed the envelope at the beginning (left edge of the boundary) and/or end (right edge), but may exceed the boundary during the time between the left and right edges. Exceedances at the left or right extent of a yellow envelope are indicated by red asterisks.

For the headway plot, a dashed black threshold line indicating a relative headway of zero is given. If no impact occurs, a green circle is displayed at the moment of minimum distance. If impact occurs, a red asterisk is displayed at the moment of impact.

For the Ax plot, if the scenario is an AEB brake to stop scenario, a vertical dashed black line is displayed for all plots indicating the moment of first POV braking. The yellow envelope in this case is relevant to the POV braking only. The left edge of the envelope is at 1.5 seconds after the first POV braking. A solid black threshold line extends horizontally 0.5 seconds to the left of the envelope. This threshold line represents the time during which the Ax of the Principal Other Vehicle must first achieve 0.27g (the upper edge of the envelope, i.e., 0.30 g ± 0.03 g). A green circle or red asterisk is displayed at the moment the POV brake level achieves 0.27g. A green circle indicates that the test was valid (the threshold was crossed during the appropriate interval) and a red asterisk indicates that the test was invalid (the threshold was crossed out of the appropriate interval).

For the pedal position plot, a thick black bar appears on the brake pedal position data over the DBS controller brake onset period to signify the time over which the brake application rate is determined. The calculated brake application rate is also displayed on the figure.

For the brake force plots:

- If the tests are done in Hybrid mode, the brake force plot shows a dashed black threshold line indicating a brake force of 2.5 lbs. For the time period where the DBS controller is active, the brake force at the pedal must not fall below this 2.5 lb threshold. Exceedances of this threshold are indicated by red shading in the area between the measured time-varying data and the dashed threshold line. A blue envelope represents the target average brake fore necessary to be valid
- If the tests are done in Displacement mode, there are no relevant brake force level thresholds or average brake force calculations.

In the instance of the “last second” braking applied by the brake robot, a thick vertical red line will appear on the plots at the moment the brake robot activates. Note that last second braking is only done when it has been determined by the onboard computer that test failure cannot be avoided. It is done simply to reduce the collision speed in order to minimize the likelihood of damage to the SSV and to the Subject Vehicle. Therefore, data validity checks are not performed after the red line, and certain values, such as minimum distance or peak deceleration, may not be accurate.

Color Codes

Color codes have been adopted to easily identify which data correspond to which vehicle, as well as to indicate the types of envelopes and thresholds used in the plots.

Color codes can be broken into four categories:

1. Time-varying data
2. Validation envelopes and thresholds
3. Individual data points
4. Text

1. Time-varying data color codes:
   - Blue = Subject Vehicle data
   - Magenta = Principal Other Vehicle data
   - Brown = Relative data between SV and POV (i.e., TTC, lateral offset and headway distance)

2. 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 left and/or right ends
    - Blue envelope = visualized target range for the time varying data averaged over a period equal to the length of the envelope
    - Black threshold (Solid) = time varying data must cross this threshold in the time period shown in order to be valid
    - Black threshold (Dashed) = for reference only – this can include warning level thresholds, TTC thresholds, and acceleration thresholds.
    - Red threshold (Solid) = for reference only – indicates the activation of last-minute braking by the brake robot. Data after the solid red line is not used to determine test validity.

3. Individual data point 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

4. Text color codes:
    - Green = passing or valid value
    - Red = failing or invalid value

Other Notations

- NG – Indicates that the value for that variable was outside of bounds and therefore “No Good”.
- No Wng – No warning was detected.
- POV – Indicates that the value for the Principal Other Vehicle was out of bounds.
- SV – Indicates that the value for the Subject Vehicle was out of bounds.
- SR – Shows the speed reduction value.
- Thr – Indicates that the requirements for the throttle were not met.

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.

Examples of valid or passing time history plots for each test type (including passing, failing, and invalid runs) are shown in Figure E1 through E12. Figures E1 through E8 show passing runs for each of the 8 test types. Figure E9 shows an example of a passing brake characterization run. Figures E10 and E11 show examples of invalid runs. Figure E12 shows an example of a valid test that failed the DBS requirements. Time history data plots for the tests of the vehicle under consideration herein are provided beginning with Figure E13.

