

**NEW CAR ASSESSMENT PROGRAM
CRASH IMMINENT BRAKING SYSTEM CONFIRMATION TEST
NCAP-DRI-CIB-21-10**

2021 Kia K5 EX

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15 March 2021

Final Report

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16. Abstract These tests were conducted on the subject 2021 Kia K5 EX in accordance with the specifications of the New Car Assessment program's most current Test Procedure in docket NHTSA-2015-0006-0025; CRASH IMMINENT BRAKE SYSTEM PERFORMANCE EVALUATION FOR THE NEW CAR ASSESSMENT PROGRAM, October 2015. The vehicle passed the requirements of the test for all four CIB test scenarios and all speeds.			
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Section I

INTRODUCTION

Crash Imminent Braking (CIB) systems are a subset of Automatic Emergency Braking (AEB) systems. CIB systems are designed to avoid, or mitigate rear-end crashes, by automatically applying subject vehicle brakes when the system determines that, without intervention, a rear-end crash will occur. CIB systems typically work as an extension of Forward Collision Warning (FCW) systems, which alert the driver to the possibility of a collision unless driver action is taken. CIB systems employ sensors capable of detecting vehicles in the forward path. Current CIB technology typically involves RADAR, LIDAR, or vision-based (camera) sensors, and measurement of vehicle operating conditions such as speed, driver steering and brake application, etc. Algorithms in the system's Central Processing Unit (CPU) use this information to continuously monitor the likelihood of a rear-end crash and command a brake actuator to apply the brakes when necessary.

The method prescribed by the National Highway Traffic Safety Administration (NHTSA) to evaluate CIB performance on the test track¹ involves three 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 false positive scenarios are used to evaluate the propensity of a CIB system to inappropriately activate in a non-critical driving scenario that does not involve a forward vehicle or present a safety risk to the SV occupant(s).

The purpose of the testing reported herein was to objectively quantify the performance of a Crash Imminent Braking system installed on a 2021 Kia K5 EX. This test is part of the New Car Assessment Program to assess Crash Imminent Braking Systems sponsored by the National Highway Traffic Safety Administration under Contract No. DTNH22-14-D-00333.

The 2021 Kia K5 is available with two types of AEB systems. One of these uses a camera-only system and the other system uses a fusion of a camera and forward-facing radar. The vehicle covered in this report was equipped with the fusion system.

¹ NHTSA-2015-0006-0025; Crash Imminent Brake System Performance Evaluation for the New Car Assessment Program, October 2015.

Section II
DATA SHEETS

CRASH IMMINENT BRAKING
DATA SHEET 1: TEST RESULTS SUMMARY

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2021 Kia K5 EX

VIN: 5XXG34J2XMG00xxxx

Test Date: 2/15/2021

Crash Imminent Braking System setting: Active Assist, Normal timing

**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: Pass

**Test 4 – Subject Vehicle Encounters
Steel Trench Plate**

SV 25 mph: Pass

SV 45 mph: Pass

Overall: Pass

Notes:

CRASH IMMINENT BRAKING
DATA SHEET 2: VEHICLE DATA

(Page 1 of 1)

2021 Kia K5 EX

TEST VEHICLE INFORMATION

VIN: 5XXG34J2XMG00xxxx

Body Style: Sedan

Color: Ebony Black

Date Received: 2/8/2021

Odometer Reading: 38 mi

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: Kia Motors Manufacturing Georgia, Inc.

Date of manufacture: JUL/14/20

Vehicle Type: Passenger Car

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: 235/45R18

Rear: 235/45R18

Recommended cold tire pressure: Front: 240 kPa (35 psi)

Rear: 240 kPa (35 psi)

TIRES

Tire manufacturer and model: Pirelli P-Zero All Season

Front tire designation: 235/45R18 94V

Rear tire designation: 235/45R18 94

Front tire DOT prefix: 1UN WB459E

Rear tire DOT prefix: 1UN WB459E

CRASH IMMINENT BRAKING
DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)
2021 Kia K5 EX

GENERAL INFORMATION

Test date: 2/15/2021

AMBIENT CONDITIONS

Air temperature: 17.2 C (63 F)

Wind speed: 1.5 m/s (3.5 mph)

X Windspeed \leq 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: 240 kPa (35 psi)

Rear: 240 kPa (35 psi)

CRASH IMMINENT BRAKING
DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2021 Kia K5 EX

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front: 494.9 kg (1091 lb)

Right Front: 465.4 kg (1026 lb)

Left Rear: 334.8 kg (738 lb)

Right Rear: 332.9 kg (734 lb)

Total: 1628.0 kg (3589 lb)

CRASH IMMINENT BRAKING
DATA SHEET 4: CRASH IMMINENT BRAKING SYSTEM OPERATION

(Page 1 of 3)

2021 Kia K5 EX

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

FCA (Forward Collision-Avoidance Assist). This is standard equipment. In order to have the sensor fusion, the vehicle must also be equipped with 'Smart Cruise Control w/ Stop & Go', which is a part of the optional package 'EX Premium Package'.

Type and location of sensors the system uses:

Sensor fusion (Front camera, front radar). The front camera is located in the top center of the windshield and the front radar is located in the center of the front bumper.

System setting used for test (if applicable):

Active Assist, Normal timing

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

10 km/h (6 mph) (Per manufacturer supplied information)

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

80 km/h (50 mph) (Per manufacturer supplied information)

Does the vehicle system require an initialization sequence/procedure?

_____ Yes
X _____ No

If yes, please provide a full description.

Will the system deactivate due to repeated CIB activations, impacts, or near-misses?

_____ Yes
X _____ No

If yes, please provide a full description.

In general, FCA does not deactivate due to repeated FCA activations or impacts. However, if the brake actuator or radar/camera sensors have damage or problems due to repeated FCA activations or impacts, the FCA can deactivate. In this case, the system provides a diagnostic indicator lamp to the driver.

CRASH IMMINENT BRAKING

DATA SHEET 4: CRASH IMMINENT BRAKING SYSTEM OPERATION

(Page 2 of 3)

2021 Kia K5 EX

How is the Forward Collision Warning system alert presented to the driver? Warning light
(Check all that apply) 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.

The visual alert is presented in the instrument panel. It shows a picture of the rear end of a leading vehicle, the words "Collision Warning", and a picture of an exclamation point within a triangle. See Appendix A, Figure A16.

Is there a way to deactivate the system? Yes
 No

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

Controls on the right side of the steering wheel are used to interact with system menus. The menu hierarchy is:

Home

Vehicle (settings)

Driver Assistance

Forward Safety

Select or deselect "Off"

See Appendix A, Figures A14 and A15. See also the Owner's Manual pages 4-83, 4-84, 4-87 shown in Appendix B, pages B-2 through B-4.

The system resets to "on" when the ignition is cycled.

CRASH IMMINENT BRAKING

DATA SHEET 4: CRASH IMMINENT BRAKING SYSTEM OPERATION

(Page 3 of 3)

2021 Kia K5 EX

Is the vehicle equipped with a control whose purpose is to adjust the range setting or otherwise influence the operation of CIB? Yes
 No

If yes, please provide a full description.

Controls on the right side of the steering wheel are used to interact with system menus. The menu hierarchy is:

Home

Vehicle (settings)

Driver Assistance

Warning Timing

Select "Normal" or "Late"

See Appendix A, Figures A14 and A15. See also the Owner's Manual pages 4-83, 4-84, 4-87 shown in Appendix B, pages B-2 through B-4.

Are there other driving modes or conditions that render CIB inoperable or reduce its effectiveness? Yes
 No

If yes, please provide a full description.

System limitations are described in the Owner's Manual on pages 5-84 through 5-90 shown in Appendix B, pages B-13 through B-19.

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 CIB system to detect and respond to a stopped lead vehicle in the immediate forward path of the SV, as depicted in Figure 1.

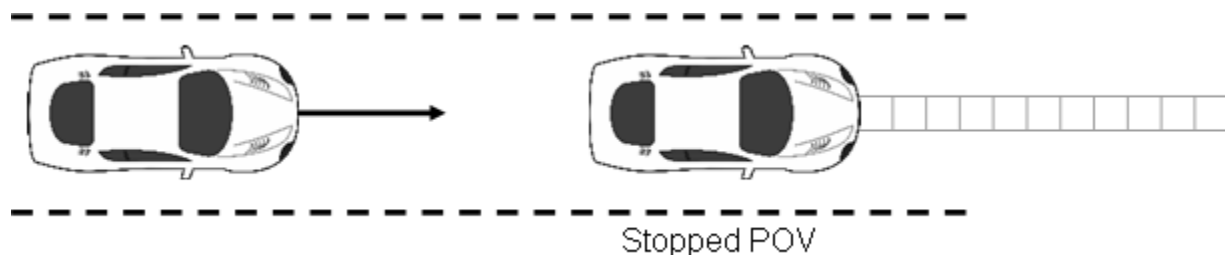


Figure 1. Depiction of Test 1

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 approached 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 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).

b. Criteria

In order to pass the test, the magnitude of the SV speed reduction attributable to CIB intervention must have been ≥ 9.8 mph (15.8 km/h) for at least five of seven valid test trials.

The magnitude of the SV speed reduction attributable to CIB intervention was calculated in one of two ways, depending on whether a test trial concluded with the SV colliding with the POV.

- If SV-to-POV contact occurred during a test trial, the CIB speed reduction was calculated by subtracting the SV speed at the time of SV-to-POV contact (i.e., when longitudinal range became zero) from the average SV speed calculated from $t_{FCW}-100$ ms to t_{FCW} .
- If SV-to-POV contact did not occur during a test trial (i.e., CIB intervention prevented the crash), the SV speed at a time of SV-to-POV contact was taken to be zero. The speed reduction is therefore equal to the SV speed at t_{FCW} .

2. TEST 2 – SUBJECT VEHICLE ENCOUNTERS SLOWER PRINCIPAL OTHER VEHICLE

- This test evaluates the ability of the CIB 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.

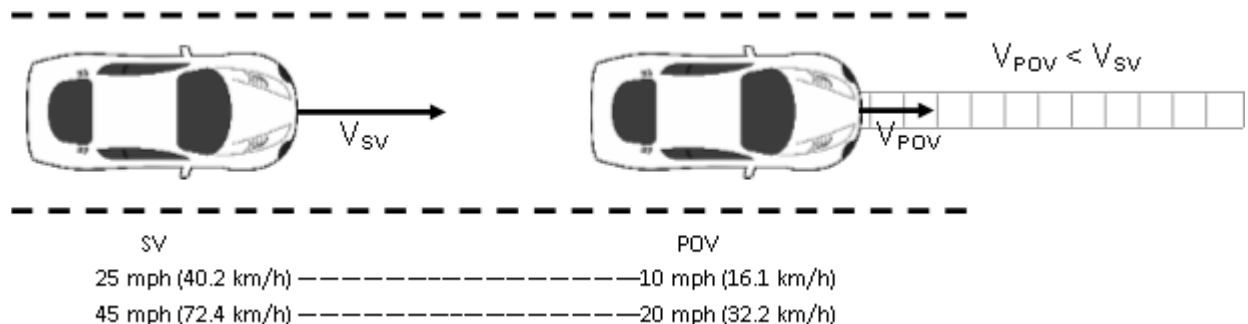


Figure 2. Depiction of Test 2

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 test concluded when either:

- The SV came into contact with the POV or
- 1 second after the speed of the SV becomes 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 lateral distance between the centerline of the SV 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.

b. Criteria

For the test series in which the initial SV speed was 25 mph, the condition for passing was that there be no SV-to-POV impact for at least five of the seven valid test trials.

In order to pass the test series for which the initial speed of the SV was 45 mph, the magnitude of the SV speed reduction attributable to CIB intervention must have been ≥ 9.8 mph (15.8 km/h) for at least five of seven valid test trials. The magnitude of the SV speed reduction attributable to CIB intervention was calculated in one of two ways, depending on whether a test trial concluded with the SV colliding with the POV.

- If SV-to-POV contact occurred during a test trial, the CIB speed reduction was calculated by subtracting the SV speed at the time of SV-to-POV contact (i.e., when longitudinal range became zero) from the average SV speed calculated from $t_{FCW}-100$ ms to t_{FCW} .
- If SV-to-POV contact did not occur during a test trial (i.e., CIB intervention

prevented the crash), the CIB speed reduction was calculated by subtracting the SV speed at the minimum longitudinal SV-to-POV range during the validity period from the SV speed at t_{FCW} .

3. TEST 3 – SUBJECT VEHICLE ENCOUNTERS DECELERATING PRINCIPAL OTHER VEHICLE

This test evaluates the ability of the CIB 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.

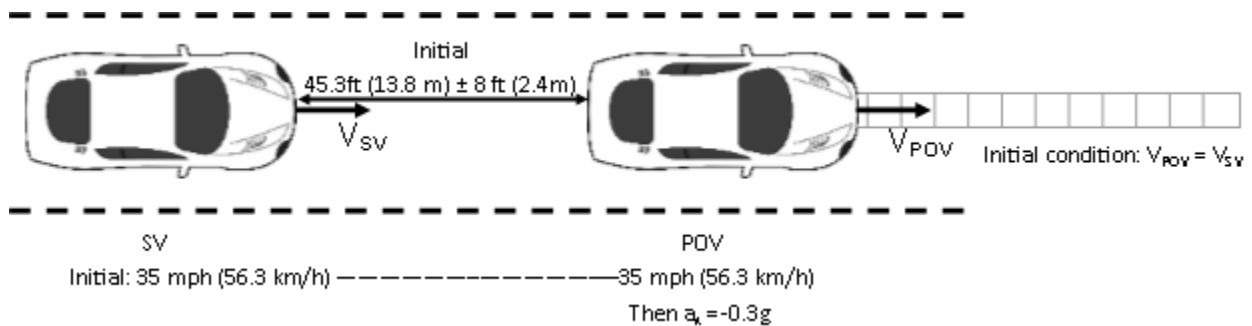


Figure 3. Depiction of Test 3

a. Procedure

The SV ignition was cycled prior to each test run. For this test 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 a 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 of deceleration. The test concluded when either:

- The SV came into contact with the POV or
- For the decelerating POV, 1 second after minimal longitudinal SV-to-POV distance occurred or
- For the POV decelerating to stop case, 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 lateral distance between the centerline of the SV 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 SV- POV headway distance could not deviate more than ± 8 ft (2.4 m) 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.

b. Criteria

In order to pass the decelerating POV test series, the magnitude of the SV speed reduction attributable to CIB intervention must have been ≥ 10.5 mph (16.9 km/h) for at least five of seven valid test trials. The magnitude of the SV speed reduction attributable to CIB intervention was calculated in one of two ways, depending on whether a test trial concluded with the SV colliding with the POV.

- If SV-to-POV contact occurred during a test trial, the CIB speed reduction was calculated by subtracting the SV speed at the time of SV-to-POV contact (i.e., when longitudinal range becomes zero) from the average SV speed calculated from $t_{FCW} - 100$ ms to t_{FCW} .
- If SV-to-POV contact did not occur during a test trial (i.e., CIB intervention prevents the crash), the CIB speed reduction was calculated by subtracting the SV speed at the minimum longitudinal SV-to-POV range during the applicable validity period from the SV speed at t_{FCW} .

4. TEST 4 – FALSE POSITIVE SUPPRESSION

The false positive suppression test series evaluates the ability of a CIB 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 CIB 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.

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} where:
 - For SV test speed of 25 mph, TTC = 5.1 seconds is taken to occur at an SV-to-STP distance of 187 ft (57 m).
 - For SV test speed of 45 mph, TTC = 5.1 seconds is taken to occur at an SV-to-STP distance of 337 ft (106 m).
- If the SV did not present an FCW alert before the end of the validity period, SV speed could not deviate more than ± 1.0 mph (± 1.6 km/h) from TTC = 5.1 s to the end of the validity period.

If an FCW alert was presented, the driver released the throttle pedal within 500 ms of the alert. If no alert was presented, the driver did not release the throttle pedal until the end of the validity period. The SV driver then braked to a stop.

b. Criteria

In order to pass the False Positive test series, the magnitude of the SV deceleration reduction attributable to CIB intervention must have been ≤ 0.50 g 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 either visual, haptic or audible, and the onset of the alert was determined by post-processing the test data.

For systems that implement audible or haptic alerts, part of the pre-test instrumentation verification process was 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 was accomplished in order to identify the center frequency around which a band-pass filter was 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 was a phaseless, forward-reverse pass, elliptical (Cauer) digital filter, with filter parameters as listed in Table 1.

Table 1. 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 \pm 5%
Tactile	5 th	3 dB	60 dB	Identified Center Frequency \pm 20%

2. GENERAL VALIDITY CRITERIA

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 applicable validity period.
- 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: When the SV-to-STP TTC = 5.1 seconds

The valid test interval ended:

Test 1: When either of the following occurred:

- The SV came into 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.

Tests 2 and 3: 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.
- 1 second after minimal longitudinal SV-to-POV distance occurred.

Test 4: At the instant the front-most part of SV reached a vertical plane defined by the leading edge of the STP first encountered by the SV (i.e., just before it was driven onto the STP).

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, 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 that defines 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, conducting 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. NUMBER OF TRIALS

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. TRANSMISSION

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

CIB 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 CIB 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 allows 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 ward direction. In operation, the shell and roller assembly engage the rail assembly through detents to prevent relative motion during run-up to test speeds and deceleration of the tow vehicle. The combination of rearward stops and forward motion detents allows the test conditions, such as relative SV-to-POV headway distance, 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 cushioned 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. Automatic Braking System

The POV was equipped with an automatic braking system, which was used in Test 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.

In some cases, the SV is also equipped with an automatic braking system (E-brake) for the purpose of slowing the SV before impact with the SSV in cases where the SV is

likely to fail a test. The system fires when TTC is below 0.7 sec. It is typically enabled when an SV has already impacted the SSV one or two times.