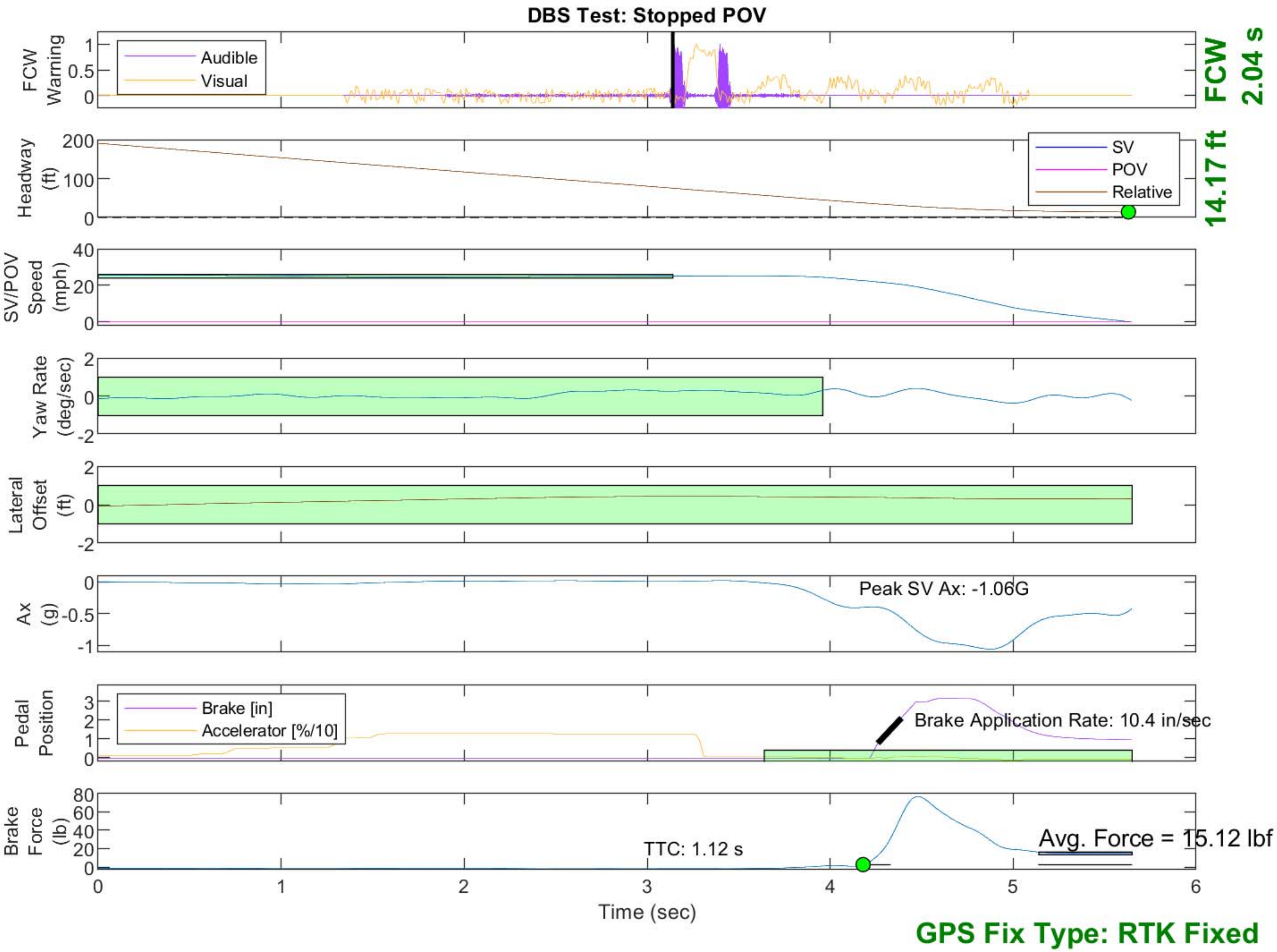

Figure E1. Example Time History for Stopped POV, Passing

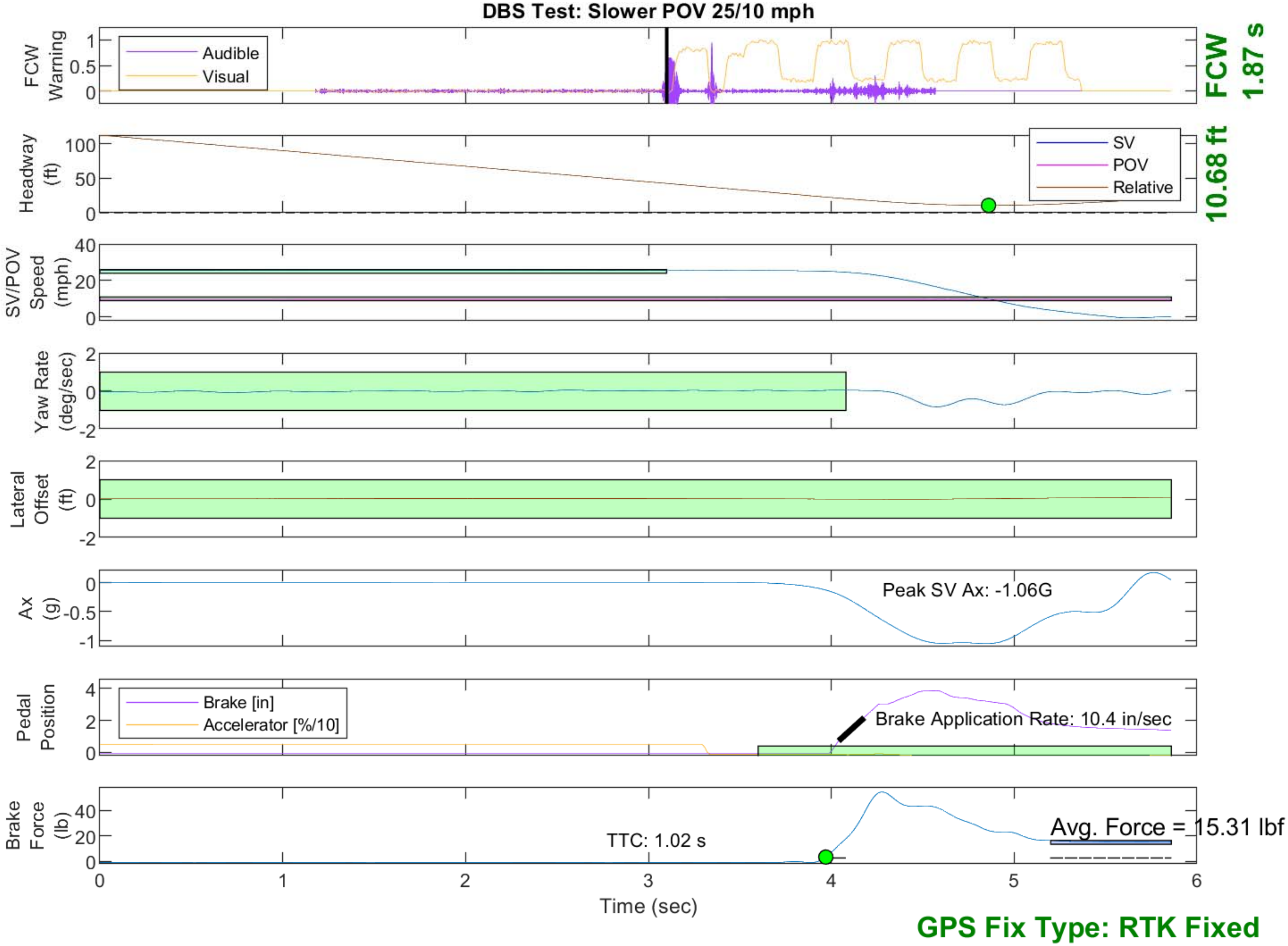

Figure E2. Example Time History for Slower POV 25 vs. 10, Passing

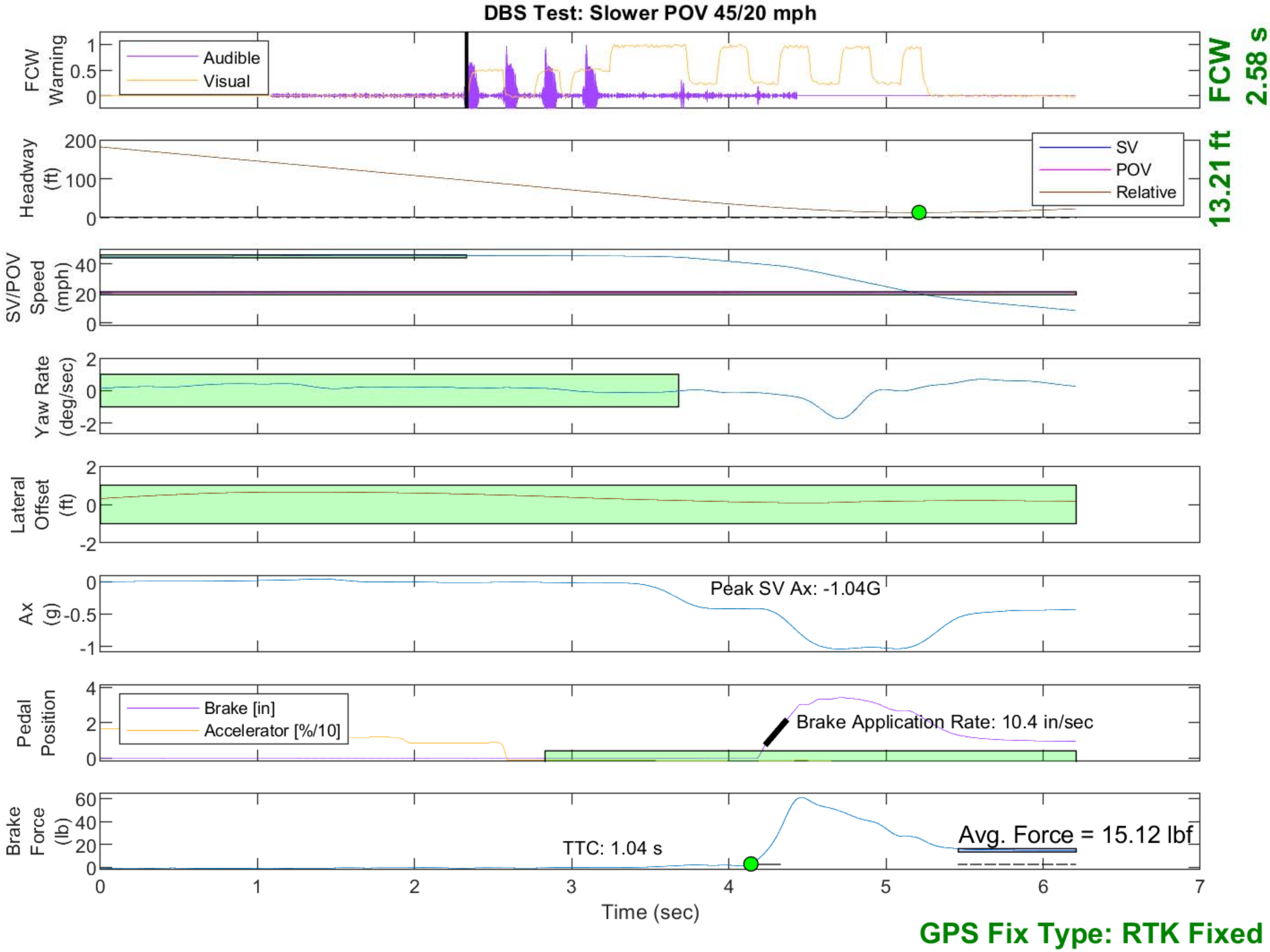

Figure E3. Example Time History for Slower POV 45 vs. 20, Passing

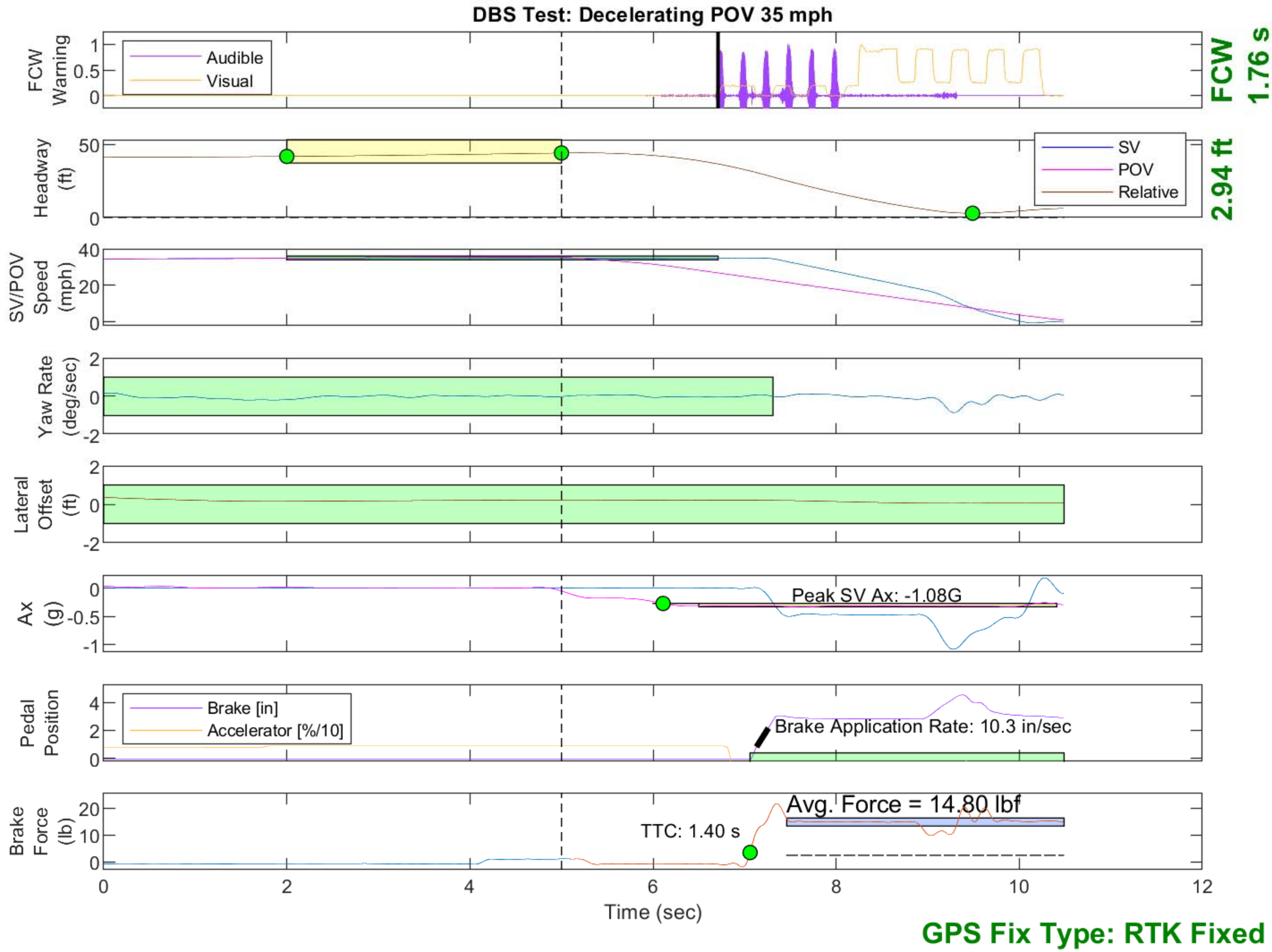

Figure E4. Example Time History for Decelerating POV 35, Passing

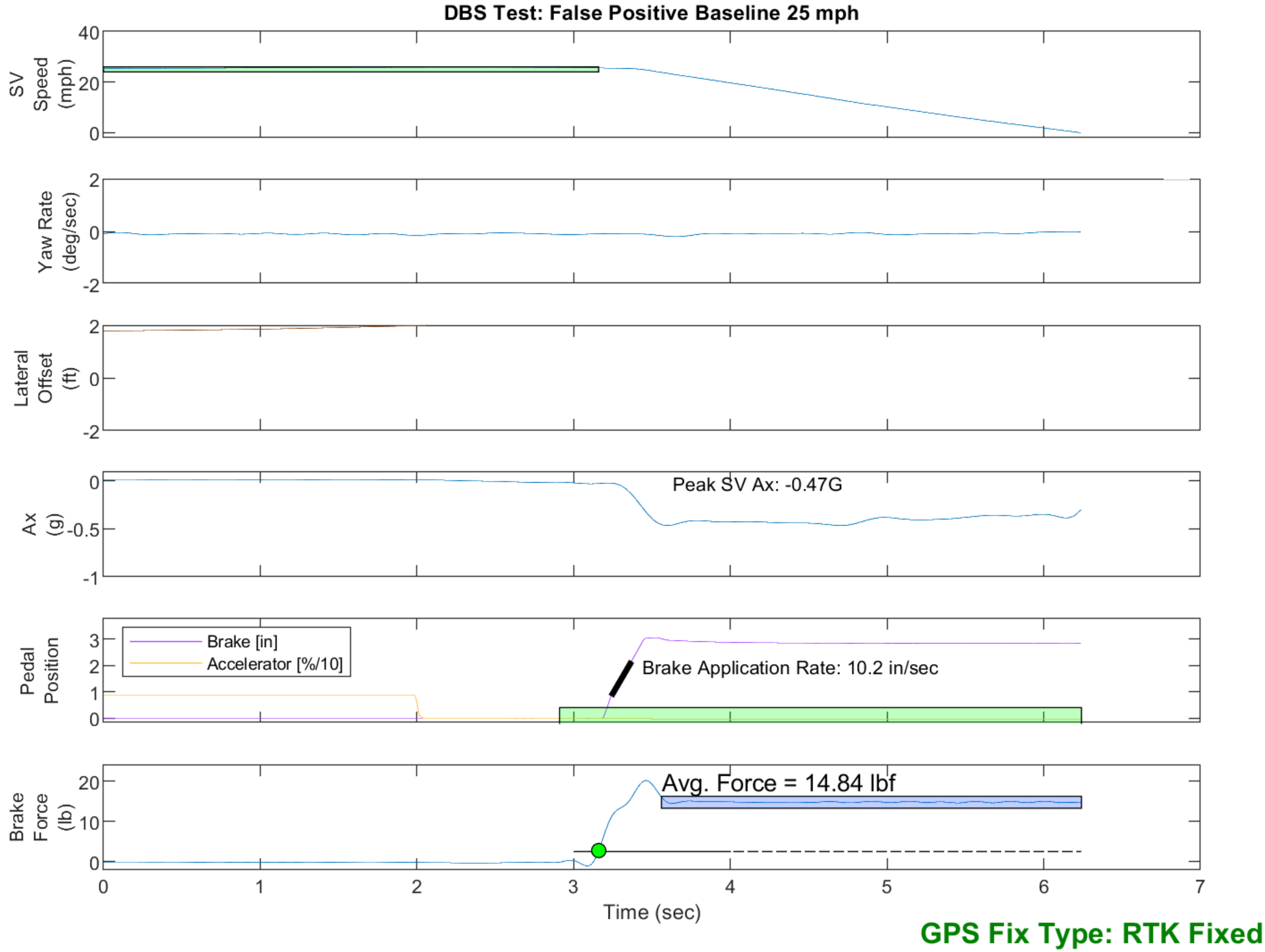

Figure E5. Example Time History for False Positive Baseline 25

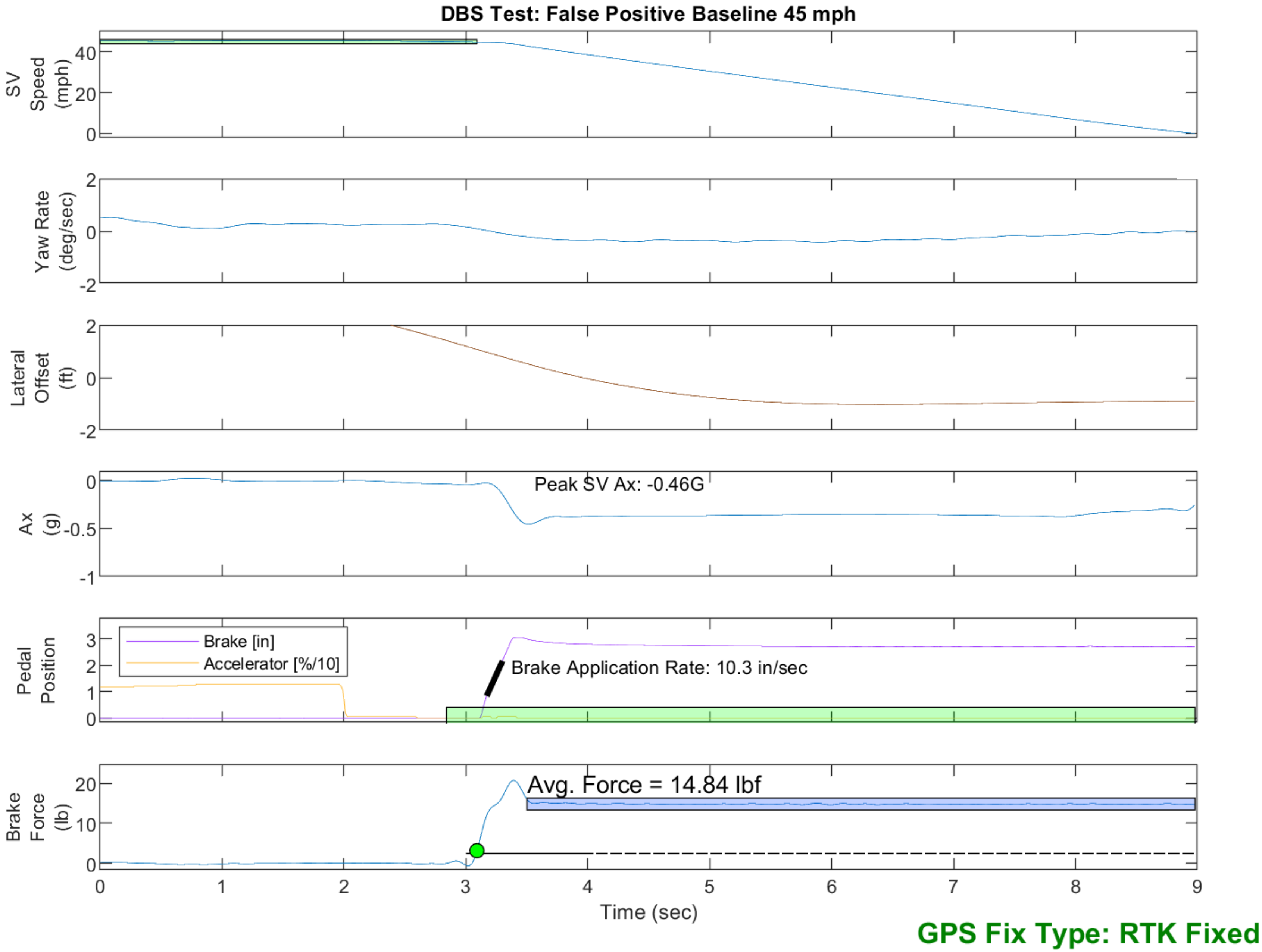

Figure E6. Example Time History for False Positive Baseline 45

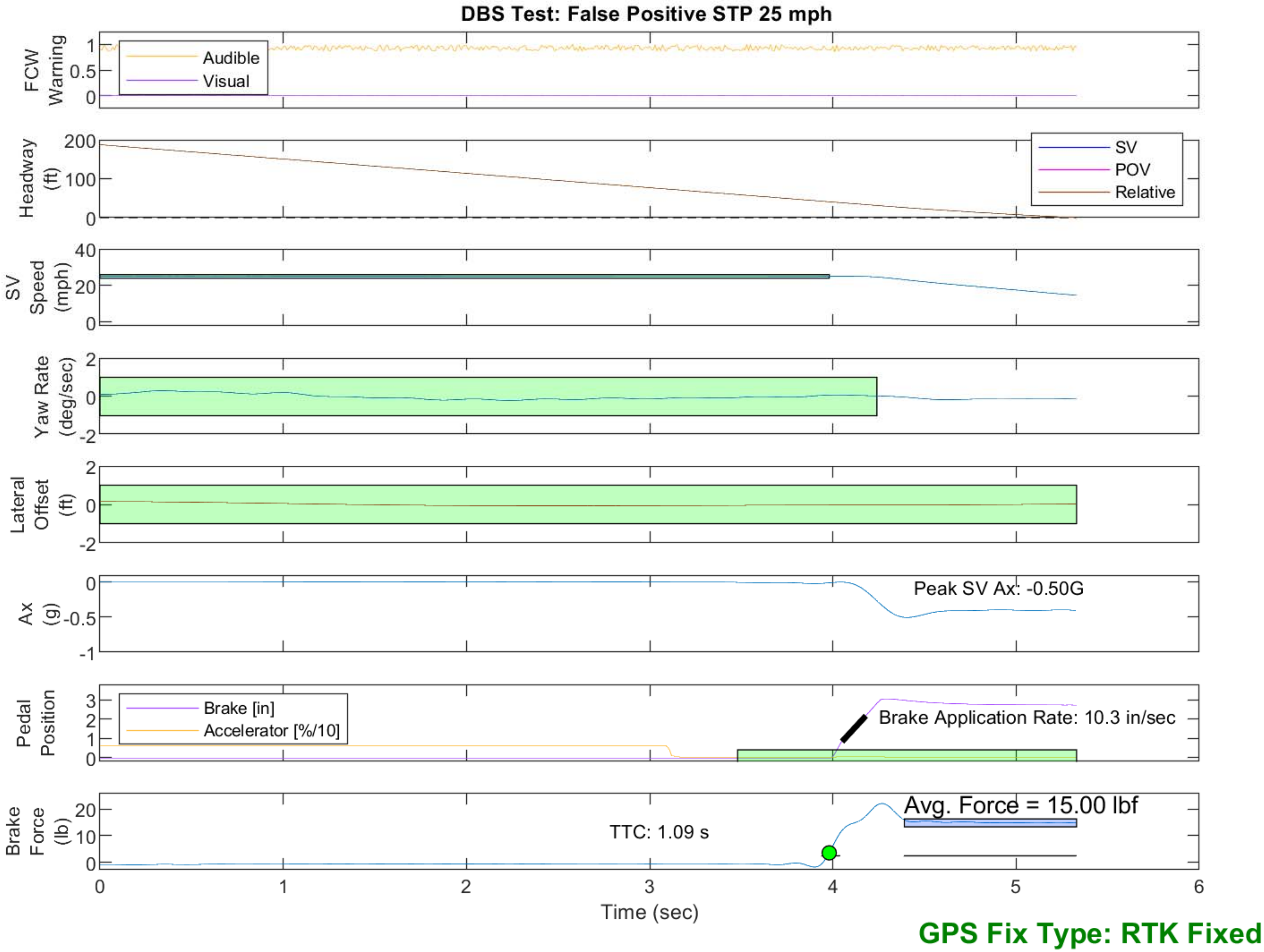

Figure E7. Example Time History for False Positive Steel Plate 25, Passing

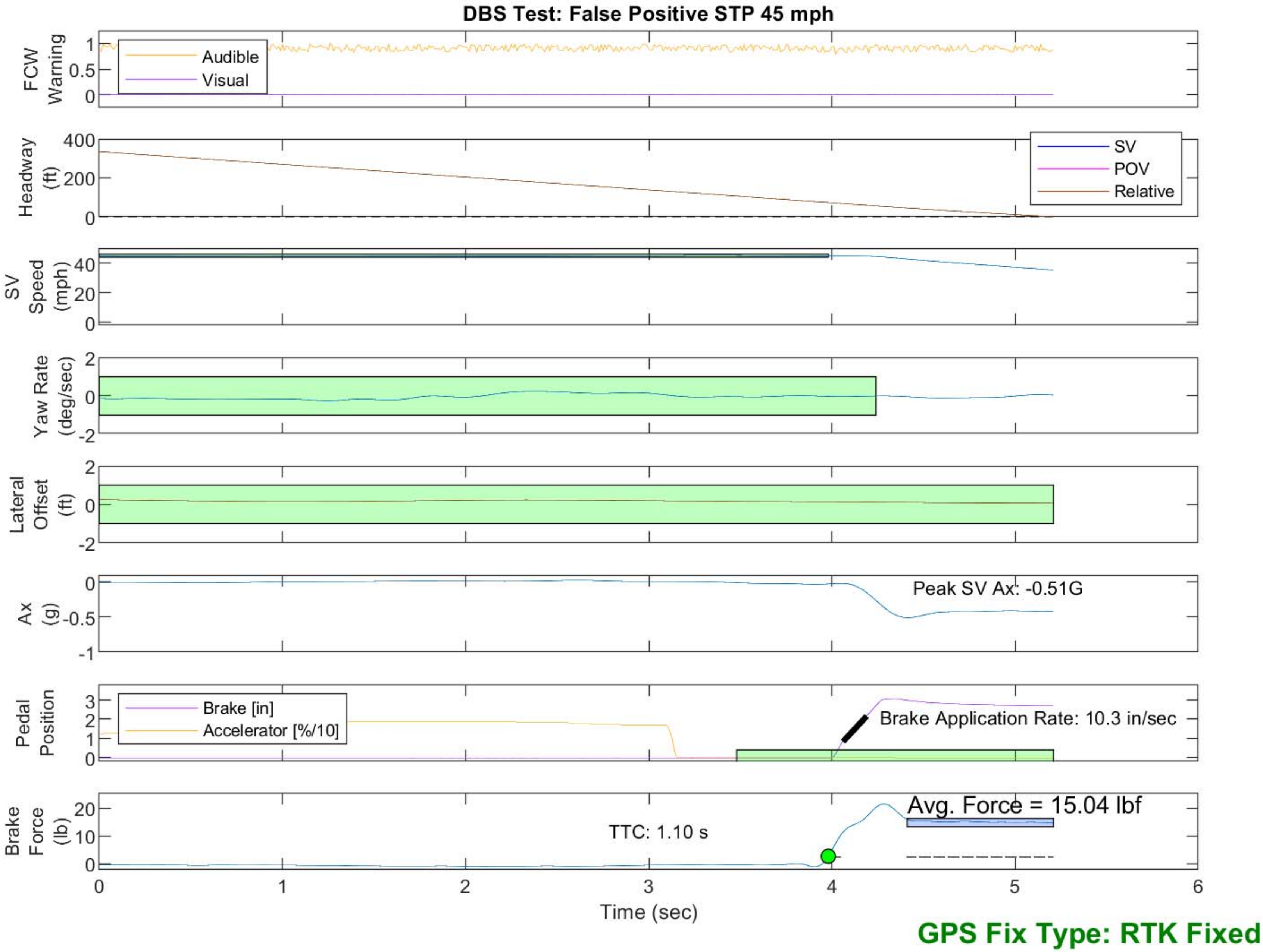

Figure E8. Example Time History for False Positive Steel Plate 45, Passing

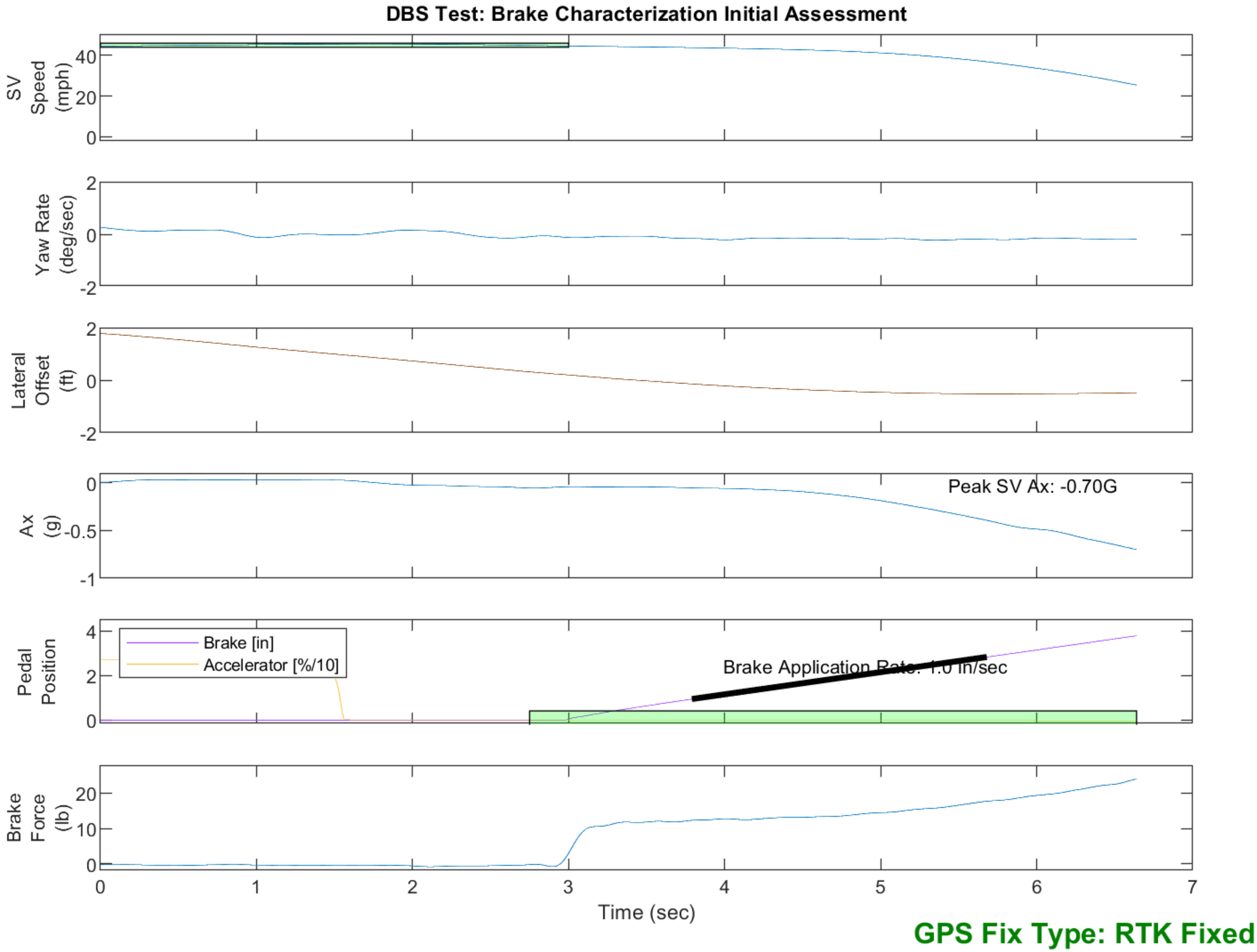

Figure E9. Example Time History for DBS Brake Characterization, Passing

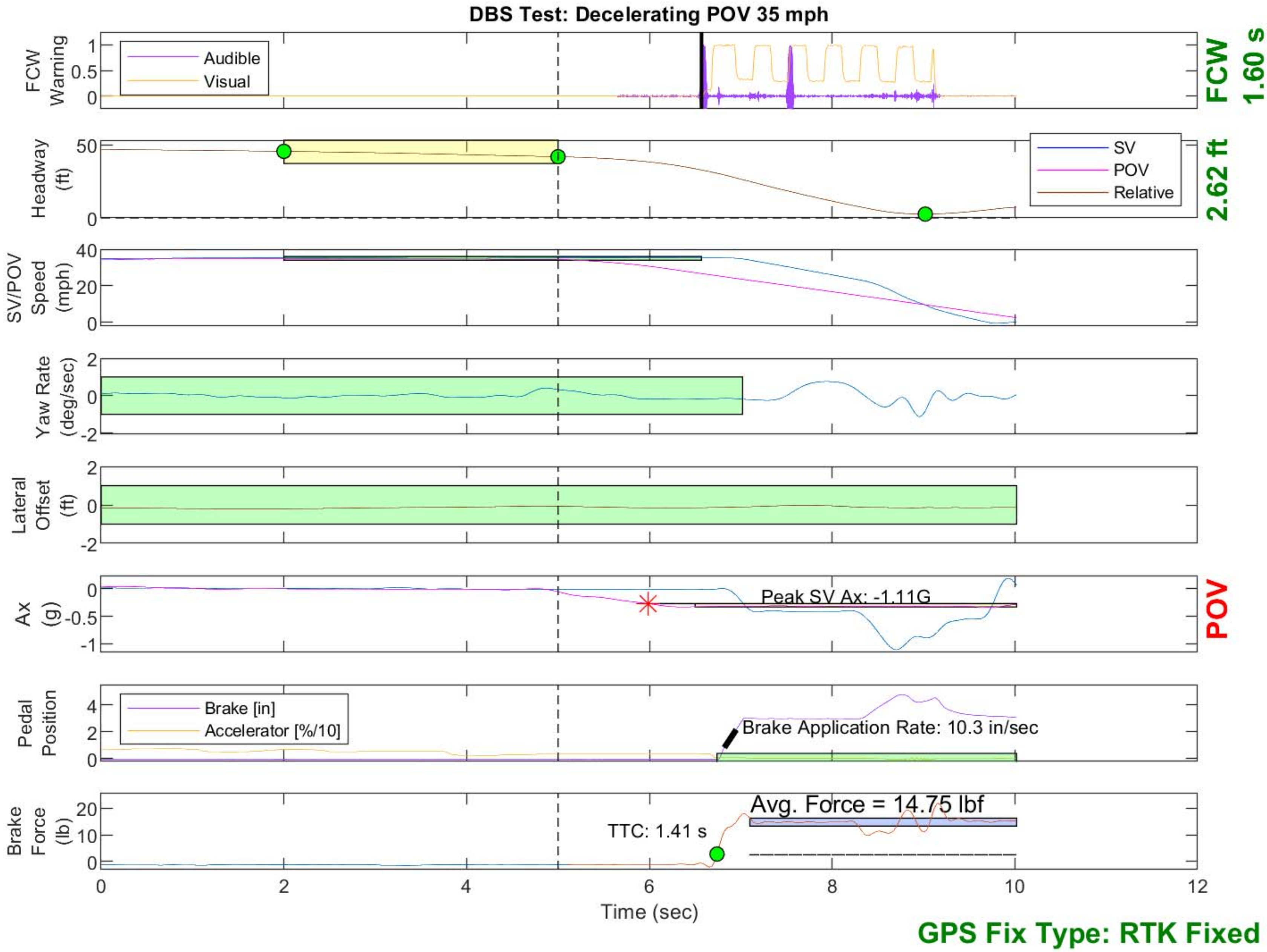

Figure E10. Example Time History Displaying Invalid POV Acceleration Criteria

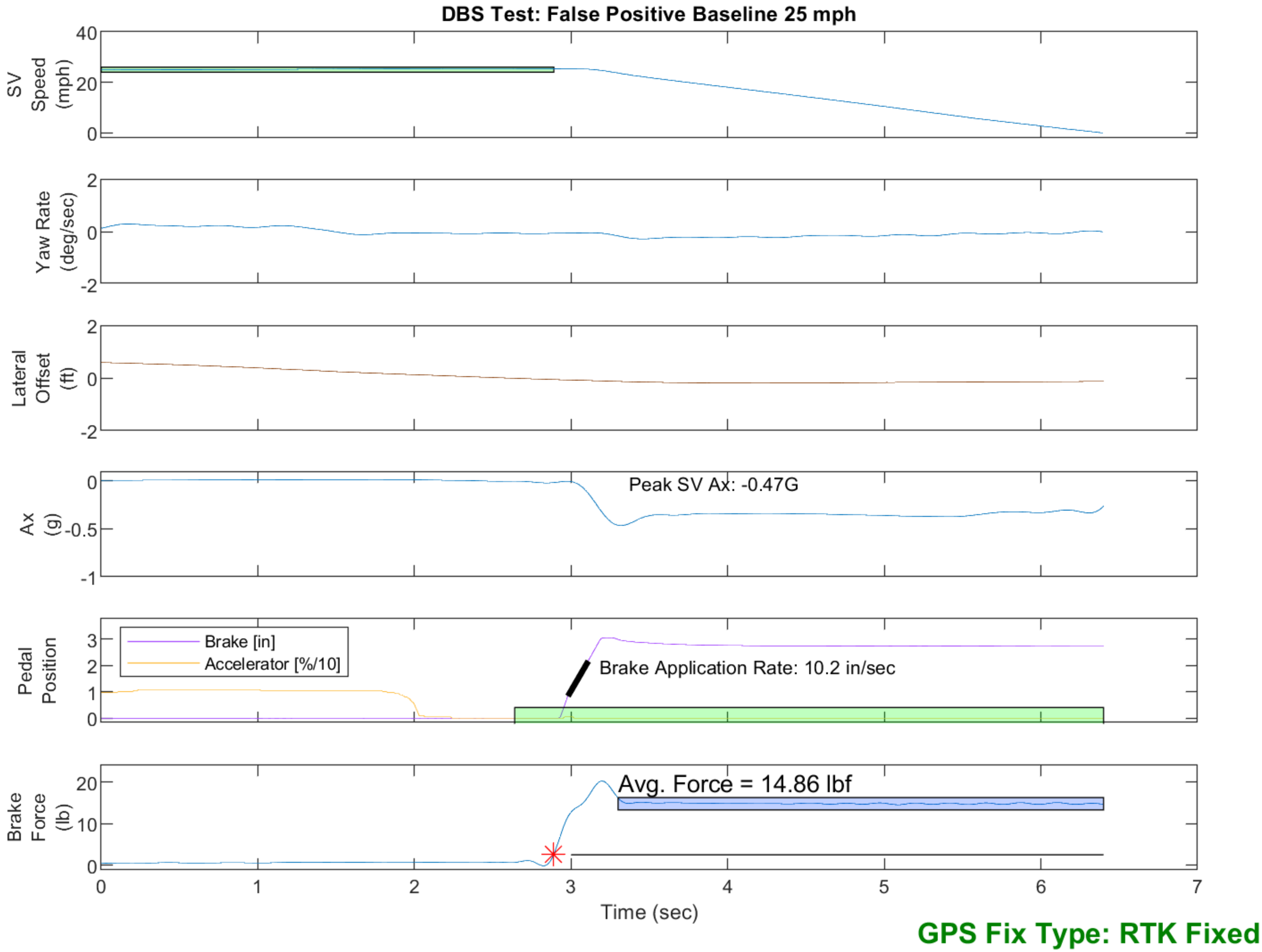

Figure E11. Example Time History Displaying Invalid Brake Force Criteria

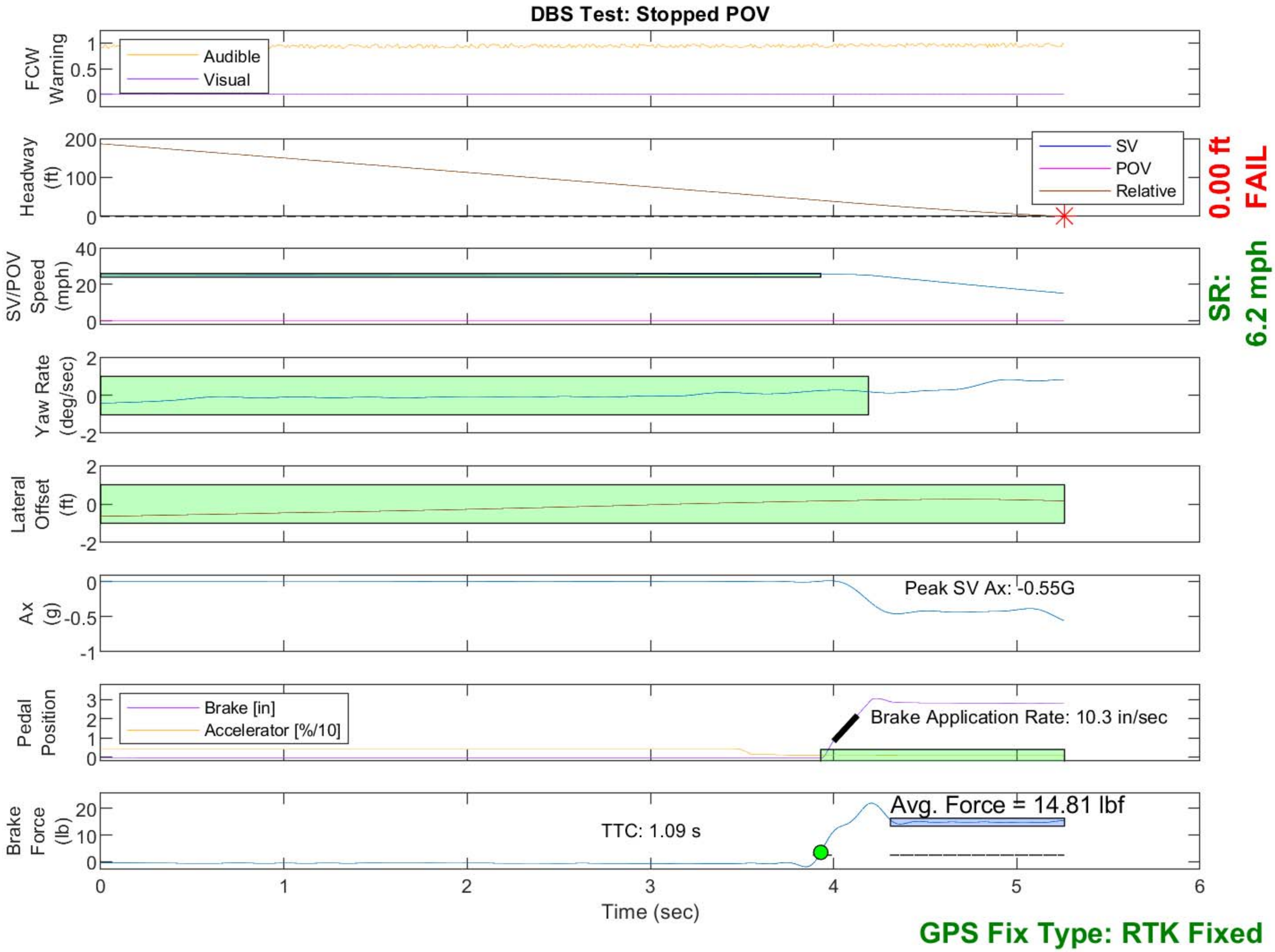

Figure E12. Example Time History for a Failed Run

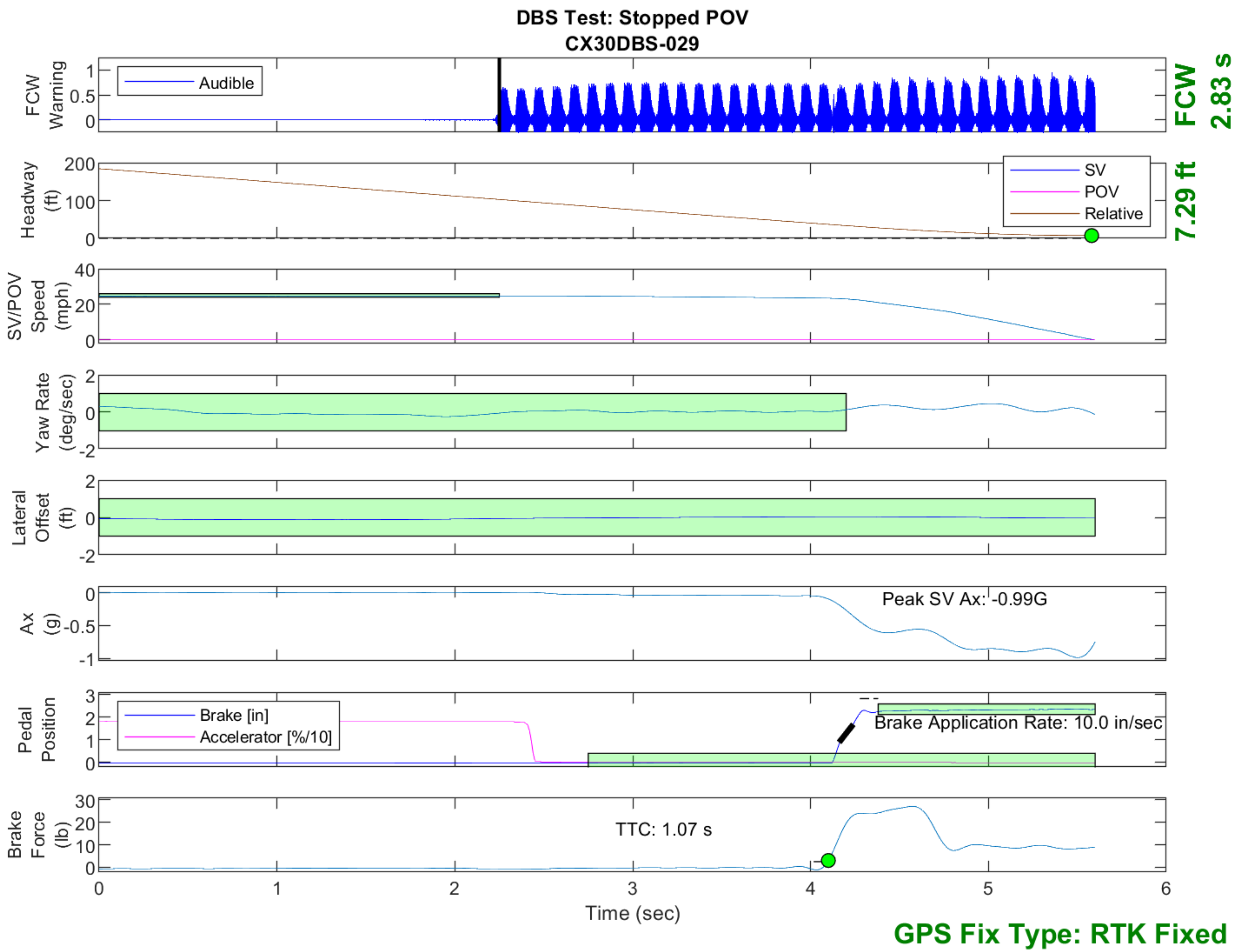

Figure E13. Time History for DBS Run 29, SV Encounters Stopped POV

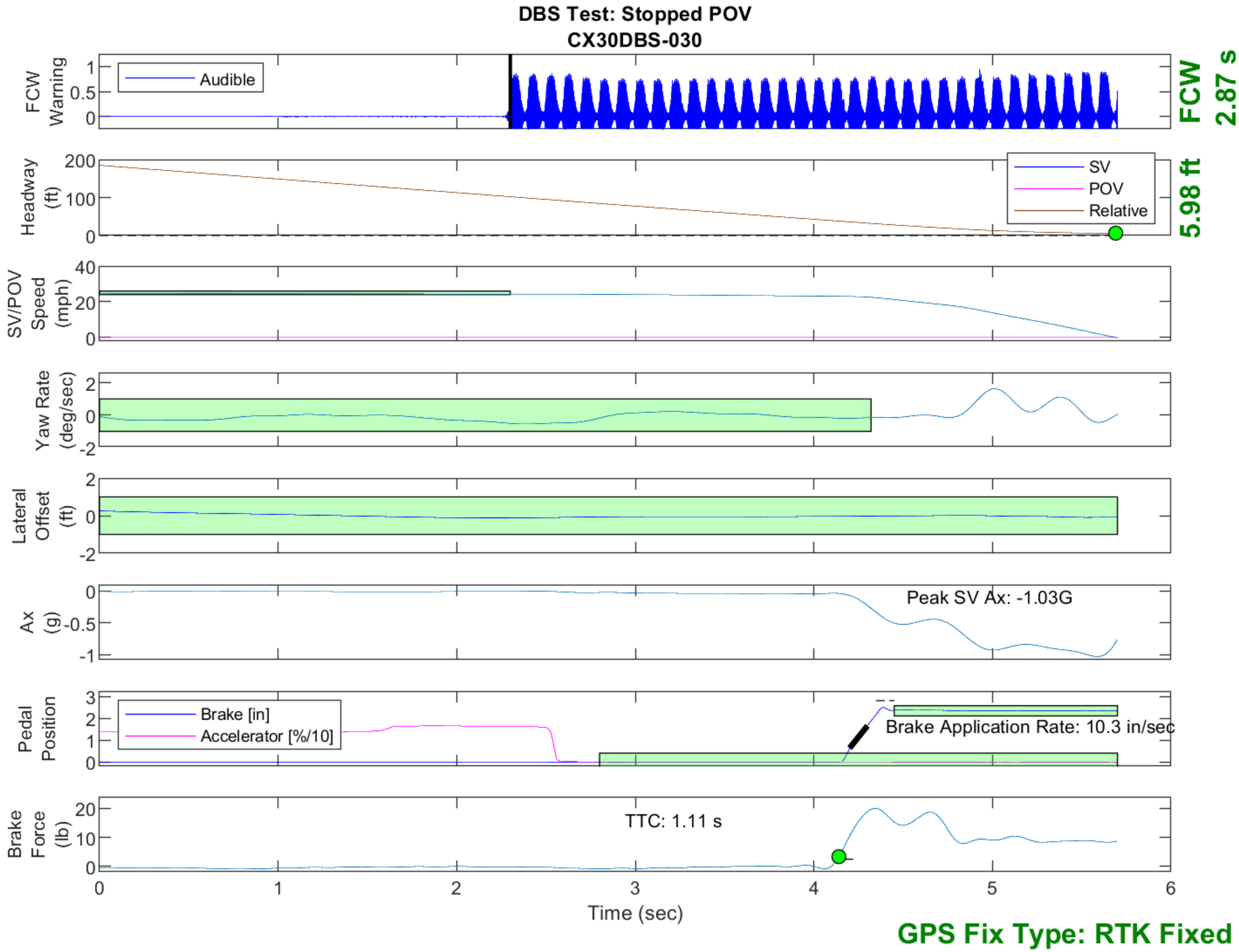

Figure E14. Time History for DBS Run 30, SV Encounters Stopped POV

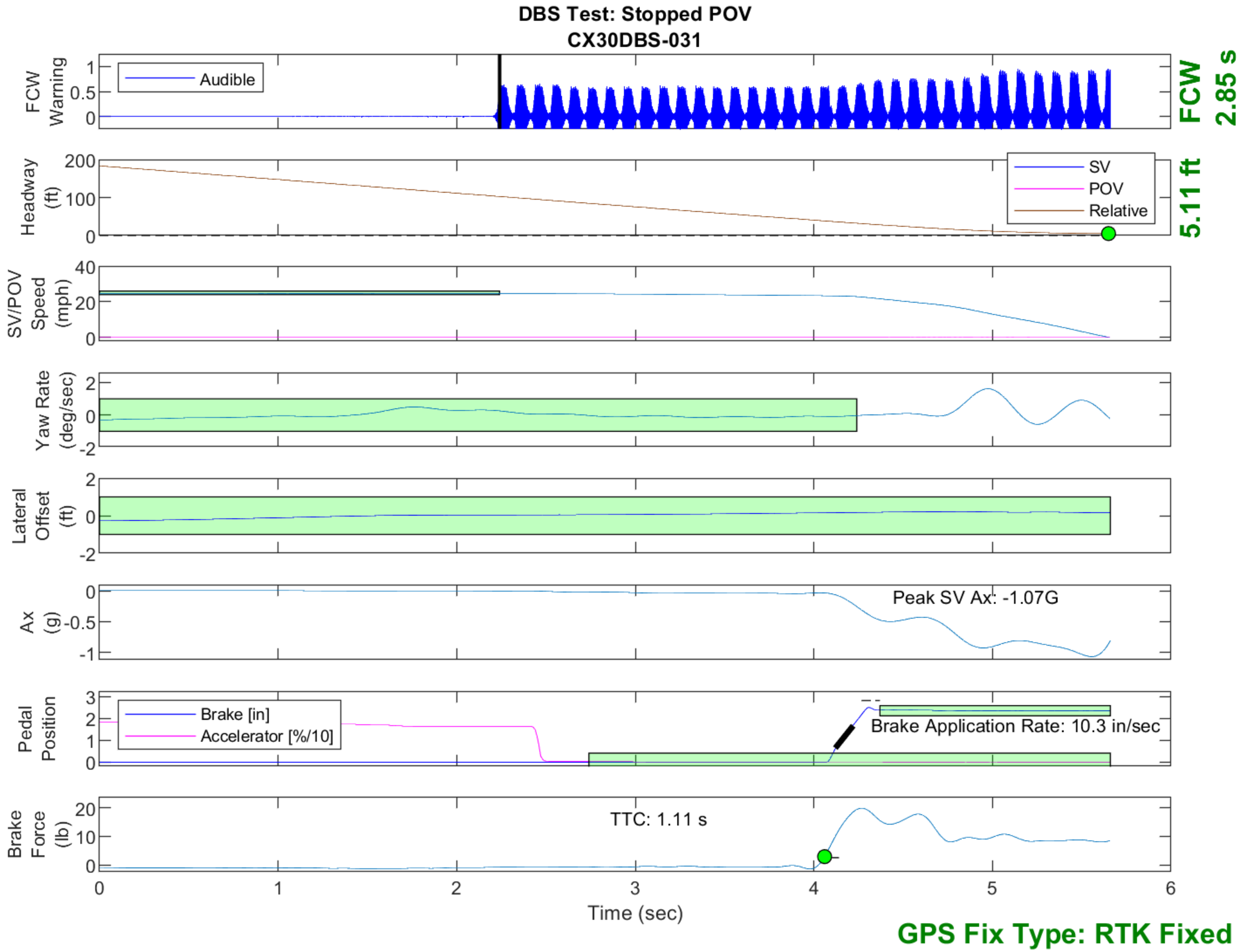

Figure E15. Time History for DBS Run 31, SV Encounters Stopped POV

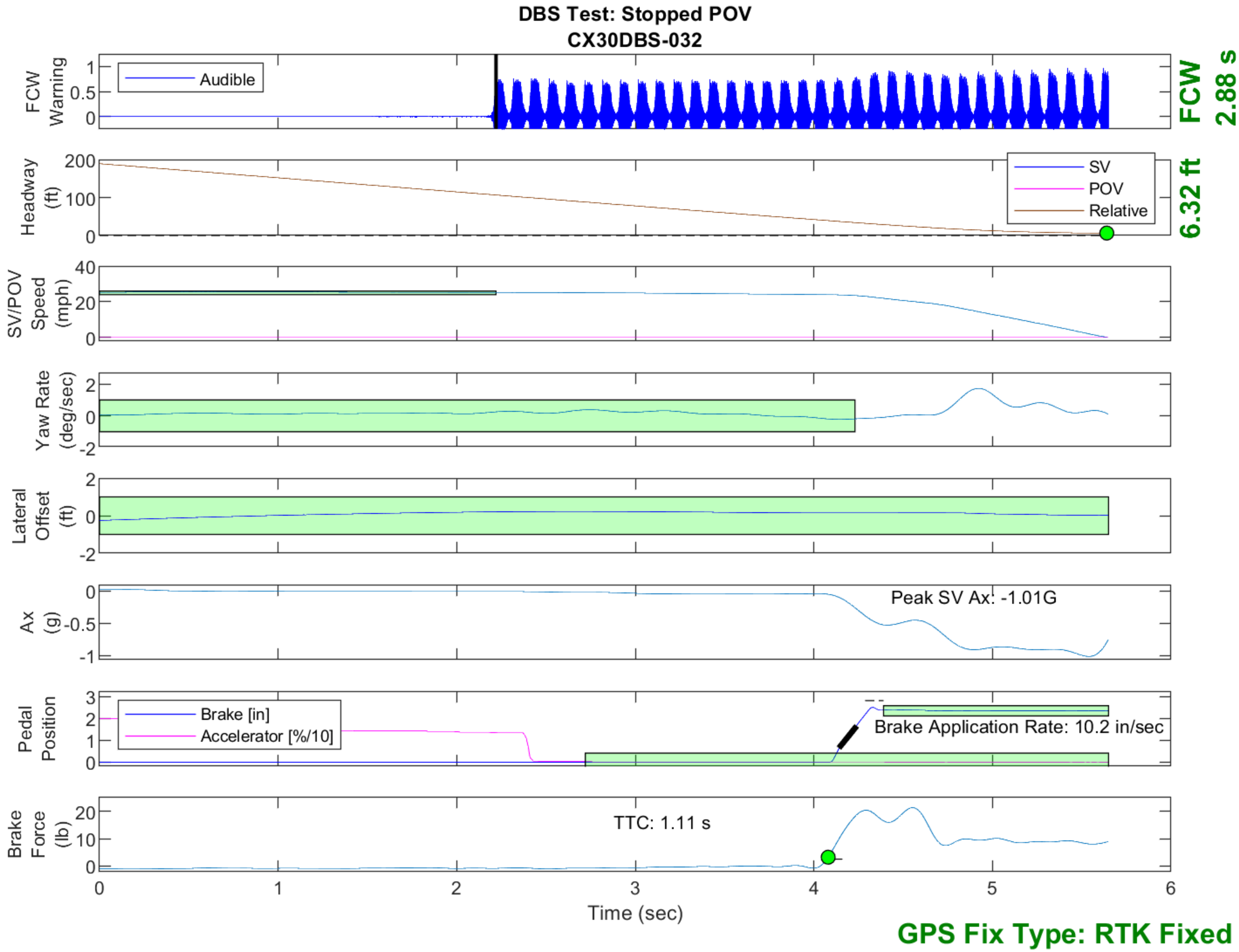

Figure E16. Time History for DBS Run 32, SV Encounters Stopped POV

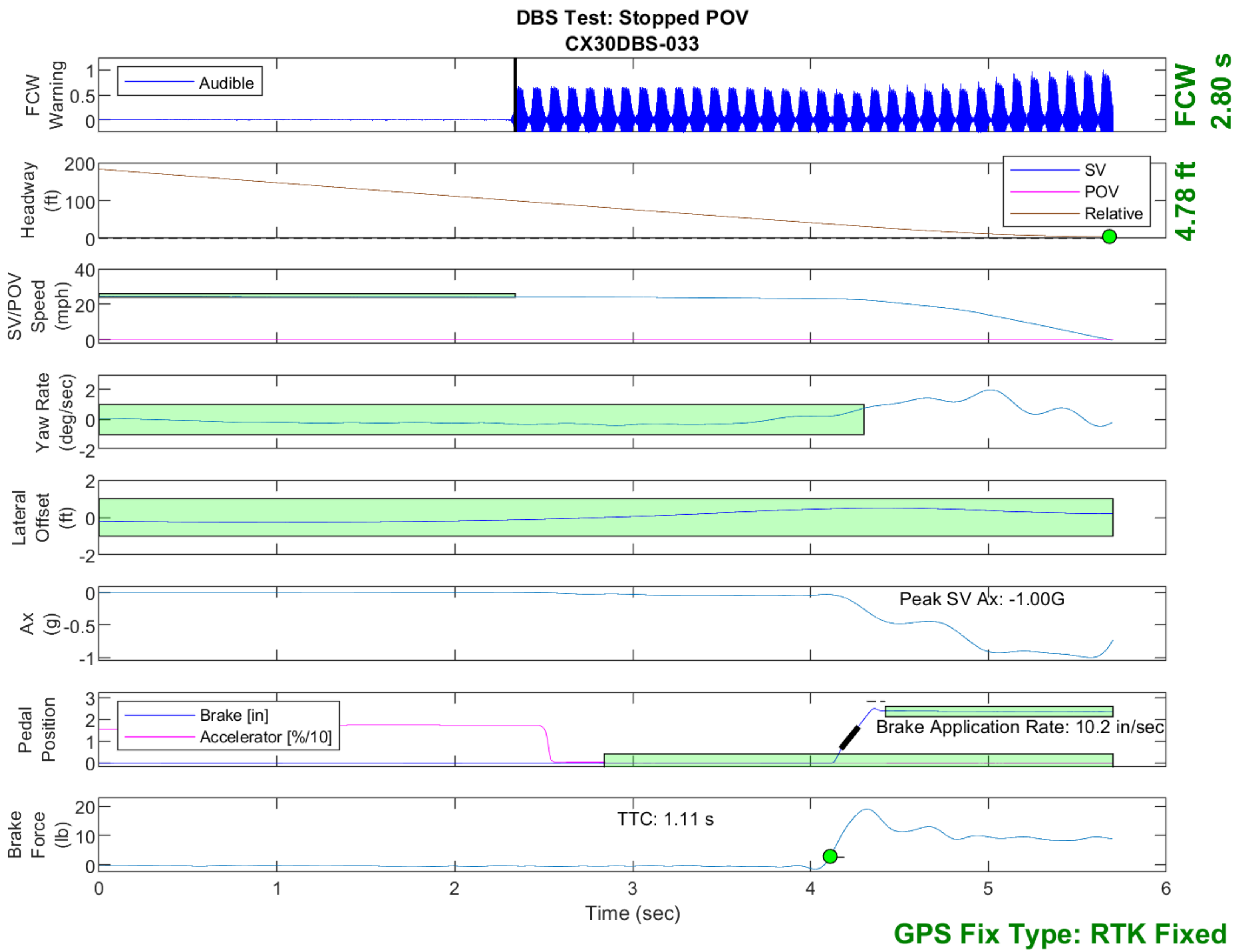

Figure E17. Time History for DBS Run 33, SV Encounters Stopped POV

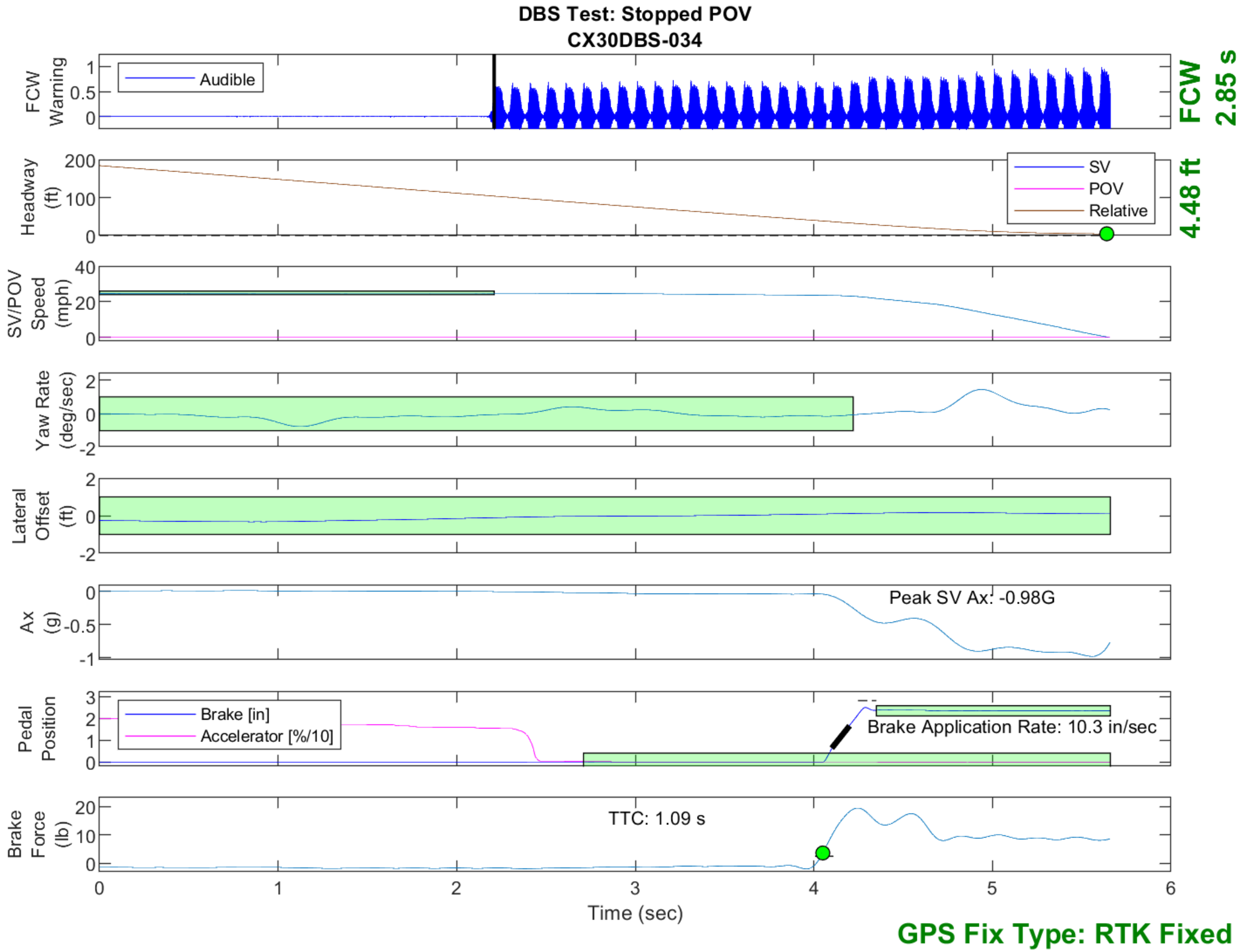

Figure E18. Time History for DBS Run 34, SV Encounters Stopped POV

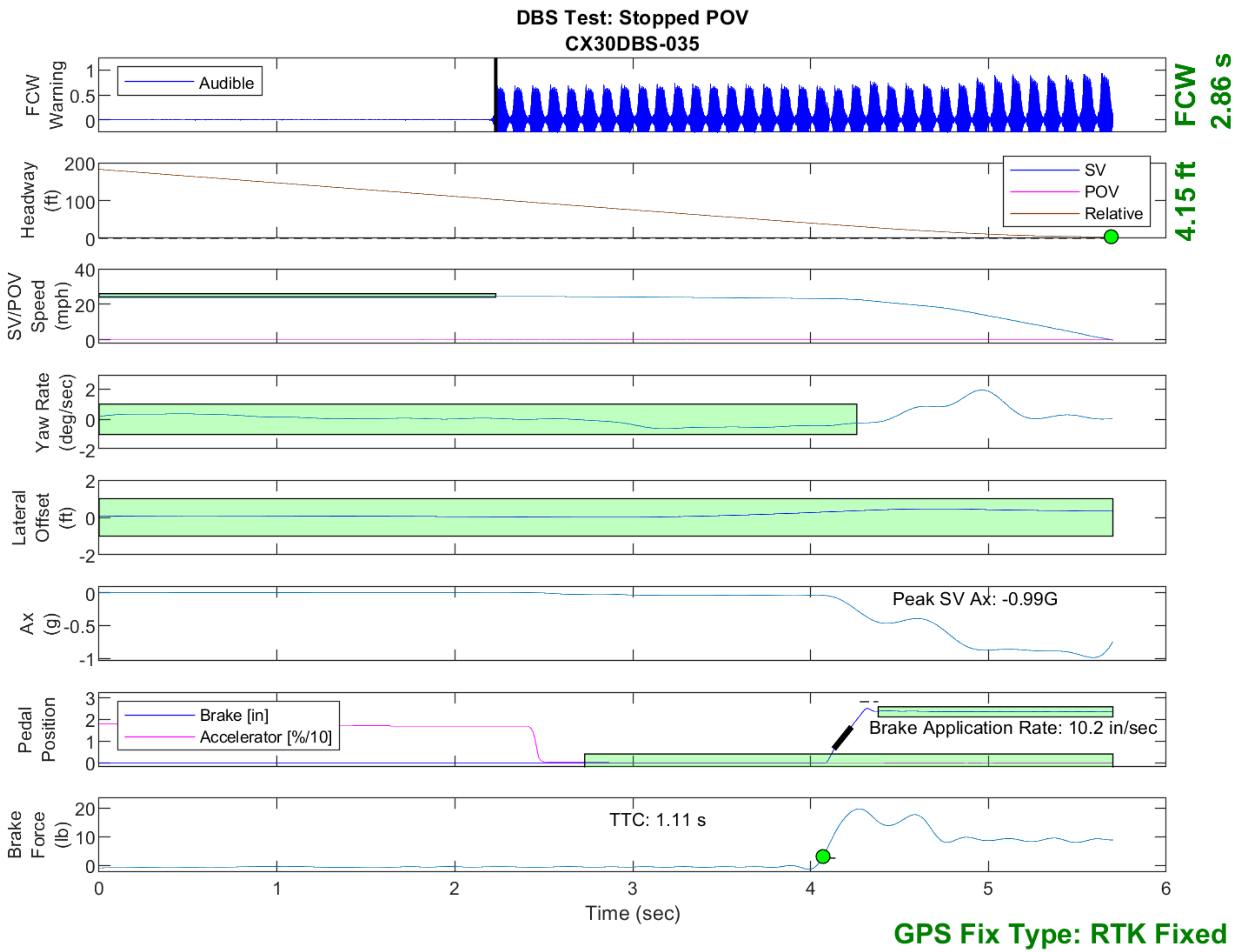

Figure E19. Time History for DBS Run 35, SV Encounters Stopped POV

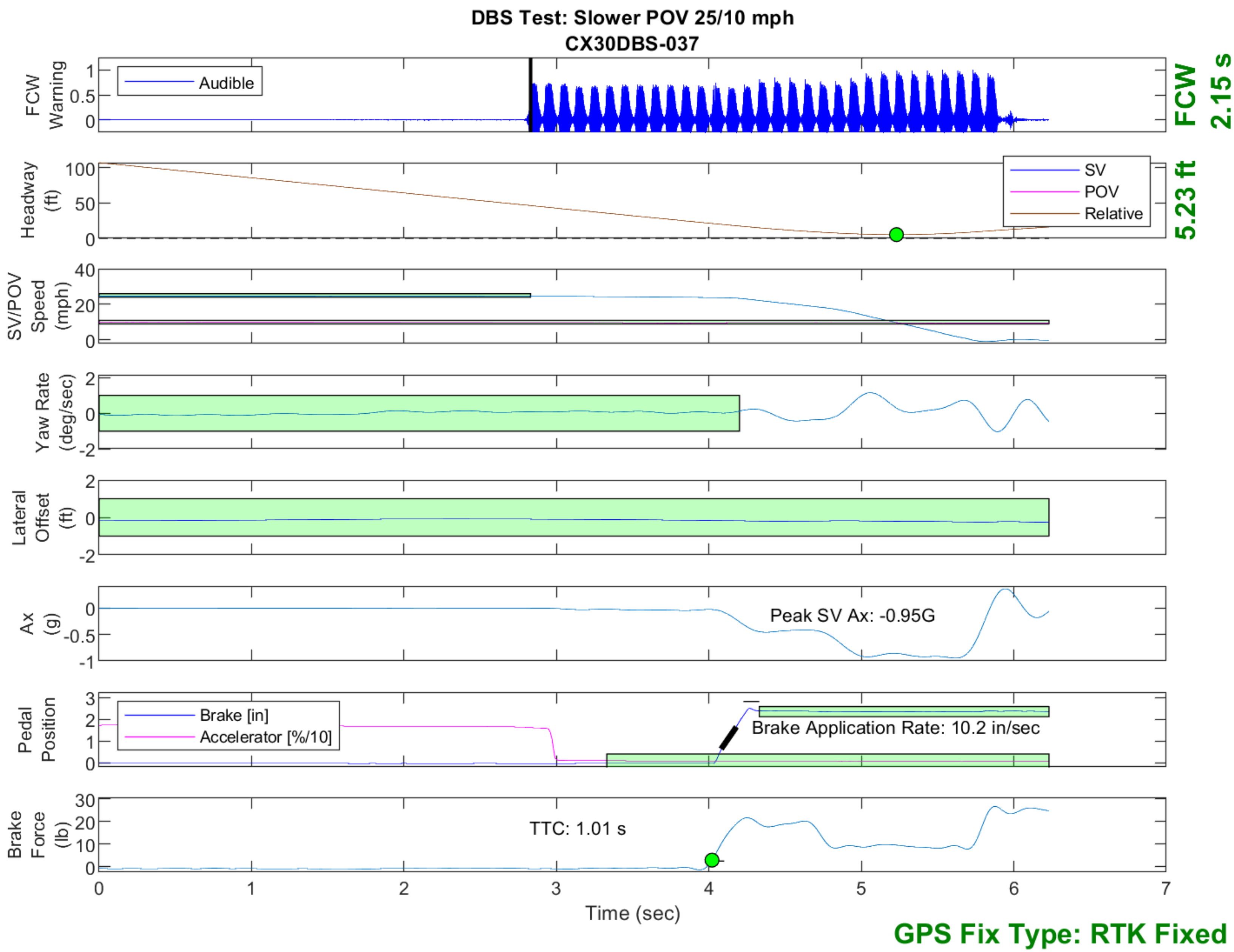

Figure E20. Time History for DBS Run 37, SV Encounters Slower POV, SV 25 mph, POV 10 mph

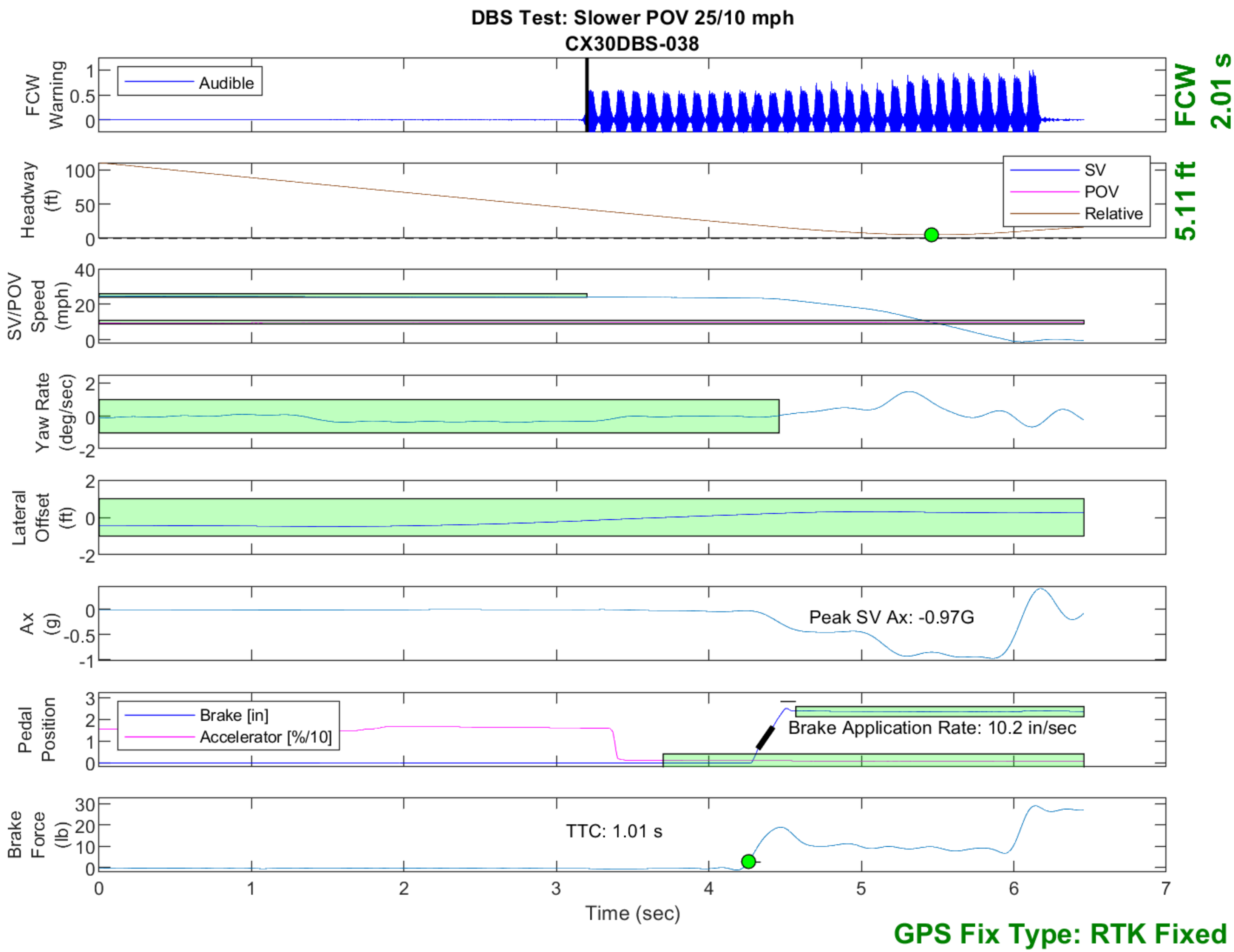

Figure E21. Time History for DBS Run 38, SV Encounters Slower POV, SV 25 mph, POV 10 mph

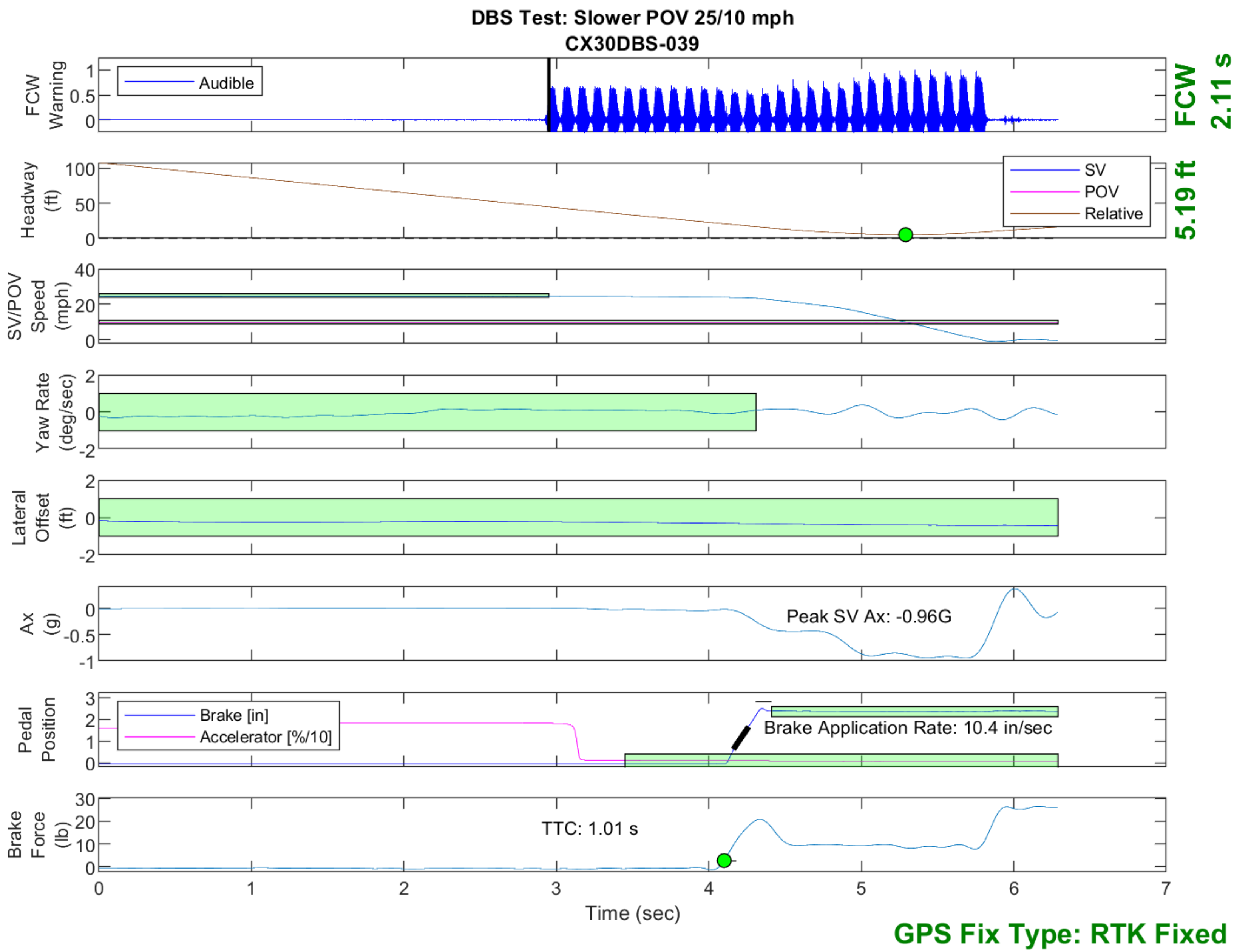

Figure E22. Time History for DBS Run 39, SV Encounters Slower POV, SV 25 mph, POV 10 mph

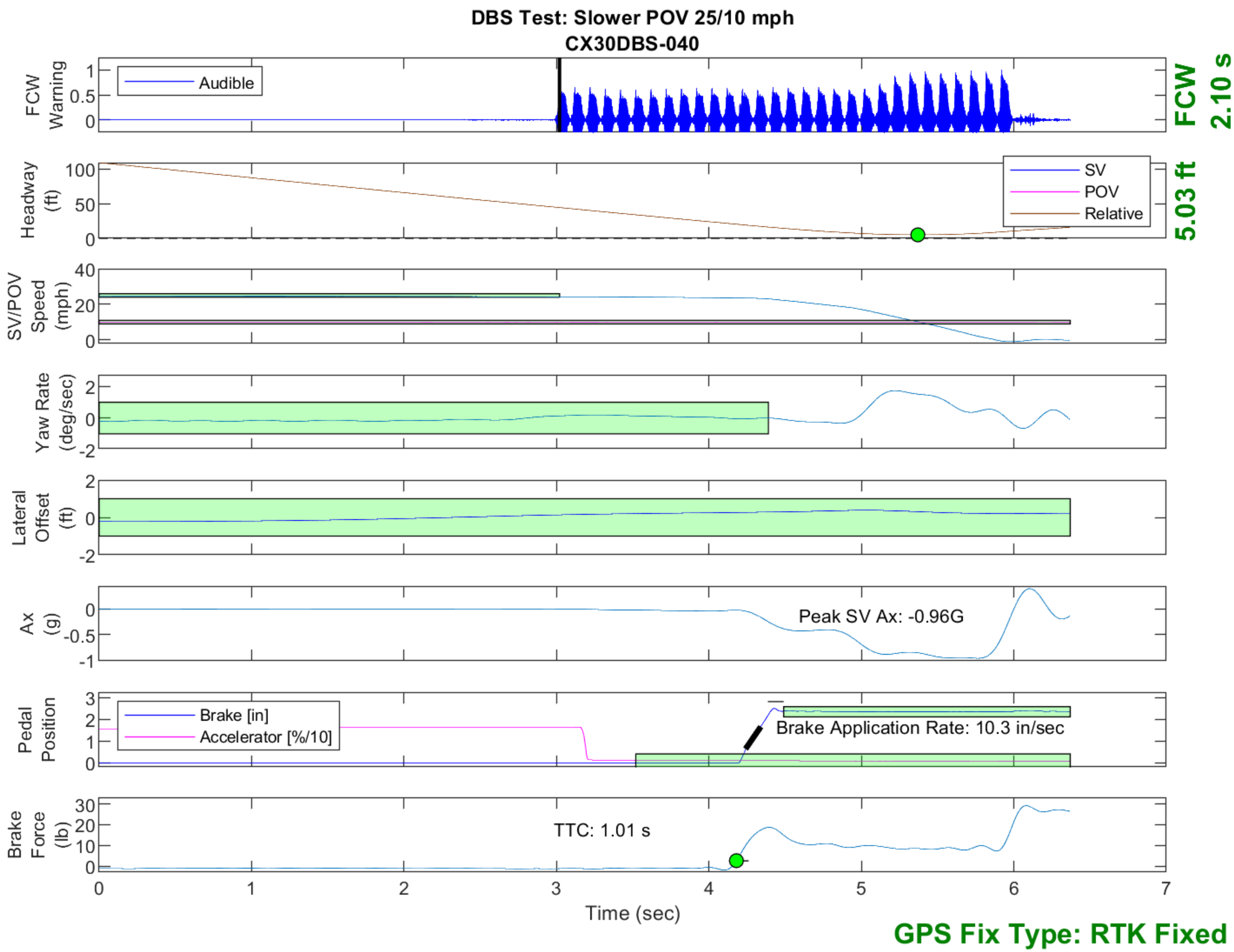

Figure E23. Time History for DBS Run 40, SV Encounters Slower POV, SV 25 mph, POV 10 mph

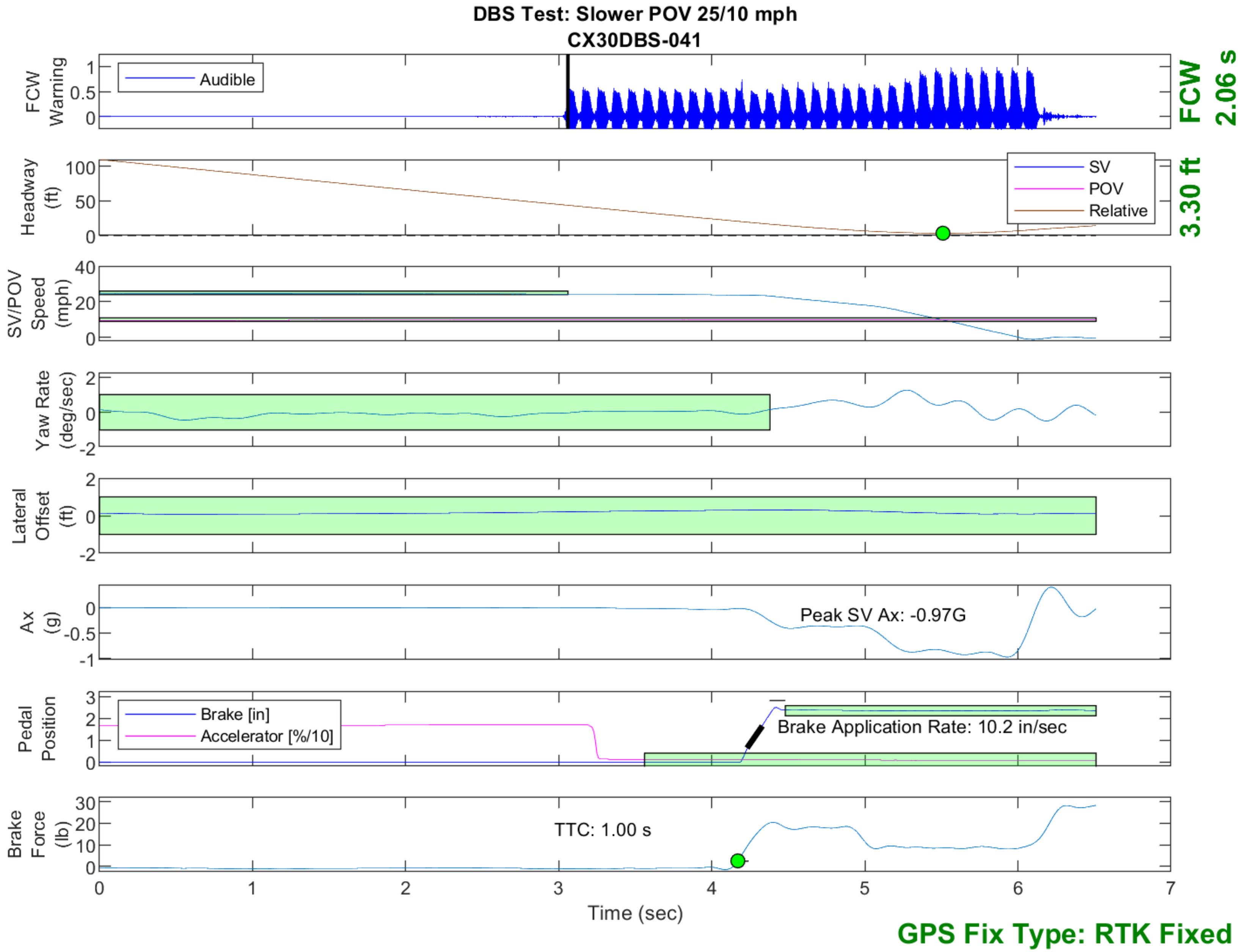

Figure E24. Time History for DBS Run 41, SV Encounters Slower POV, SV 25 mph, POV 10 mph

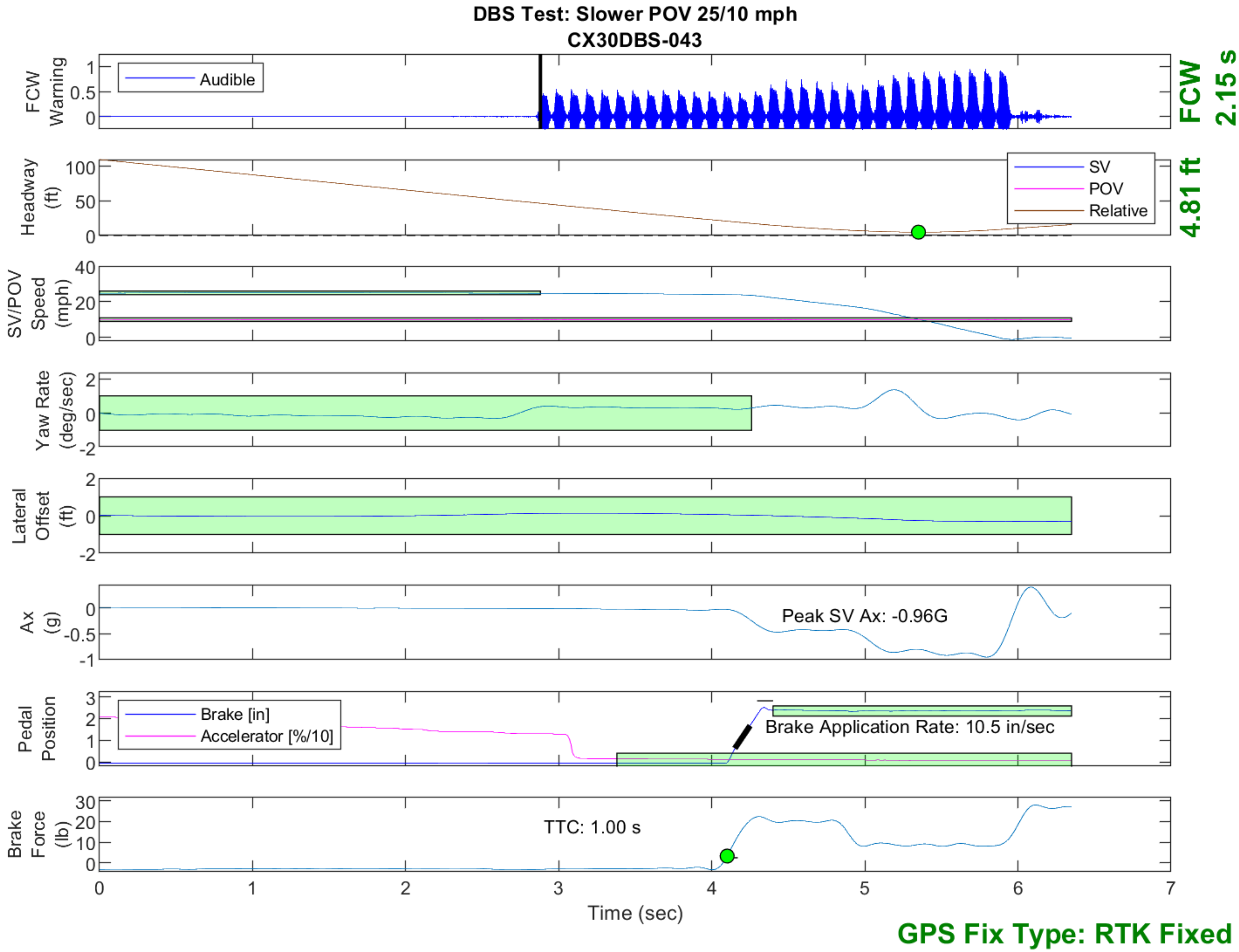

Figure E25. Time History for DBS Run 43, SV Encounters Slower POV, SV 25 mph, POV 10 mph

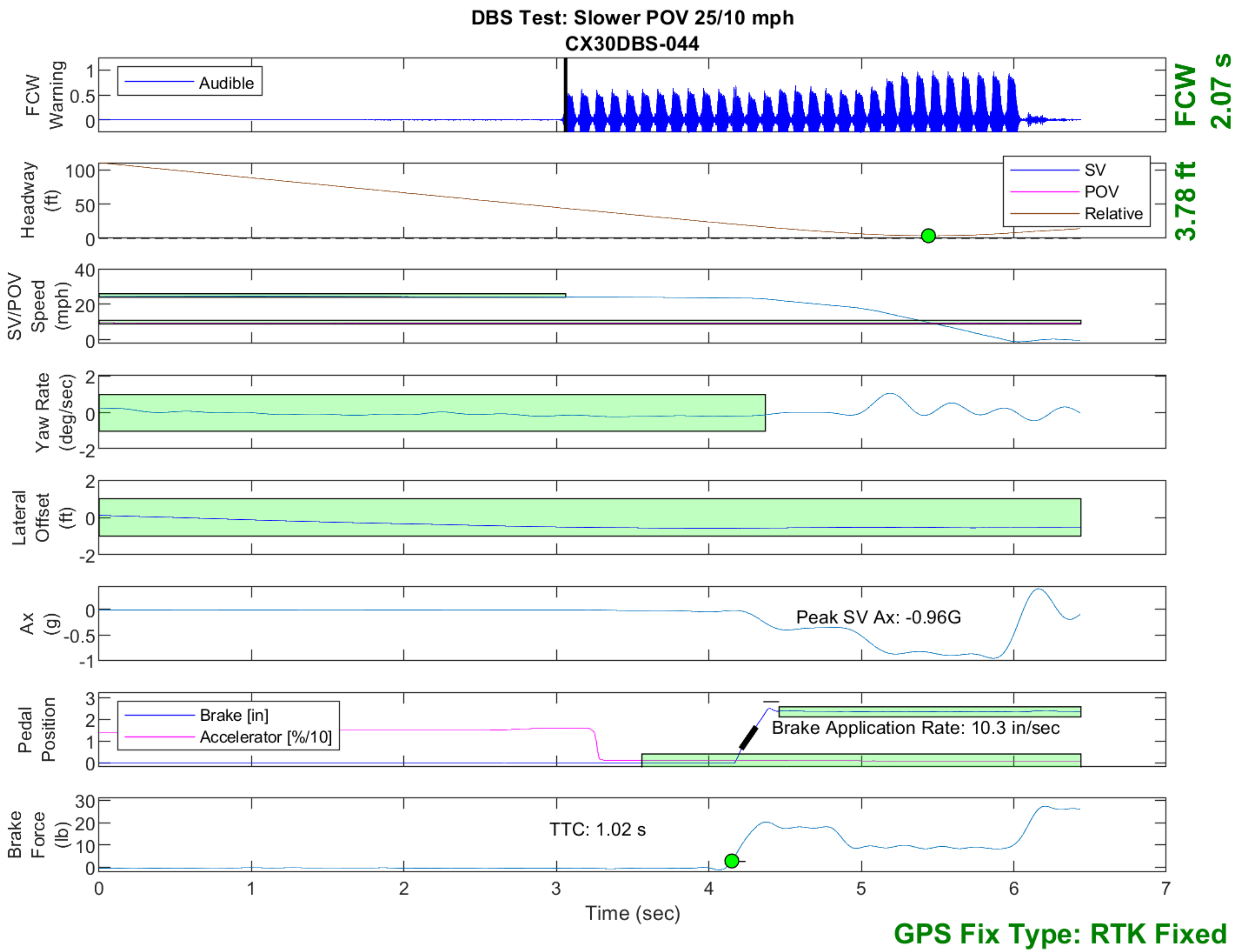

Figure E26. Time History for DBS Run 44, SV Encounters Slower POV, SV 25 mph, POV 10 mph

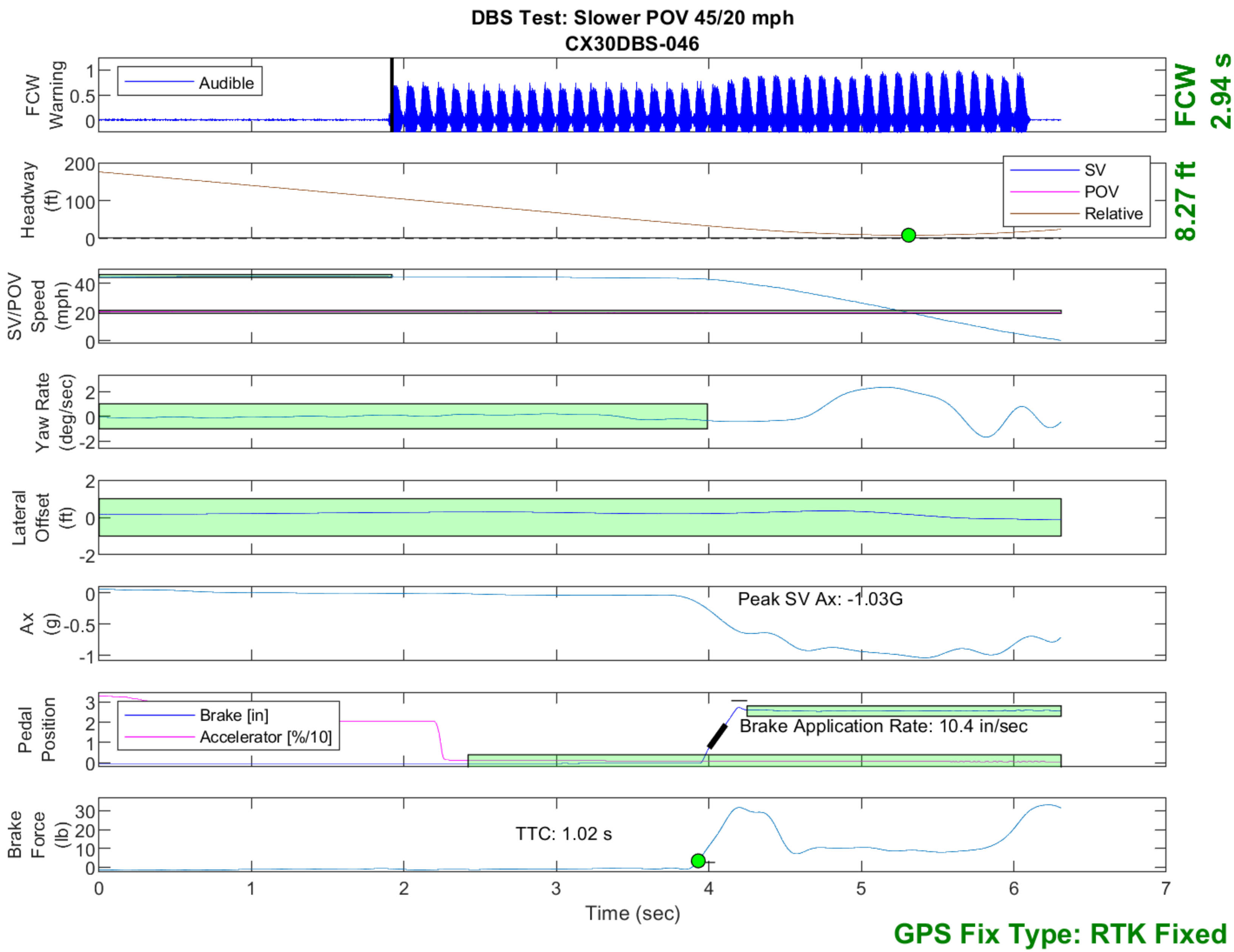

Figure E27. Time History for DBS Run 46, SV Encounters Slower POV, SV 45 mph, POV 20 mph

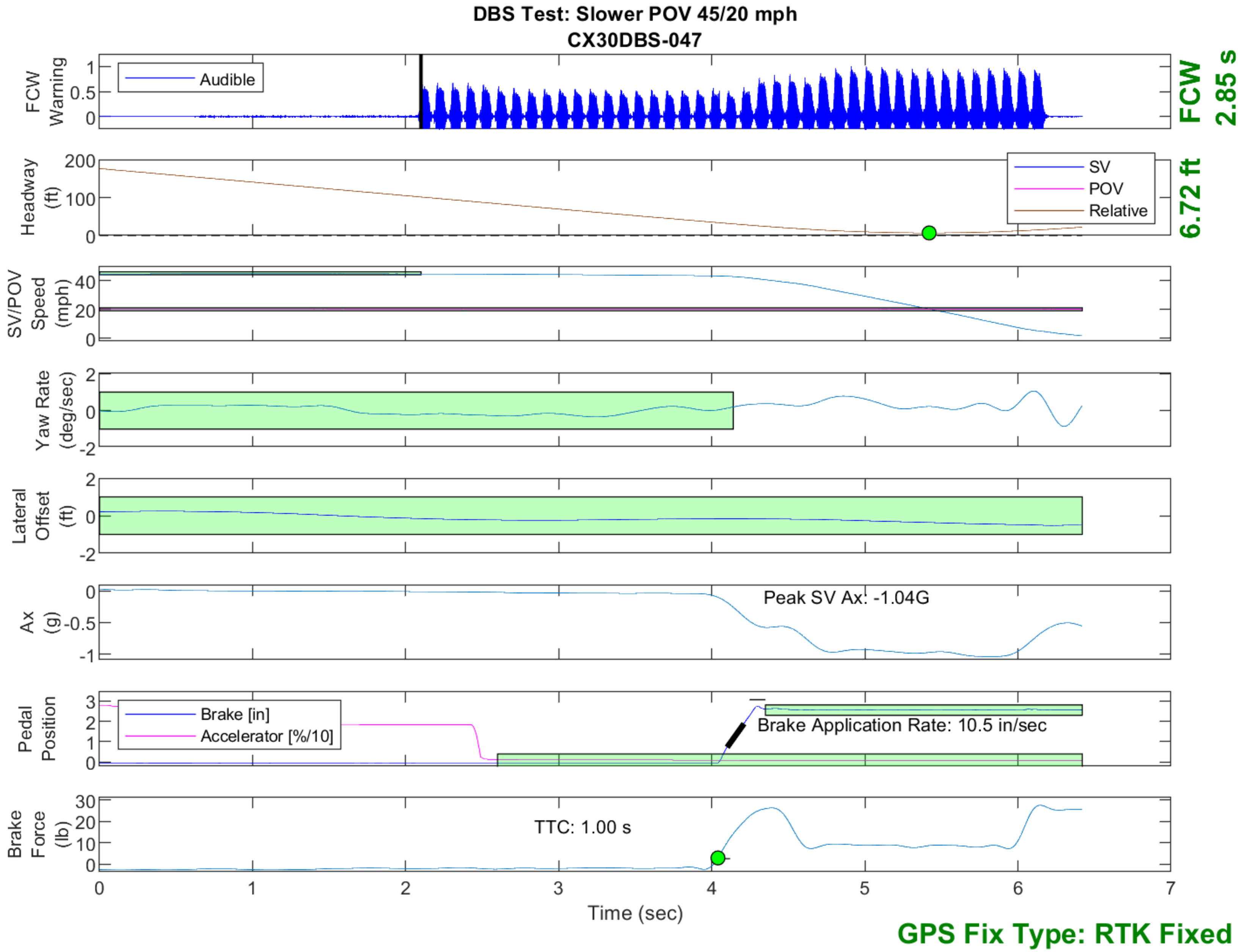

Figure E28. Time History for DBS Run 47, SV Encounters Slower POV, SV 45 mph, POV 20 mph

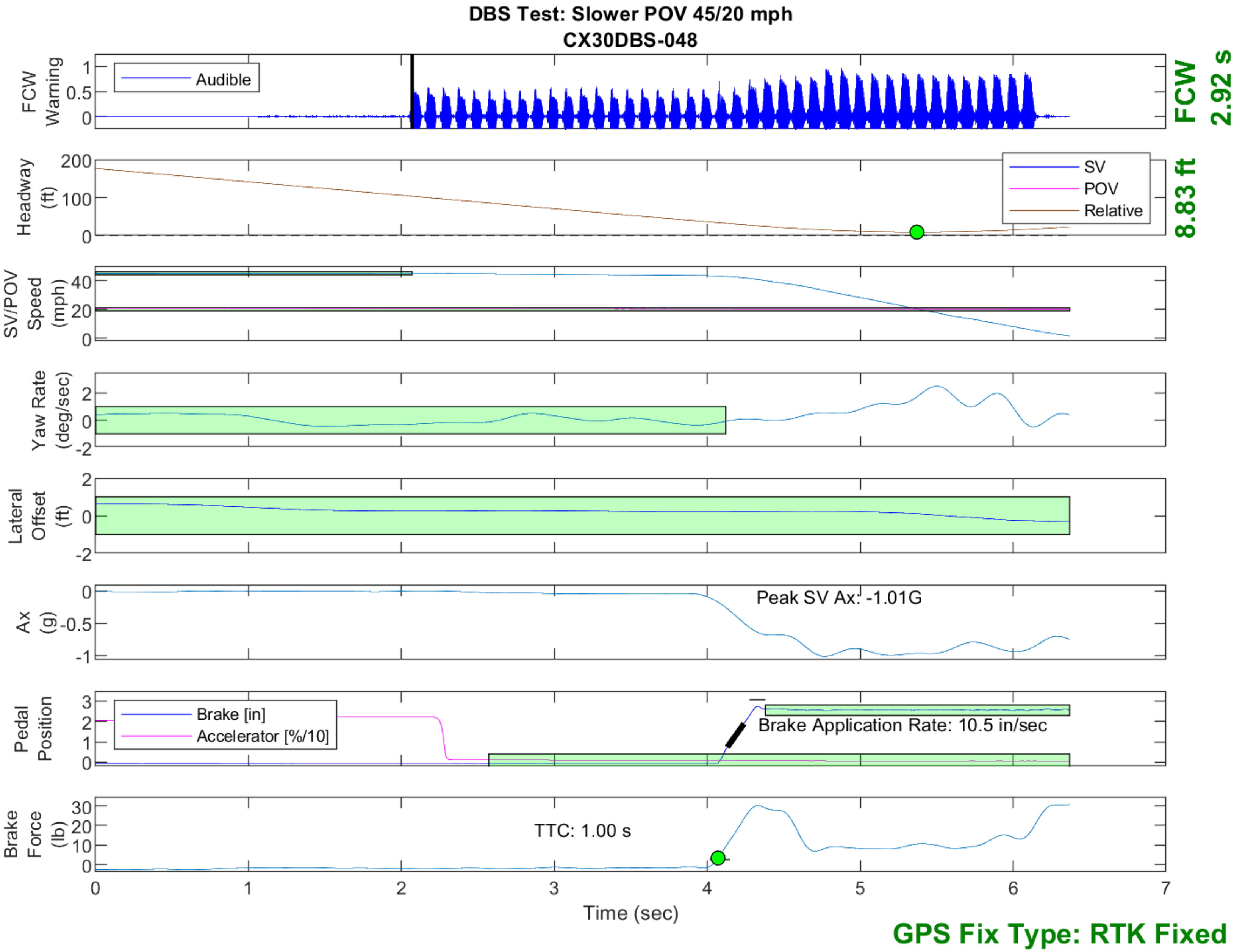

Figure E29. Time History for DBS Run 48, SV Encounters Slower POV, SV 45 mph, POV 20 mph