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	< 1% error between 20 and 100 psi	Omega DPG8001	17042707002	By: DRI Date: 8/18/2020 Due: 8/18/2021
Platform Scales	Vehicle Total, Wheel, and Axle Load	2200 lb/platform	0.1% of reading	Intercomp SW wireless	0410MN20001	By: DRI Date: 4/20/2020 Due: 4/20/2021
Linear (string) encoder	Throttle pedal travel	10 in 254 mm	0.1 in 2.54 mm	UniMeasure LX-EP	45040532	By: DRI Date: 7/2/2020 Due: 7/2/2021
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	N/A
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 Rate ±100 deg/s, Angle >45 deg, Velocity >200 km/h	Accels .01g, Angular Rate 0.05 deg/s, Angle 0.05 deg, Velocity 0.1 km/h	Oxford Inertial +		By: Oxford Technical Solutions
					2182	Date: 9/16/2019 Due: 9/16/2021
					2258	Date: 5/3/2019 Due: 5/3/2021

Table 2. Test Instrumentation and Equipment (continued)

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
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	N/A
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	N/A	N/A
Light Sensor	Light intensity (to measure time at alert)	Spectral Bandwidth: 440-800 nm	Rise time < 10 msec	DRI designed and developed Light Sensor	N/A	N/A
Accelerometer	Acceleration (to measure time at alert)	±5g	≤ 3% of full range	Silicon Designs, 2210-005	N/A	N/A
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: 1/6/2021 Due: 1/6/2022
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

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Figure A1. Front View of Subject Vehicle



Figure A2. Rear View of Subject Vehicle


2021 K5 EX

MODEL/OPT.CODE: L4282/015
 EXTERIOR COLOR: EBONY BLACK
 INTERIOR COLOR: BLACK
 VEHICLE ID NUMBER: 5XXG34J2XM00
 PORT OF ENTRY: WEST POINT

Sold To: _____ Ship To: _____

\$ 27,990.00

MANUFACTURER'S SUGGESTED RETAIL PRICE ▶



STANDARD LXS FEATURES

MECHANICAL

- 1.6L Turbo 4-Cylinder Engine
- 8-Speed Automatic Transmission
- Electronic Parking Brake w/ Auto Hold

KIA DRIVEWISE DRIVER-ASSIST TECHNOLOGY

- Forward Collision-Avoidance Assist-Pedestrian
- Blind-Spot Collision-Avoidance Assist (BCA)
- Rear Cross-Traffic Collision-Avoidance Assist (RCCA)
- Safe Exit Assist (SEA)
- Lane Keep Assist (LKA) & Lane Following Assist (LFA)
- Driver Attention Warning (DAW)
- Leading Vehicle Departure Alert (LVDA)
- High Beam Assist (HBA)

SAFETY

- Dual Front Advanced Airbags & Driver's Knee Airbag
- Front and Rear Seat Mounted Side Airbags
- Full-Length Side Curtain Airbags
- Electronic Stability Control (ESC)
- Tire Pressure Monitoring System (TPMS)

INTERIOR, COMFORT & CONVENIENCE

- 8" Touchscreen w/ Android Auto & Apple CarPlay
- Rear View Camera with Dynamic Guidelines
- USB Multimedia Port, USB Charger Port
- Dual Zone - Full Automatic Temperature Control
- Multi-Adjustable Manual Front Seats
- Smart Key / Push Button Start / Smart Trunk (Open)
- Remote Start / Remote Climate (Key Fob)
- Steering Wheel Controls (Bluetooth/Audio/Cruise)
- Tilt & Telescopic Steering Column
- Power Windows w/ Driver's One-Touch Auto Up / Down
- Rear Occupant Alert

EXTERIOR

- LED Reflector Headlights
- Auto-On/Off Headlights
- Amber LED Daytime Running Lights
- Power, Heated Outside Mirrors
- Acoustic Front Windshield
- 16" Alloy Wheels w/compact spare

WARRANTY

- 10 Year/100,000 Mile Limited Powertrain Warranty
- 5 Year/60,000 Mile Limited Basic Warranty
- 5 Year/60,000 Mile Roadside Assistance
- *Ask dealer for details

TOTAL ADDITIONAL WEIGHT: 7.3

MANUFACTURER'S SUGGESTED RETAIL PRICE ▶ \$ 27,990.00

COMPARE EX FEATURES

Added to/in place of standard LXS features

- Panoramic Sunroof w/ Power Sunshade
- 18" Machined Finished Alloy Wheels
- UVO link (1 yr trial; see owners.kia.com for details)
- SIRIUSXM™ w/free 3-mo. subscription*
- Leatherette Seat Trim
- Heated & Ventilated Front Seats
- Wireless Phone Charger
- Rear USB charger ports & Air Vents
- Power Driver's Seat with Power Lumbar
- Auto Up/Down Front Passenger Window
- Parking Distance Warning Reverse (PDW-R)
- Leather Steering Wheel

ADDITIONAL INSTALLED EQUIPMENT:
 (In addition to or in place of standard features)

EX Premium Package \$3,400.00


- Navigation w/10.25" Touchscreen & MapCare
- Bose Premium Audio System
- Power Front Pass. Seat with Power Lumbar
- Heated Steering Wheel
- Forward Collision Avoidance-Assist - Cyclist
- Forward Collision Avoidance-Assist - Junction Turning
- Smart Cruise Control w/ Stop & Go
- Highway Driving Assist (HDA)
- Safe Exit Assist w/ Power Child Lock
- Parking Collision Avoidance- Rear (PCA-R)
- LED Rear Combination Lights
- Memory Driver's Seat & Outside Mirrors
- Carpeted Floor Mats

\$155.00

MSRP INCLUDING OPTIONS \$ 31,545.00

INLAND FREIGHT AND HANDLING \$ 965.00

TOTAL MANUFACTURER'S SUGGESTED RETAIL PRICE ▶ \$ 32,510.00



EPA DOT Fuel Economy and Environment Gasoline Vehicle

Fuel Economy

31 MPG MIDSIZE range from 14 to 141 MPG. The best vehicle rates 141 MPG.

combined city/hwy 27 city 37 highway

3.2 gallons per 100 miles

You Save \$1,000 in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost \$1,300

Fuel Economy & Greenhouse Gas Rating (tailpipe only) Smog Rating (tailpipe only)

1 7 10 Best Best

This vehicle emits 291 grams CO₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at fuelconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 27 MPG and costs \$1,200 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$ 2.70 per gallon. MPGe is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fuelconomy.gov
Calculate personalized estimates and compare vehicles

GOVERNMENT 5-STAR SAFETY RATINGS

Overall Vehicle Score	Not Rated
Based on the combined rating of frontal, side and rollover. Should ONLY be compared to other vehicles of similar size and weight.	
Frontal	Driver Not Rated
Crash	Passenger Not Rated
Based on the risk of injury in a frontal impact. Should ONLY be compared to other vehicles of similar size and weight.	
Side	Front seat Not Rated
Crash	Rear seat Not Rated
Star ratings based on the risk of injury in a side impact.	
Rollover	Not Rated
Star ratings based on the risk of rollover in a single-vehicle crash.	

Star ratings range from 1 to 5 stars (*****), with 5 being the highest. Source: National Highway Traffic Safety Administration (NHTSA). www.safercar.gov or 1-888-327-4236

Manufacturer's suggested retail price includes Manufacturer's recommended pre-delivery service. License and title fees, state and local taxes and other dealer-installed options and accessories are not included in the manufacturer's suggested retail price.

PARTS CONTENT INFORMATION

FOR VEHICLES IN THIS CAR LINE U.S./CANADIAN PARTS CONTENT: 55 %

MAJOR SOURCES OF FOREIGN PARTS: KOREA: 35%

NOTE: PARTS CONTENT DOES NOT INCLUDE FINAL ASSEMBLY, DISTRIBUTION, OR OTHER NON-PARTS COSTS.

FOR THIS VEHICLE FINAL ASSEMBLY POINT: WEST POINT, GA, USA

COUNTRY OF ORIGIN: USA

ENGINE: USA

TRANSMISSION: USA

DEALER:

STOCK NO.: _____
 VIN: MG00
 MODEL: 2021 KIA K5 EX
 AVAIL. SERVICE AGREEMENT: _____
 OPTIONAL - ASK DEALER FOR DETAILS

EPA DOT Fuel Economy

Compare this vehicle at fuelconomy.gov

THIS IS NOT AN OFFICIAL FACTORY STICKER

Affixed as a supplemental consumer information label by your dealer.

***DEALER'S ASKING PRICE. NOT THE MANUFACTURER'S SUGGESTED RETAIL PRICE.**

For Smog Rating, Fuel Economy & Greenhouse Gas Rating visit fuelconomy.gov

1 10

California-Trip
PROTECTING-THE-CONSUMER

*PLUS government fees and taxes, any finance charges, any California tire fees, any dealer document processing charge, any electronic filing charge, and any emission testing charge.

fuelconomy.gov
Calculate estimates and compare vehicles

DEALER-ADDED EQUIPMENT & INFORMATION

MSRP'S SUGG. RETAIL PRICE: \$32,510.00

Market Adjustment..... \$4,000.00
 Preparation Fee..... \$999.00
 Phantom Footprints..... \$599.00
 Door Edge Guard..... \$439.00
 Mud Guards..... \$249.00

ADDED MARK-UP: \$6,286.00

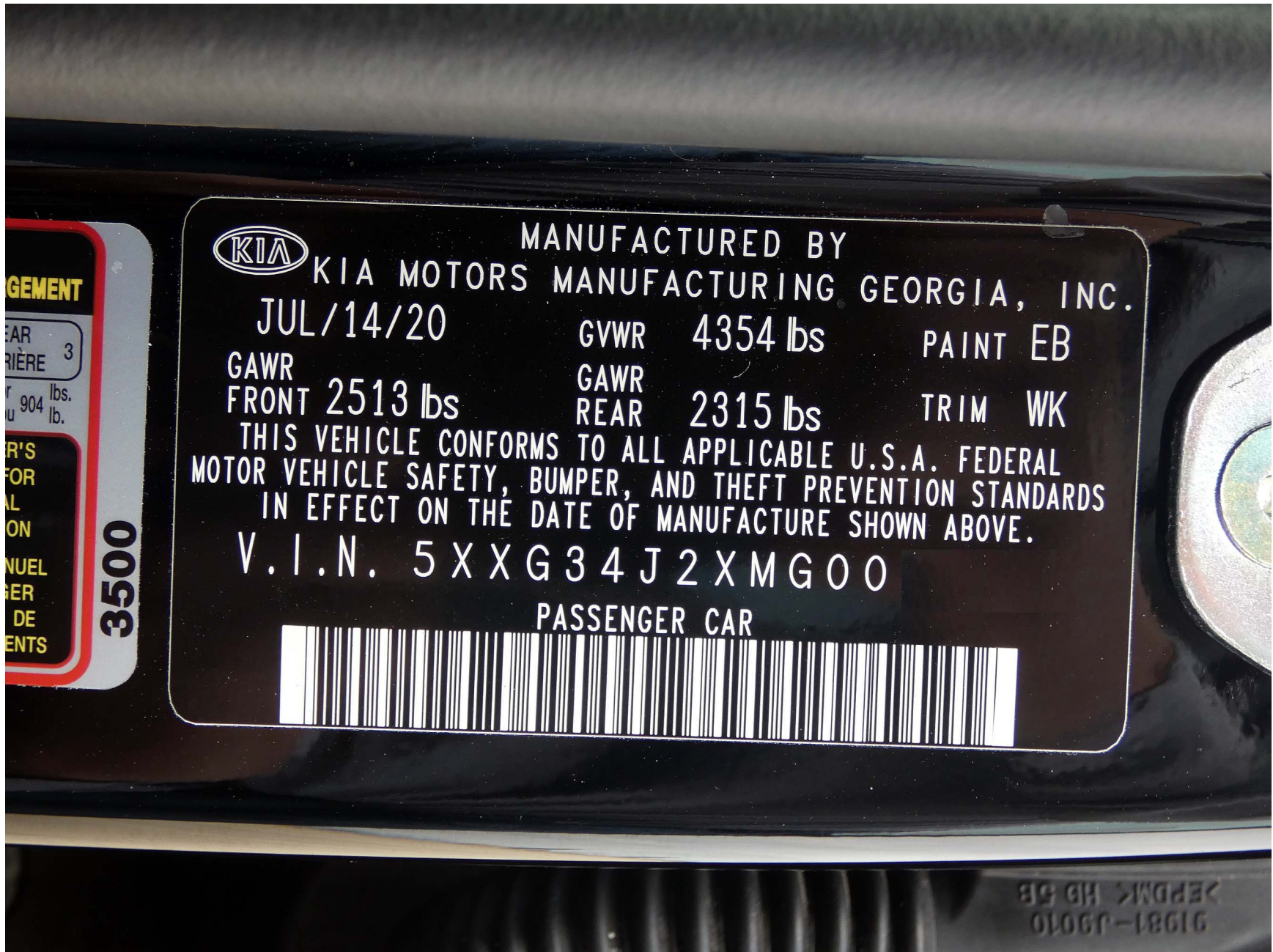
DEALER'S ASKING PRICE* \$38,796.00

NOT THE MFR'S SUGGESTED RETAIL PRICE

INCLUDES DEALER-INSTALLED OPTIONS
 *PLUS government fees and taxes, any finance charges, any California tire fees, any dealer document processing charge, any electronic filing charge, and any emission testing charge.

California-Trip - SEE US FOR OTHER INFORMATION AND SEE A SALES REPRESENTATIVE - PO BOX 4070 WALNUT CREEK, CA 94598
www.ankelring.com • 1-800-426-4134 • © 2021 K. K.

Figure A3. Window Sticker (Monroney Label)



MANUFACTURED BY
KIA MOTORS MANUFACTURING GEORGIA, INC.

JUL/14/20

GVWR 4354 lbs

PAINT EB

GAWR
FRONT 2513 lbs

GAWR
REAR 2315 lbs

TRIM WK

THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S.A. FEDERAL
MOTOR VEHICLE SAFETY, BUMPER, AND THEFT PREVENTION STANDARDS
IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.

V.I.N. 5XXG34J2XMG00

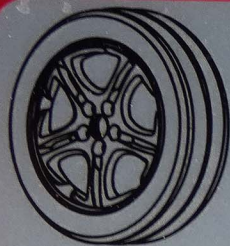
PASSENGER CAR



AGEMENT
EAR
RIÈRE 3
r 904 lbs.
u lb.
R'S
FOR
AL
ON
NUEL
GER
DE
ENTS
3500

91981-19010
K&PDMK HB 5B

Figure A4. Vehicle Certification Label



TIRE AND LOADING INFORMATION RENSEIGNEMENTS SUR LES PNEUS ET LE CHARGEMENT

SEATING CAPACITY NOMBRE DE PLACES	TOTAL 5	FRONT AVANT 2	REAR ARRIÈRE 3
--------------------------------------	---------	------------------	-------------------

The combined weight of occupants and cargo should never exceed 410 kg or 904 lbs.
Le poids total des occupants et du chargement ne doit jamais dépasser 410 kg ou 904 lb.

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DES PNEUS À FROID	SEE OWNER'S MANUAL FOR ADDITIONAL INFORMATION VOIR LE MANUEL DE L'USAGER POUR PLUS DE RENSEIGNEMENTS
FRONT AVANT	235/45R18	240kPa , 35psi	
REAR ARRIÈRE	235/45R18	240kPa , 35psi	
SPARE DE SECOURS	T125/80D16	420kPa, 60psi	

3500

MO

Figure A5. Tire Placard



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



Figure A7. Load Frame/Slider of SSV

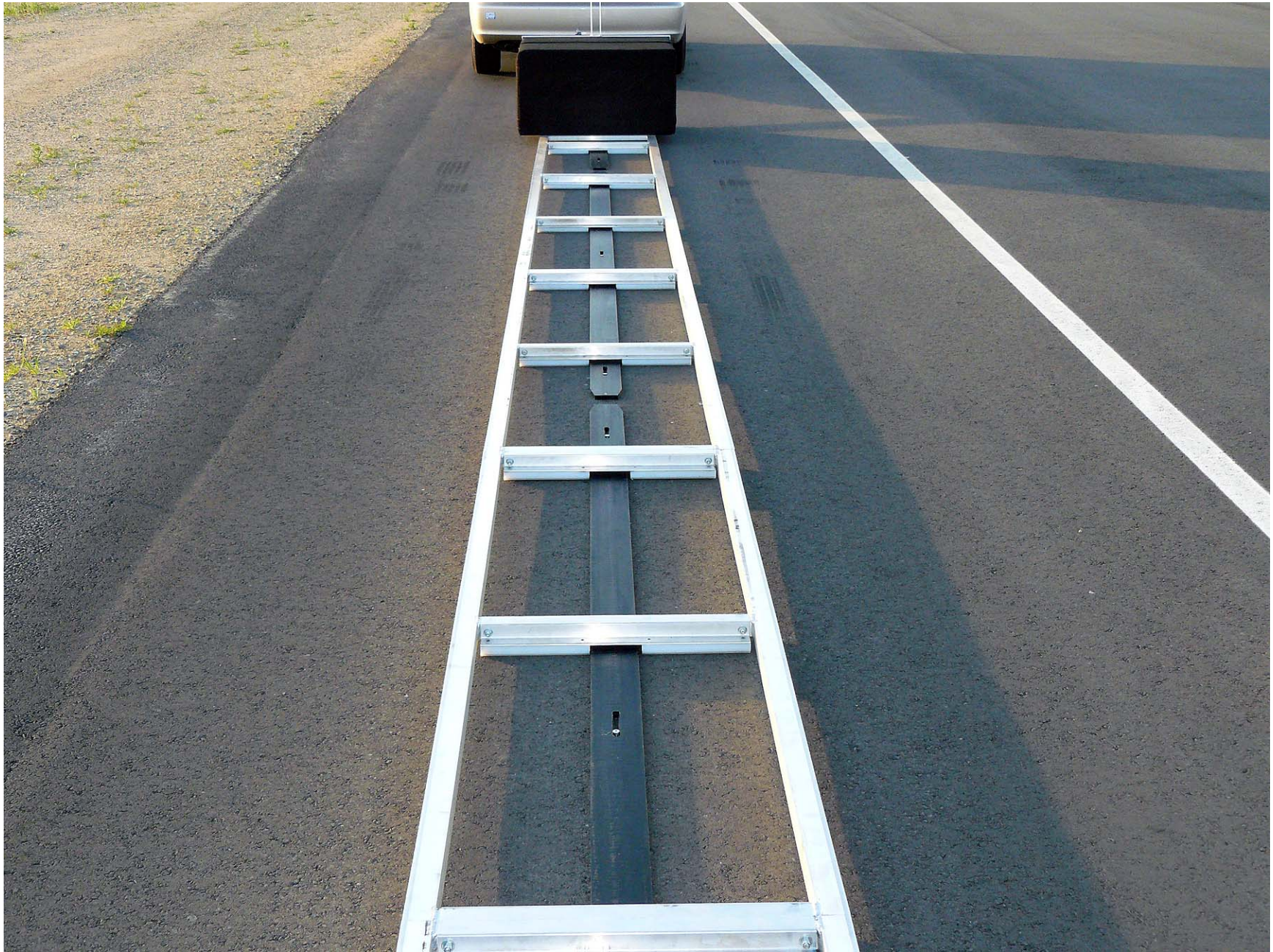


Figure A8. Two-Rail Track and Road-Based Lateral Restraint Track



Figure A9. Steel Trench Plate



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



Figure A11. Sensors for Detecting Auditory and Visual Alerts



Figure A12. Computer Installed in Subject Vehicle



Figure A13. Brake Actuator Installed in POV System

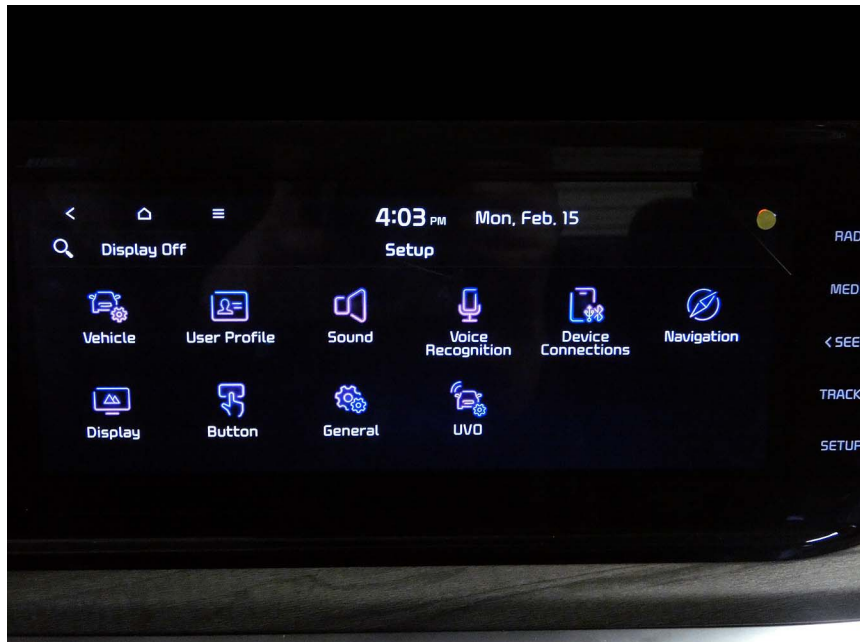


Figure A14. System Setup Menus



Figure A15. Controls for Interacting with System Menus

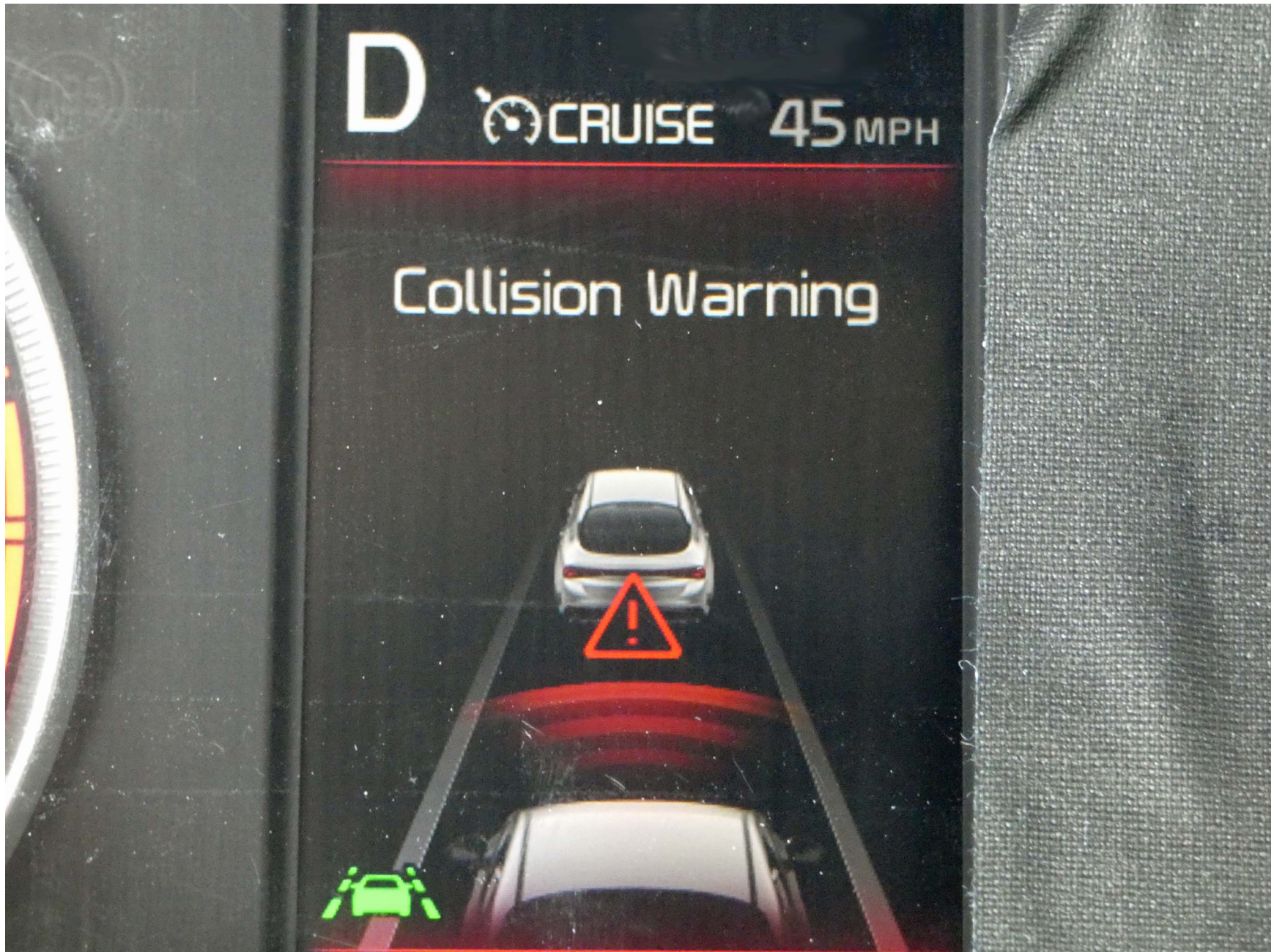


Figure A16. Visual Alert

APPENDIX B

Excerpts from Owner's Manual

LCD display

The LCD display modes can be changed by using the control buttons.

LCD Display Control









1. 「MODE」 : MODE button for changing modes
2. 「MOVE」 : MOVE switch for changing items
3. 「OK」 : SELECT/RESET button for setting or resetting the selected item

4

LCD display modes

The LCD display provides 5 modes. You can switch modes by pressing the Mode button.

		Mode				
		 Trip Computer	 Turn By Turn (TBT)*	 Driving Assist	 User Settings	 Master warning
 Up/Down	Fuel Economy	Route Guidance	SCC*	Head-up display*	The Master Warning mode displays warning messages related to the vehicle when one or more systems is not operating normally.	
	Accumulated Info	Destination Info	LKA*	Driver Assistance		
	Drive Info		LFA*	Door		
	Speedometer	DAW*	Lights			
	Transmission Temperature	TPMS*	Sound			
			Convenience			
			Service Interval			
			Other features			
		Language				
		Reset				

The information provided may differ depending on which functions are applicable to your vehicle.

* : if equipped

*** NOTICE**

Keep the engine running when configuring the display settings to prevent the battery from discharging.

1. Head-Up Display (if equipped)

Items	Explanation
Enable Head-up display	If this item is checked, Head-Up Display will be activated.
Display Height	Adjust the height (1~20) of the HUD image on the HUD screen.
Rotation	Adjust the degree (-5~+5) of the HUD rotation.
Brightness	Adjust the intensity (1~20) of the HUD brightness.

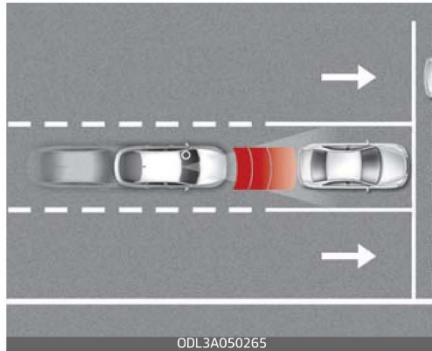
2. Driver Assistance (if equipped)

Items	Explanation
Warning Timing	<ul style="list-style-type: none"> • Normal/Late To select the Warning time
Warning Volume	<ul style="list-style-type: none"> • High/Medium/Low To select the Warning volume
Driver Attention Warning	<ul style="list-style-type: none"> • Inattentive Driving Warning To select the function. * For more details, refer to the "Driver Attention Warning (DAW) (if equipped)" on page 5-114.
Forward Safety	To adjust Forward Collision-Avoidance Assist system. <ul style="list-style-type: none"> • Active Assist/Warning Only/Off To select the functions.
Lane Safety	To adjust Lane Keeping Assist system. <ul style="list-style-type: none"> • Lane Keeping Assist/Lane Departure Warning/Off To select the functions.
Blind-Spot Safety	<ul style="list-style-type: none"> • Blind-Spot View To activate or deactivate Blind-Spot View. <ul style="list-style-type: none"> • Safe Exit Assist To activate or deactivate Safe Exit Assist. For more details, refer to "Safe Exit Assist (SEA) (if equipped)" on page 5-109. <ul style="list-style-type: none"> • Active assist • Warning only • Off For more details, refer to "Blind-Spot Collision-Avoidance Assist (BCA) (if equipped)" on page 5-97.

4

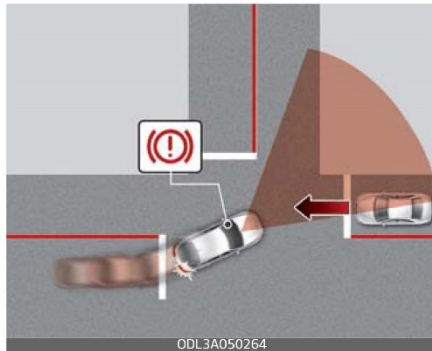
Forward Collision–Avoidance Assist (FCA) – sensor fusion (if equipped)

Basic function



Forward Collision–Avoidance Assist is designed to help detect and monitor the vehicle ahead or help detect a pedestrian or cyclist in the roadway and warn the driver that a collision is imminent with a warning message and an audible warning, and if necessary, apply emergency braking.

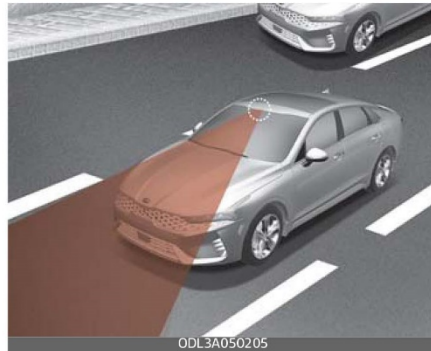
Junction Turning function



Junction Turning function will help avoid a collision with an oncoming vehicle in an adjacent lane when turning left at a crossroad with the turn signal on by applying emergency braking.

Detecting sensor

Front view camera



Front radar



Refer to the picture above for the detailed location of the detecting sensors.

⚠ CAUTION

Take the following precautions to maintain optimal performance of the detecting sensor:

- Never disassemble the detecting sensor or sensor assembly, or apply any impact on it.
- Never install any accessories or stickers on the front windshield, or tint the front windshield.
- If the detecting sensors have been replaced or repaired, have your vehicle inspected by an authorized Kia dealer/service partner.
- Pay extreme caution to keep the front view camera dry.
- Never place any reflective objects (i.e. white paper, mirror) over the dashboard. Any light reflection may prevent the system from functioning properly.
- Do not apply license plate frame or objects, such as a bumper sticker, film or a bumper guard, near the front radar cover.
- Always keep the front radar and cover clean and free of dirt and debris. Use only a soft cloth to wash the vehicle. Do not spray pressurized water directly on the sensor or sensor cover.
- If unnecessary force has been applied to the radar or around the radar, Forward Collision–Avoidance Assist may not properly operate even though a warning


message does not appear on the cluster. We recommend that the vehicle be inspected by an authorized Kia dealer/service partner.


- Use only genuine parts to repair or replace a damaged front radar cover. Do not apply paint to the front radar cover.

System Settings***Setting functions for the system******Forward Safety***

With the ENGINE START/STOP button in the ON position, select or deselect 'Driver Assistance → Forward Safety' from the Settings menu to set whether or not to use each function.

- If 'Active Assist' is selected, the system will warn the driver with a warning message and an audible warning depending on the collision risk levels. Braking assist will be applied depending on the collision risk.
- If 'Warning Only' is selected, the system will warn the driver with a warning message and an audible warning depending on the collision risk levels. Braking will not be assisted.

- If 'Off' is selected, the system will off. The 「」 warning light will illuminate on the cluster.

The driver can monitor Forward Collision-Avoidance Assist ON/OFF status from the Settings menu. If the 「」 warning light remains ON

when the system is ON, we recommend that the system be inspected by an authorized Kia dealer/service partner.


WARNING

When the engine is restarted, Forward Collision-Avoidance Assist will always turn on. However, if 'Off' is selected after the engine is restarted, the driver should always be aware of the surroundings and drive safely.

CAUTION

- If 'Warning Only' is selected, braking is not assisted.
- The settings for Forward Safety include 'Basic function' and 'Junction Turning'.

* NOTICE

Forward Collision-Avoidance Assist will turn off when ESC is turned off by pressing and holding the ESC OFF button. The 「」 warning light will illuminate on the cluster.

Warning Timing

With the ENGINE START/STOP button in the ON position, select 'Driver Assistance → Warning Timing' from the Settings menu to change the initial warning activation time for Forward Collision-Avoidance Assist.

When the vehicle is first delivered, Warning Timing is set to 'Normal'.

If you change the Warning Timing, the warning time of other Driver Assistance systems may change.

Warning Volume

With the ENGINE START/STOP button in the ON position, select 'Driver Assistance → Warning Volume' from the Settings menu to change the Warning Volume to 'High', 'Medium' or 'Low' for Forward Collision-Avoidance Assist.

If you change the warning volume, the Warning Volume of other Driver Assistance systems may change.

⚠ CAUTION

- The setting of the Warning Timing and Warning Volume applies to all functions of Forward Collision-Avoidance Assist.
- Even though 'Normal' is selected for Warning Timing, if the front vehicle suddenly stops, the initial warning activation time may seem late.
- Select 'Late' for Warning Timing when traffic is light and when driving speed is slow.

*** NOTICE**

If the engine is restarted, Warning Timing and Warning Volume will maintain the last setting.

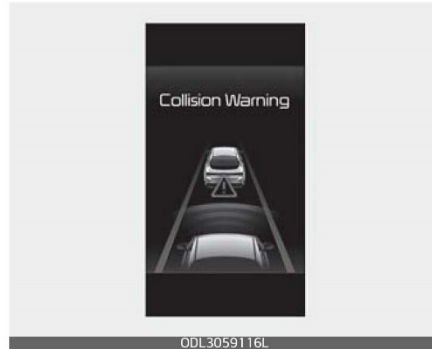
System Operation

Basic function

System warning and control

The basic function for Forward Collision-Avoidance Assist is to warn and control the vehicle depending on the collision level: 'Collision Warning', 'Emergency Braking' and 'Stopping vehicle and ending brake control'.

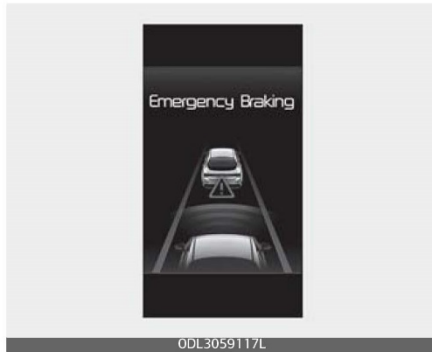
Collision Warning



- To warn the driver of a collision, the 'Collision Warning' warning message will appear on the cluster, and an audible warning will sound.
- If a vehicle is detected in front, the system will operate when your vehicle speed is between approximately 6~112 mph (10~180 km/h).
- If a pedestrian or cyclist is detected in front, the system will operate when your vehicle speed is between approximately 6~53 mph (10~85 km/h).
- If 'Active Assist' is selected, braking may be assisted.



Emergency Braking



ODL3059117L

- To warn the driver that emergency braking will be assisted, the 'Emergency Braking' warning message will appear on the cluster, and an audible warning will sound.
- If a vehicle is detected in front, the system will operate when your vehicle speed is between approximately 6~47 mph (10~75 km/h).
- If a pedestrian or cyclist is detected in front, the system will operate when your vehicle speed is between approximately 6~40 mph (10~65 km/h).
- In emergency braking situation, braking is assisted with strong braking power by the system to help prevent collision with the vehicle, pedestrian or cyclist ahead.