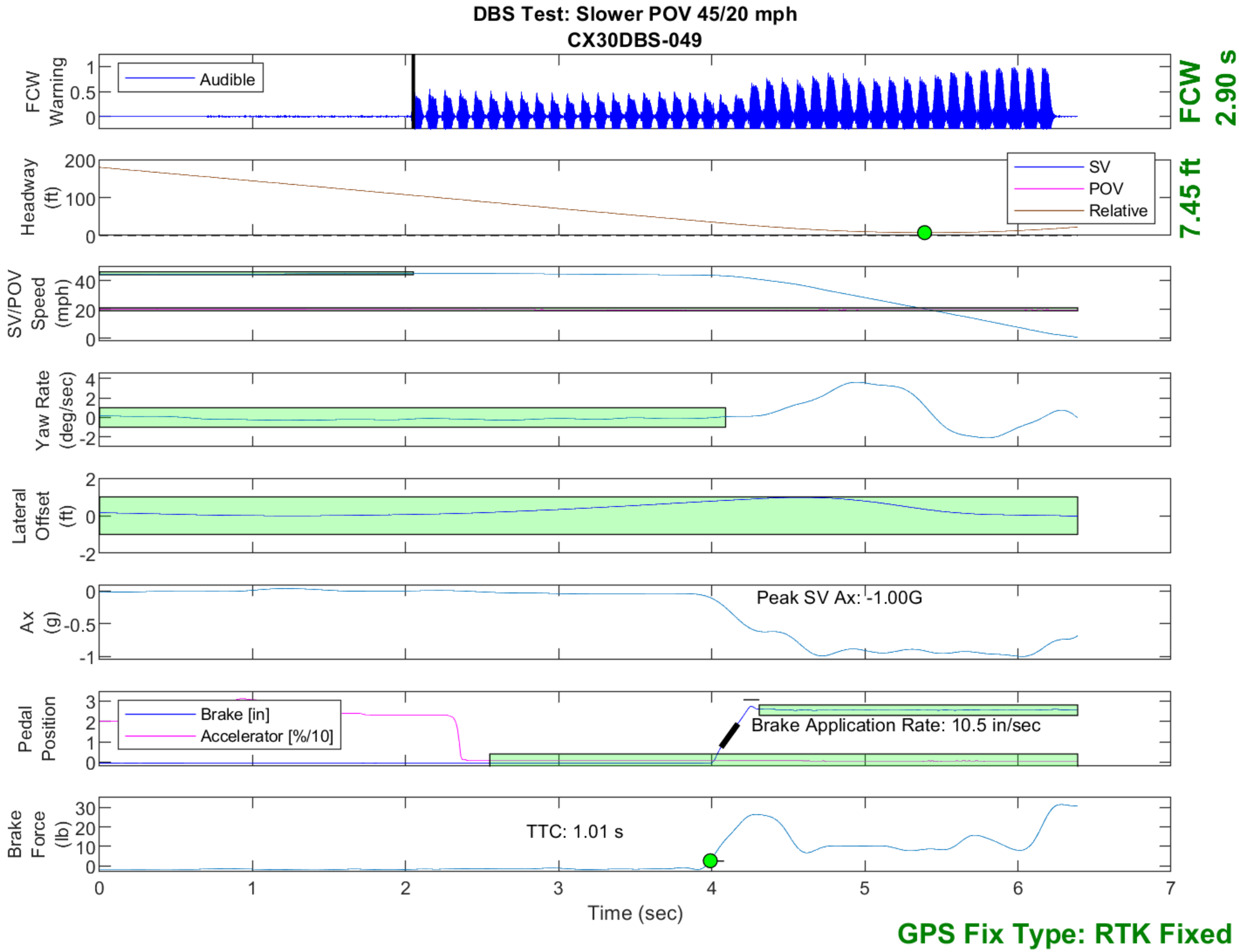

Figure E30. Time History for DBS Run 49, SV Encounters Slower POV, SV 45 mph, POV 20 mph

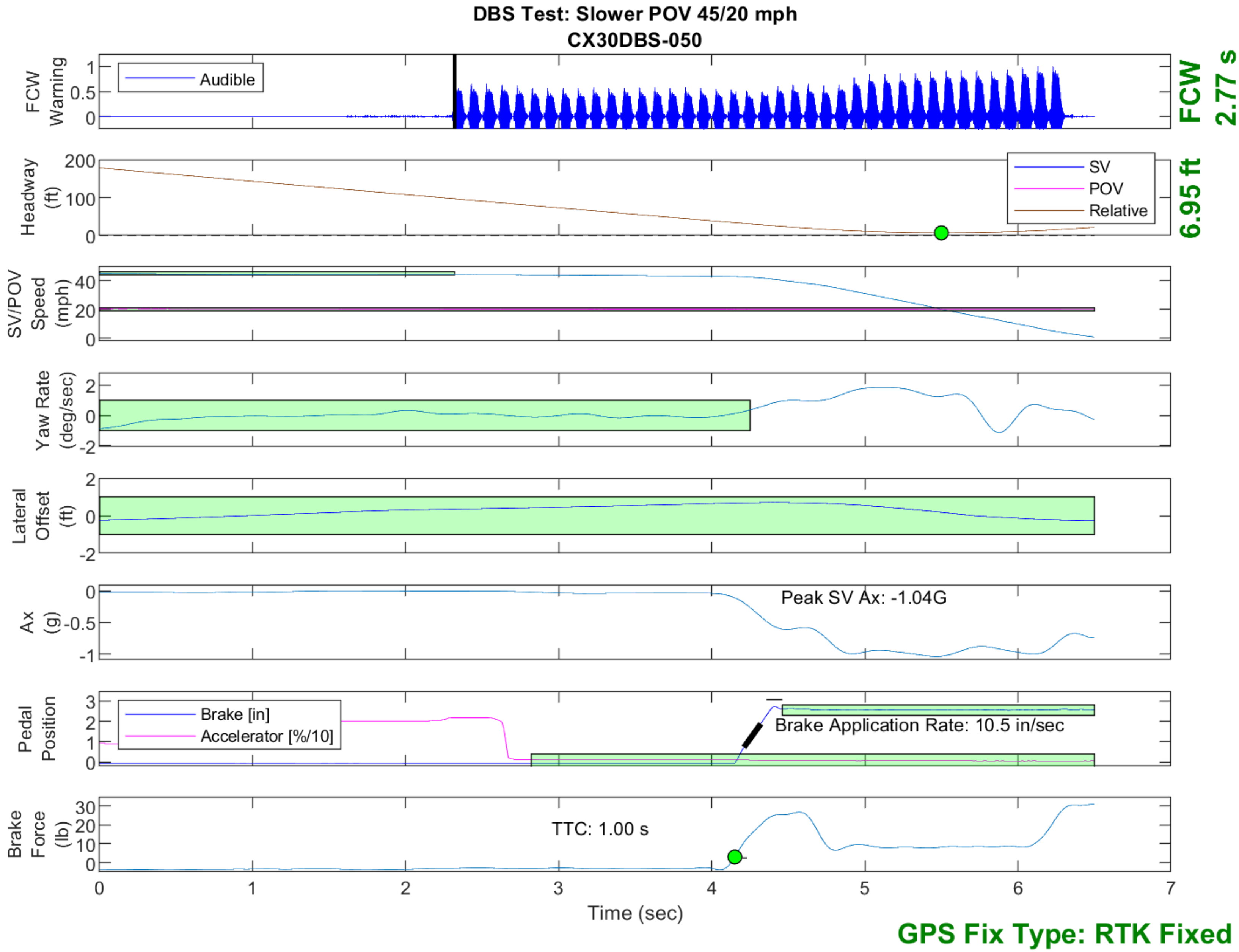

Figure E31. Time History for DBS Run 50, SV Encounters Slower POV, SV 45 mph, POV 20 mph

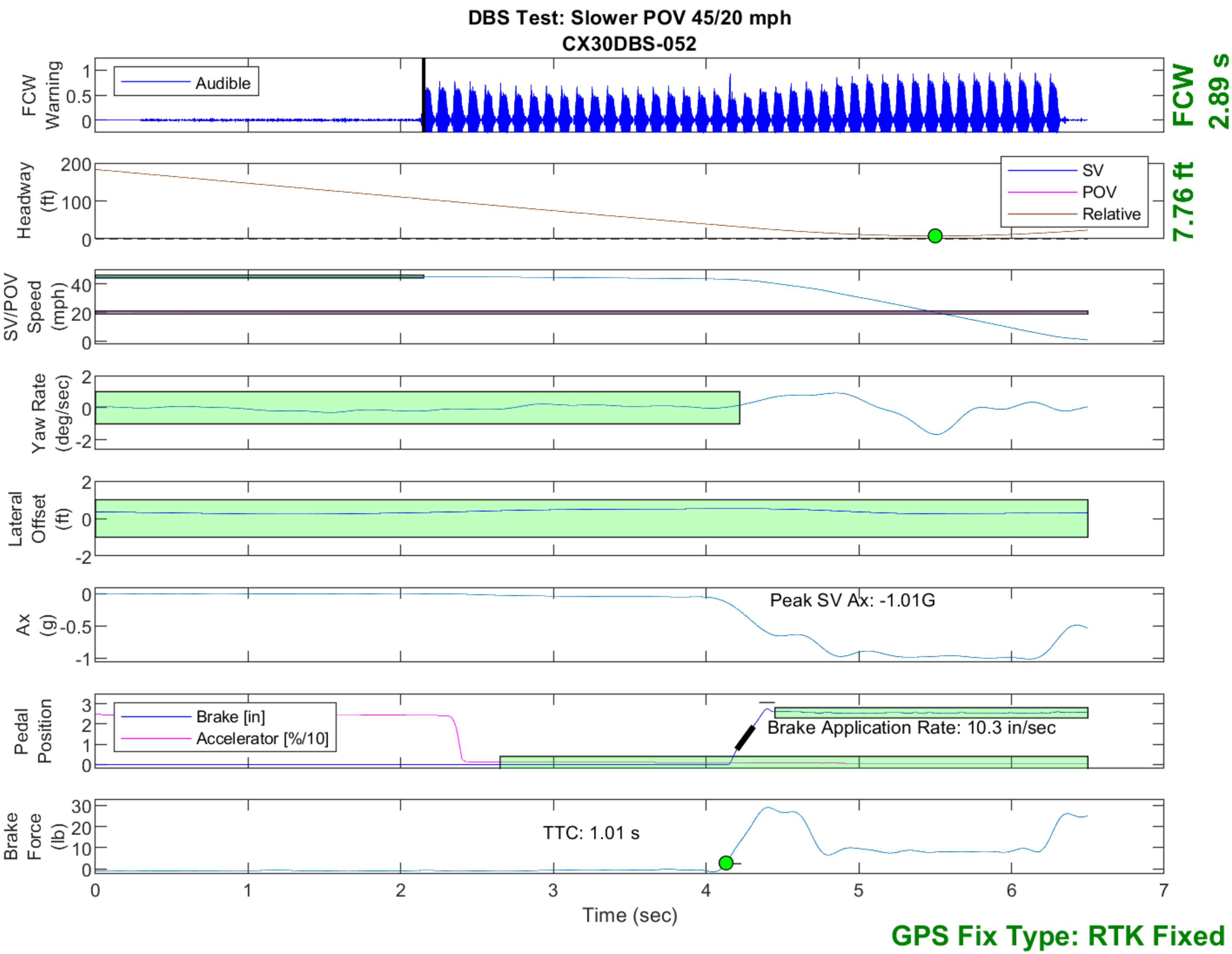

Figure E32. Time History for DBS Run 52, SV Encounters Slower POV, SV 45 mph, POV 20 mph

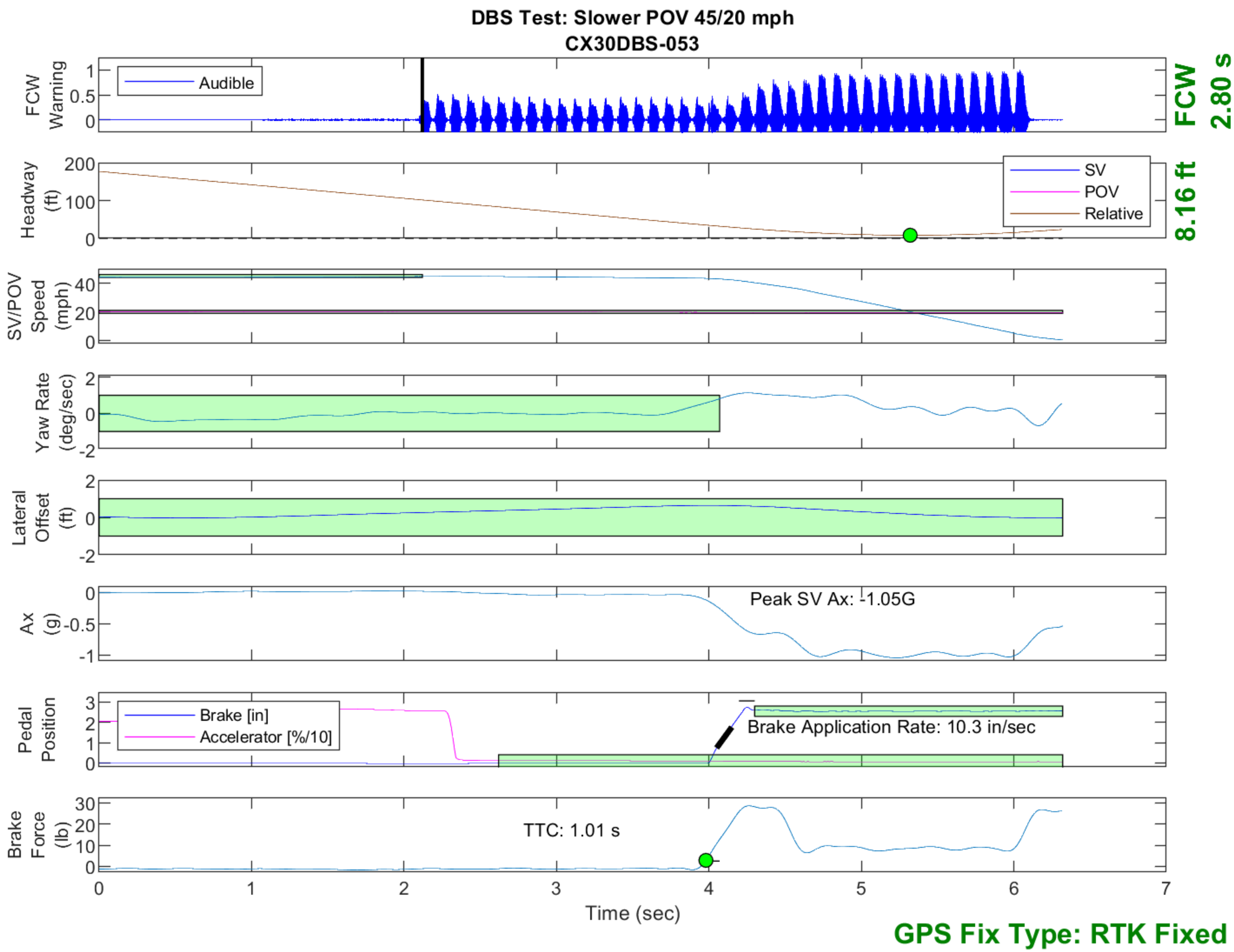

Figure E33. Time History for DBS Run 53, SV Encounters Slower POV, SV 45 mph, POV 20 mph

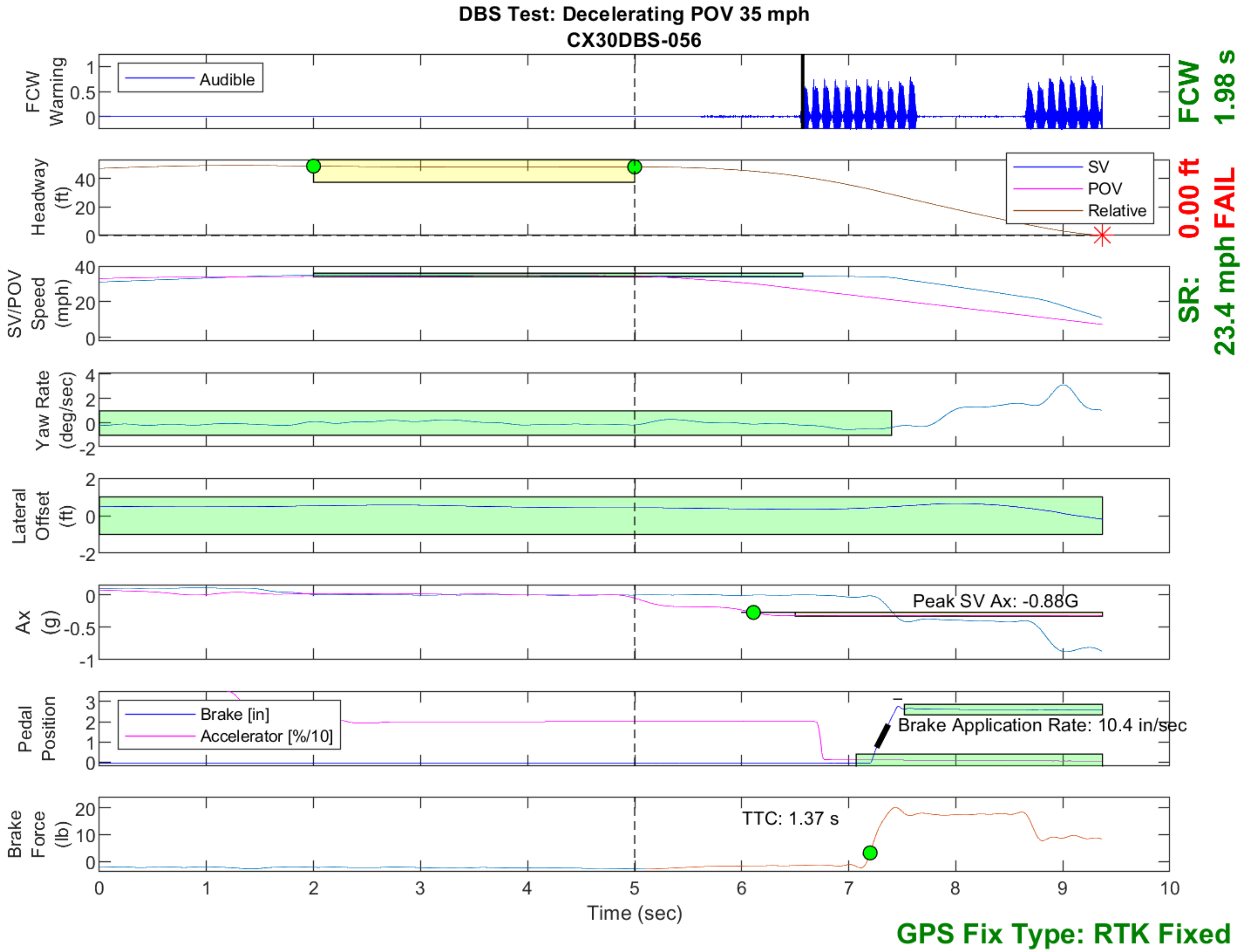

Figure E34. Time History for DBS Run 56, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

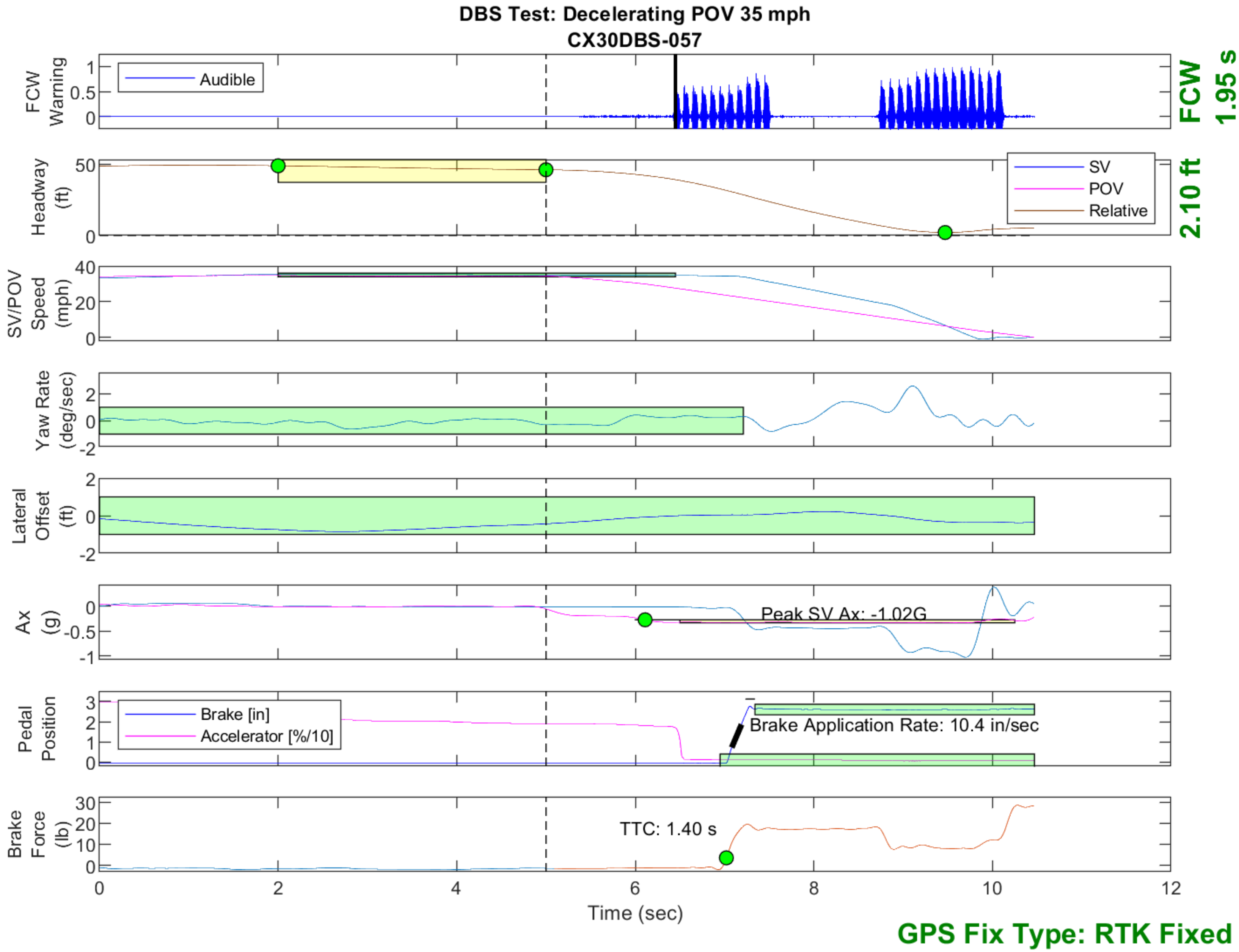

Figure E35. Time History for DBS Run 57, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

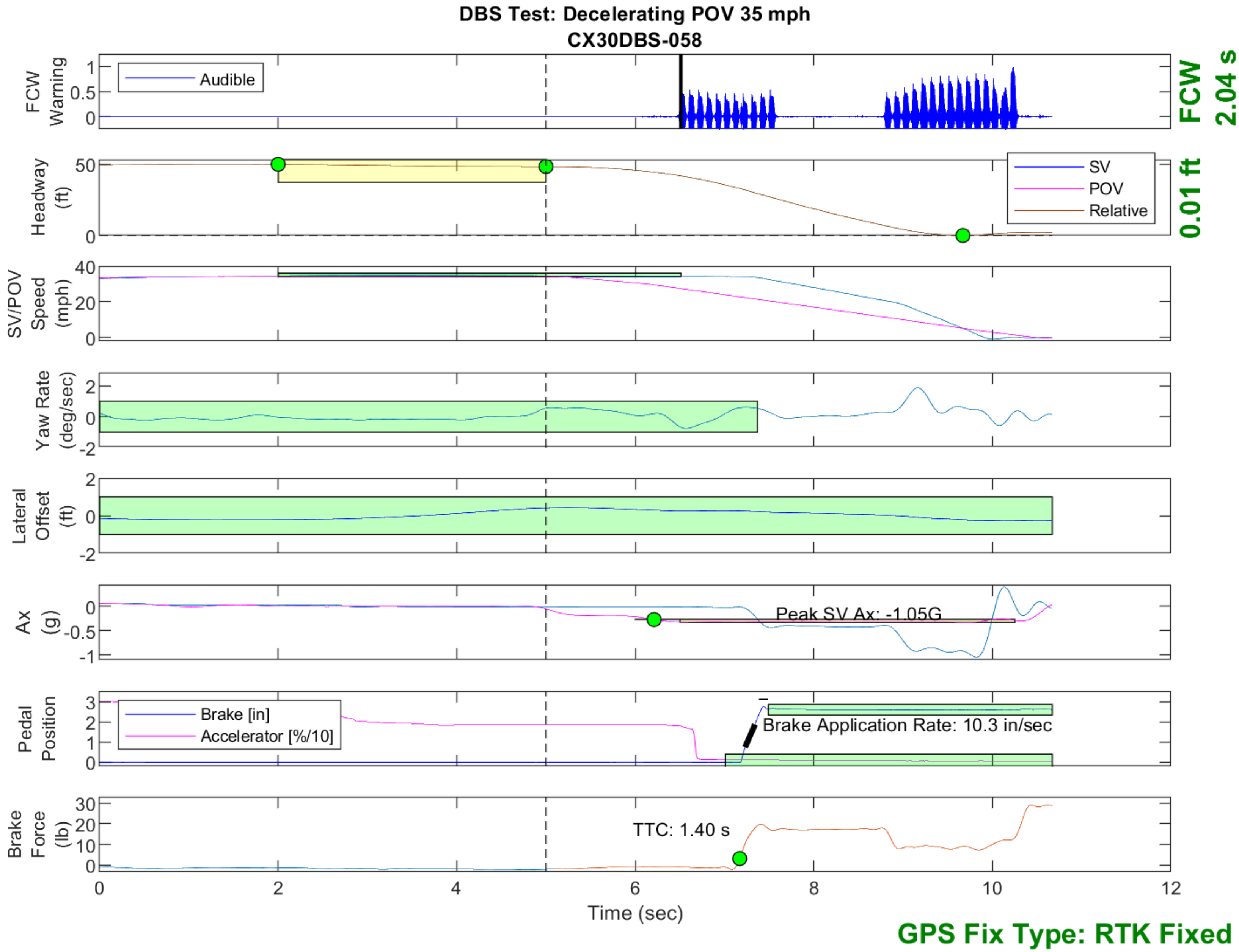

Figure E36. Time History for DBS Run 58, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

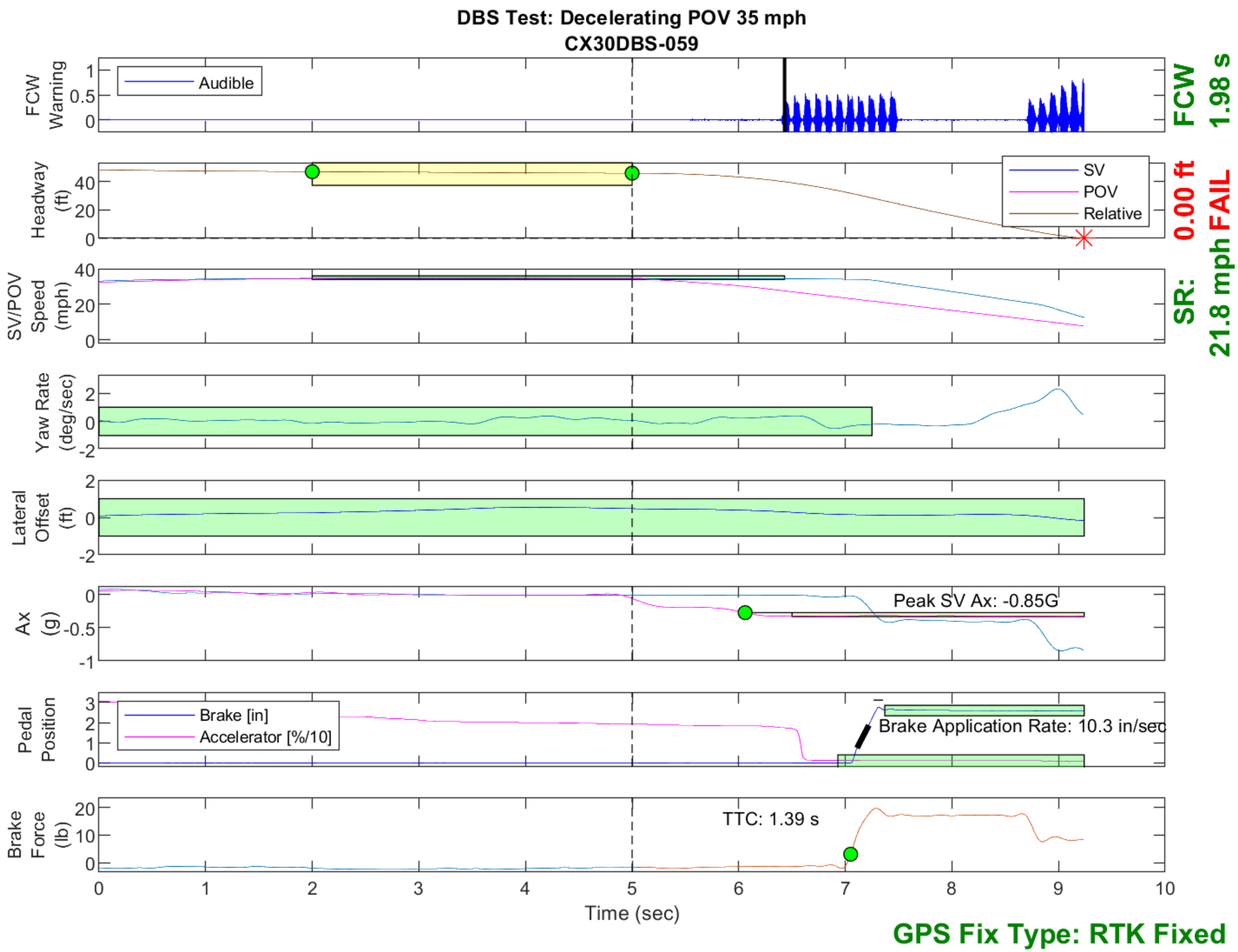

Figure E37. Time History for DBS Run 59, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

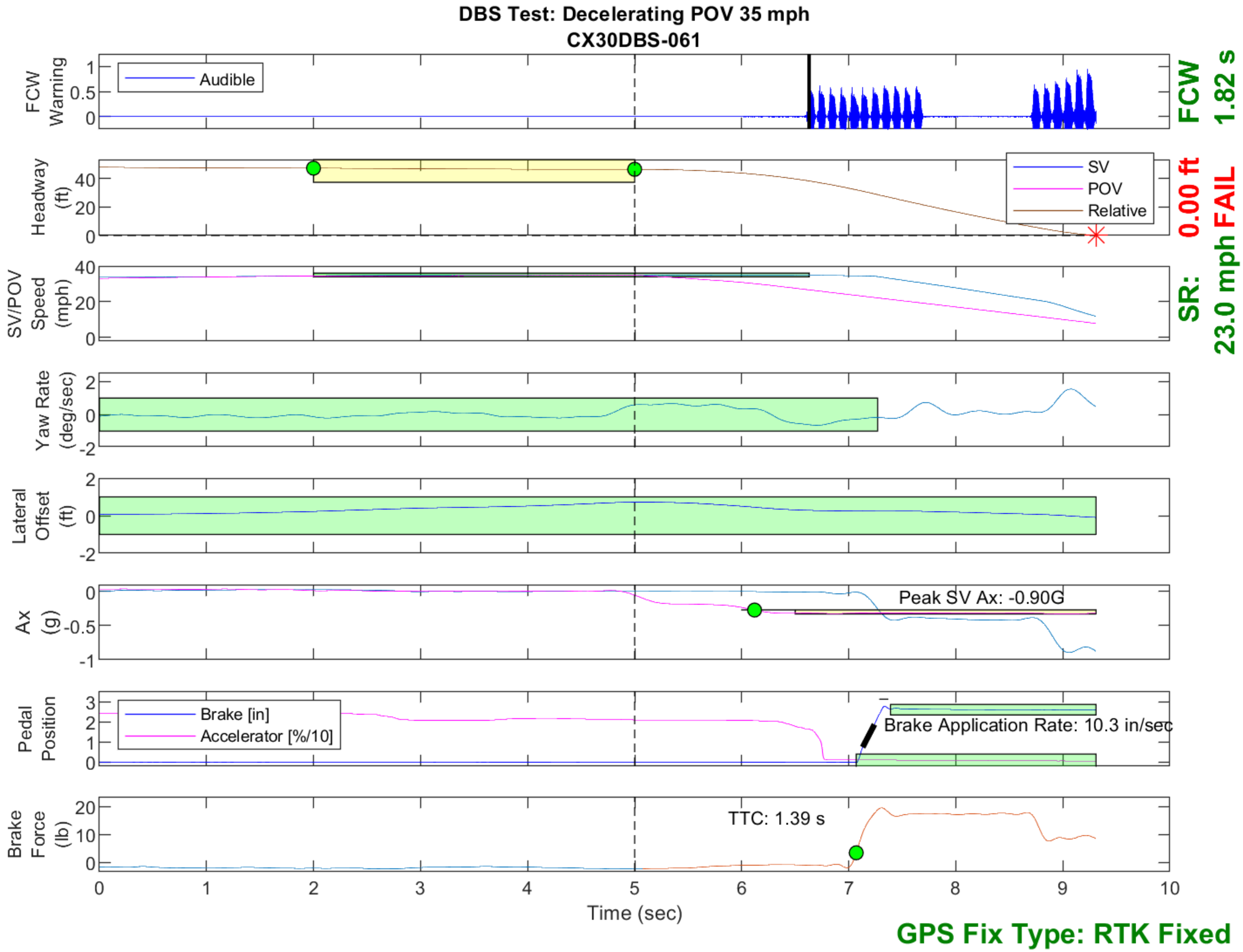

Figure E38. Time History for DBS Run 61, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

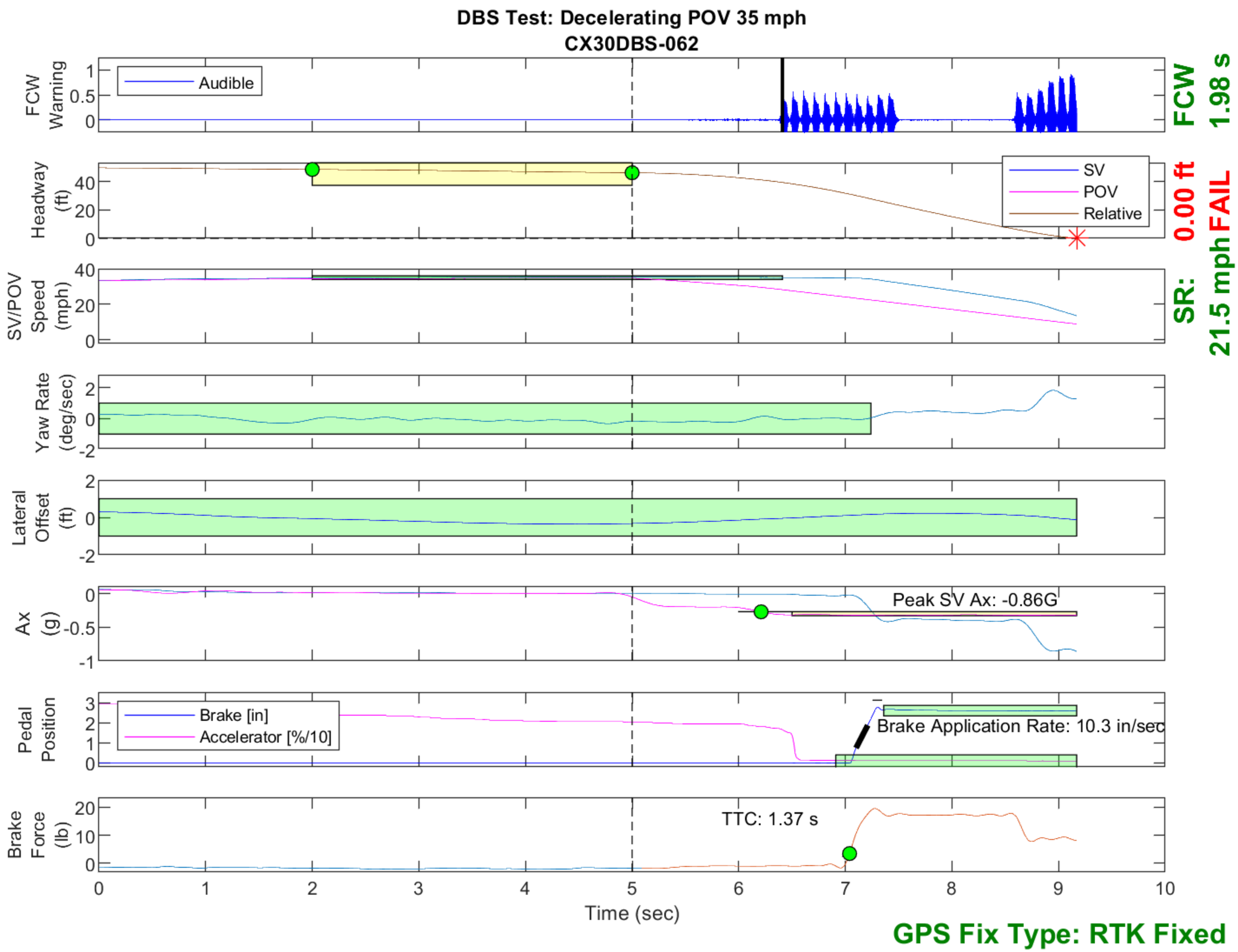

Figure E39. Time History for DBS Run 62, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

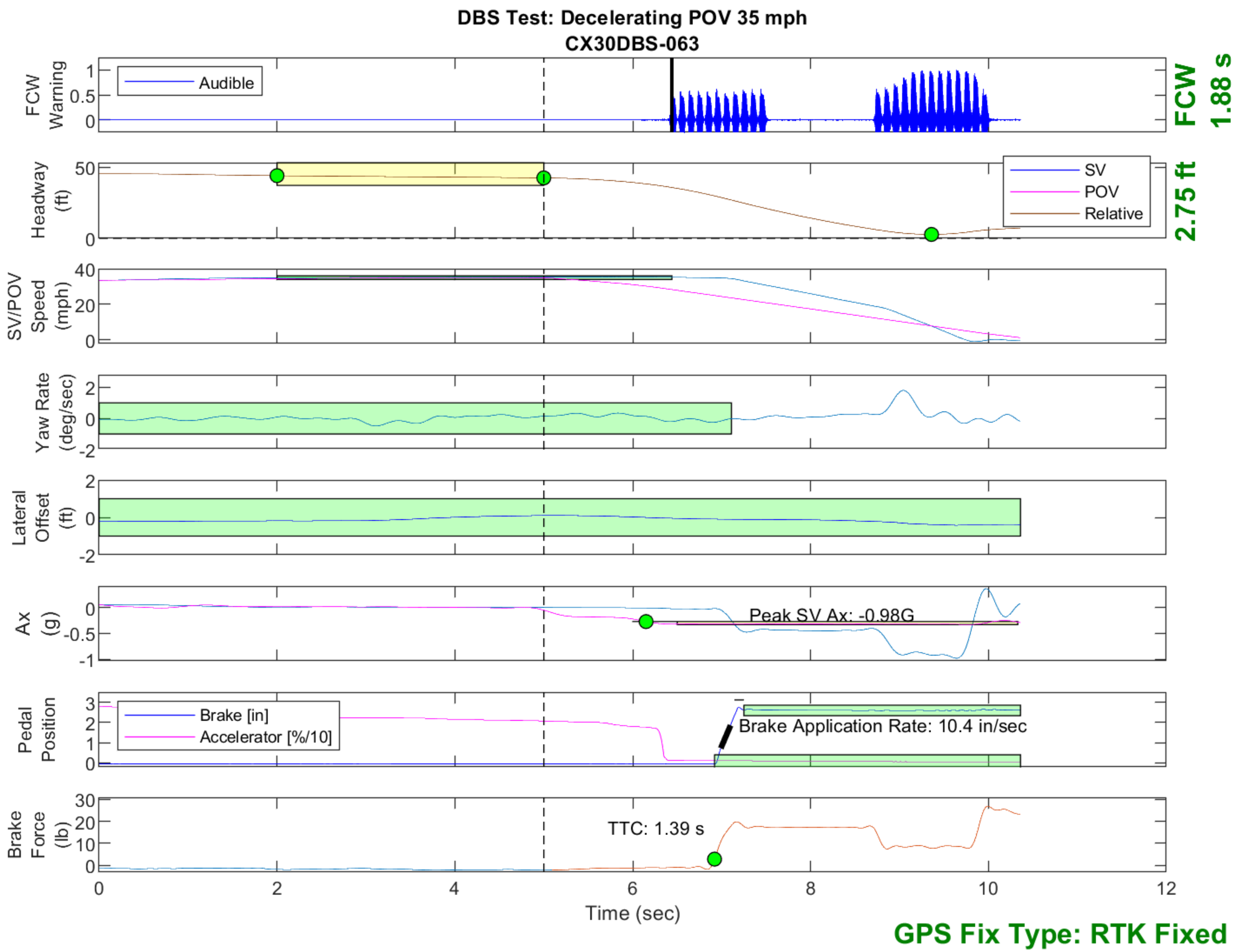

Figure E40. Time History for DBS Run 63, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