Stopping vehicle and ending brake control



ODL3A050279

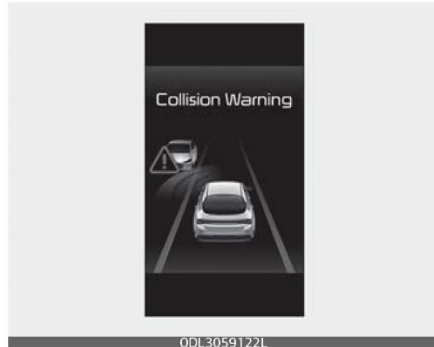
- When the vehicle is stopped due to emergency braking, the 'Drive carefully' warning message will appear on the cluster. For your safety, the driver should depress the brake pedal immediately and check the surroundings.
- Brake control will end after the vehicle is stopped by emergency braking for approximately 2 seconds.

Junction Turning function

System warning and control

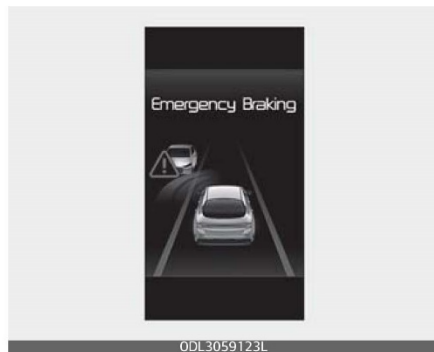
Junction Turning function will warn and control the vehicle depending on the collision level: 'Collision Warning', 'Emergency Braking' and 'Stopping vehicle and ending brake control'.

Collision Warning



- To warn the driver of a collision, the 'Collision Warning' warning message will appear on the cluster, and an audible warning will sound.
- The system will operate when your vehicle speed is between approximately 6~19 mph (10~30 km/h) and the oncoming vehicle speed is between approximately 19~44 mph (30~70 km/h).
- If 'Active Assist' is selected, braking may be assisted.

Emergency Braking



- To warn the driver that emergency braking will be assisted, the 'Emergency Braking' warning message will appear on the cluster, and an audible warning will sound.
- The system will operate when your vehicle speed is between approximately 6~19 mph (10~30 km/h) and the oncoming vehicle speed is between approximately 19~44 mph (30~70 km/h).
- In emergency braking situation, braking is assisted with strong braking power by the system to help prevent collision with the oncoming vehicle.




Stopping vehicle and ending brake control



- When the vehicle is stopped due to emergency braking, the 'Drive carefully' warning message will appear on the cluster. For your safety, the driver should depress the brake pedal immediately and check the surroundings.

- Brake control will end after the vehicle is stopped by emergency braking for approximately 2 seconds.

WARNING

- For your safety, change the Settings after parking the vehicle at a safe location.
- With 'Active Assist' or 'Warning Only' selected, when ESC is turned off by pressing and holding the ESC OFF button, Forward Collision-Avoidance Assist will turn off automatically. In this case, the system cannot be set from the Settings menu and the  warning light will illuminate on the cluster which is normal. If ESC is turned on by pressing the ESC OFF button, Forward Collision-Avoidance Assist will maintain the last setting.
- Forward Collision-Avoidance Assist does not operate in all situations or cannot avoid all collisions.
- The driver should hold the responsibility to control the vehicle. Do not solely depend on Forward Collision-Avoidance Assist. Rather, maintain a safe braking distance, and if necessary, depress the brake pedal to reduce driving speed or to stop the vehicle.
- Never deliberately operate Forward Collision-Avoidance Assist on people, animal, objects, etc. It may cause serious injury or death.
- Forward Collision-Avoidance Assist may not operate if the driver depresses the brake pedal to avoid collision.
- Depending on the road and driving conditions, Forward Collision-Avoidance Assist may warn the driver late or may not warn the driver.
- During Forward Collision-Avoidance Assist operation, the vehicle may stop suddenly injuring passengers and shifting loose objects. Always have the seat belt on and keep loose objects secured.
- If any other system's warning message is displayed or audible warning is generated, Forward Collision-Avoidance Assist warning message may not be displayed and audible warning may not be generated.
- You may not hear the warning sound of Forward Collision-Avoidance Assist if the surrounding is noisy.
- Forward Collision-Avoidance Assist may turn off or may not operate properly or may operate unnecessarily depending on the road conditions and the surroundings.

⚠ WARNING

- Even if there is a problem with Forward Collision-Avoidance Assist, the vehicle's basic braking performance will operate normally.
- During emergency braking, braking control by the system will automatically cancel when the driver excessively depresses the accelerator pedal or sharply steers the vehicle.

⚠ CAUTION

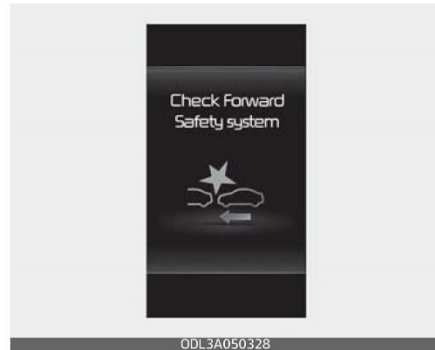
- Depending on the condition of the vehicle, pedestrian and cyclist in front and the surroundings, the speed range to operate Forward Collision-Avoidance Assist may reduce. The system may only warn the driver, or the system may not operate.
- Forward Collision-Avoidance Assist will operate under certain conditions by judging the risk level based on the condition of the oncoming vehicle, driving direction, speed and surroundings.

*** NOTICE**

In a situation collision is imminent, braking may be assisted by Forward Collision-Avoidance Assist when braking is insufficient by the driver.

System Malfunction and Limitations

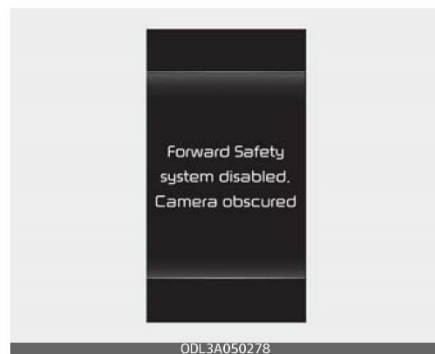
System malfunction

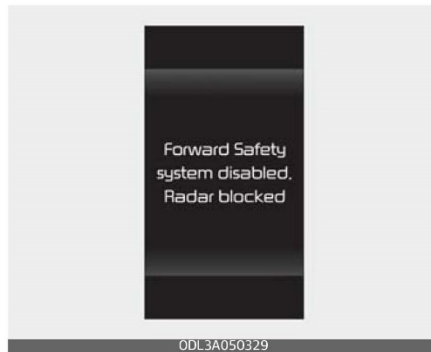


When Forward Collision-Avoidance Assist is not working properly, the 'Check Forward Safety system' warning message will appear, and the 「」 and 「」 warning lights will illuminate on the cluster. We recommend that the system be inspected by an authorized Kia dealer/service partner.



5

System disabled





When the front windshield where the front view camera is located, front radar cover, bumper or sensor is covered with foreign material, such as snow or rain, it can reduce the detecting performance and temporarily limit or disable Forward Collision-Avoidance Assist.

If this occurs the 'Forward Safety system disabled. Camera obscured' or the 'Forward Safety system disabled. Radar blocked' warning message, and the 「」 and 「」 warning lights will illuminate on the cluster.

The system will operate normally when snow, rain or foreign matter is removed. Always keep it clean.

If the system does not operate normally after obstruction (snow, rain, or foreign material) is removed, we recommend that the system be inspected by an authorized Kia dealer/service partner.

WARNING

- Even though the warning message or warning light does not appear on the cluster, Forward Collision-Avoidance Assist may not properly operate.
- Forward Collision-Avoidance Assist may not properly operate in an area (e.g. open terrain), where any substance are not detected after turning ON the engine.

Limitations of the system

Forward Collision-Avoidance Assist may not operate normally, or the system may operate unexpectedly under the following circumstances:

- The detecting sensor or the surroundings are contaminated or damaged
- The temperature around the front view camera is high or low
- The camera lens is contaminated due to tinted, filmed or coated windshield, damaged glass, or stuck of foreign material (sticker, bug, etc.) on the glass
- Moisture is not removed or frozen on the windshield
- Washer fluid is continuously sprayed, or the wiper is on
- Driving in heavy rain or snow, or thick fog
- The field of view of the front view camera is obstructed by sun glare

- Street light or light from an oncoming vehicle is reflected on the wet road surface, such as a puddle on the road
- An object is placed on the dashboard
- Your vehicle is being towed
- The surrounding is very bright
- The surrounding is very dark, such as in a tunnel, etc.
- The brightness changes suddenly, for example when entering or exiting a tunnel
- The brightness outside is low, and the headlamps are not on or are not bright
- Driving through steam, smoke or shadow
- Only part of the vehicle, pedestrian or cyclist is detected
- The vehicle in front is a bus, heavy truck, truck with a unusually shaped luggage, trailer, etc.
- The vehicle in front has no tail lights, tail lights are located unusually, etc.
- The brightness outside is low, and the tail lamps are not on or are not bright
- The rear of the front vehicle is small or the vehicle does not look normal, such as when the vehicle is tilted, overturned, or the side of the vehicle is visible, etc.
- The front vehicle's ground clearance is low or high
- A vehicle, pedestrian or cyclist suddenly cuts in front
- The bumper around the front radar is impacted, damaged or the front radar is out of position
- The temperature around the front radar is high or low
- Driving through a tunnel or iron bridge
- Driving in large areas where there are few vehicles or structures (i.e. desert, meadow, suburb, etc.)
- Driving near areas containing metal substances, such as a construction zone, railroad, etc.
- A material is near that reflects very well on the front radar, such as a guardrail, nearby vehicle, etc.
- The cyclist in front is on a bicycle made of material that does not reflect on the front radar
- The vehicle in front is detected late
- The vehicle in front is suddenly blocked by an obstacle
- The vehicle in front suddenly changes lane or suddenly reduces speed
- The vehicle in front is bent out of shape
- The front vehicle's speed is fast or slow
- The vehicle in front steers in the opposite direction of your vehicle to avoid a collision
- With a vehicle in front, your vehicle changes lane at low speed
- The vehicle in front is covered with snow

- You are departing or returning to the lane
- Unstable driving
- You are on a roundabout and the vehicle in front is not detected
- You are continuously driving in a circle
- The vehicle in front has an unusual shape
- The vehicle in front is driving uphill or downhill.
- The pedestrian or cyclist is not fully detected, for example, if the pedestrian is leaning over or is not fully walking upright
- The pedestrian or cyclist is wearing clothing or equipment that makes it difficult to detect as a pedestrian or cyclist

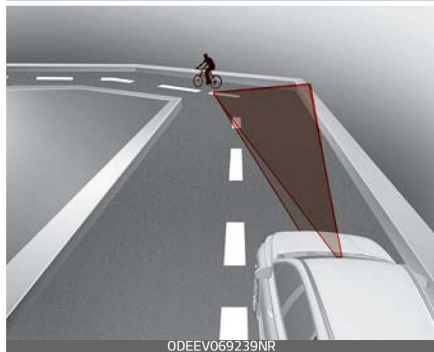
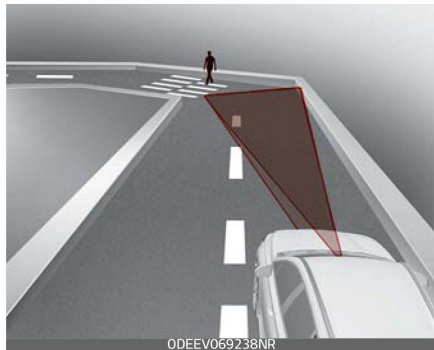
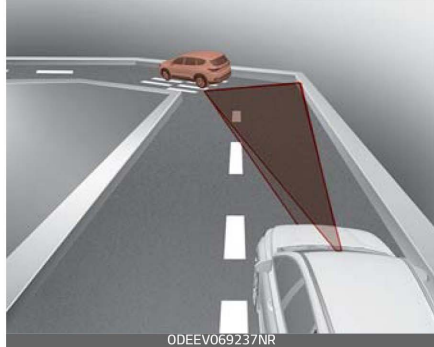
Following image shows the image the sensor recognizes as vehicle, pedestrian, and cyclist.



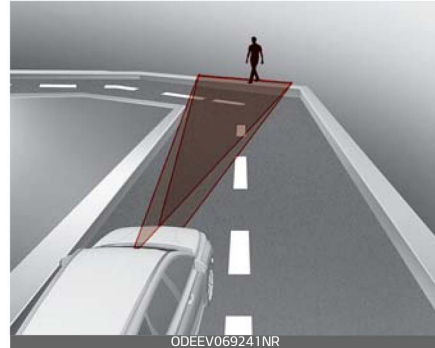
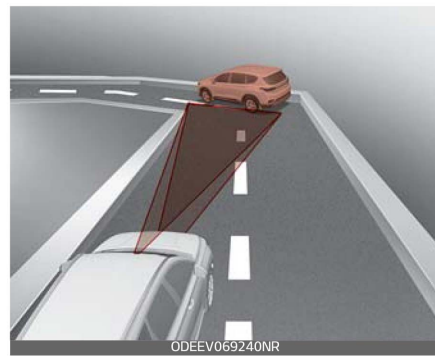
- The pedestrian or cyclist in front is moving intersected with the driving direction
 - There is a group of pedestrians, cyclists or a large crowd in front
 - The pedestrian or cyclist is wearing clothing that easily blends into the background, making it difficult to detect
 - The pedestrian or cyclist is difficult to distinguish from the similar shaped structure in the surroundings
 - You are driving by a pedestrian, cyclist, traffic signs, structures, etc. near the intersection
 - Driving in a parking lot
 - Driving through a tollgate, construction area, unpaved road, partial paved road, uneven road, speed bumps, etc.
 - Driving on an incline road, curved road, etc.
 - Driving through a roadside with trees or streetlights
 - The adverse road conditions cause excessive vehicle vibrations while driving
 - Your vehicle height is low or high due to heavy loads, abnormal tire pressure, etc.
 - Driving through a narrow road where trees or grass or overgrown
 - There is interference by electromagnetic waves, such as driving in an area with strong radio waves or electrical noise
- The pedestrian or cyclist in front is moving very quickly
 - The pedestrian or cyclist in front is short or is posing a low posture
 - The pedestrian or cyclist in front has impaired mobility

⚠ WARNING

- Driving on a curve



adversely affecting the performance of the sensors. This may result in no warning, braking assist or steering assist when necessary. When driving on a curve, you must maintain a safe braking distance, and if necessary, steer the vehicle and depress the brake pedal to reduce your driving speed in order to maintain a safe distance.

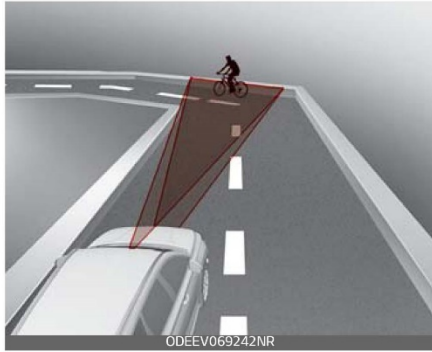


5

Forward Collision-Avoidance Assist may not detect other vehicles, pedestrians or cyclists in front of you on curved roads

Driving your vehicle

Forward Collision-Avoidance Assist (FCA) – sensor fusion



Forward Collision-Avoidance Assist may detect a vehicle, pedestrian or cyclist in the next lane or outside the lane when driving on a curved road. If this occurs, the system may unnecessarily warn the driver and control the brake or steering wheel. Always check the traffic conditions around the vehicle.

- Driving on a slope

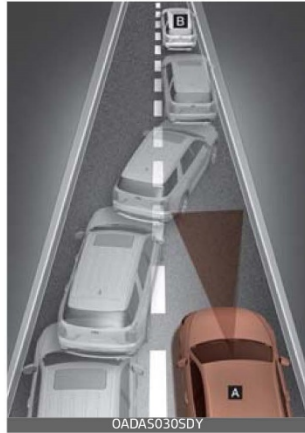


Forward Collision-Avoidance Assist may not detect other vehicles, pedestrians or cyclists in front of you while driving uphill or downhill adversely affecting the performance of the sensors. This may result in unnecessary warning, braking assist or steering assist or no warning, braking assist or steering assist when necessary. Also, vehicle speed may rapidly decrease when a vehicle, pedestrian or cyclist ahead is suddenly detected. Always have your eyes on the road while driving uphill or down-

Driving your vehicle

hill and if necessary, steer your vehicle and depress the brake pedal to reduce your driving speed in order to maintain a safe distance.

- Changing lanes



[A]: Your vehicle
[B]: Lane changing vehicle
When a vehicle (B) moves into your lane from an adjacent lane, it cannot be detected by the sensor until it is in the sensor's detection range. Forward Collision-Avoidance Assist may not immediately detect the vehicle when the vehicle changes lanes abruptly. In this case, you must maintain a safe braking distance, and if necessary, steer your vehicle and depress the brake pedal to reduce your driving speed in order to maintain a safe distance.

Forward Collision-Avoidance Assist (FCA) – sensor fusion



[A]: Your vehicle
[B]: Lane changing vehicle
[C]: Same lane vehicle
When a vehicle (B) in front of you merges out of the lane, Forward Collision-Avoidance Assist may not immediately detect the vehicle (C) that is now in front of you. In this case, you must maintain a safe braking distance, and if necessary, steer your vehicle and depress the brake pedal to reduce your driving speed in order to maintain a safe distance.



- Detecting vehicle



If the vehicle in front of you has cargo that extends rearward from the cab, or when the vehicle in front of you has higher ground clearance, additional special attention is required. Forward Collision–Avoidance Assist may not be able to detect the cargo extending from the vehicle. In these instances, you must maintain a safe braking distance from the rearmost object, and if necessary, steer your vehicle and depress the brake pedal to reduce your driving speed in order to maintain distance.

⚠ WARNING

- When you are towing a trailer or another vehicle, we recommend that Forward Collision–Avoidance Assist is turned off due to safety reasons.
- Forward Collision–Avoidance Assist may operate if objects that are similar in shape or characteristics to vehicles, pedestrians and cyclists are detected.
- Forward Collision–Avoidance Assist does not operate on bicycles, motorcycles, or smaller wheeled objects, such as luggage bags, shopping carts, or strollers that are dragged by a pedestrian or a cyclist.
- Forward Collision–Avoidance Assist may not operate normally if interfered by strong electromagnetic waves.
- Forward Collision–Avoidance Assist may not operate for approximately 15 seconds after the vehicle is started, or the front view camera is initialized.

APPENDIX C

Run Log

Subject Vehicle: **2021 Kia K5 EX**

Test Date: **2/15/2021**

Principal Other Vehicle: **SSV**

Run	Test Type	Valid Run?	FCW TTC (s)	Min. Distance (ft)	Speed Reduction (mph)	Peak Decel. (g)	CIB TTC (s)	Pass/Fail	Notes
1	Static Run								Zero SV front bumper to SSV rear bumper and collect data
2	Stopped POV	Y	2.11	10.15	25.1	1.05	1.10	Pass	
3		Y	2.05	10.93	25.1	1.09	1.11	Pass	
4		Y	2.09	10.87	24.9	1.10	1.10	Pass	
5		Y	2.10	10.82	25.3	1.13	1.10	Pass	
6		Y	2.11	11.94	25.1	1.13	1.11	Pass	
7		Y	2.12	10.77	25.0	1.10	1.09	Pass	
8		Y	2.10	11.39	24.9	1.13	1.11	Pass	
9	Static Run								Check zero data is within ± 0.167 ft (± 0.05 m)
10	Slower POV, 25 vs 10	N							POV speed
11		Y	1.89	10.41	15.7	1.10	0.92	Pass	
12		Y	1.88	10.45	15.0	1.10	0.93	Pass	
13		Y	1.84	10.60	15.0	1.11	0.93	Pass	
14		Y	1.86	9.36	15.4	1.10	0.88	Pass	
15		Y	1.87	9.92	14.7	1.11	0.91	Pass	
16		Y	1.85	10.96	15.1	1.11	0.93	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Min. Distance (ft)	Speed Reduction (mph)	Peak Decel. (g)	CIB TTC (s)	Pass/Fail	Notes
17	Slower POV, 25 vs 10	Y	1.83	9.30	15.1	1.13	0.86	Pass	
18	Static Run								Check zero data is within ± 0.167 ft (± 0.05 m)
19	Slower POV, 45 vs 20	Y	2.35	14.10	25.3	1.09	1.20	Pass	
20		Y	2.36	14.53	25.1	1.07	1.21	Pass	
21		Y	2.38	14.41	25.5	1.07	1.23	Pass	
22		Y	2.29	14.37	25.1	1.08	1.28	Pass	
23		Y	2.34	14.88	24.5	1.06	1.24	Pass	
24		Y	2.28	15.03	23.7	1.06	1.20	Pass	
25		Y	2.35	14.99	24.7	1.09	1.23	Pass	
26	Static run								Check zero data is within ± 0.167 ft (± 0.05 m)
27	Decelerating POV	Y	1.58	8.29	21.3	1.06	1.05	Pass	
28		Y	1.64	7.04	23.2	1.10	0.97	Pass	
29		Y	1.53	7.58	21.2	1.09	0.99	Pass	
30		Y	1.76	6.75	23.5	1.10	0.97	Pass	
31		N							POV brakes
32		Y	1.70	7.84	22.5	1.13	0.98	Pass	
33		Y	1.59	8.20	21.9	1.10	1.02	Pass	
34		N							POV brakes
35		Y	1.56	7.12	20.4	1.09	0.89	Pass	
36	Static Run								

Run	Test Type	Valid Run?	FCW TTC (s)	Min. Distance (ft)	Speed Reduction (mph)	Peak Decel. (g)	CIB TTC (s)	Pass/Fail	Notes
37	STP - Static Run								Zero SV front bumper to rear edge of steel plate and collect data
38	STP False Positive, 25	Y				0.00		Pass	
39		Y				0.03		Pass	
40		Y				0.00		Pass	
41		Y				0.03		Pass	
42		Y				0.01		Pass	
43		Y				0.01		Pass	
44		Y				0.03		Pass	
45	STP - Static Run								Check zero data is within ± 0.167 ft (± 0.05 m)
46	STP False Positive, 45	Y				0.03		Pass	
47		Y				0.03		Pass	
48		Y				0.00		Pass	
49		Y				0.01		Pass	
50		Y				0.00		Pass	
51		Y				0.01		Pass	
52		Y				0.01		Pass	
53	STP - Static Run								Check zero data is within ± 0.167 ft (± 0.05 m)

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 both the Subject Vehicle (SV) and the Principal Other Vehicle (POV), 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 codes 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 STP 25 mph (Steel trench plate run over at 25 mph)
- False Positive STP 45 mph (Steel trench plate run over at 45 mph)

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. For False Positive tests, when the FCW presents a warning “FCW” is shown in red at the right edge of the FCW plot.

- Headway (ft) – Longitudinal separation (gap) 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 Principal Other Vehicle (if any). For CIB tests, the speed reduction experienced by the Subject Vehicle 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). For CIB tests, the TTC (sec) at the moment of first CIB activation is displayed to the right of the subplot in green. Also, the peak value of Ax for the SV is shown on the subplot.
- Accelerator Pedal Position (0-1) – Normalized position of the accelerator pedal.

Envelopes and Thresholds

Some of the time history plot figures 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. 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. Exceedances of a green envelope are indicated by red shading in the area between the measured time-varying data and the envelope boundaries.

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 displayed. 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 0.27 g (the upper edge of the envelope). A green circle or red asterisk is displayed at the moment the POV brake level achieves 0.27 g. 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 outside of the appropriate interval). Additionally, for the CIB tests, a dashed black threshold line indicating an Ax of -0.15 g is given to define the onset of CIB activation. When the Subject Vehicle's Ax crosses this threshold, the CIB TTC is calculated and displayed.

For the accelerator pedal position plot, a green envelope is given starting 500 ms after the onset of the FCW warning to ensure that the accelerator pedal was released at the correct time and remained off for the duration of the CIB event. For false positive runs a green dot, rather than a green envelope is displayed. The green dot indicates that at the end of the run the accelerator pedal had not been released. If the accelerator had been released a red asterisk would appear.

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
- 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

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 time history plots for each test type (including passing, failing and invalid runs) are shown in Figure D1 through Figure D9. Figures D1 through D6 show passing runs for each of the 6 test types. Figures D7 and D8 show examples of invalid runs. Figure D9 shows an example of a valid test that failed the CIB requirements.

Time history data plots for the tests of the vehicle under consideration herein are provided beginning with Figure D10.