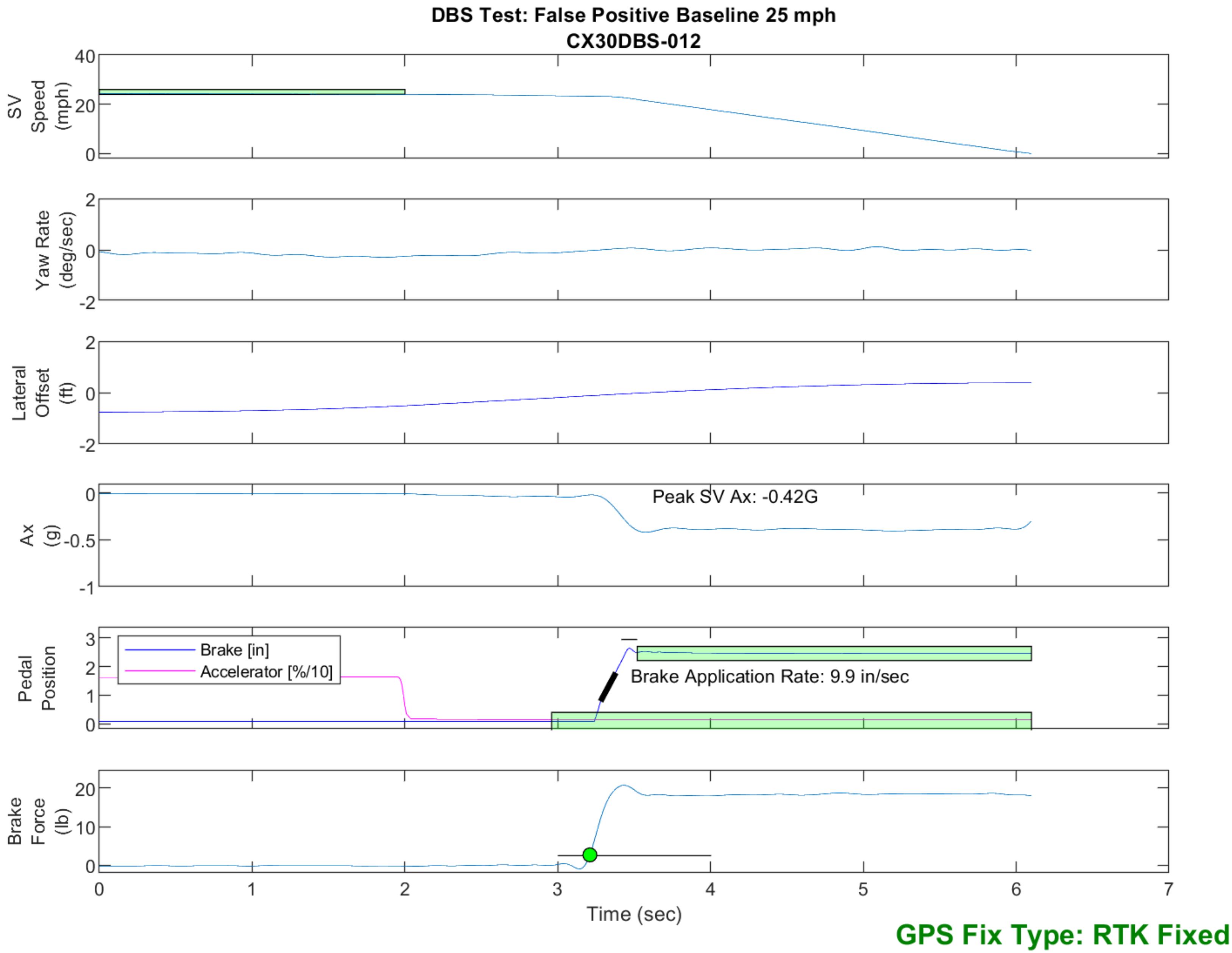

Figure E41. Time History for DBS Run 12, False Positive Baseline, SV 25 mph

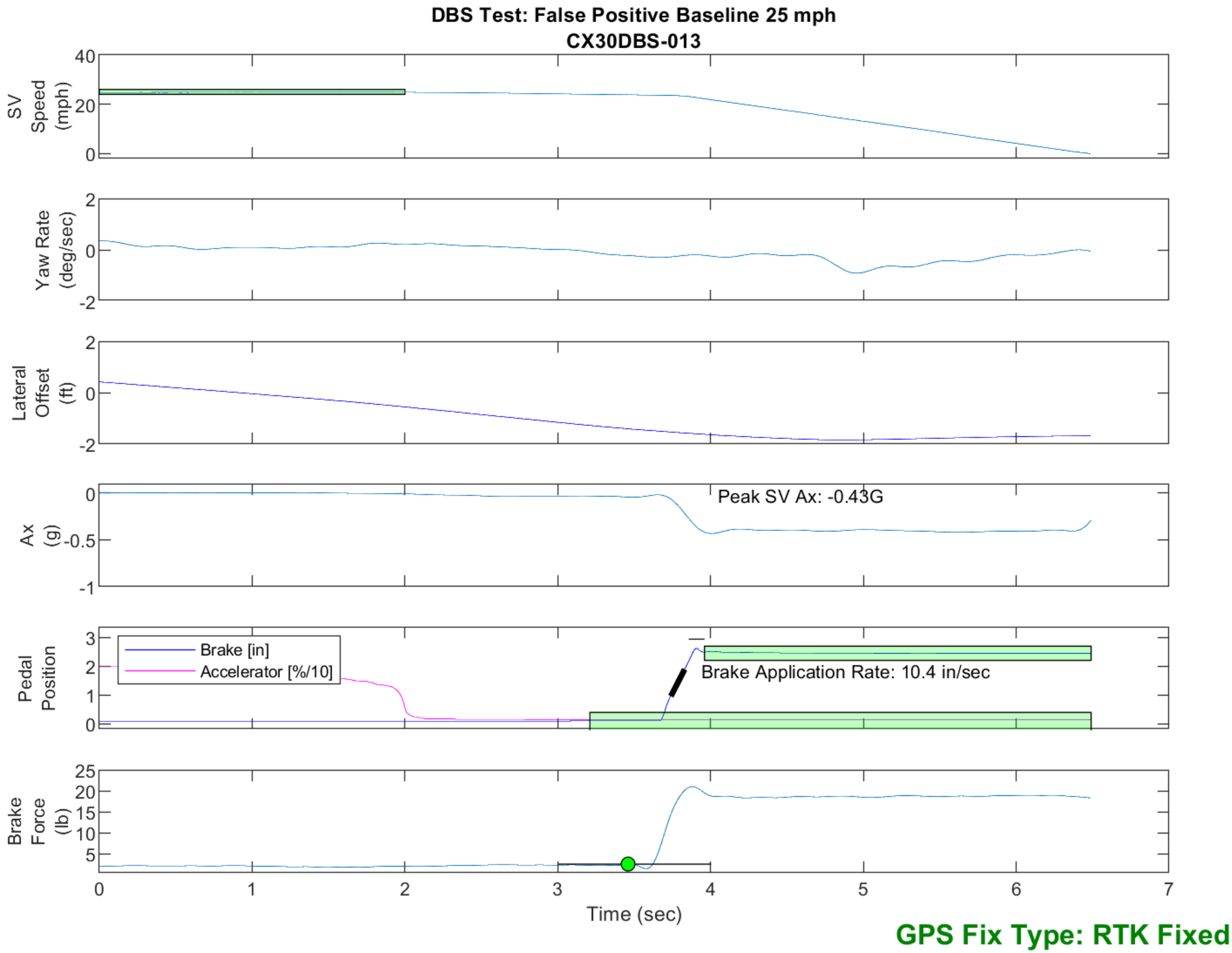

Figure E42. Time History for DBS Run 13, False Positive Baseline, SV 25 mph

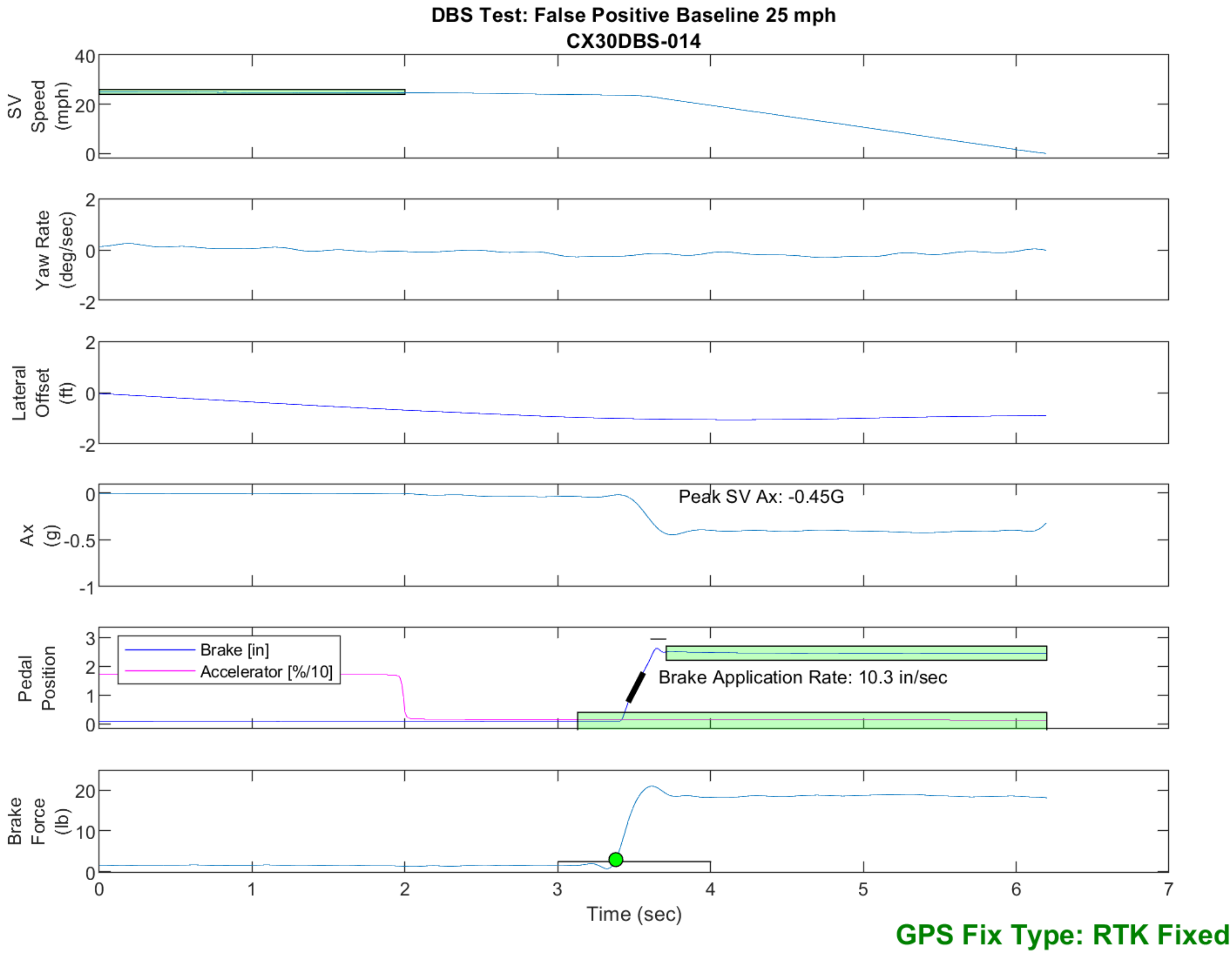

Figure E43. Time History for DBS Run 14, False Positive Baseline, SV 25 mph

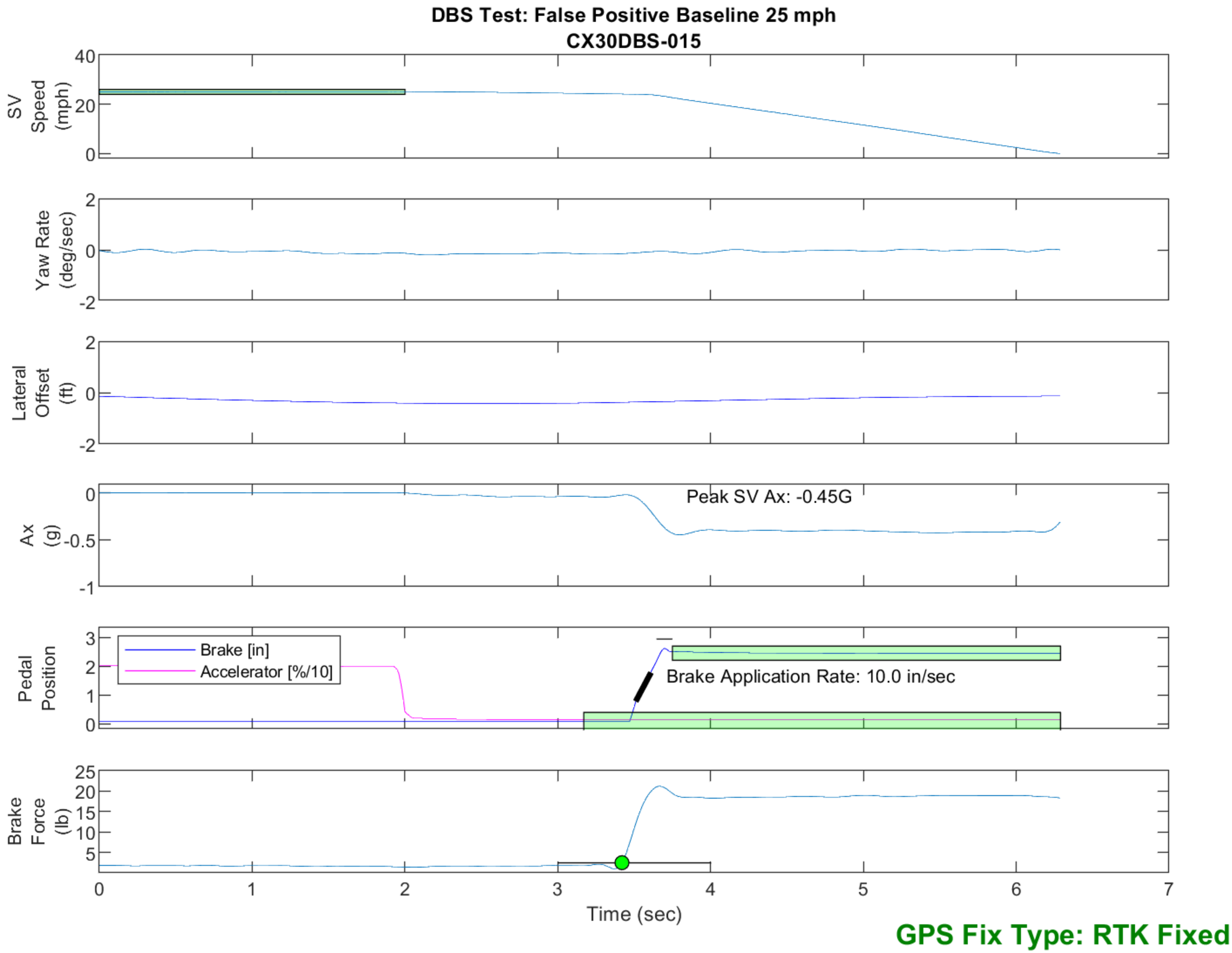

Figure E44. Time History for DBS Run 15, False Positive Baseline, SV 25 mph

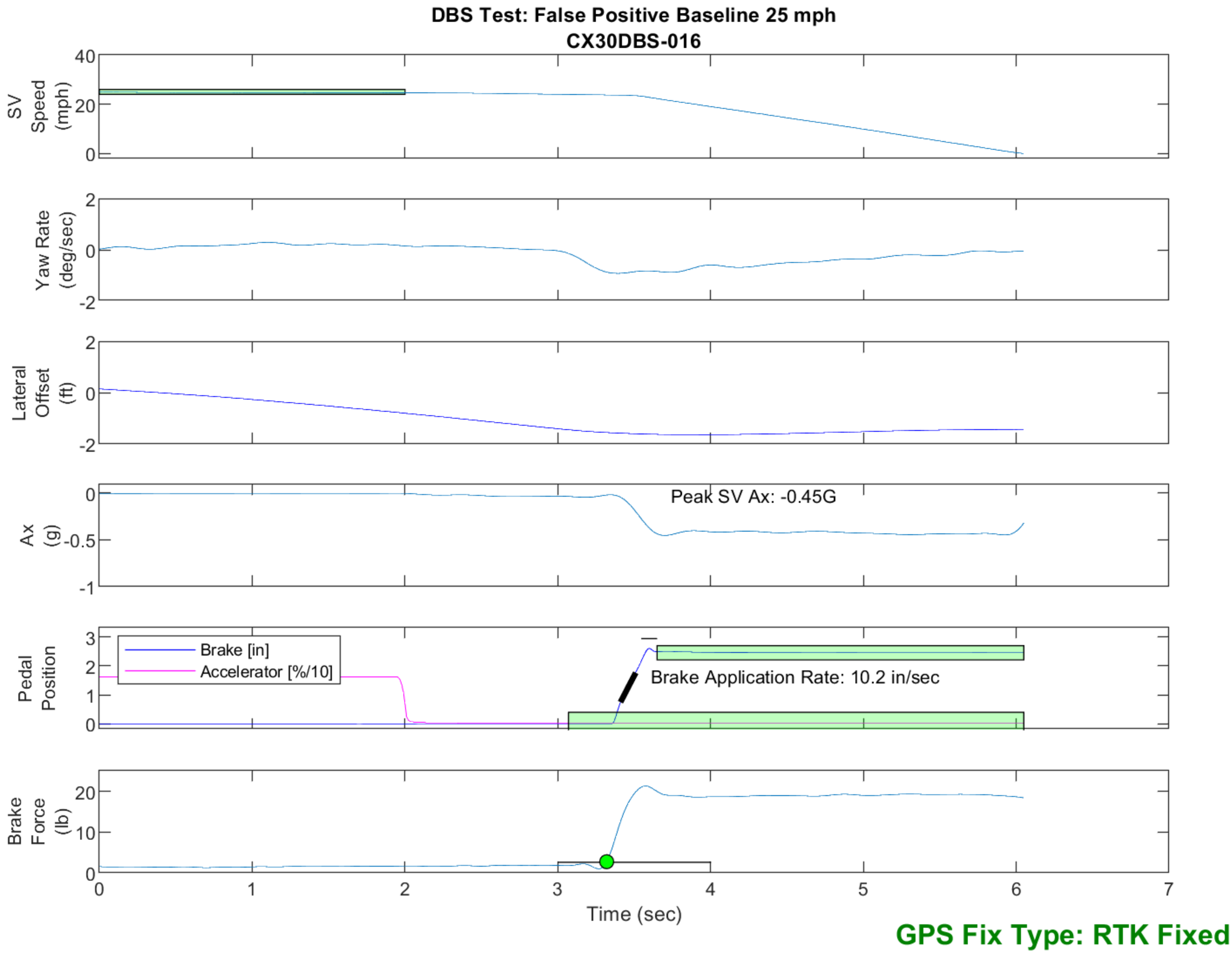

Figure E45. Time History for DBS Run 16, False Positive Baseline, SV 25 mph

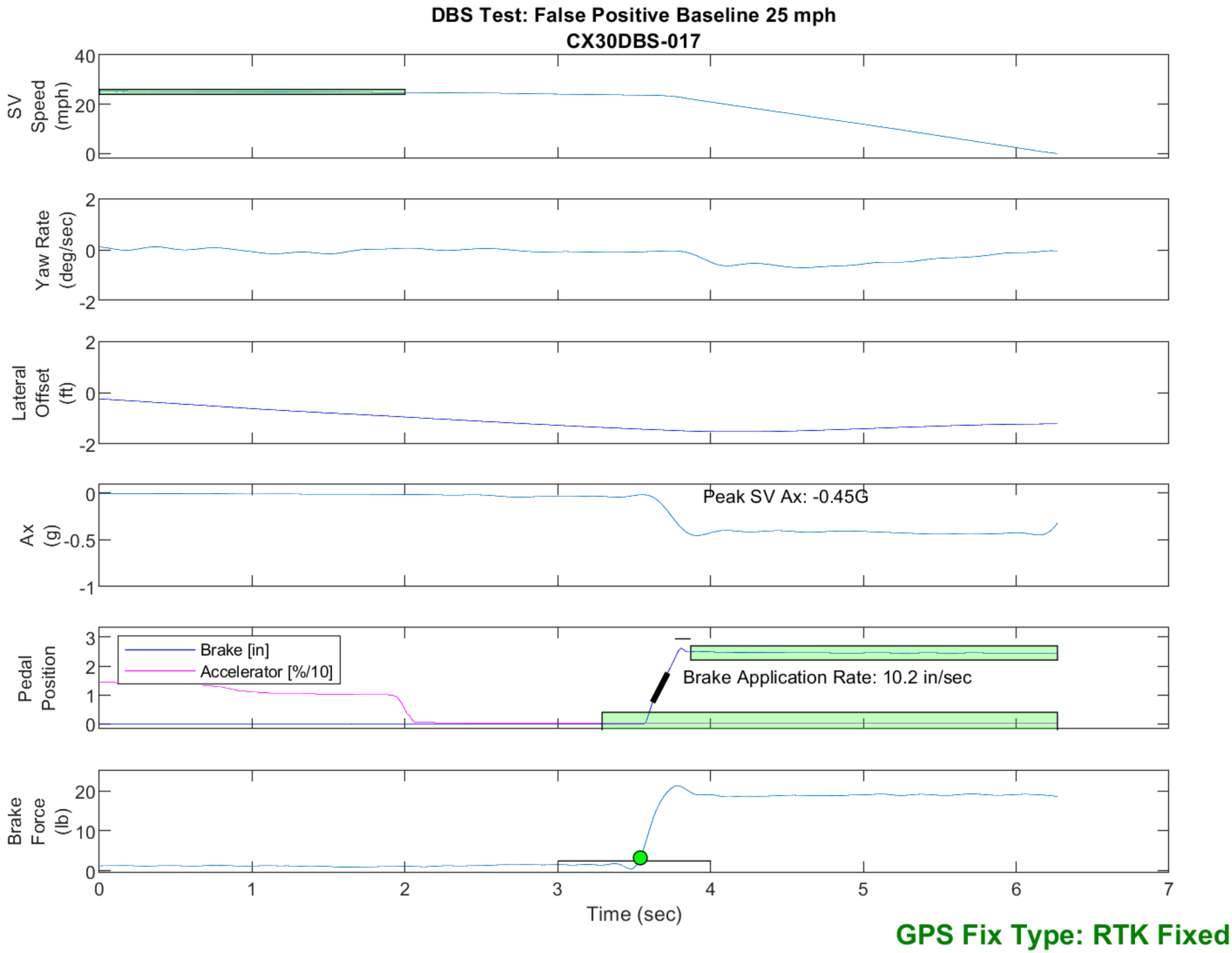

Figure E46. Time History for DBS Run 17, False Positive Baseline, SV 25 mph

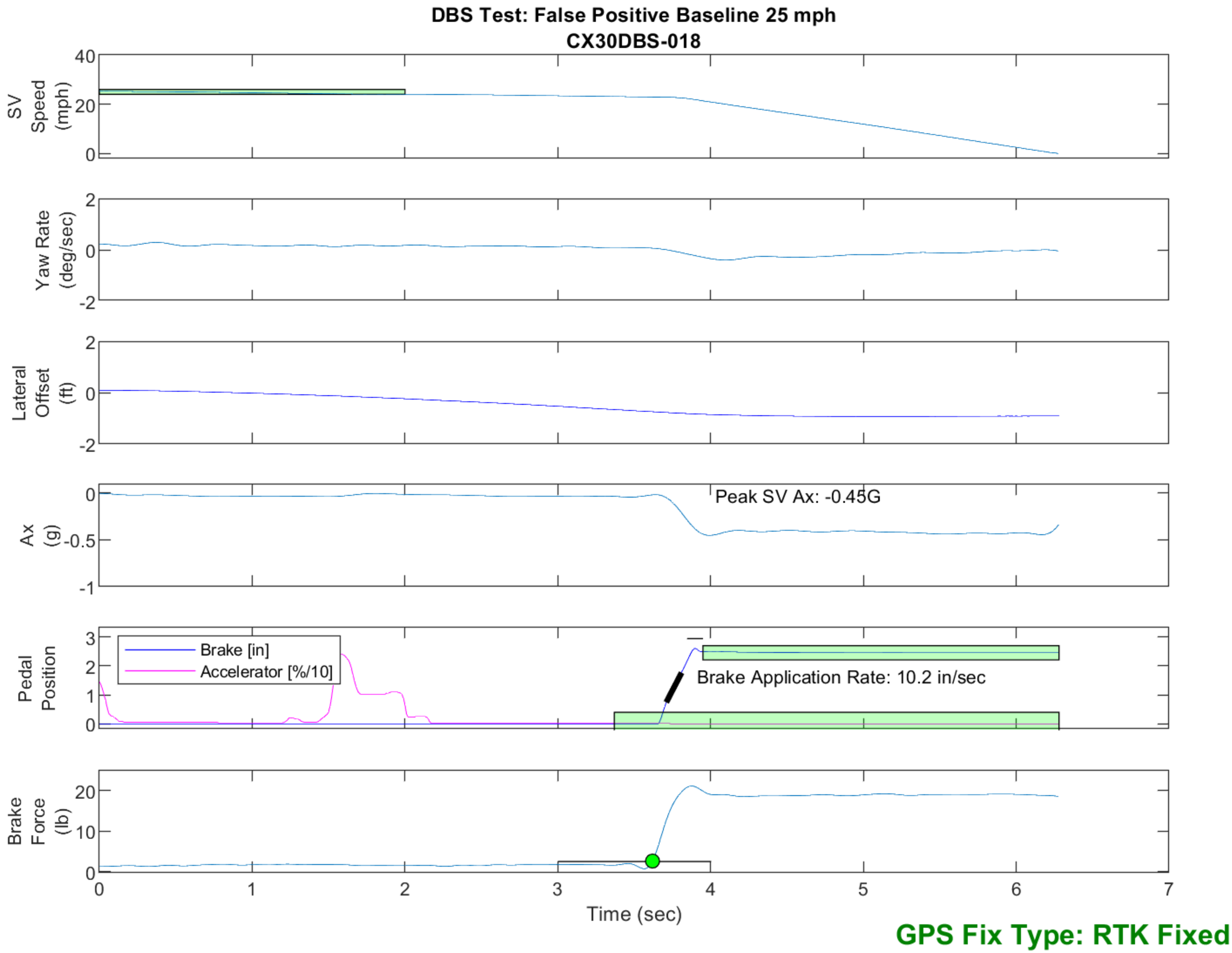

Figure E47. Time History for DBS Run 18, False Positive Baseline, SV 25 mph

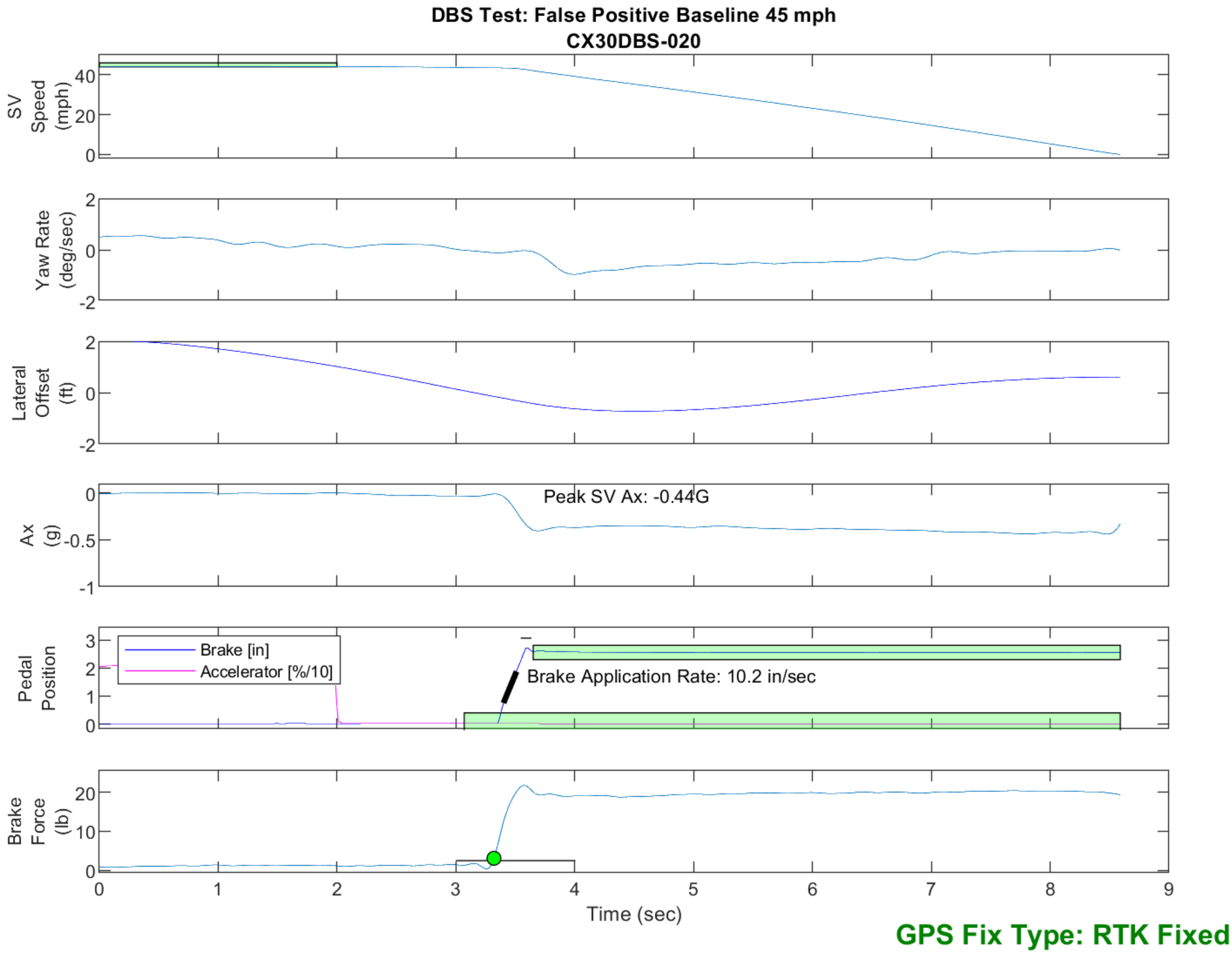

Figure E48. Time History for DBS Run 20, False Positive Baseline, SV 45 mph

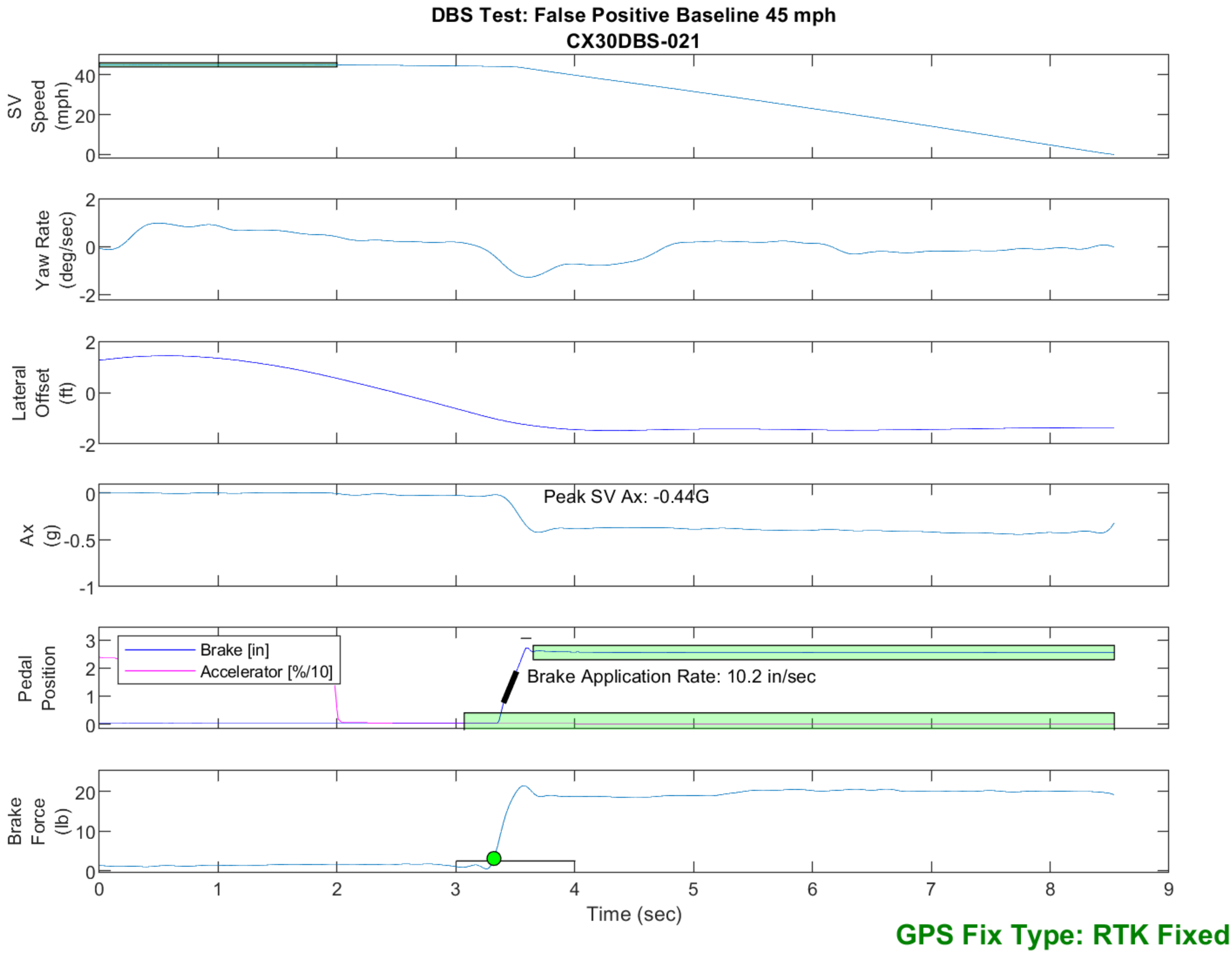

Figure E49. Time History for DBS Run 21, False Positive Baseline, SV 45 mph

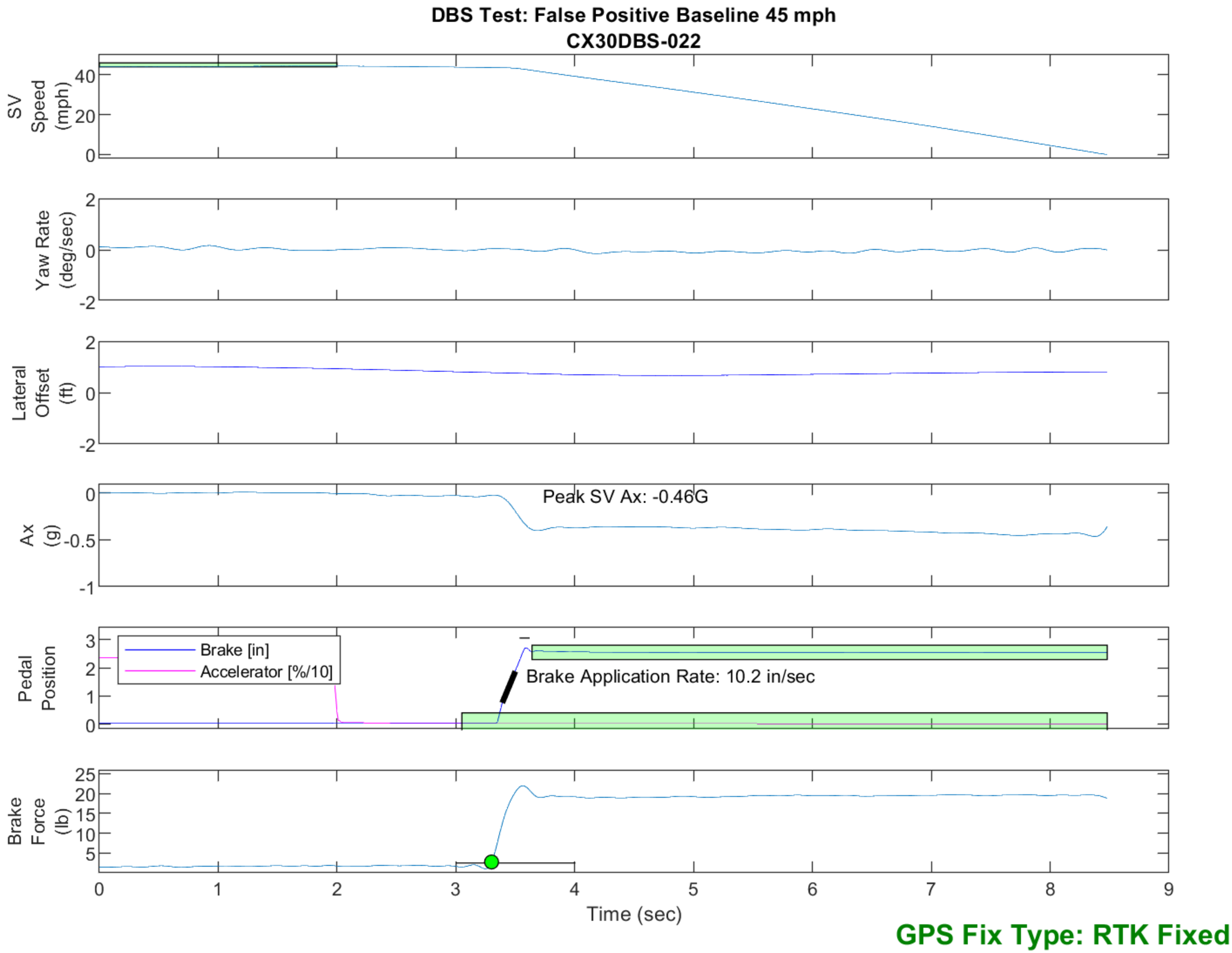

Figure E50. Time History for DBS Run 22, False Positive Baseline, SV 45 mph

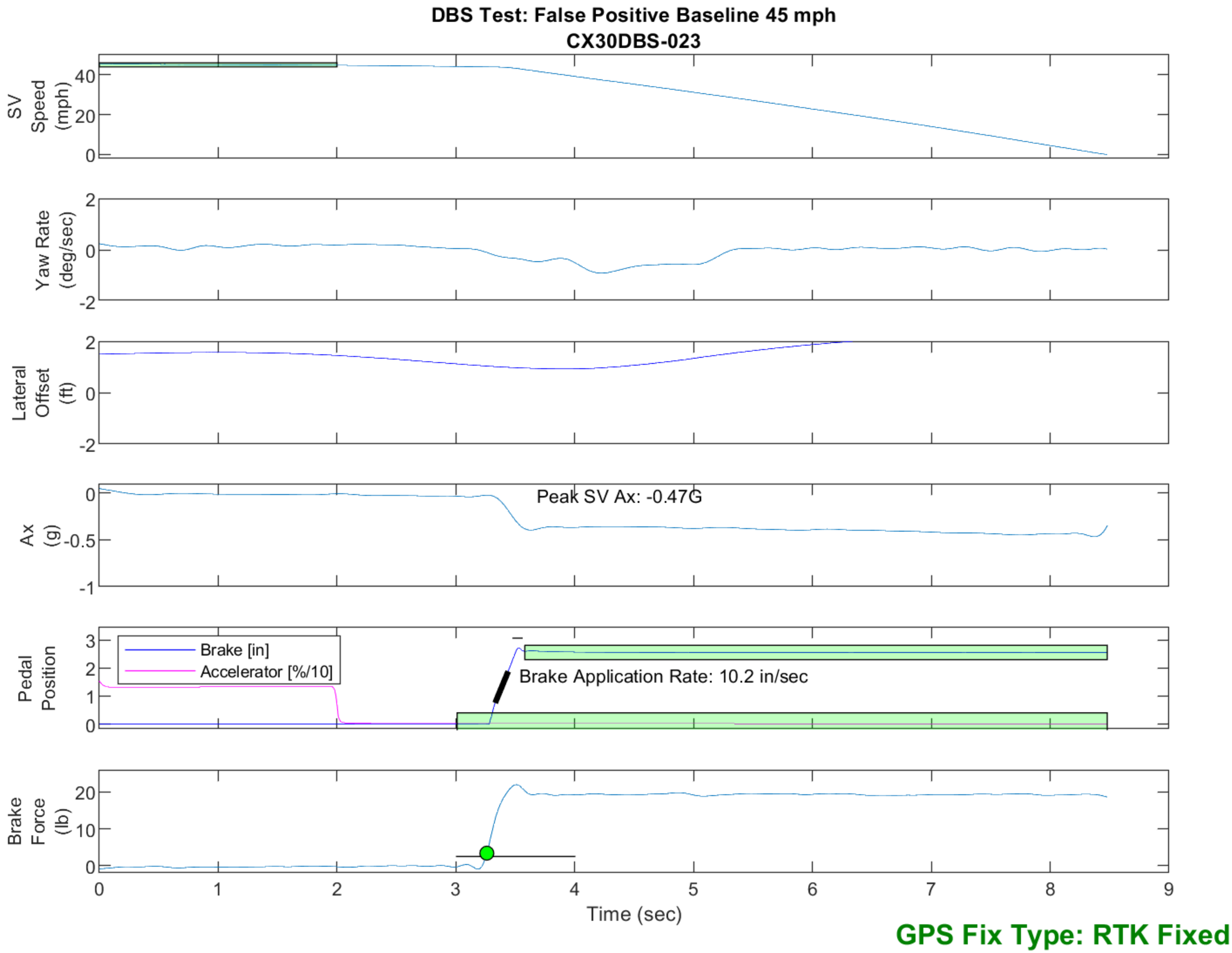

Figure E51. Time History for DBS Run 23, False Positive Baseline, SV 45 mph

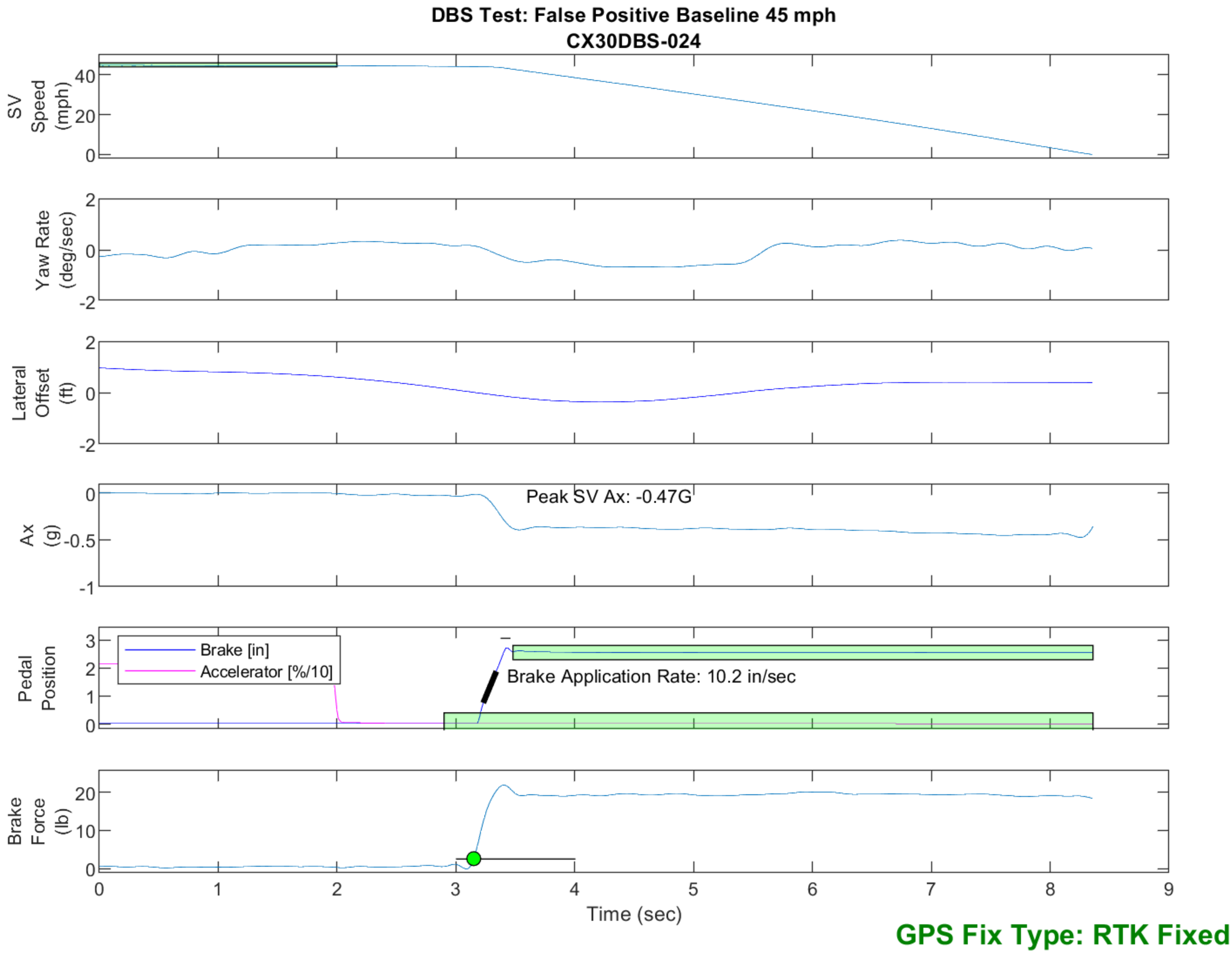

Figure E52. Time History for DBS Run 24, False Positive Baseline, SV 45 mph

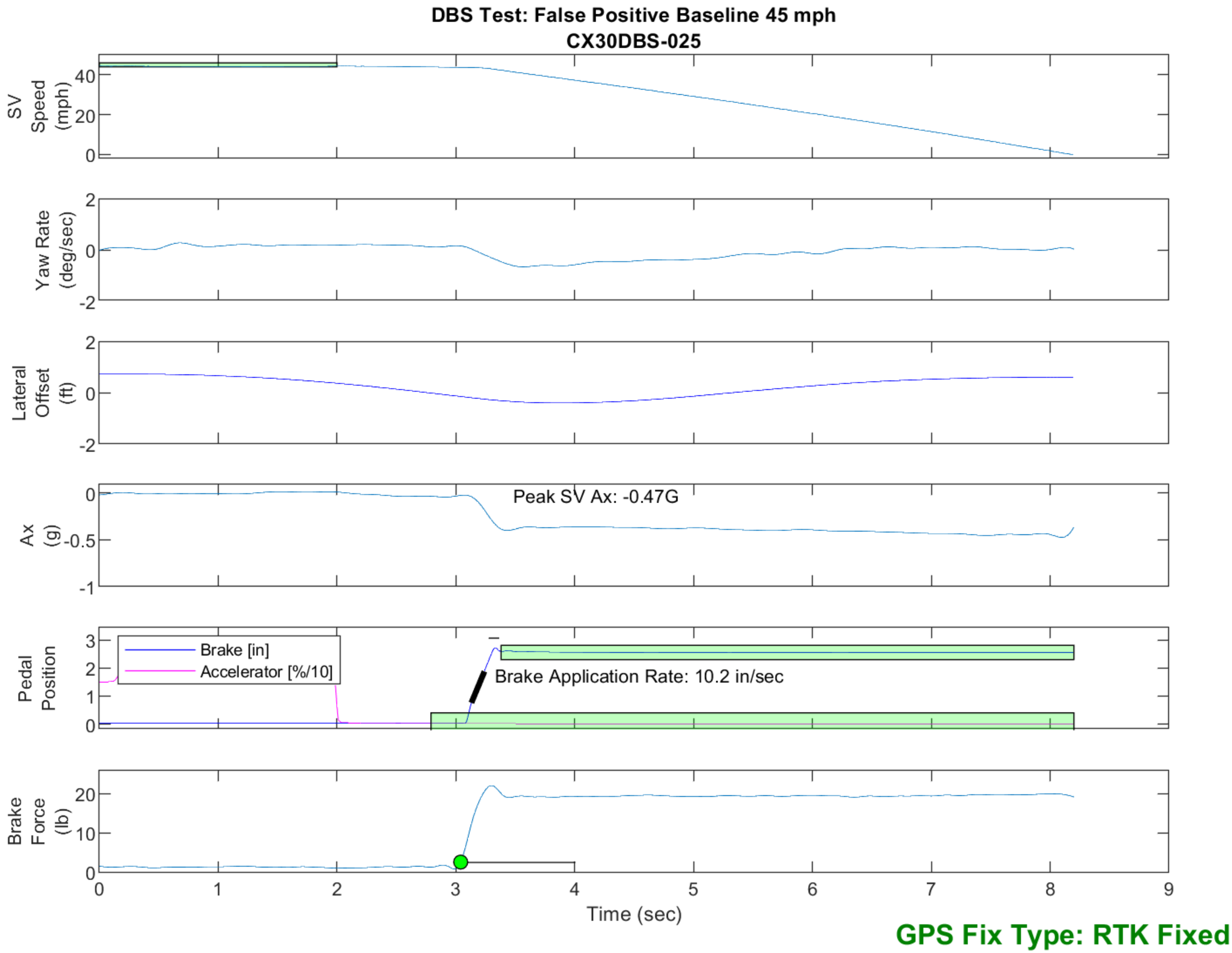

Figure E53. Time History for DBS Run 25, False Positive Baseline, SV 45 mph

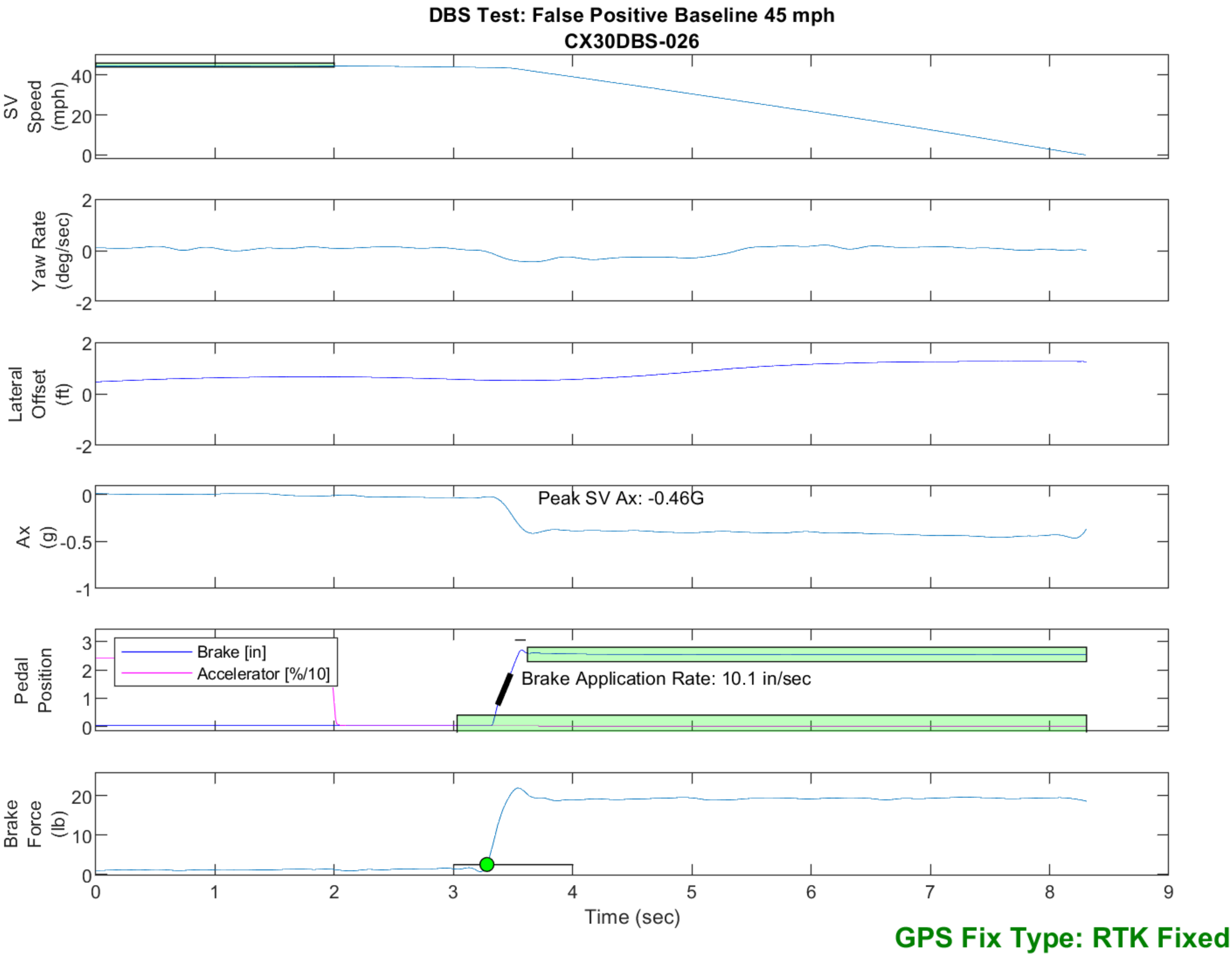

Figure E54. Time History for DBS Run 26, False Positive Baseline, SV 45 mph

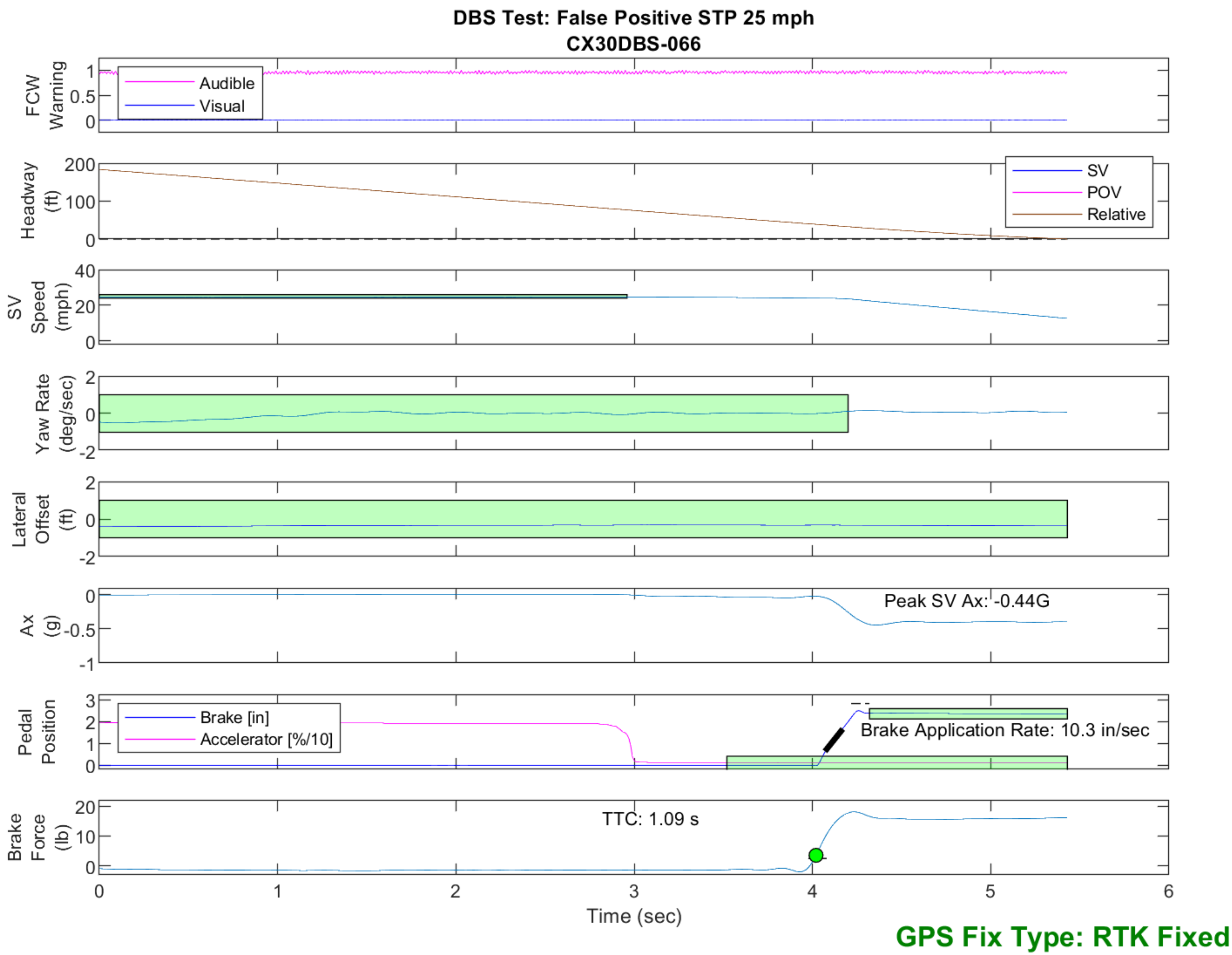

Figure E55. Time History for DBS Run 66, SV Encounters Steel Trench Plate, SV 25 mph

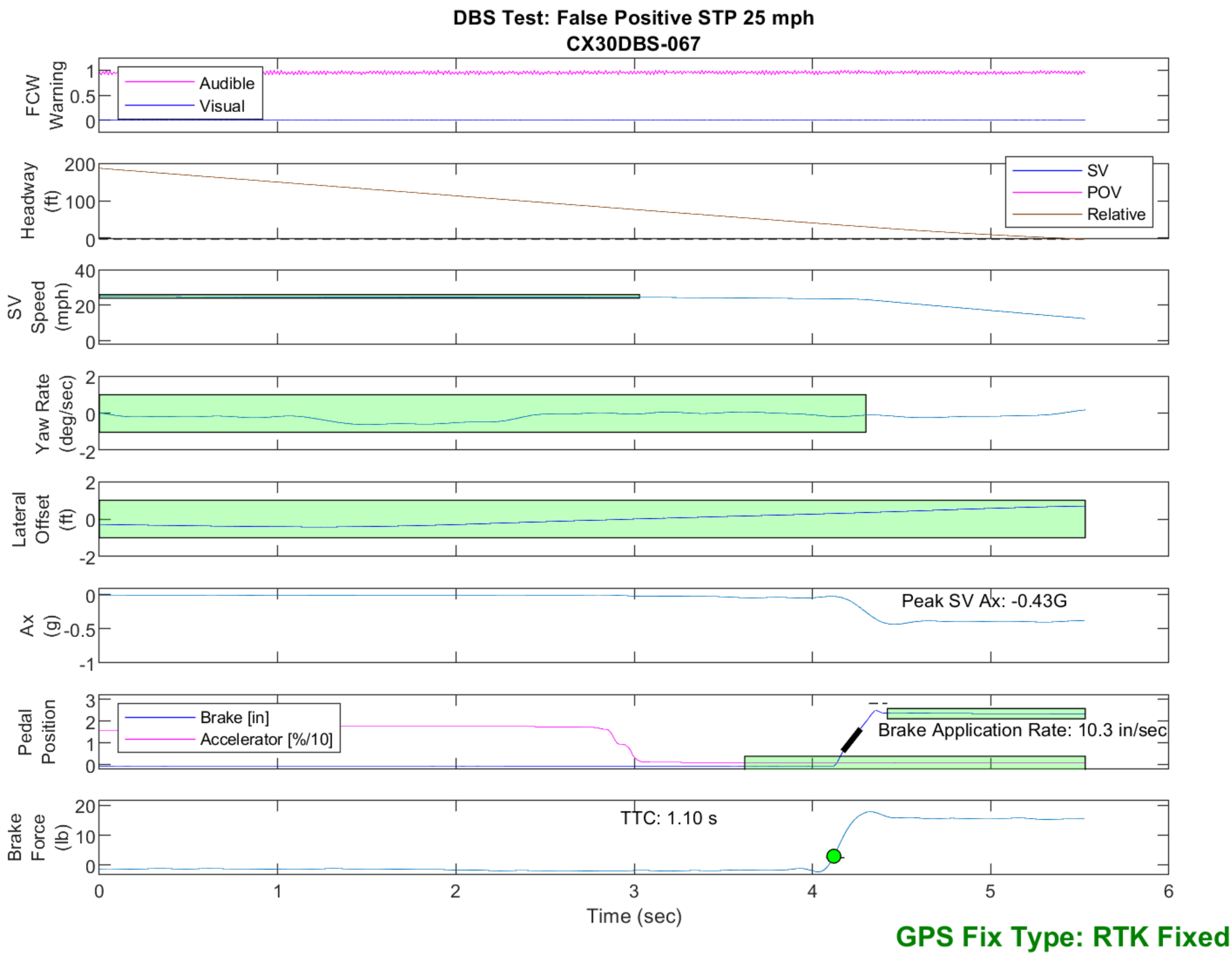

Figure E56. Time History for DBS Run 67, SV Encounters Steel Trench Plate, SV 25 mph

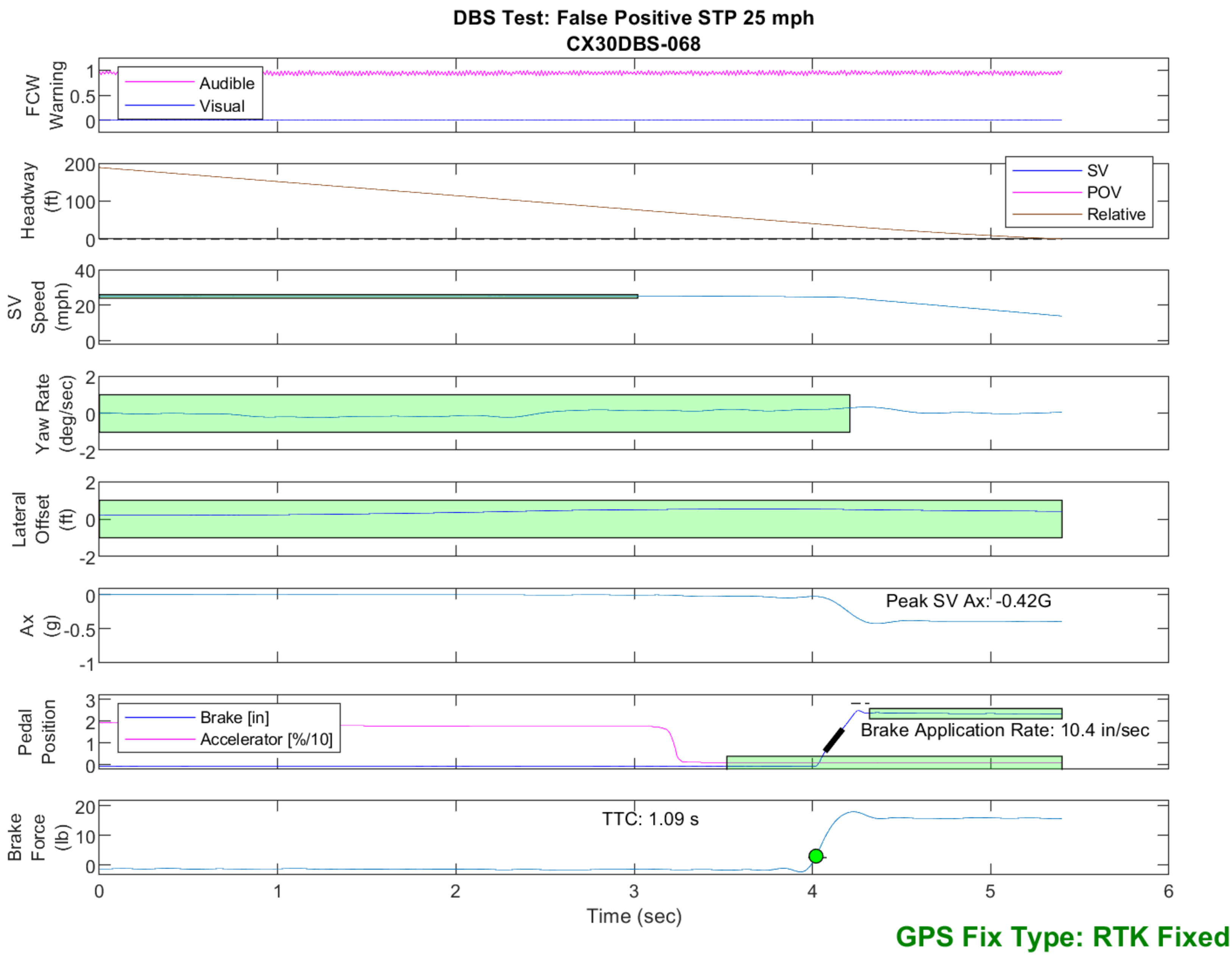

Figure E57. Time History for DBS Run 68, SV Encounters Steel Trench Plate, SV 25 mph

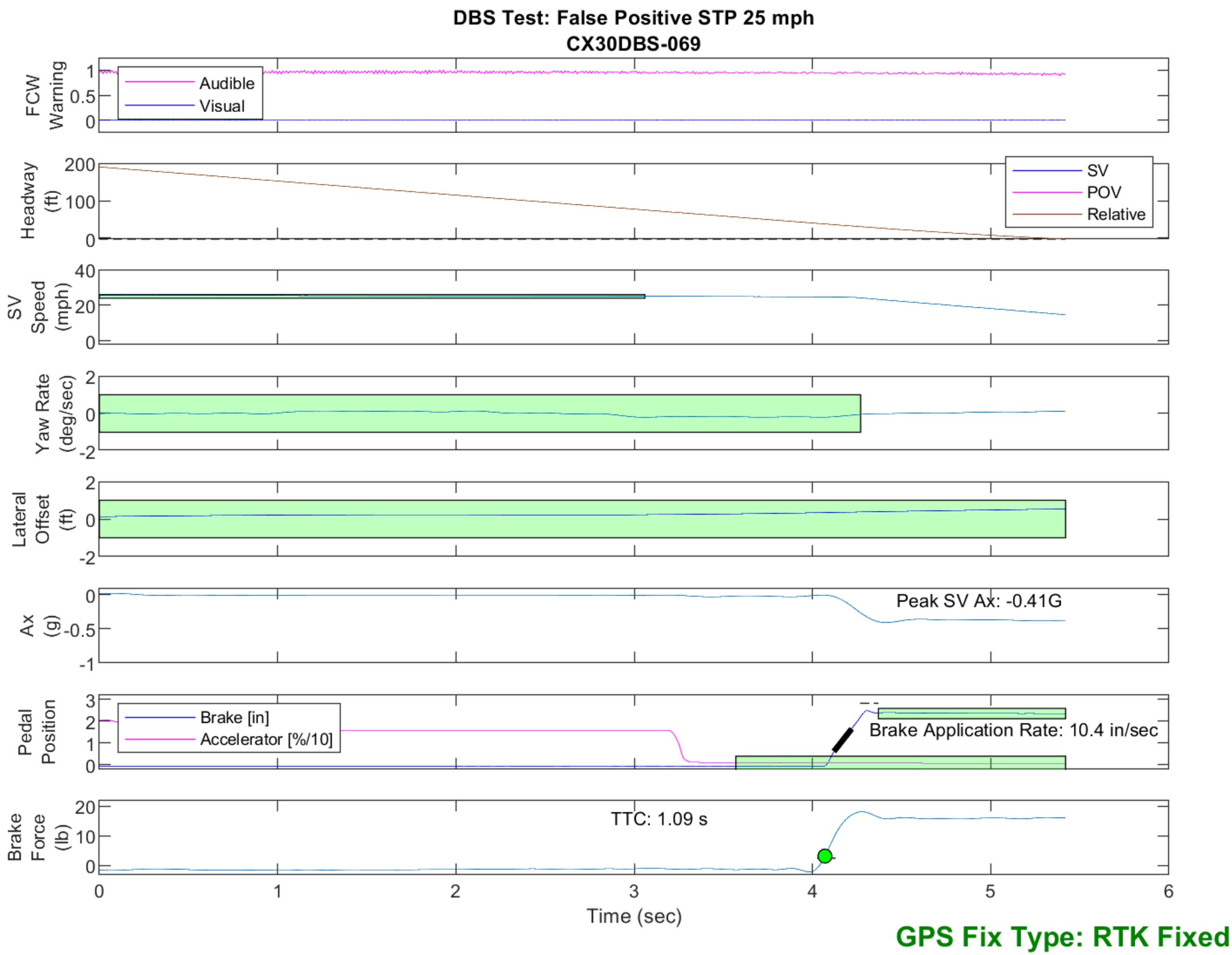

Figure E58. Time History for DBS Run 69, SV Encounters Steel Trench Plate, SV 25 mph