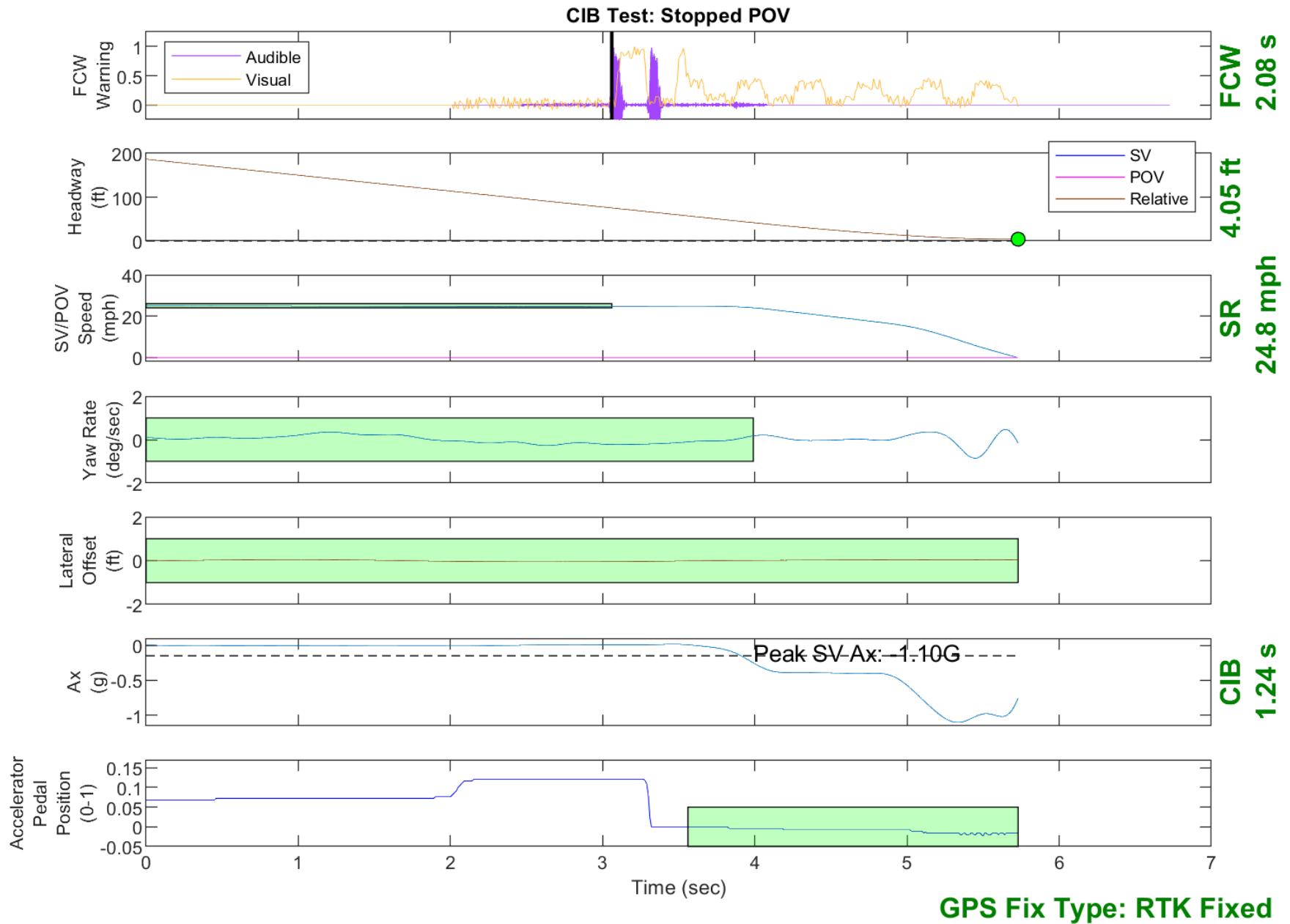


Figure D1. Example Time History for Stopped POV, Passing

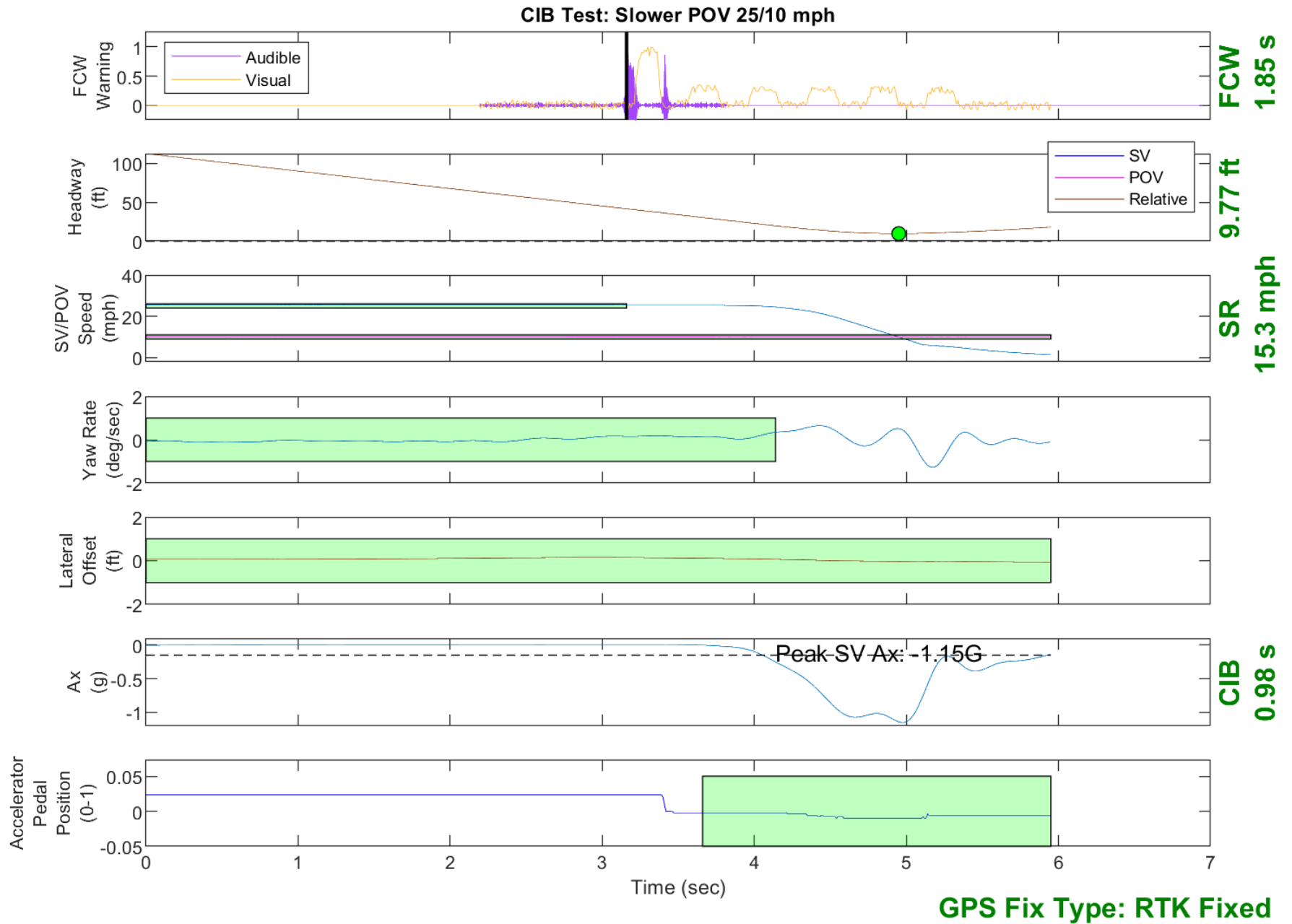


Figure D2. Example Time History for Slower POV 25 vs. 10, Passing

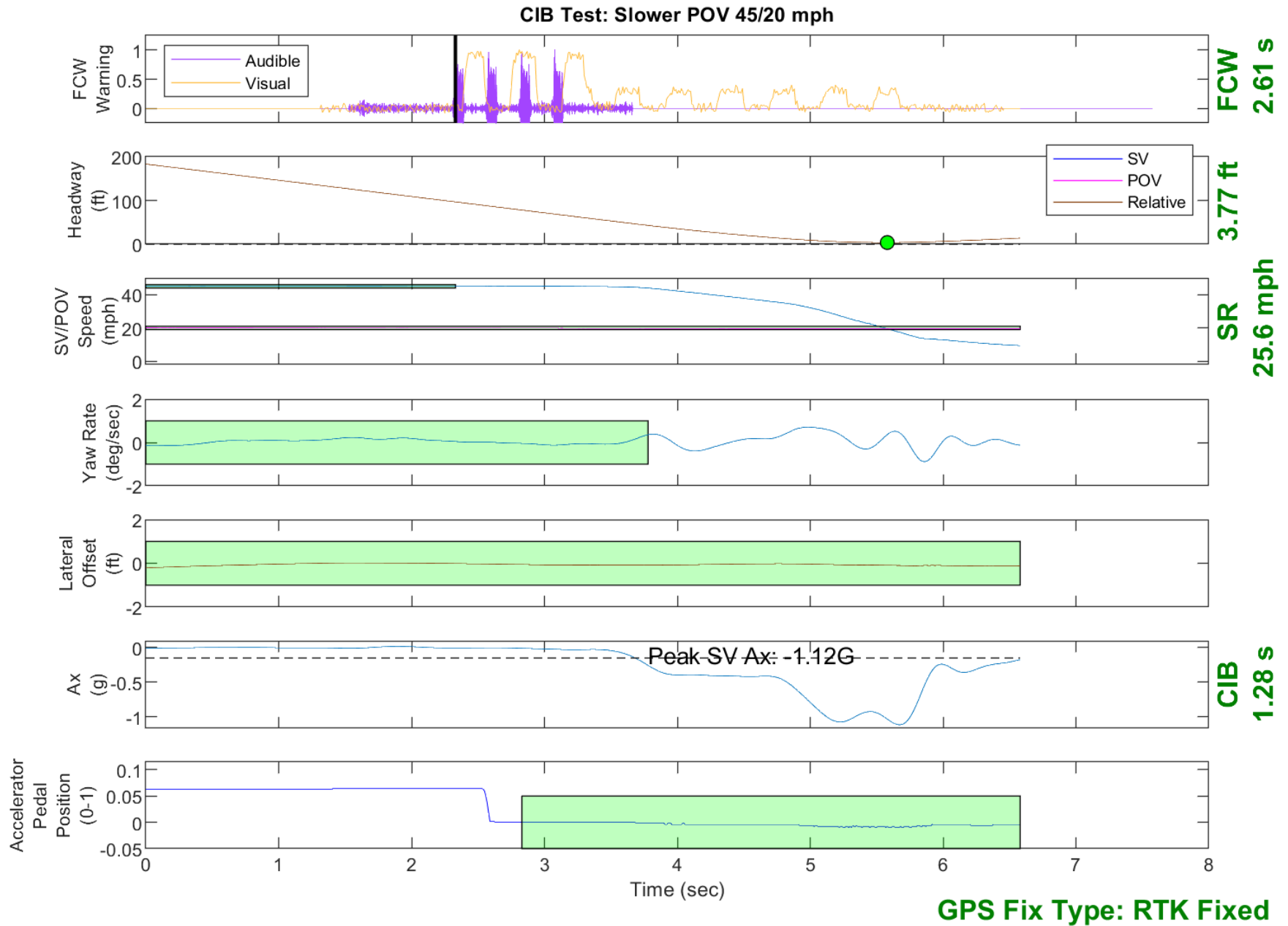


Figure D3. Example Time History for Slower POV 45 vs. 20, Passing

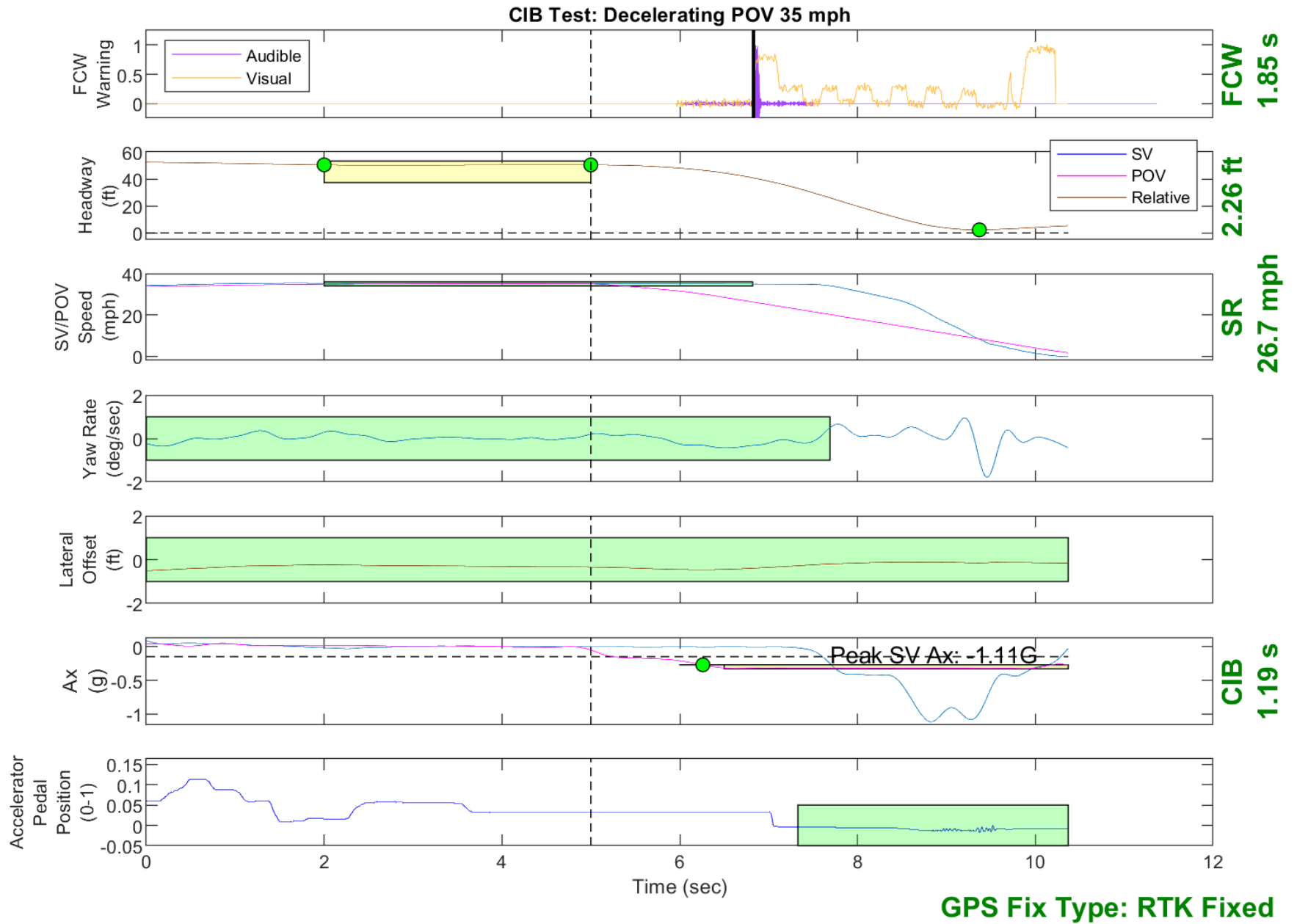


Figure D4. Example Time History for Decelerating POV 35, Passing

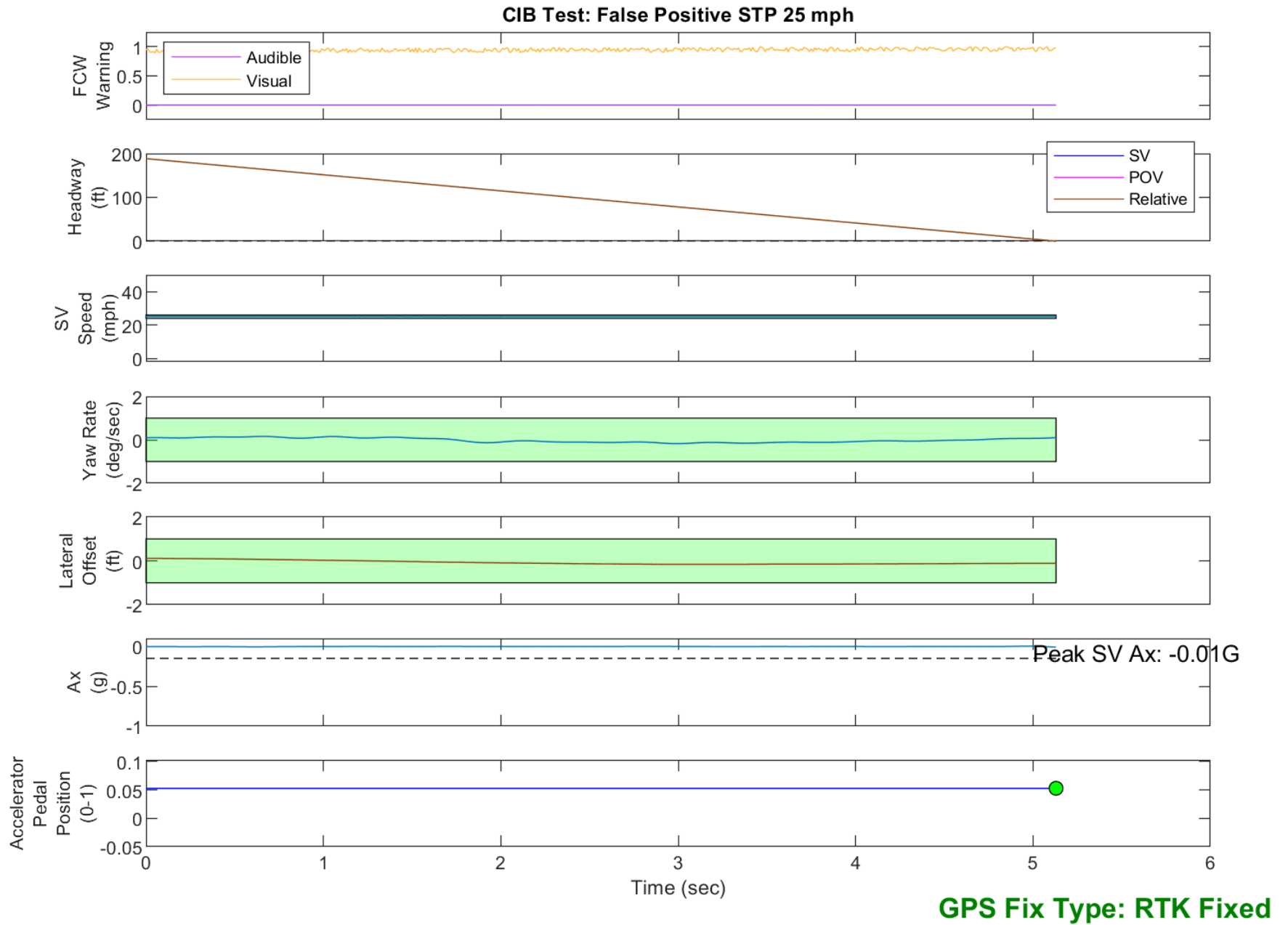


Figure D5. Example Time History for False Positive STP 25, Passing

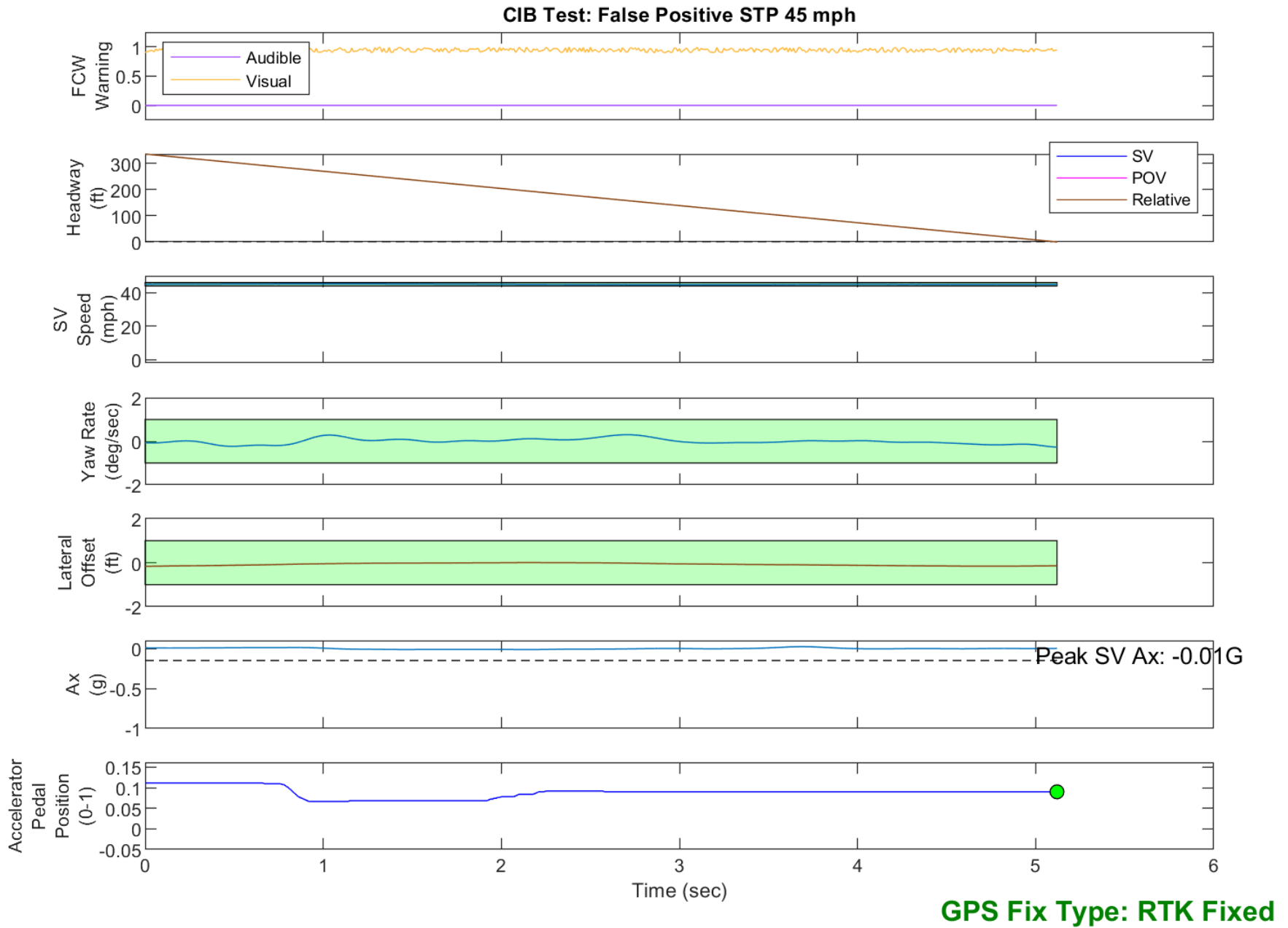


Figure D6. Example Time History for False Positive STP 45, Passing

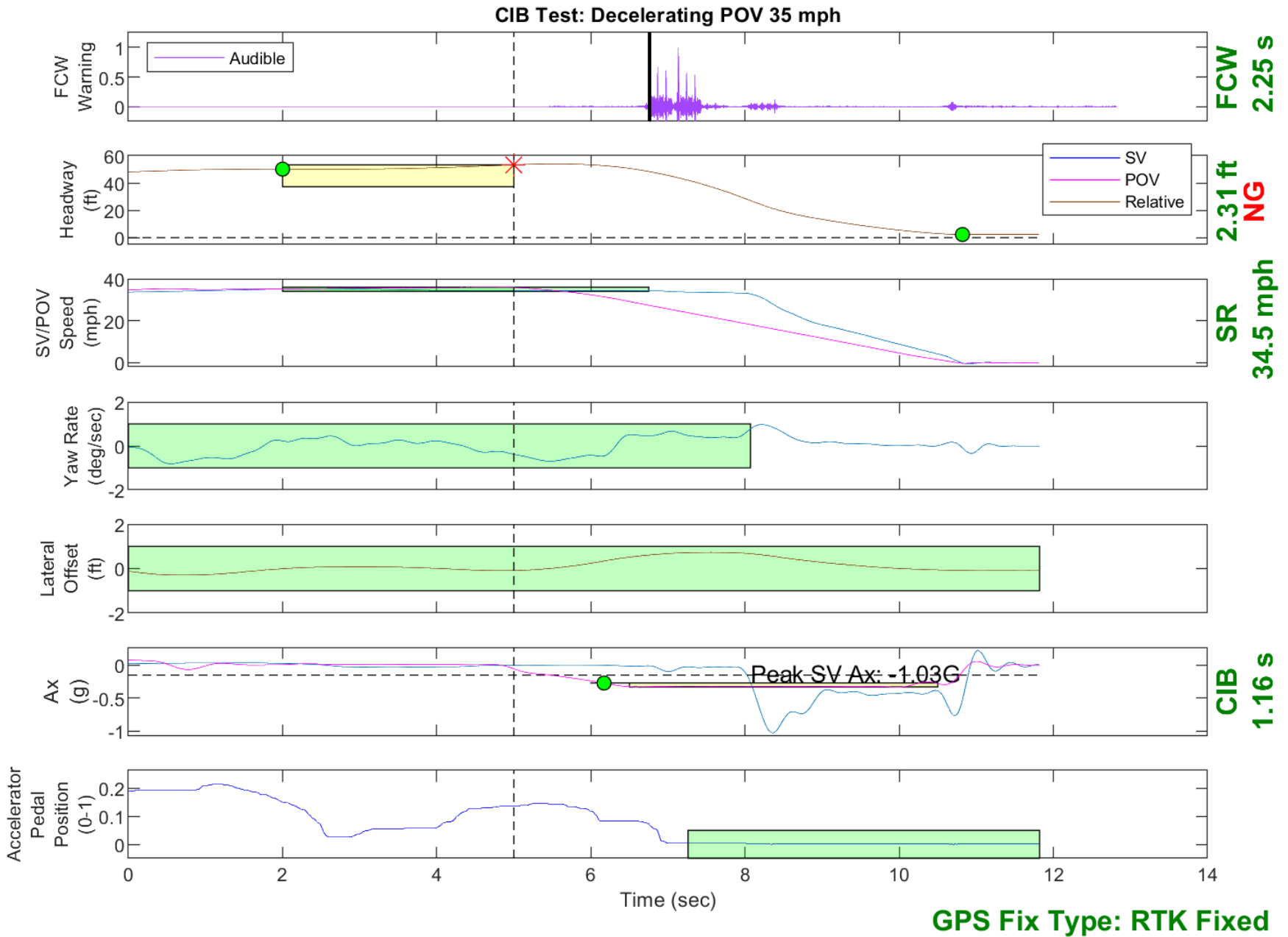


Figure D7. Example Time History Displaying Invalid Headway Criteria

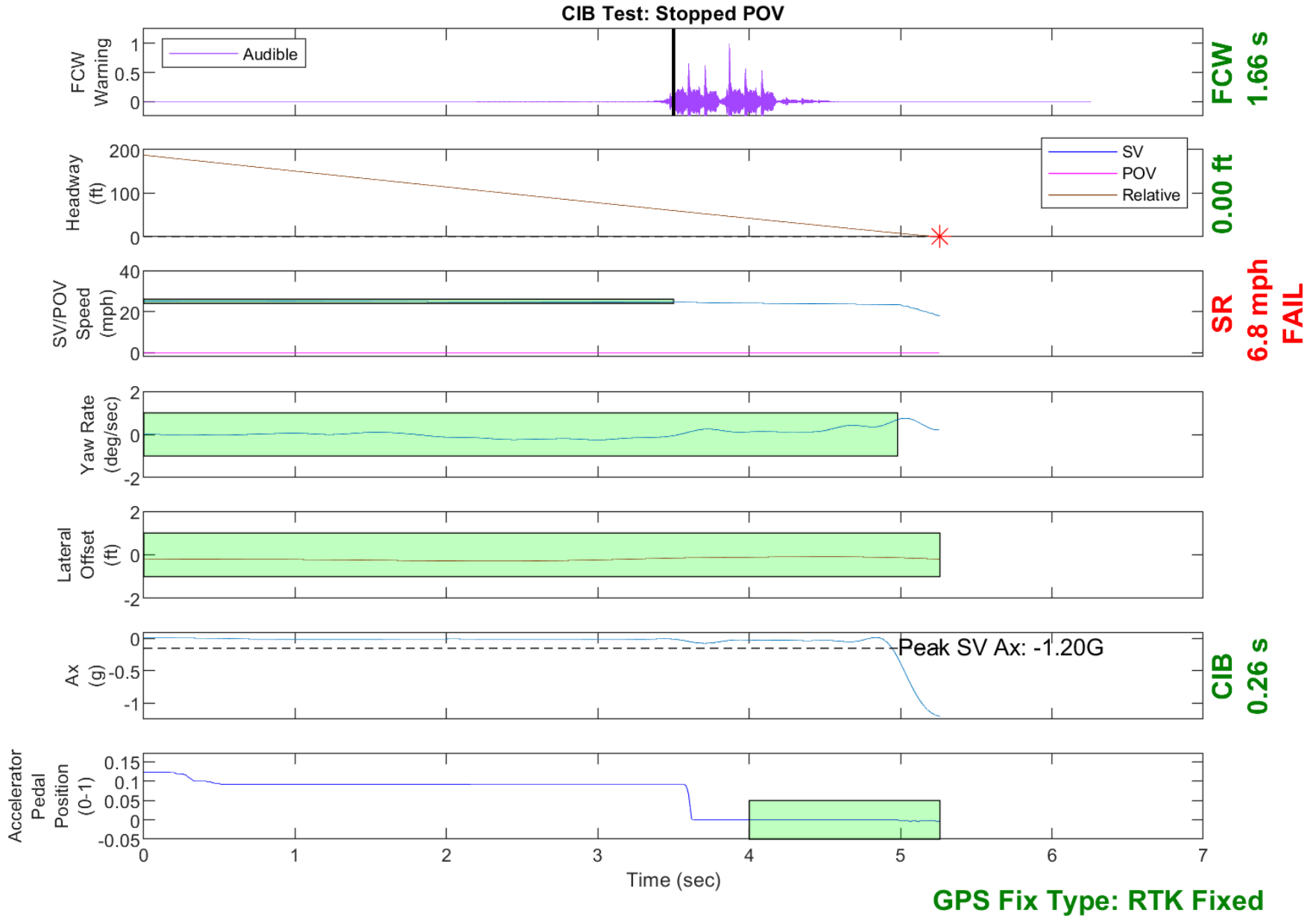


Figure D9. Example Time History for a Failed Run

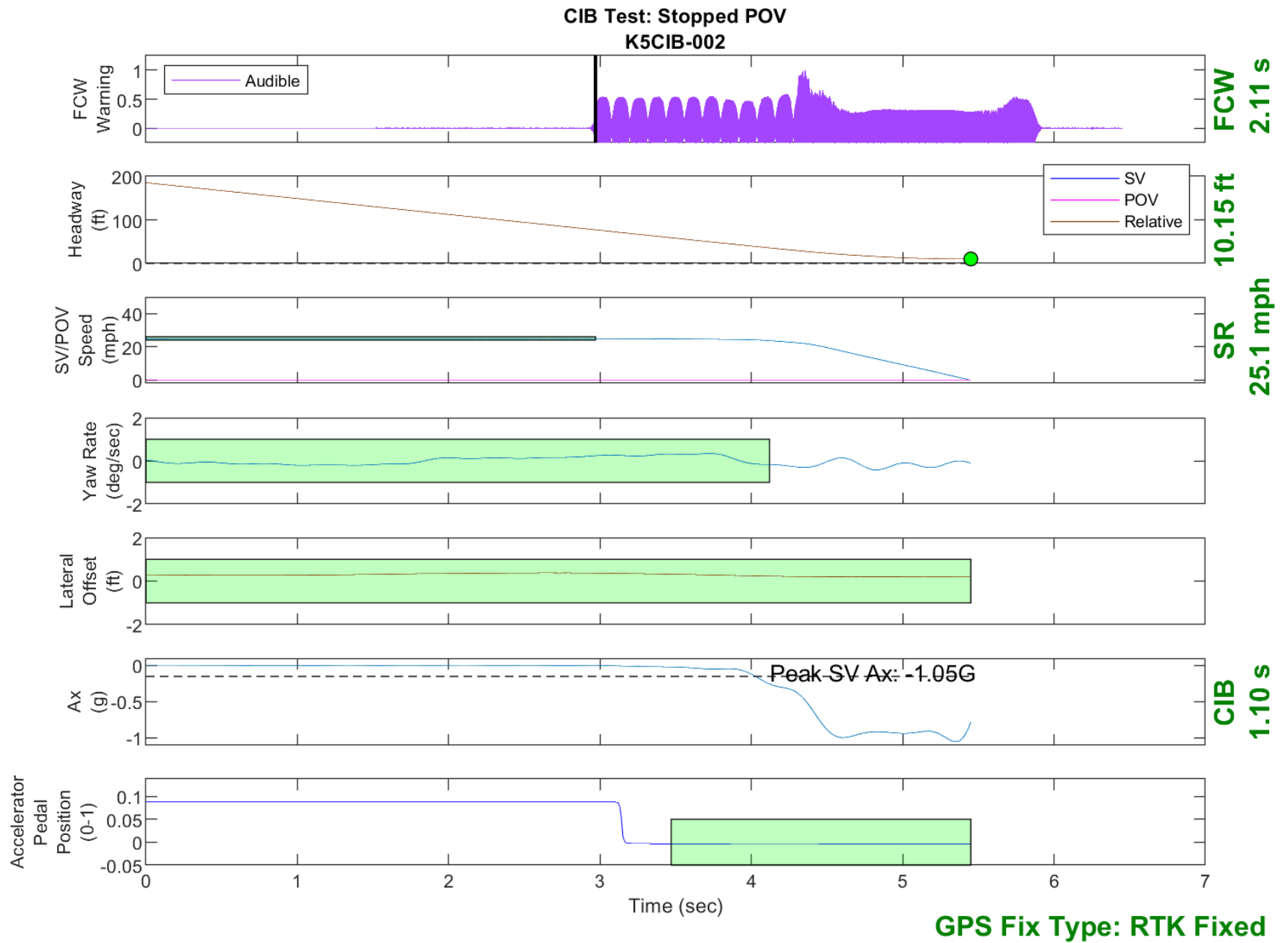


Figure D10. Time History for CIB Run 2, SV Encounters Stopped POV

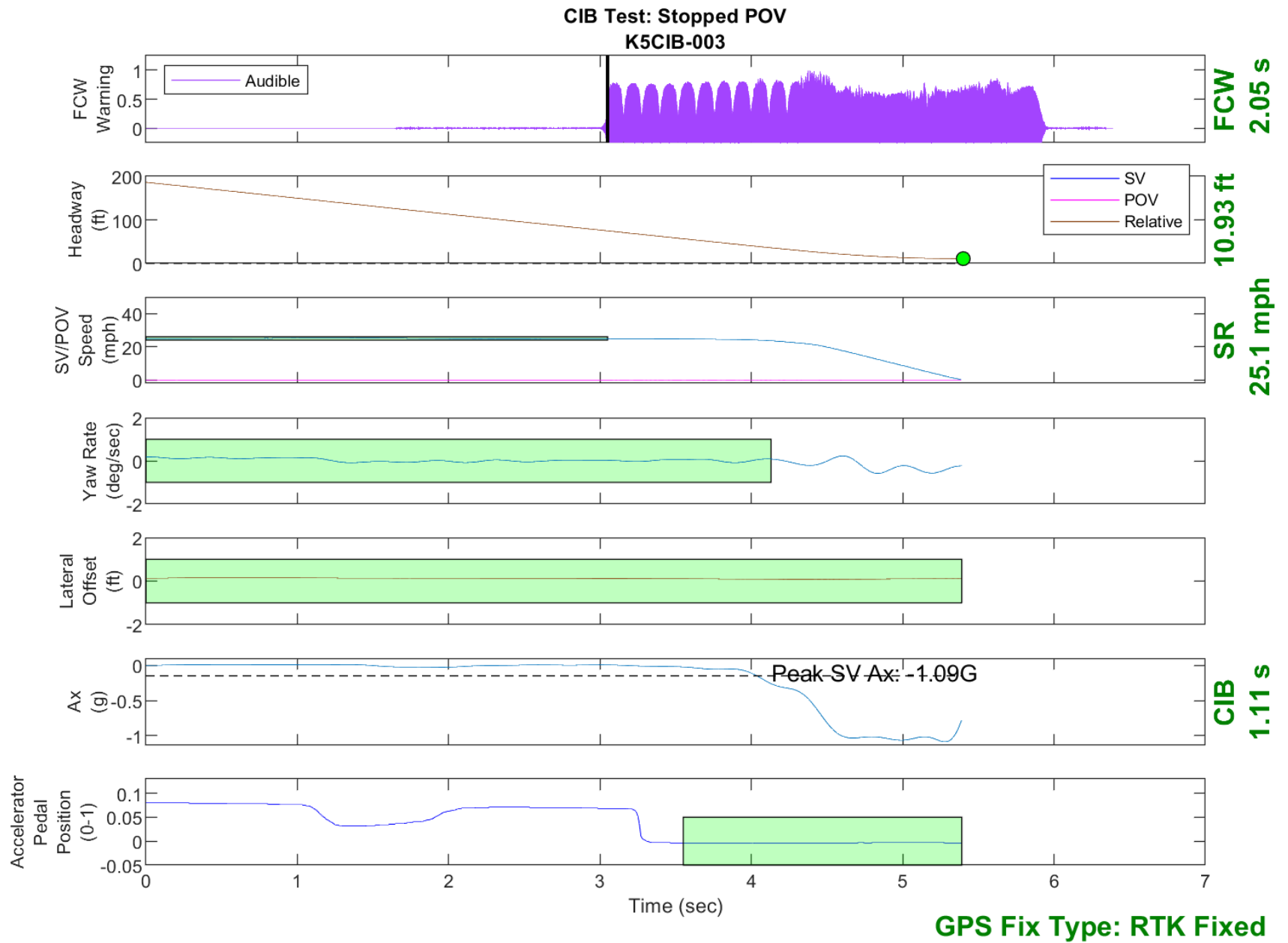


Figure D11. Time History for CIB Run 3, SV Encounters Stopped POV

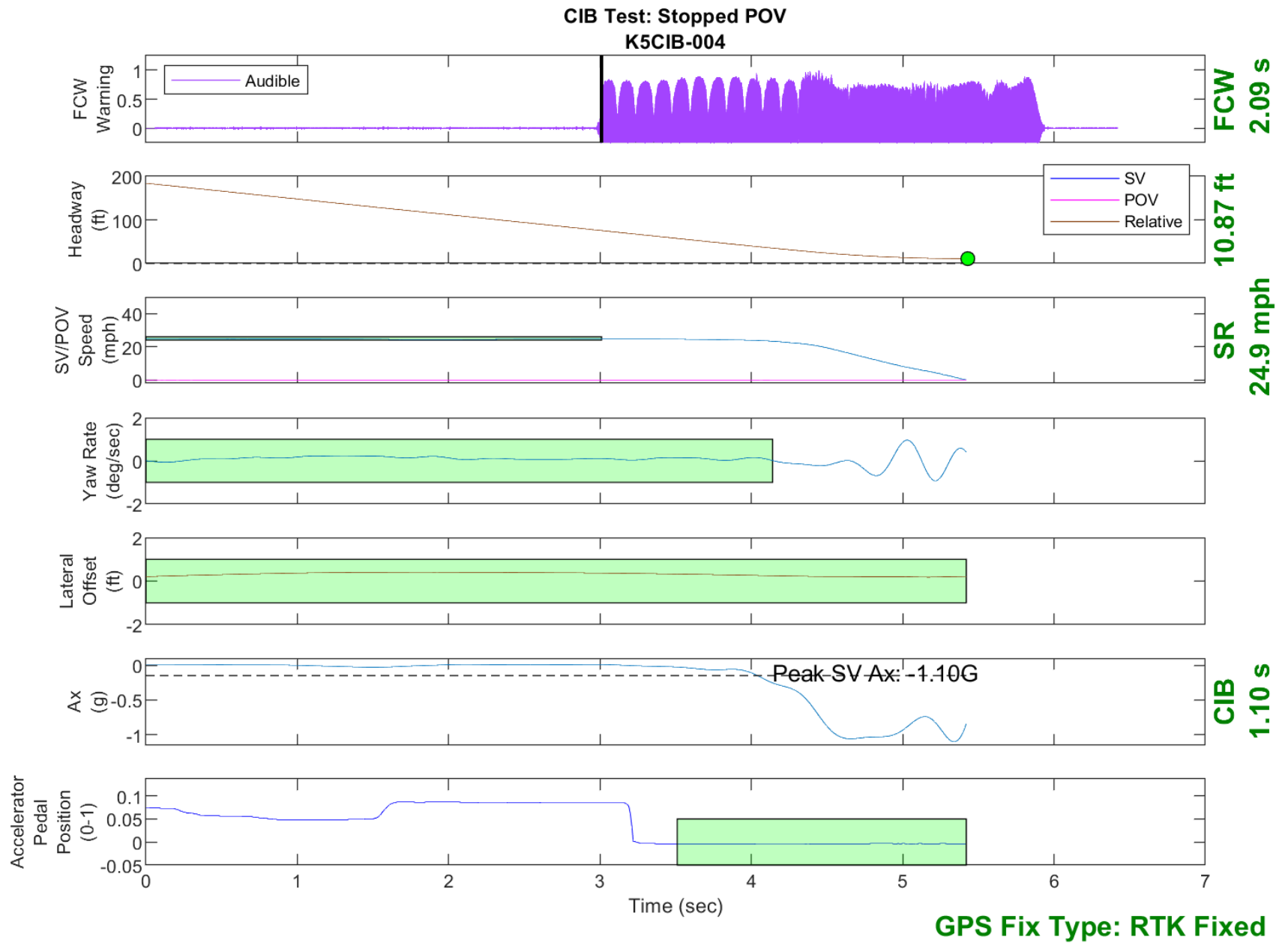


Figure D12. Time History for CIB Run 4, SV Encounters Stopped POV

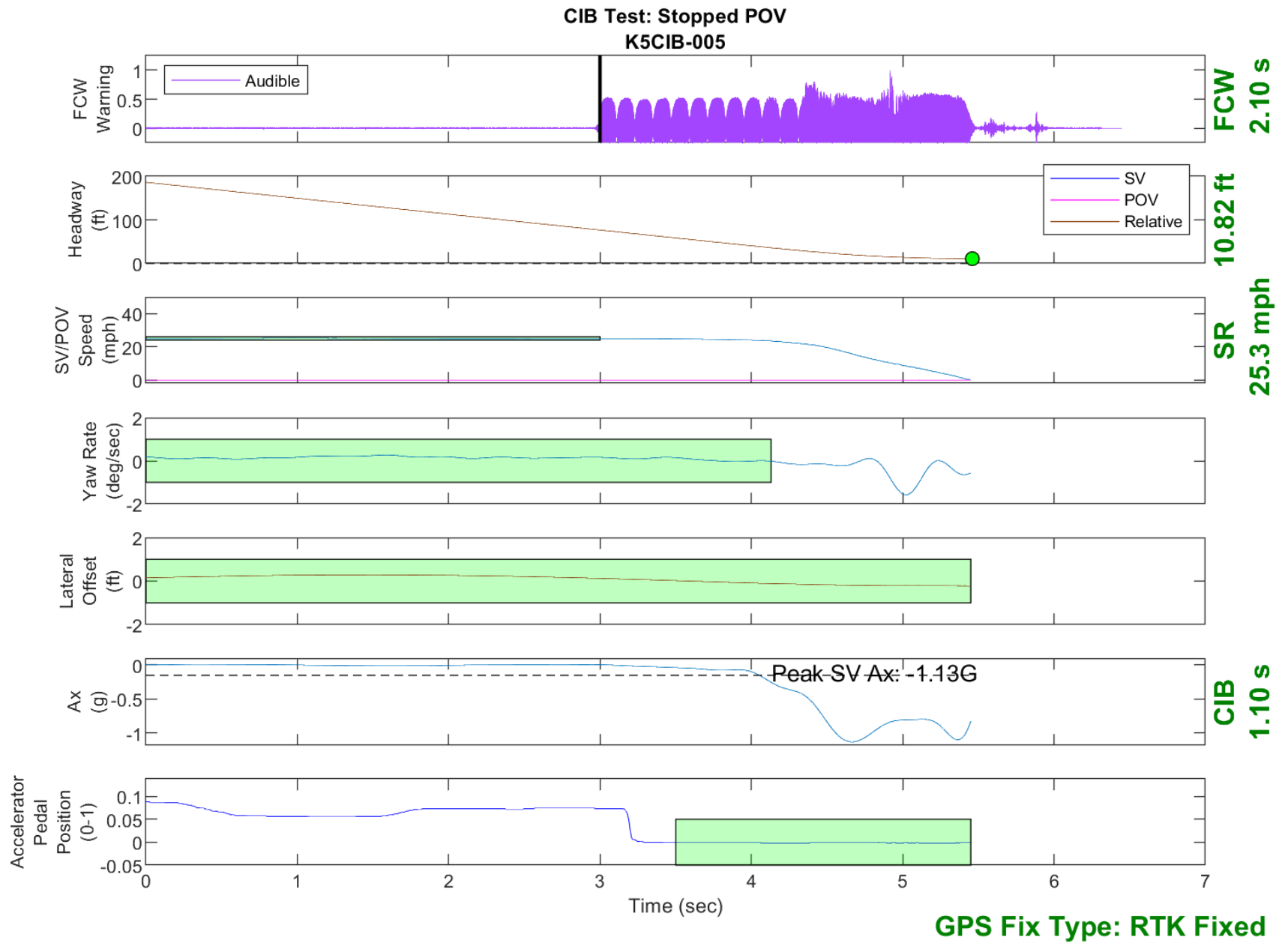