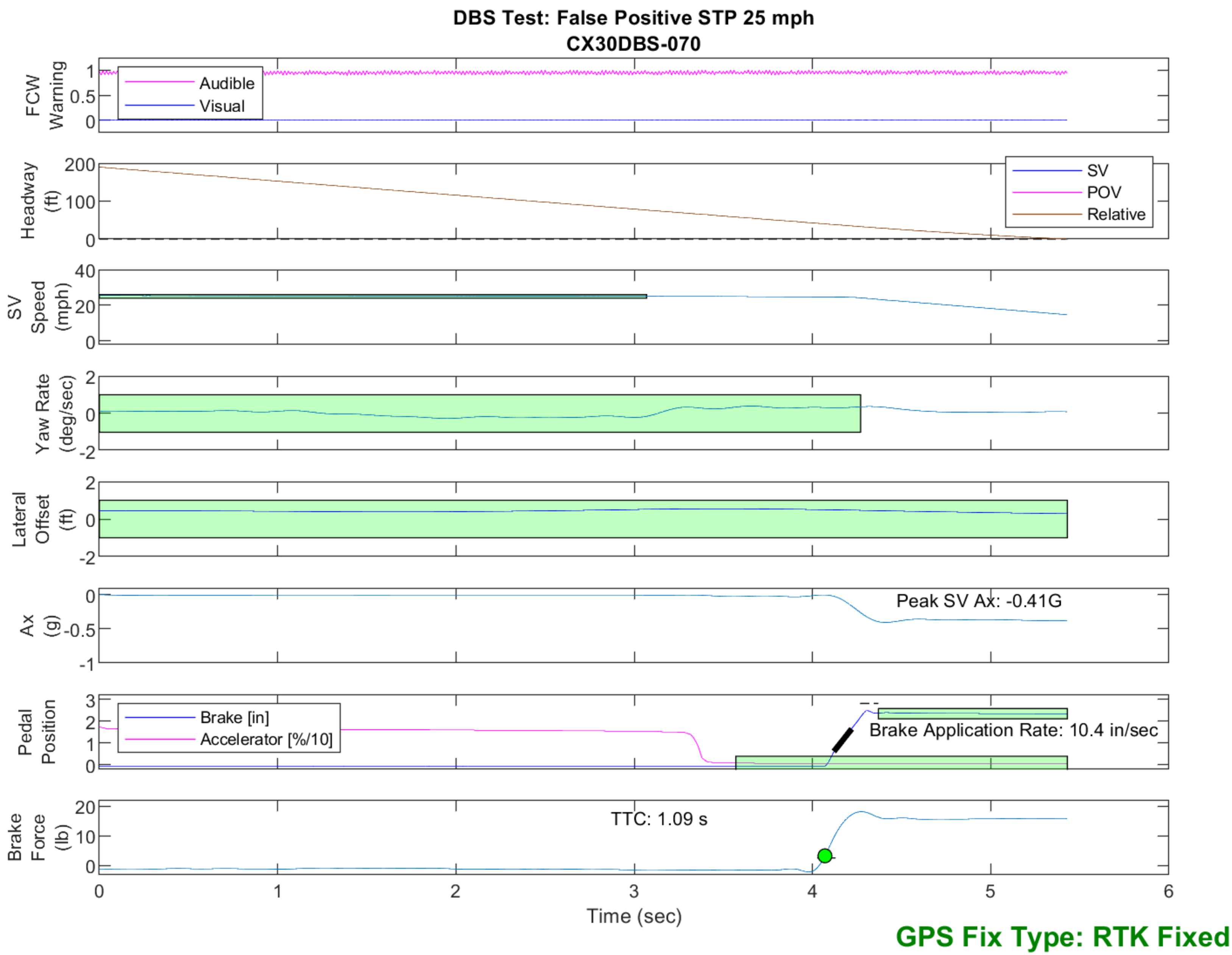

Figure E59. Time History for DBS Run 70, SV Encounters Steel Trench Plate, SV 25 mph

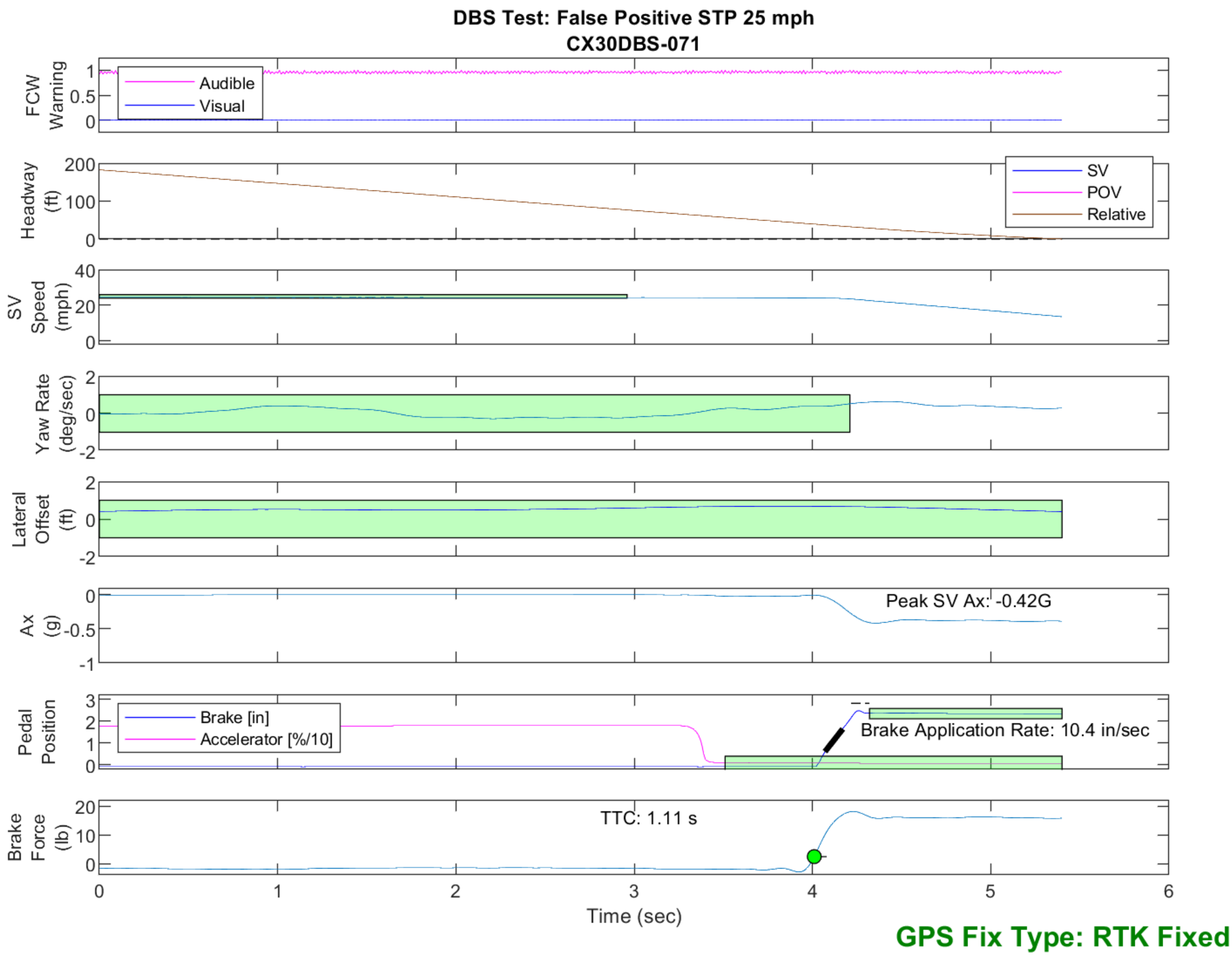

Figure E60. Time History for DBS Run 71, SV Encounters Steel Trench Plate, SV 25 mph

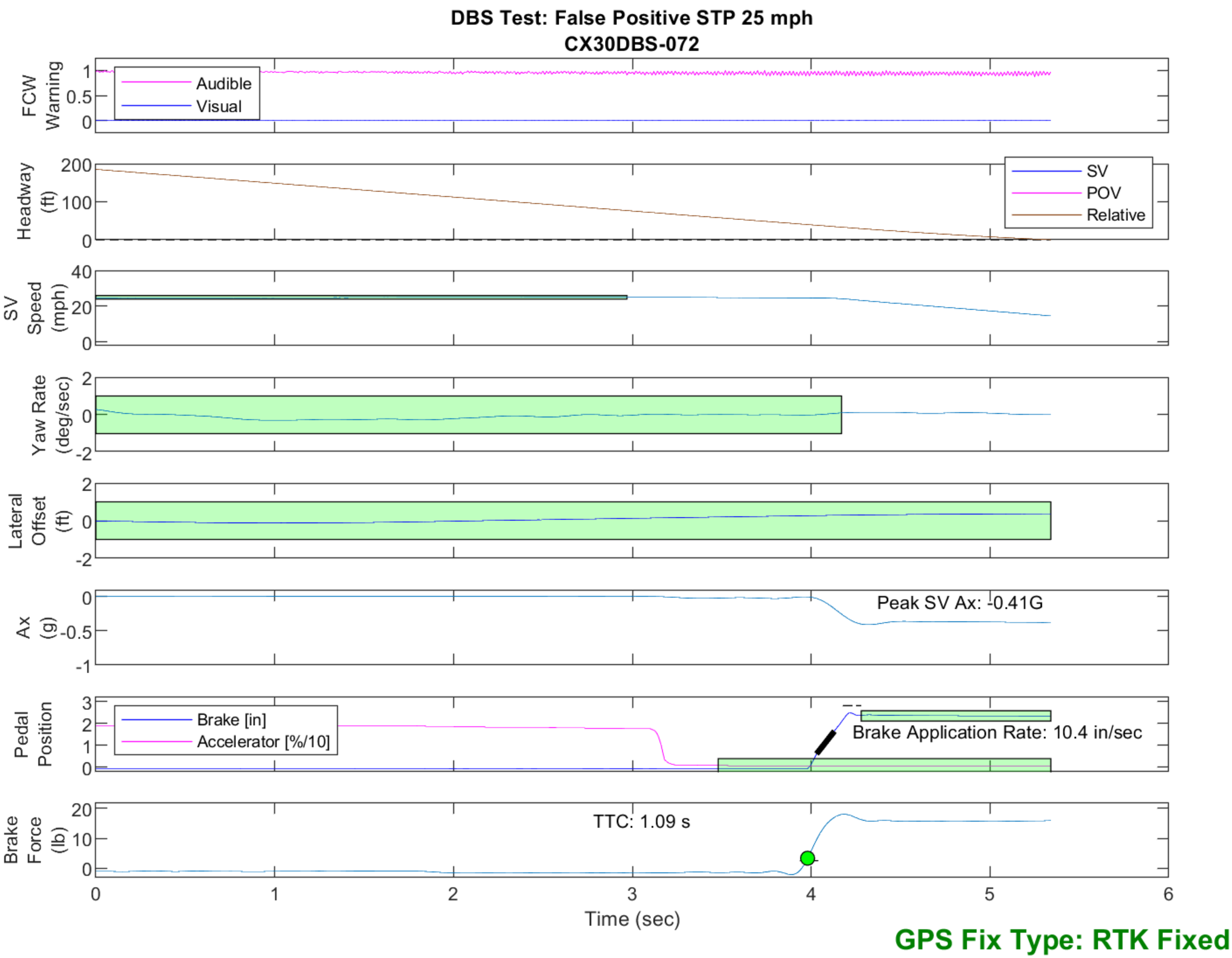

Figure E61. Time History for DBS Run 72, SV Encounters Steel Trench Plate, SV 25 mph

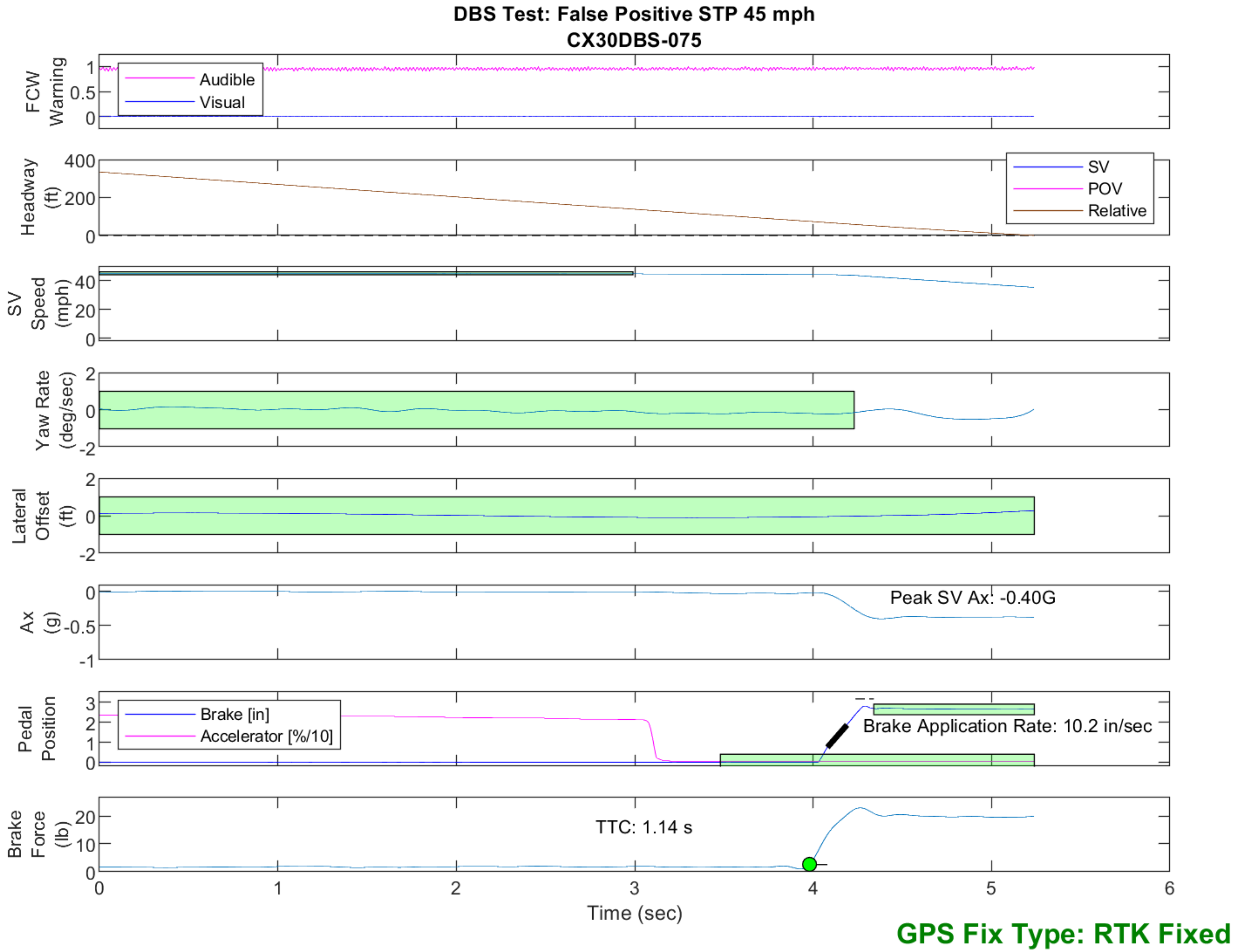

Figure E62. Time History for DBS Run 75, SV Encounters Steel Trench Plate, SV 45 mph

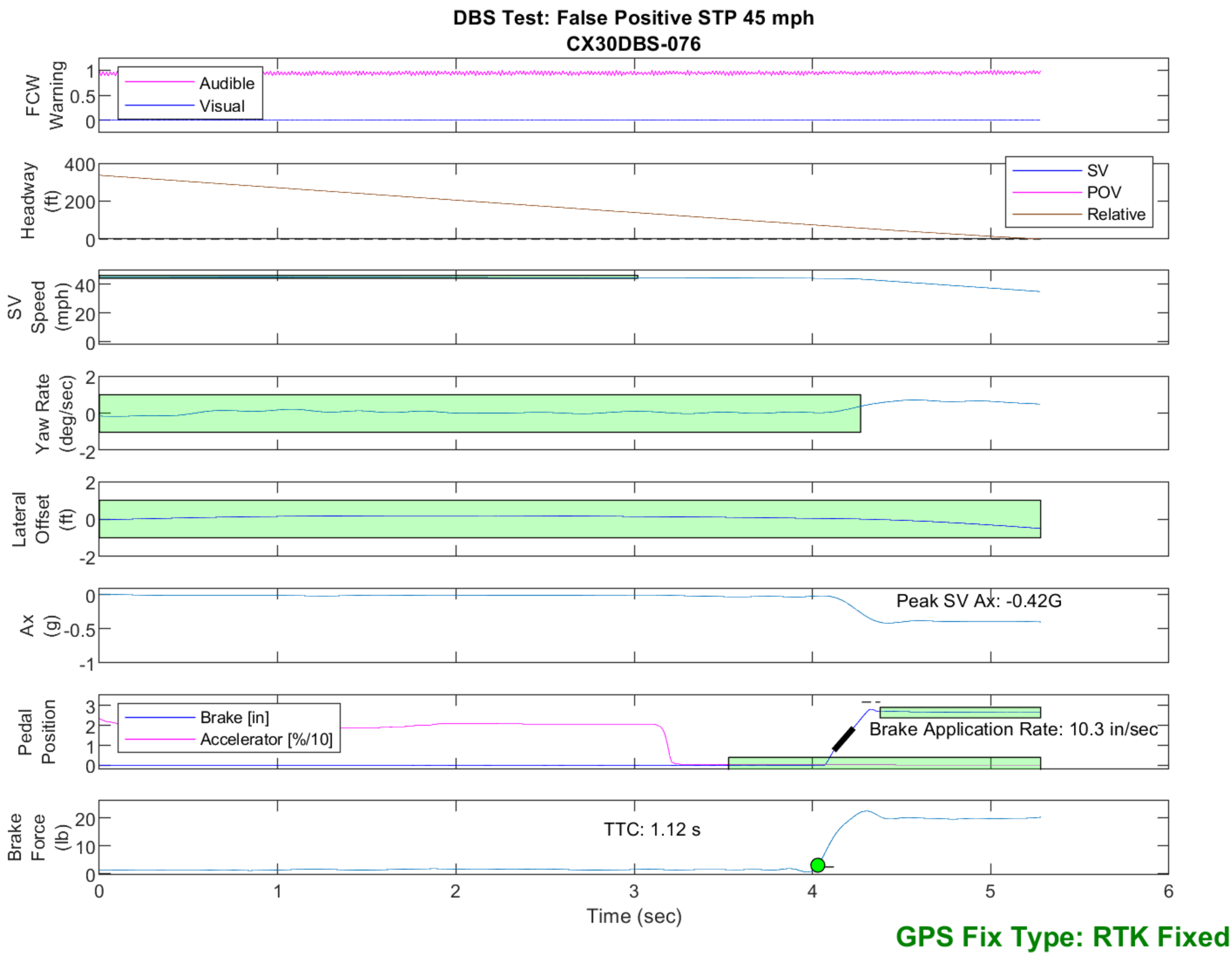

Figure E63. Time History for DBS Run 76, SV Encounters Steel Trench Plate, SV 45 mph

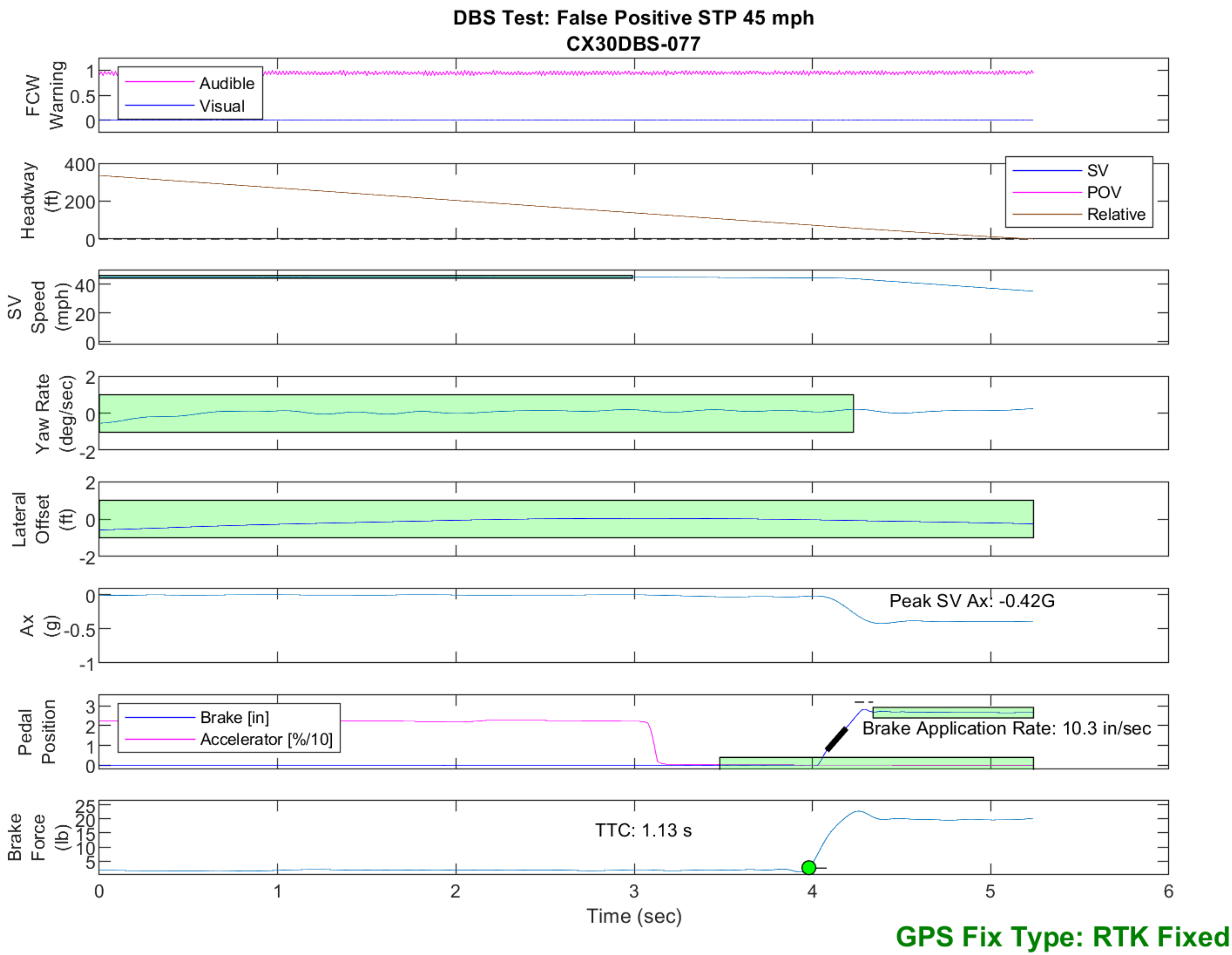

Figure E64. Time History for DBS Run 77, SV Encounters Steel Trench Plate, SV 45 mph

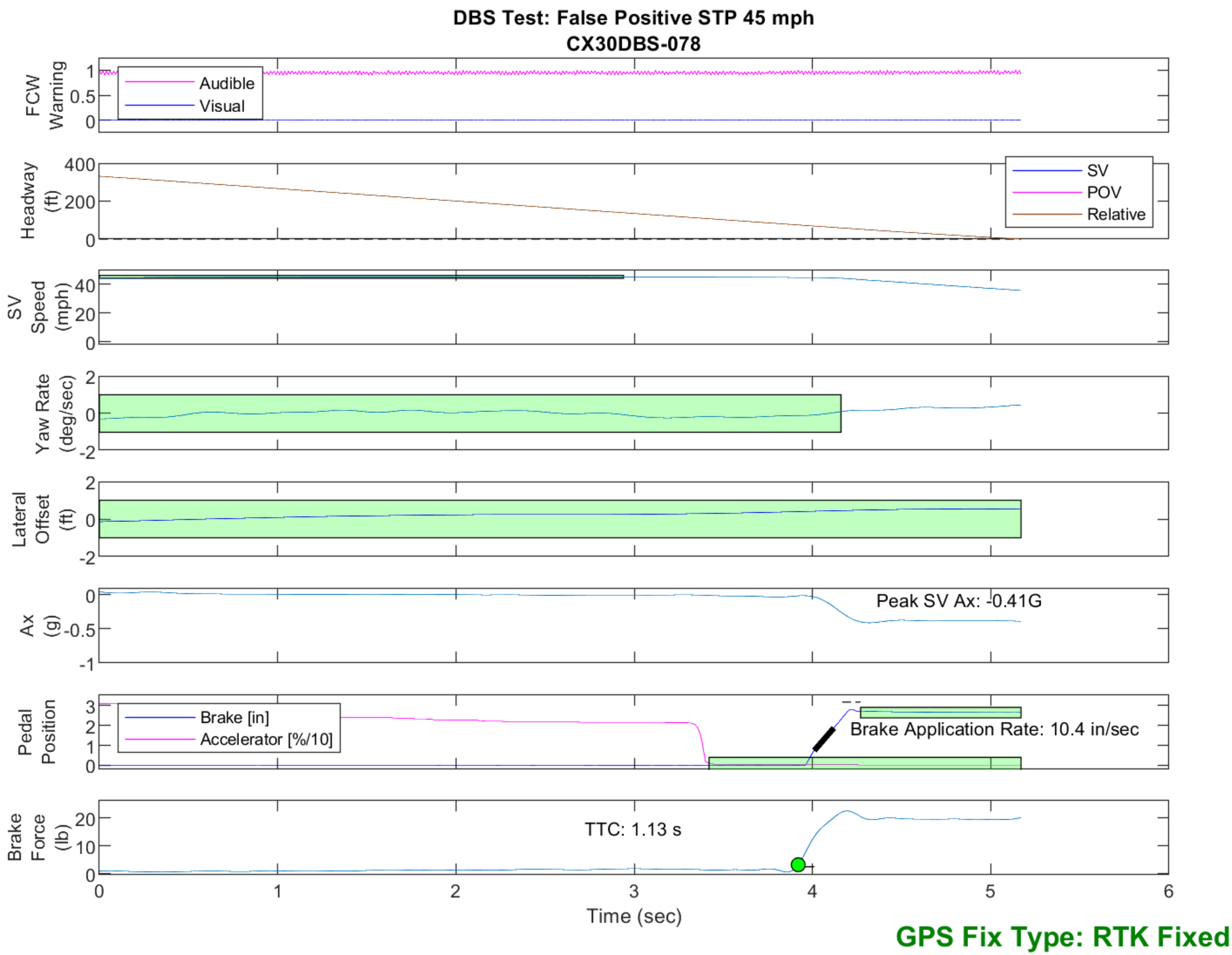

Figure E65. Time History for DBS Run 78, SV Encounters Steel Trench Plate, SV 45 mph

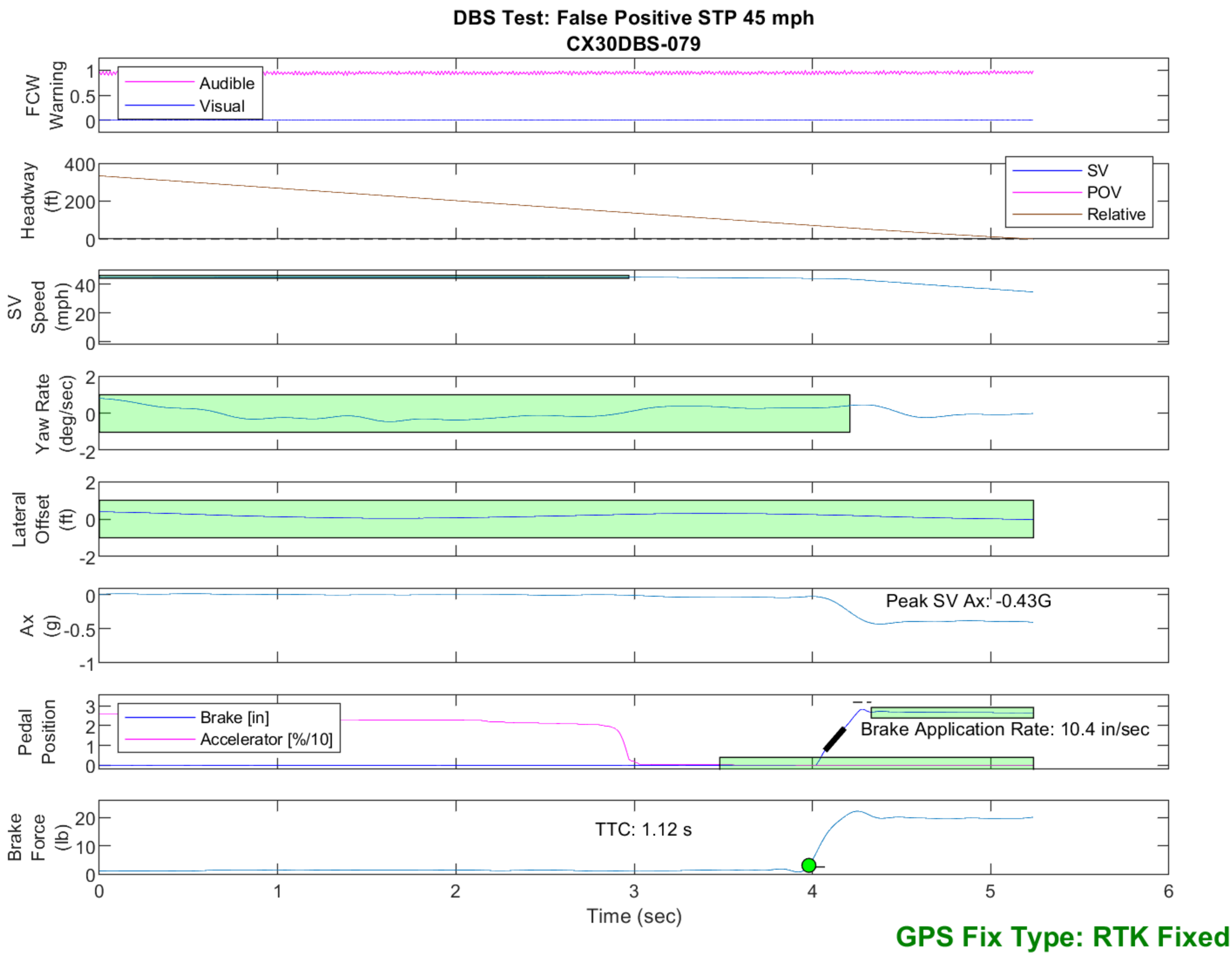

Figure E66. Time History for DBS Run 79, SV Encounters Steel Trench Plate, SV 45 mph

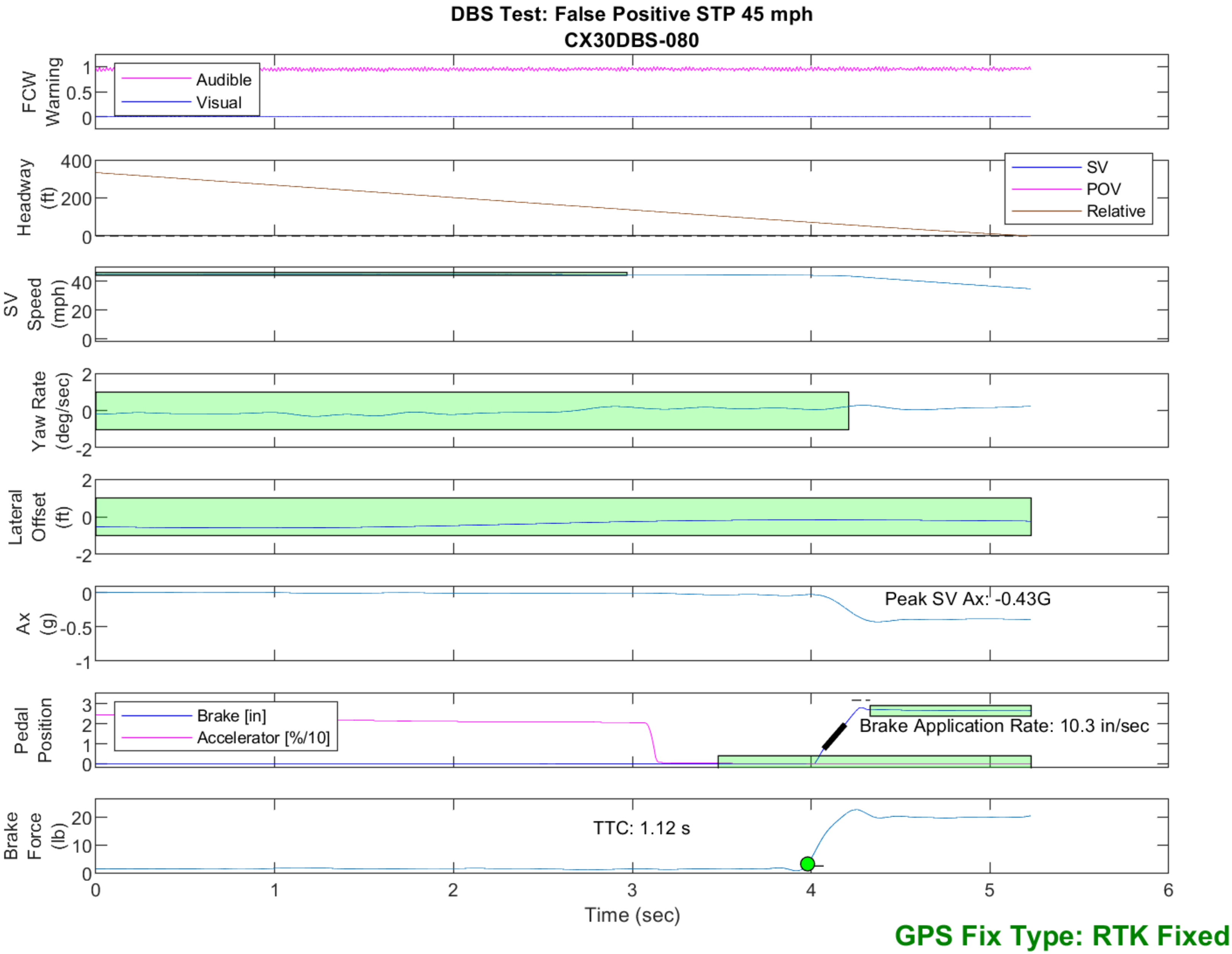

Figure E67. Time History for DBS Run 80, SV Encounters Steel Trench Plate, SV 45 mph

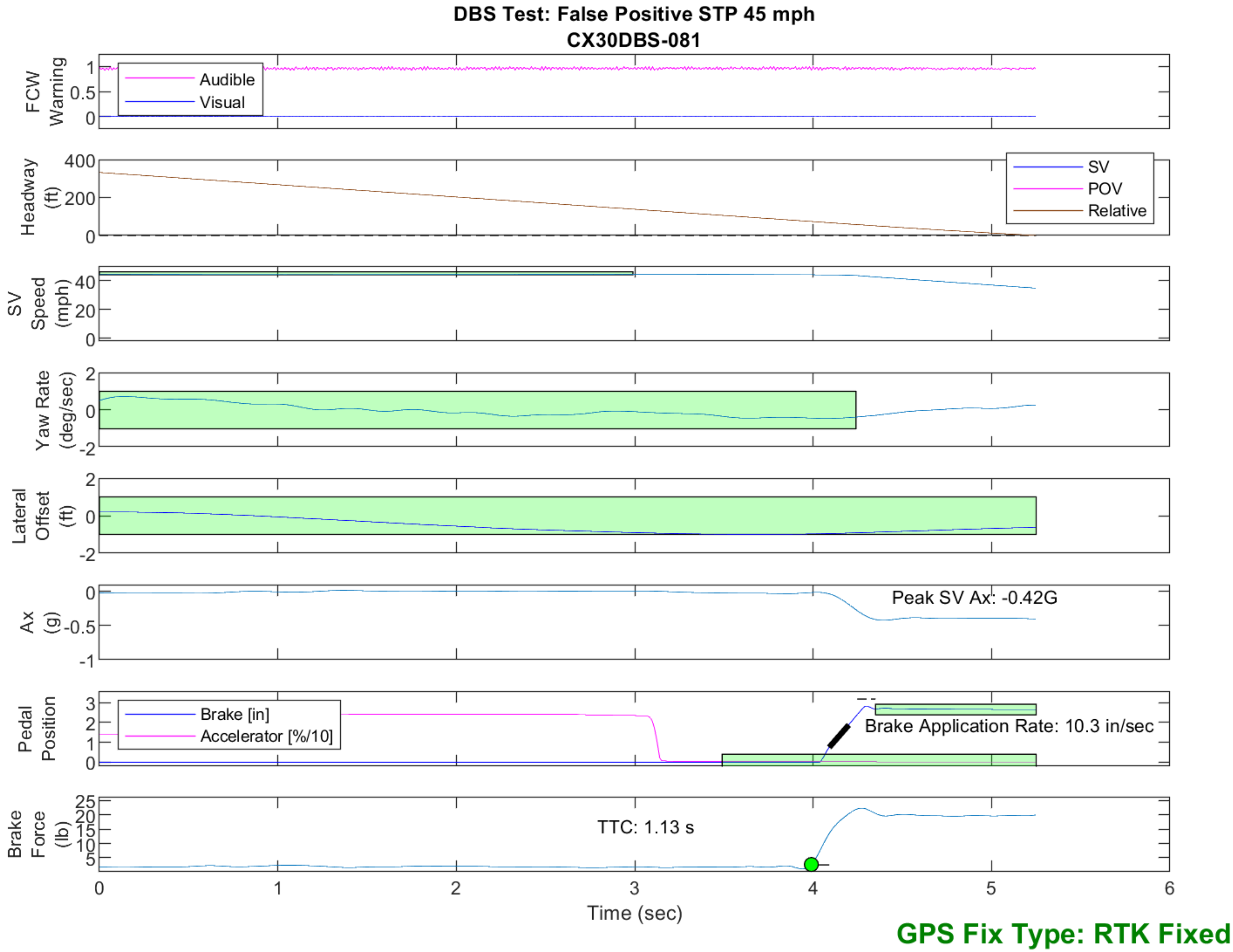

Figure E68. Time History for DBS Run 81, SV Encounters Steel Trench Plate, SV 45 mph

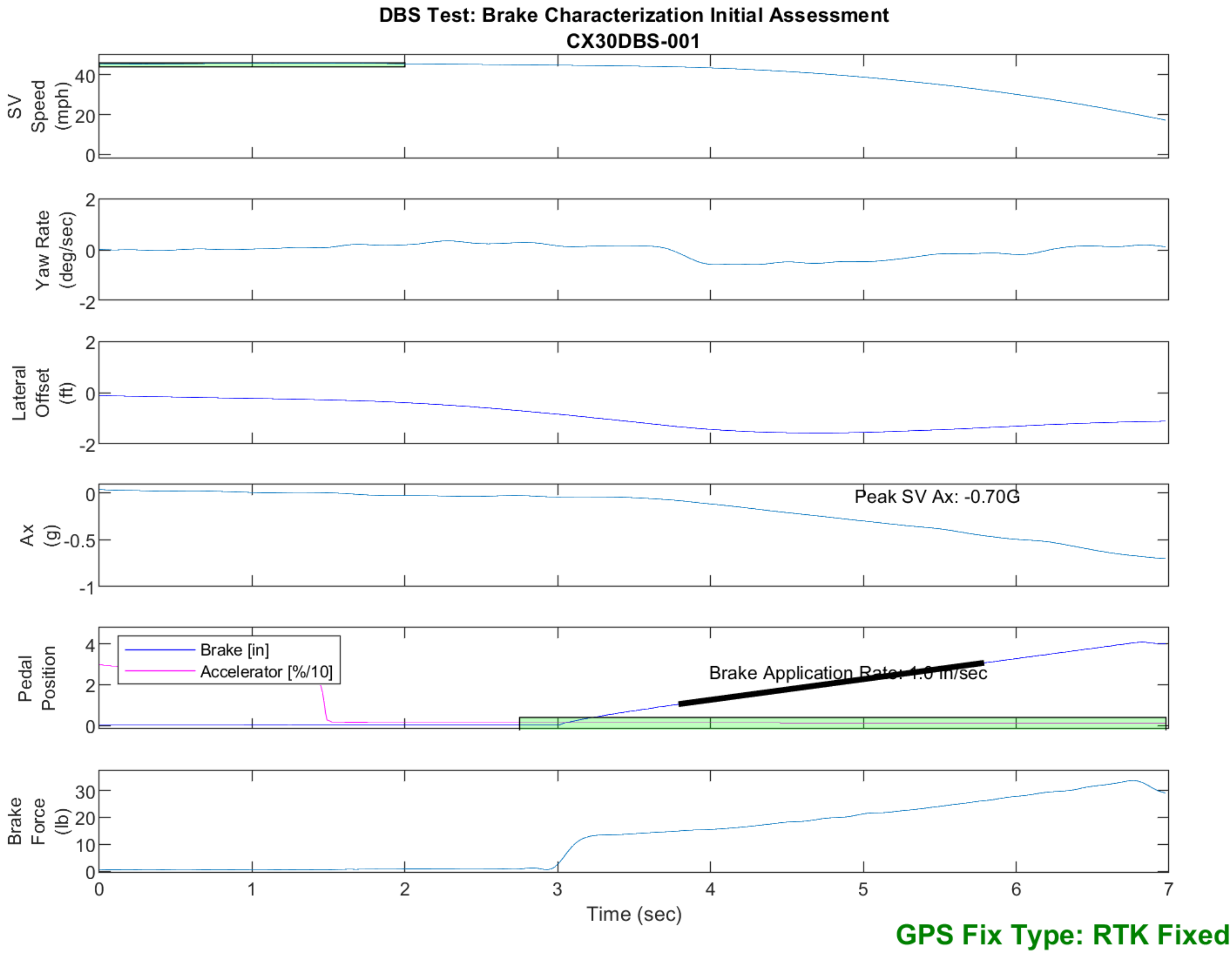

Figure E69. Time History for DBS Run 1, Brake Characterization Initial

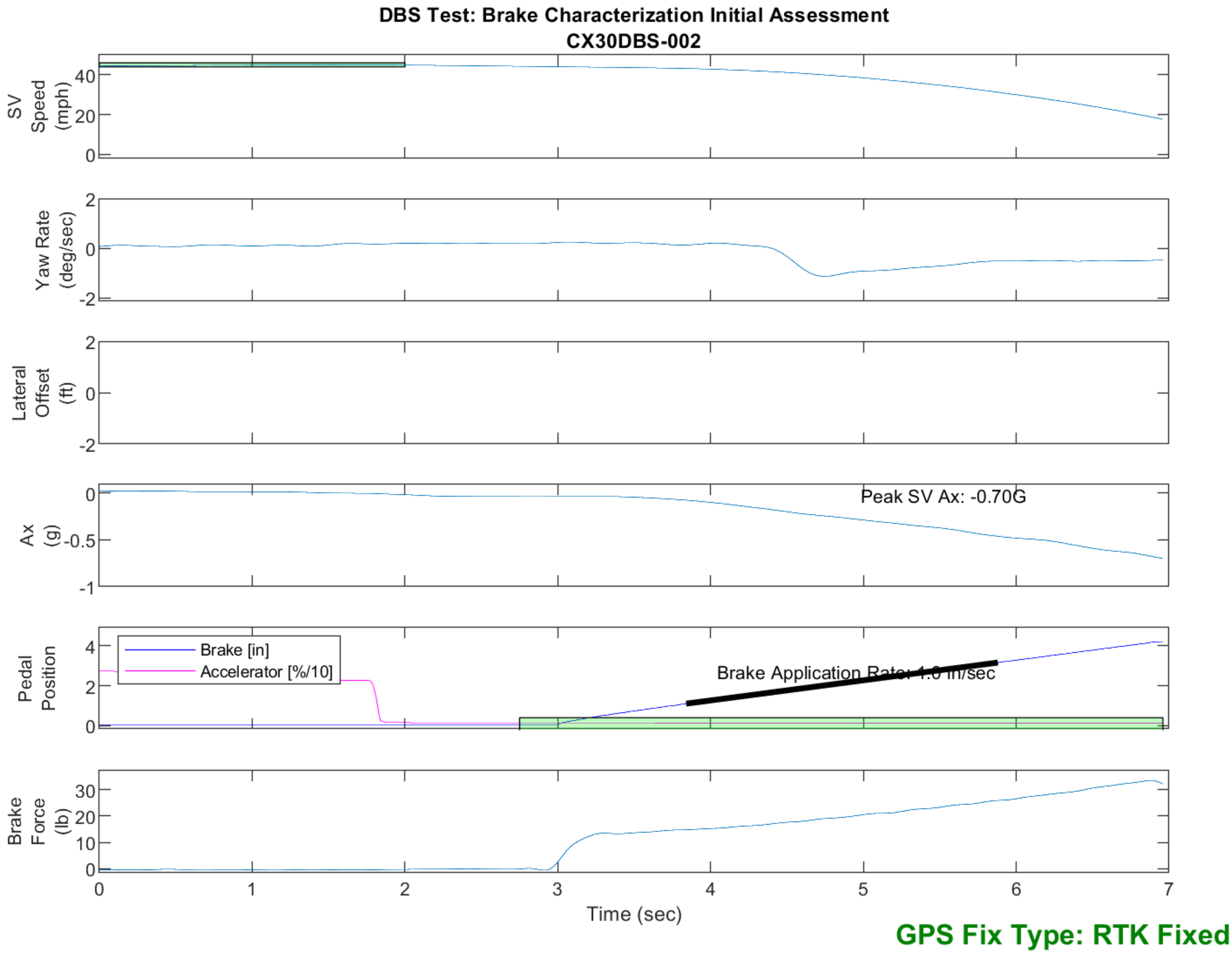

Figure E70. Time History for DBS Run 2, Brake Characterization Initial

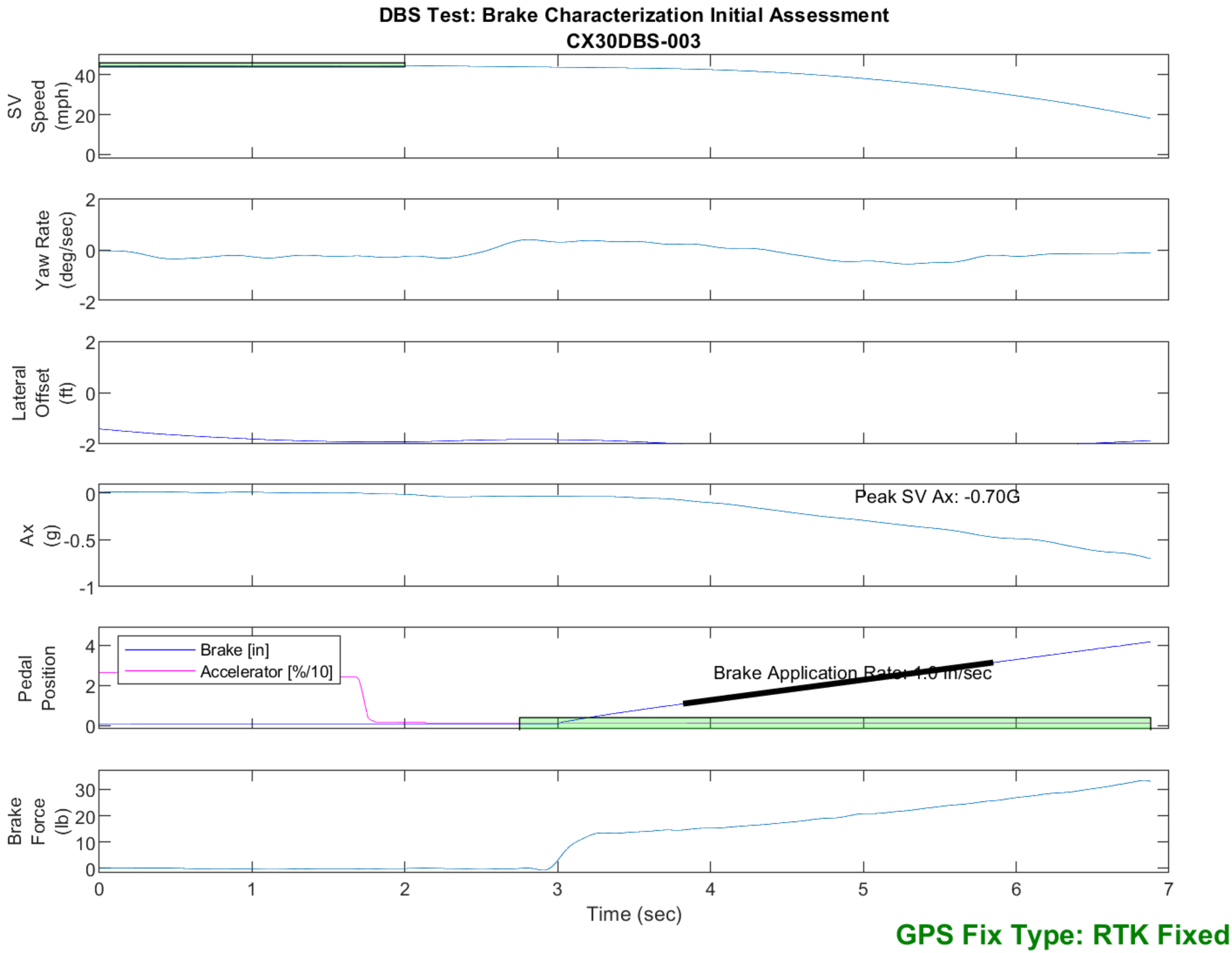

Figure E71. Time History for DBS Run 3, Brake Characterization Initial

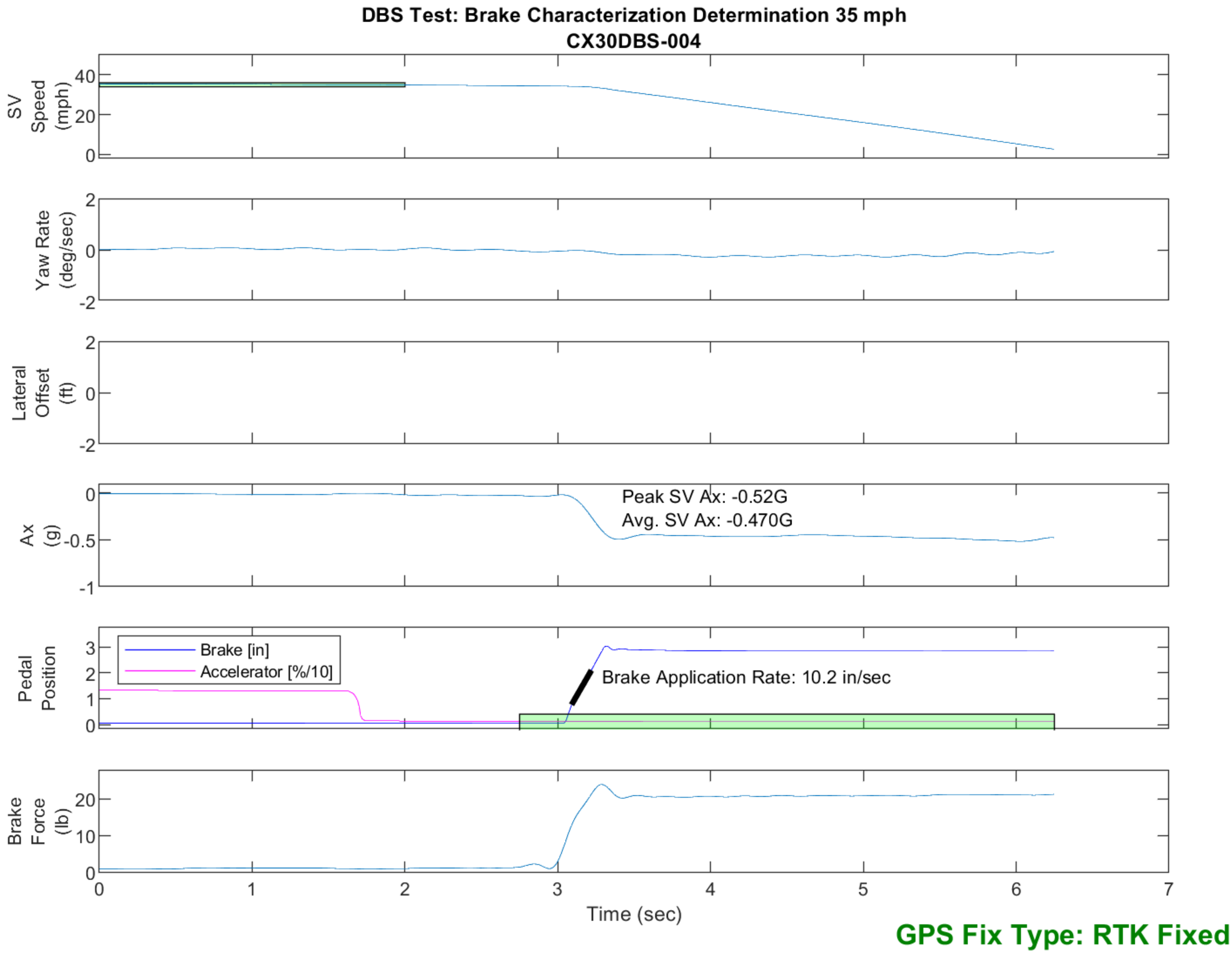

Figure E72. Time History for DBS Run 4, Brake Characterization Determination 35 mph

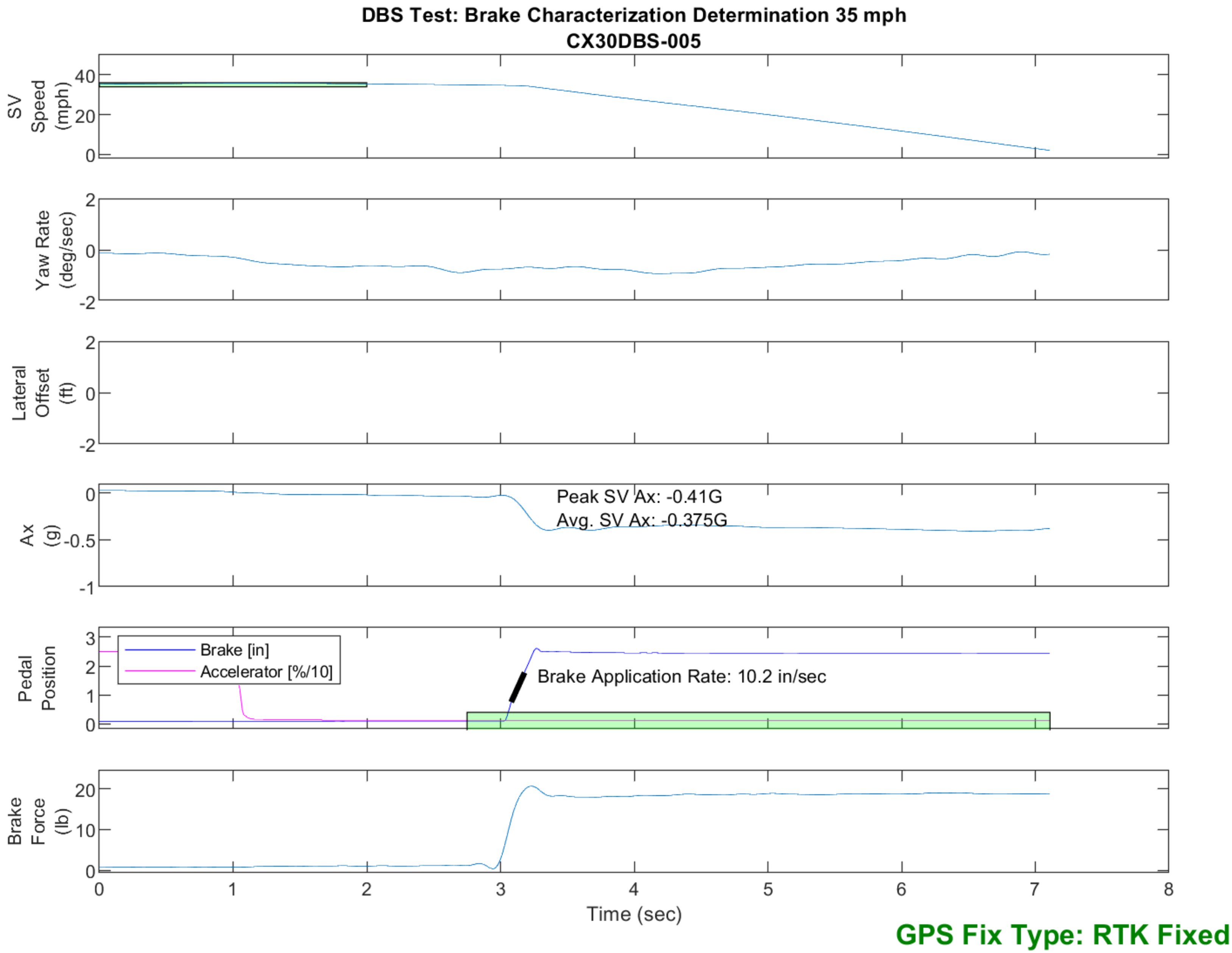

Figure E73. Time History for DBS Run 5, Brake Characterization Determination 35 mph

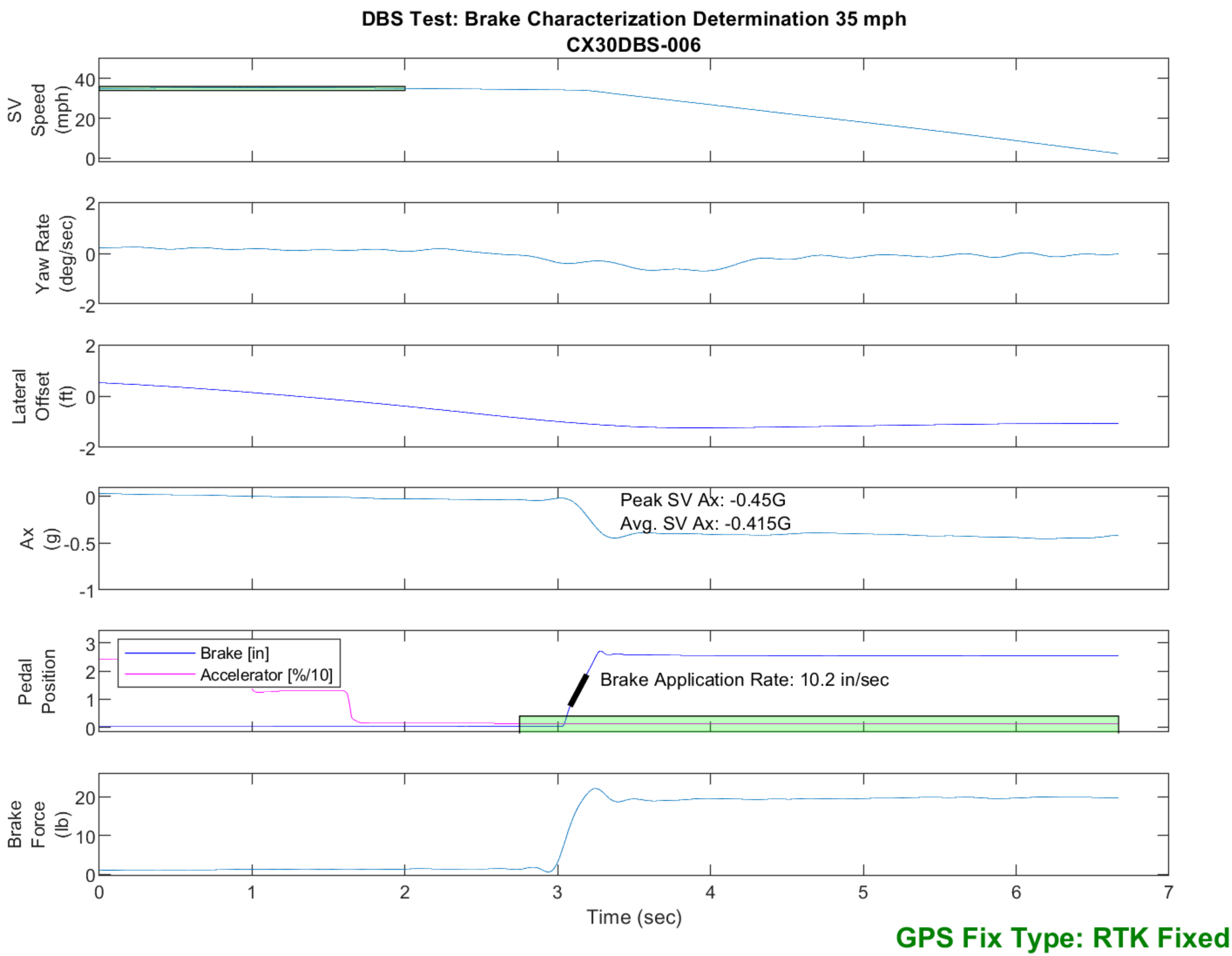

Figure E74. Time History for DBS Run 6, Brake Characterization Determination 35 mph

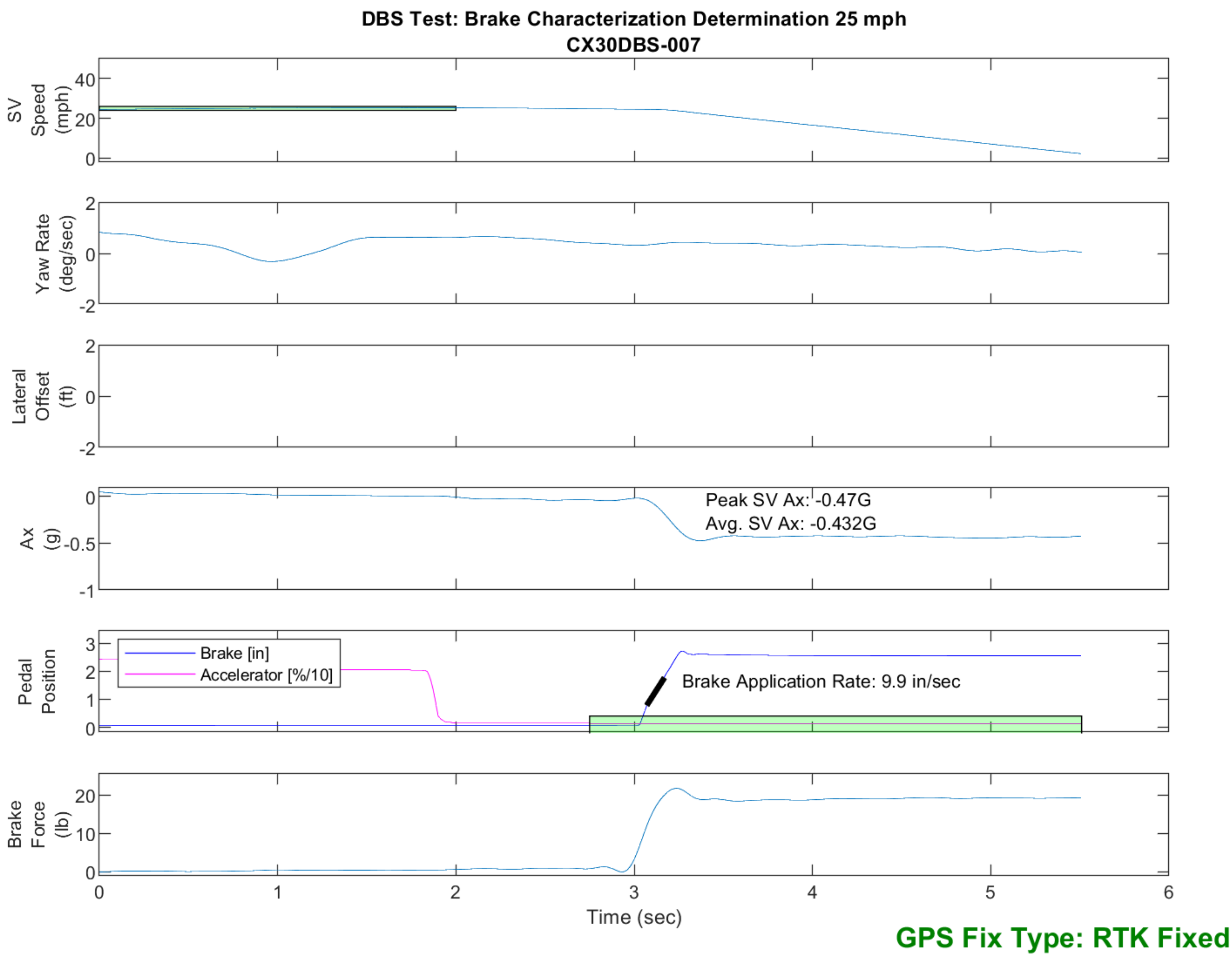

Figure E75. Time History for DBS Run 7, Brake Characterization Determination 25 mph

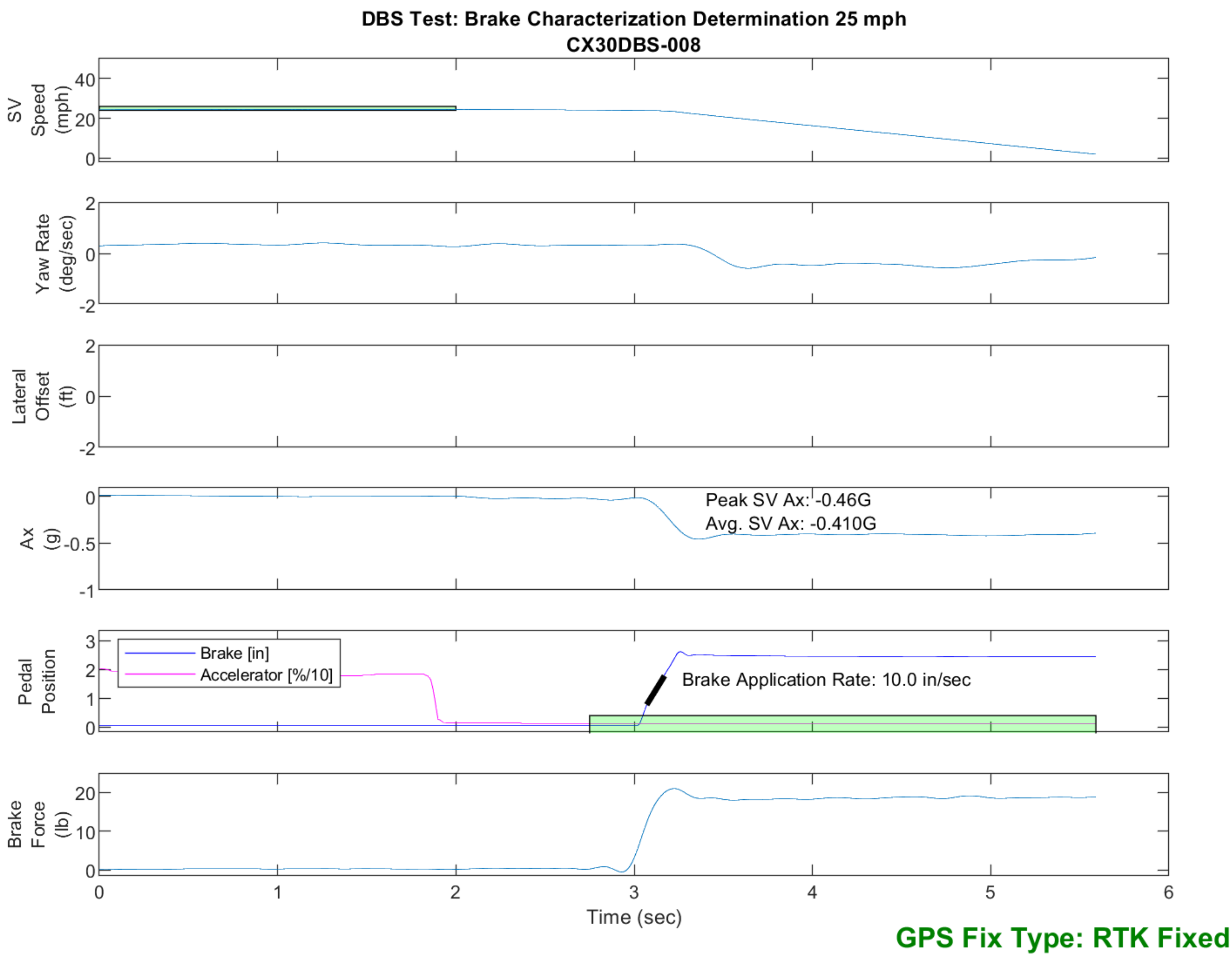

Figure E76. Time History for DBS Run 8, Brake Characterization Determination 25 mph

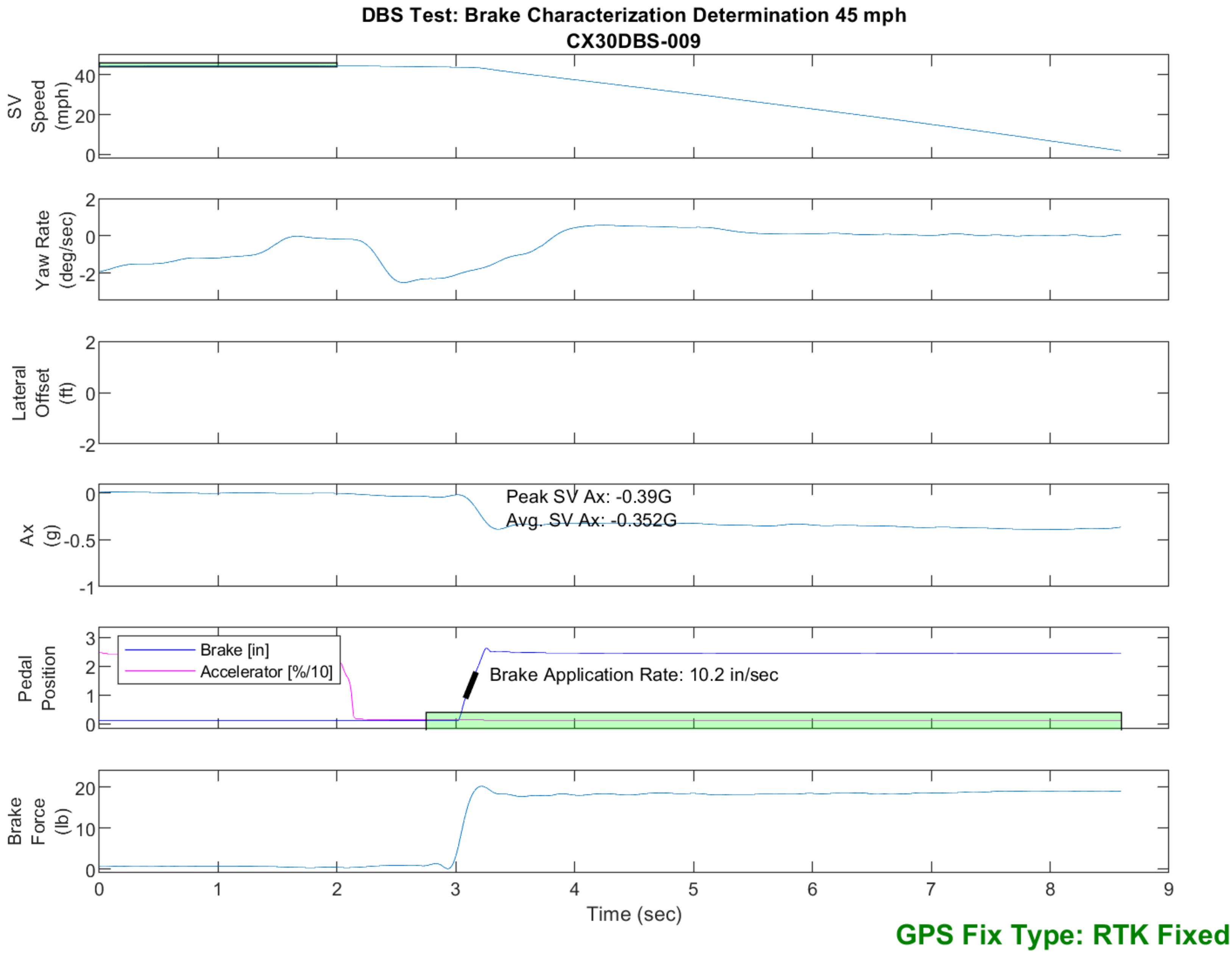

Figure E77. Time History for DBS Run 9, Brake Characterization Determination 45 mph

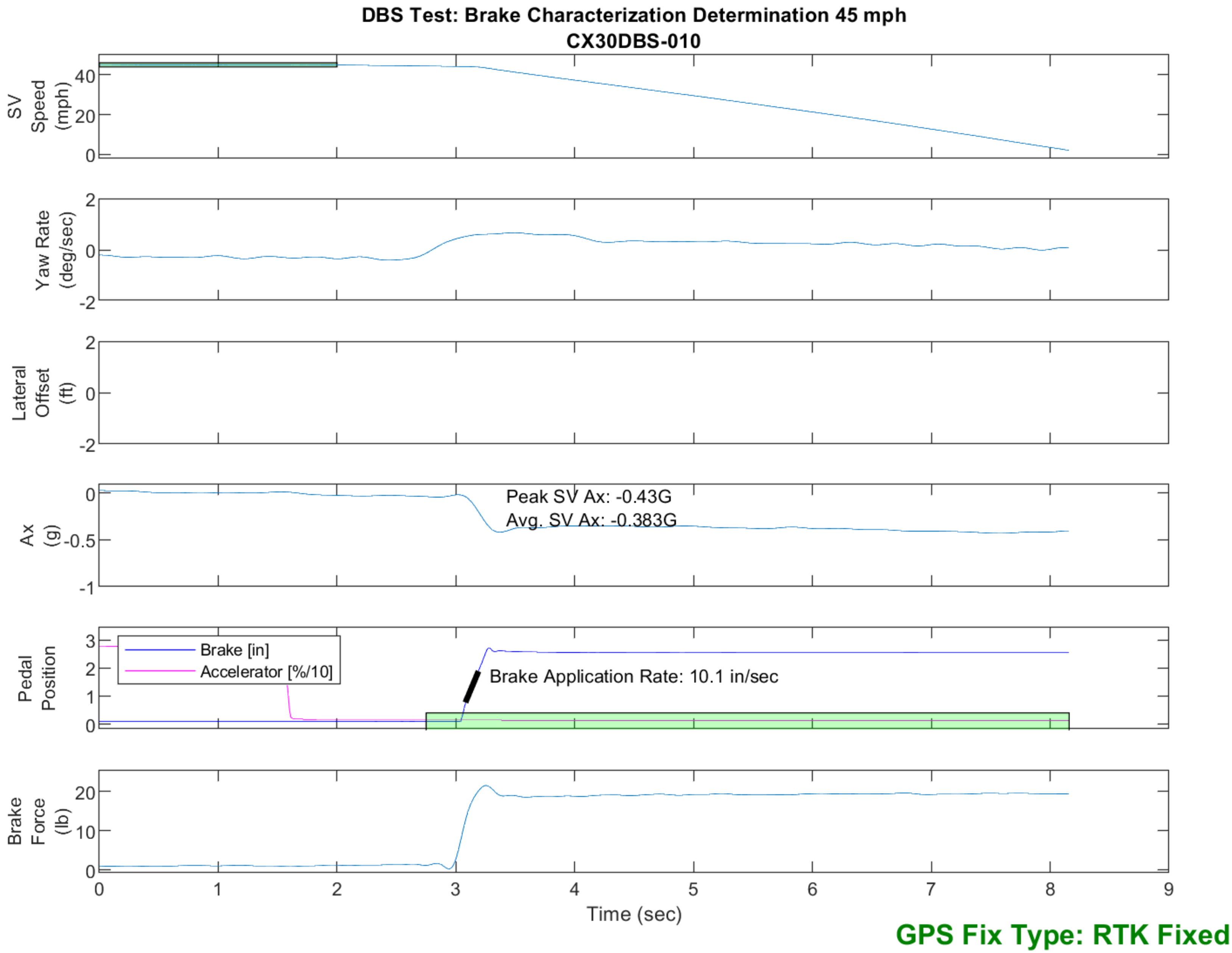

Figure E78. Time History for DBS Run 10, Brake Characterization Determination 45 mph