Figure D13. Time History for CIB Run 5, SV Encounters Stopped POV

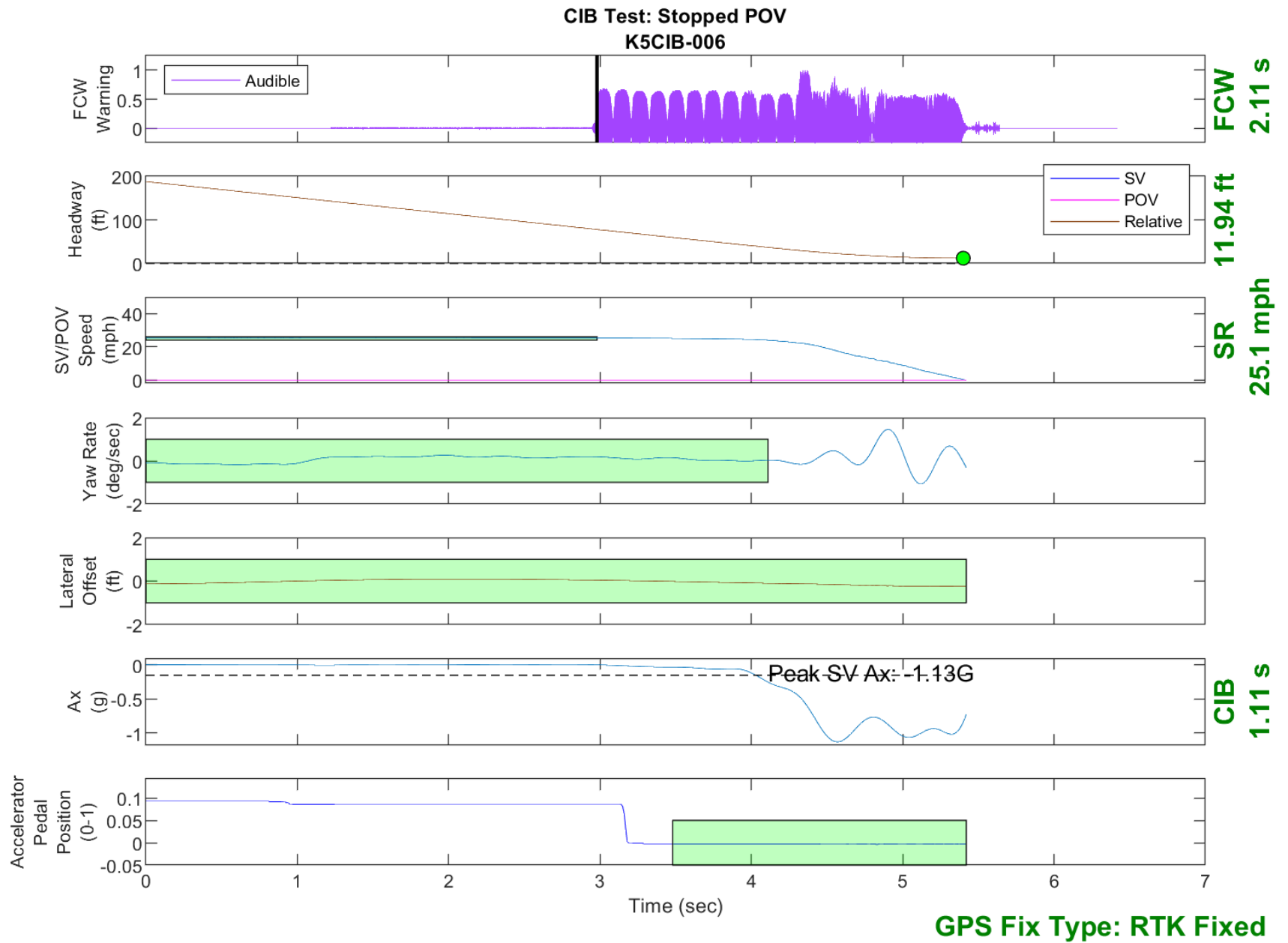


Figure D14. Time History for CIB Run 6, SV Encounters Stopped POV

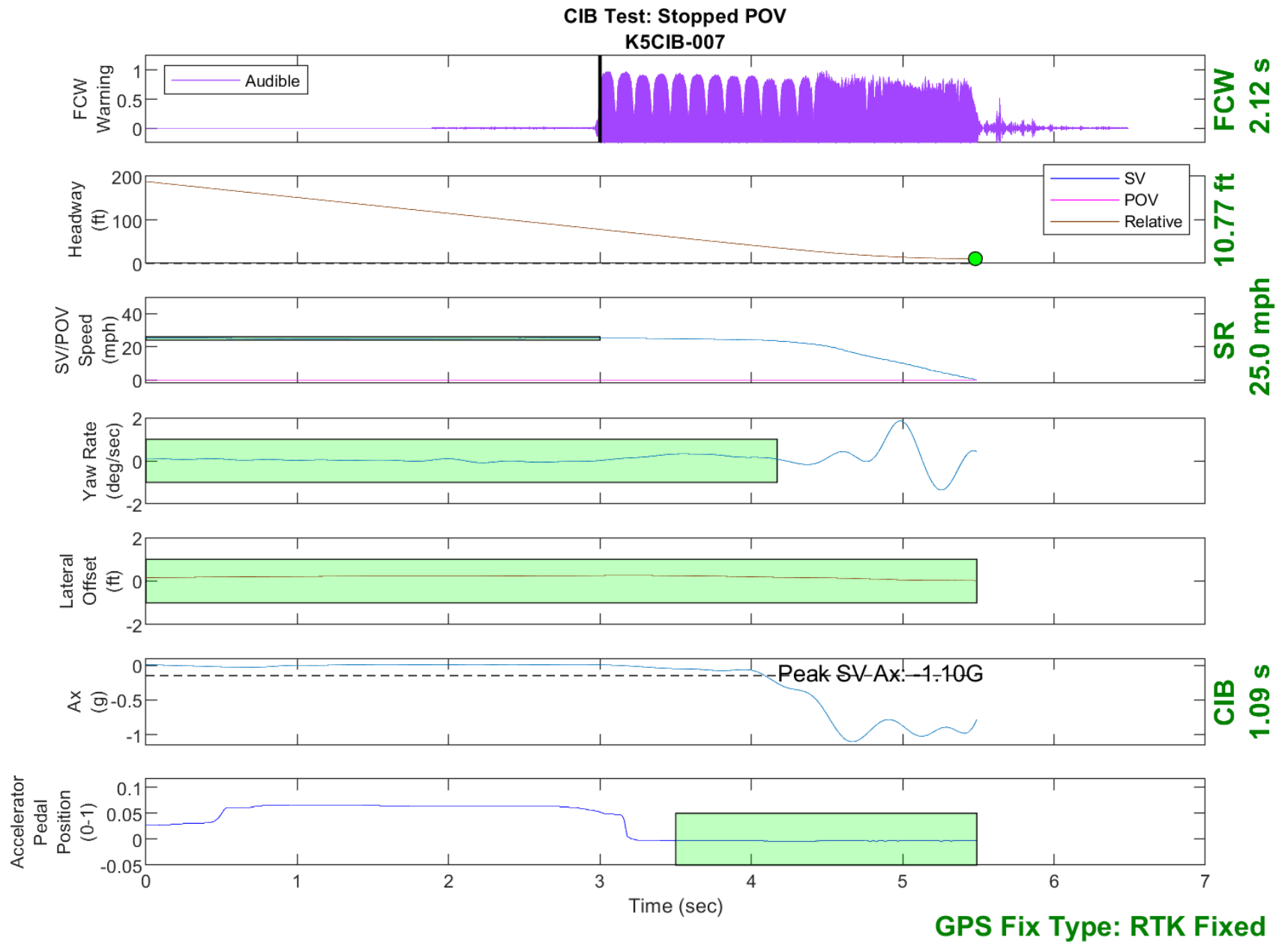


Figure D15. Time History for CIB Run 7, SV Encounters Stopped POV

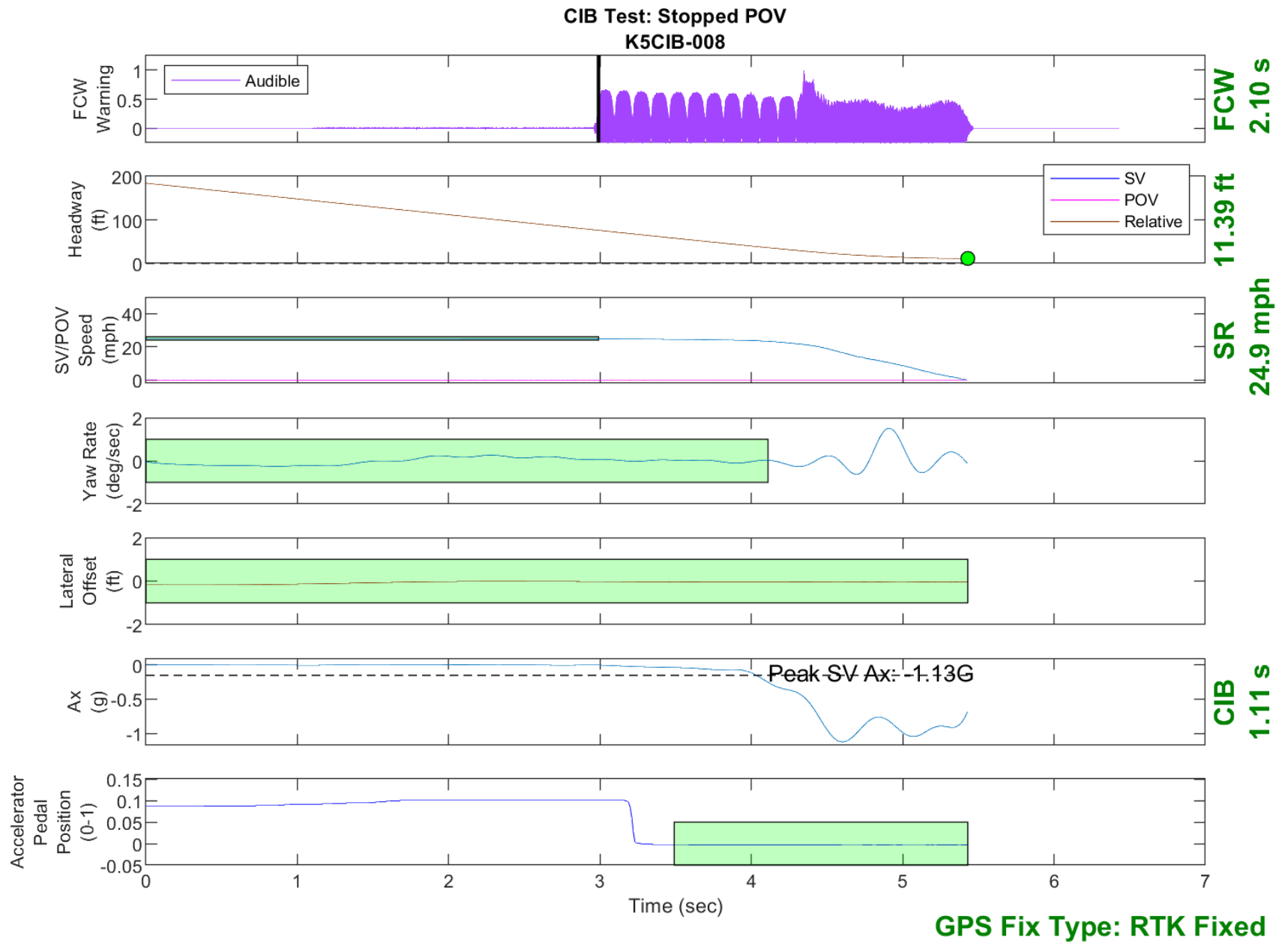


Figure D16. Time History for CIB Run 8, SV Encounters Stopped POV

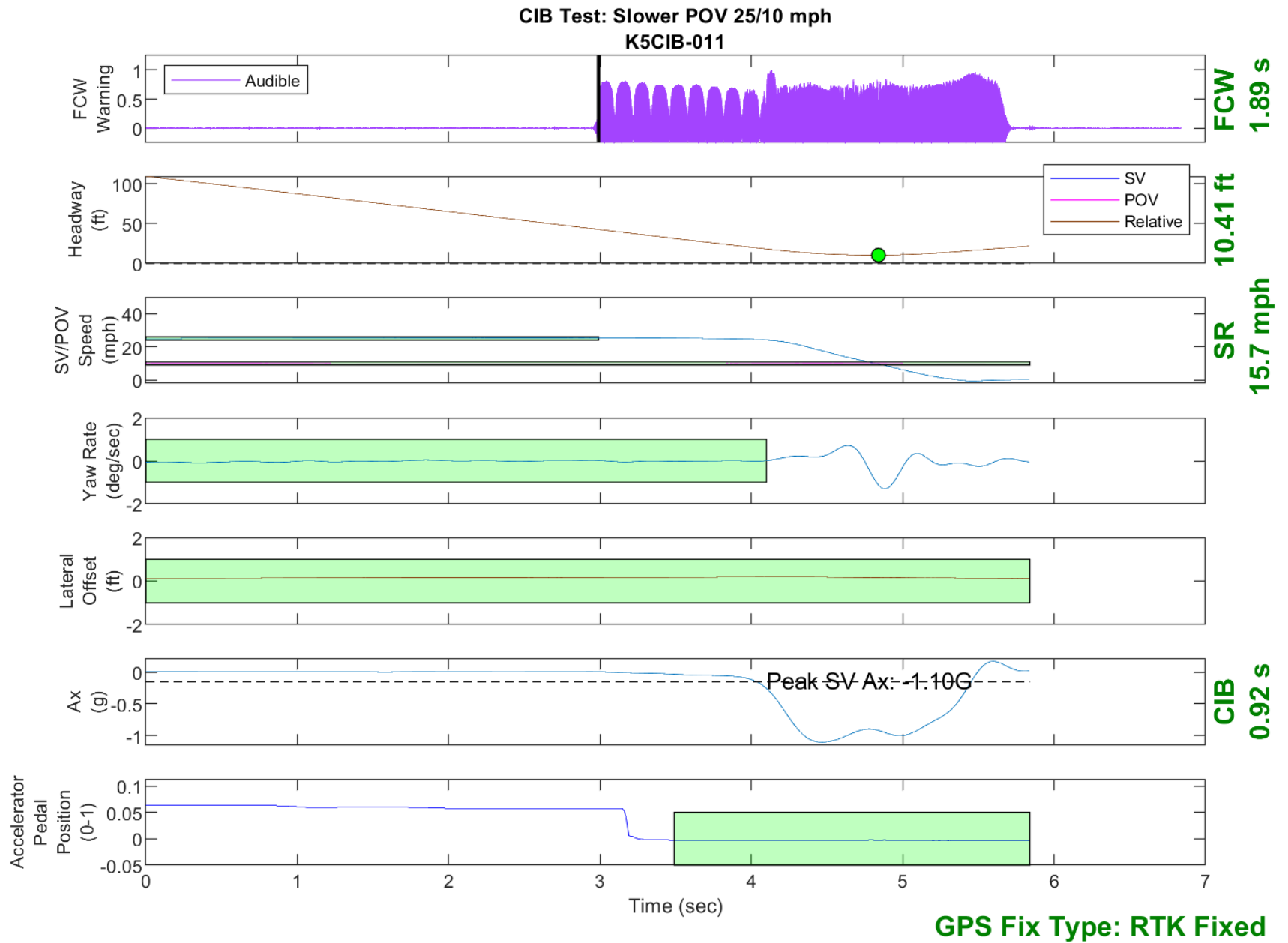


Figure D17. Time History for CIB Run 11, SV Encounters Slower POV, SV 25 mph, POV 10 mph

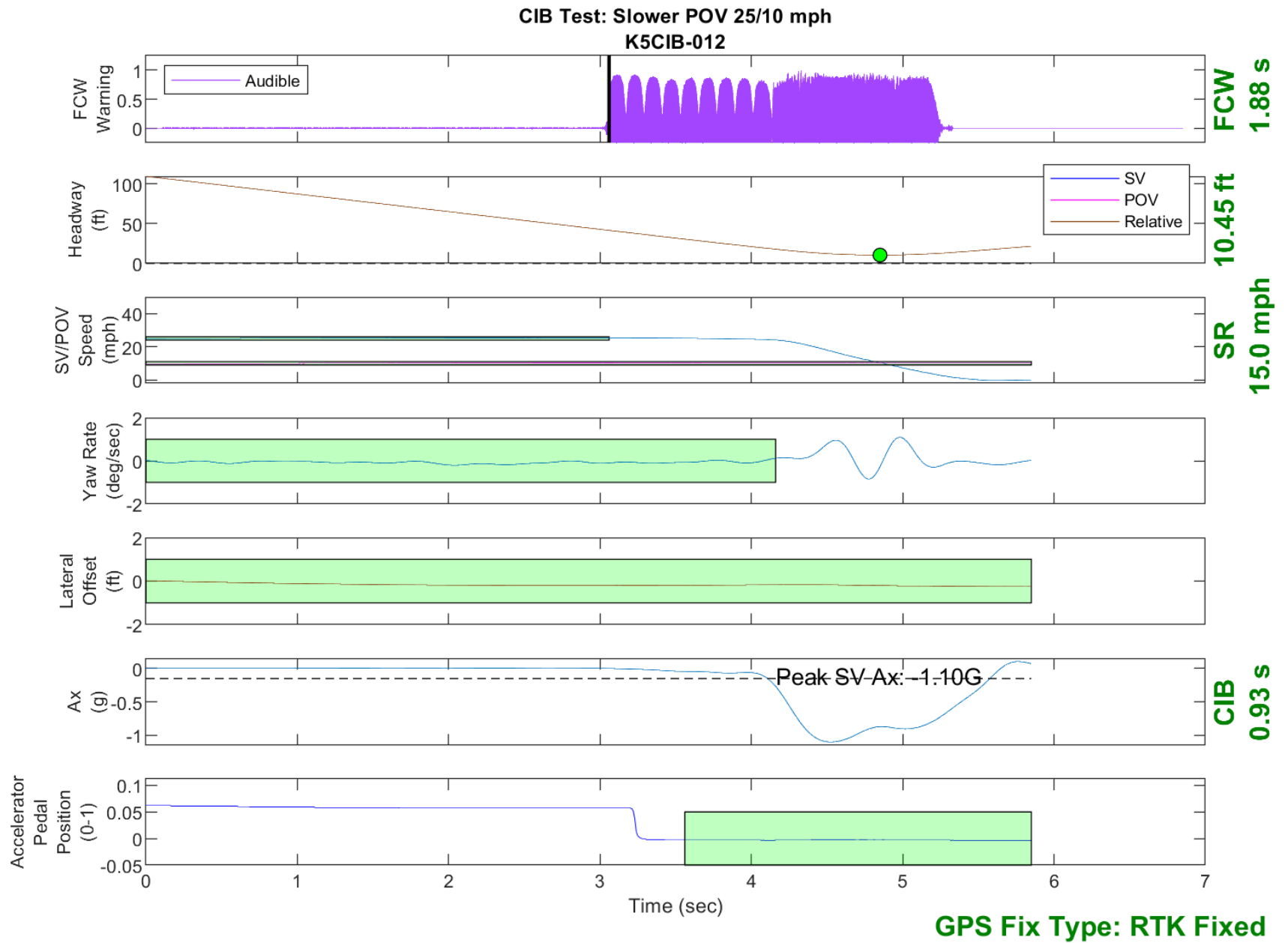


Figure D18. Time History for CIB Run 12, SV Encounters Slower POV, SV 25 mph, POV 10 mph

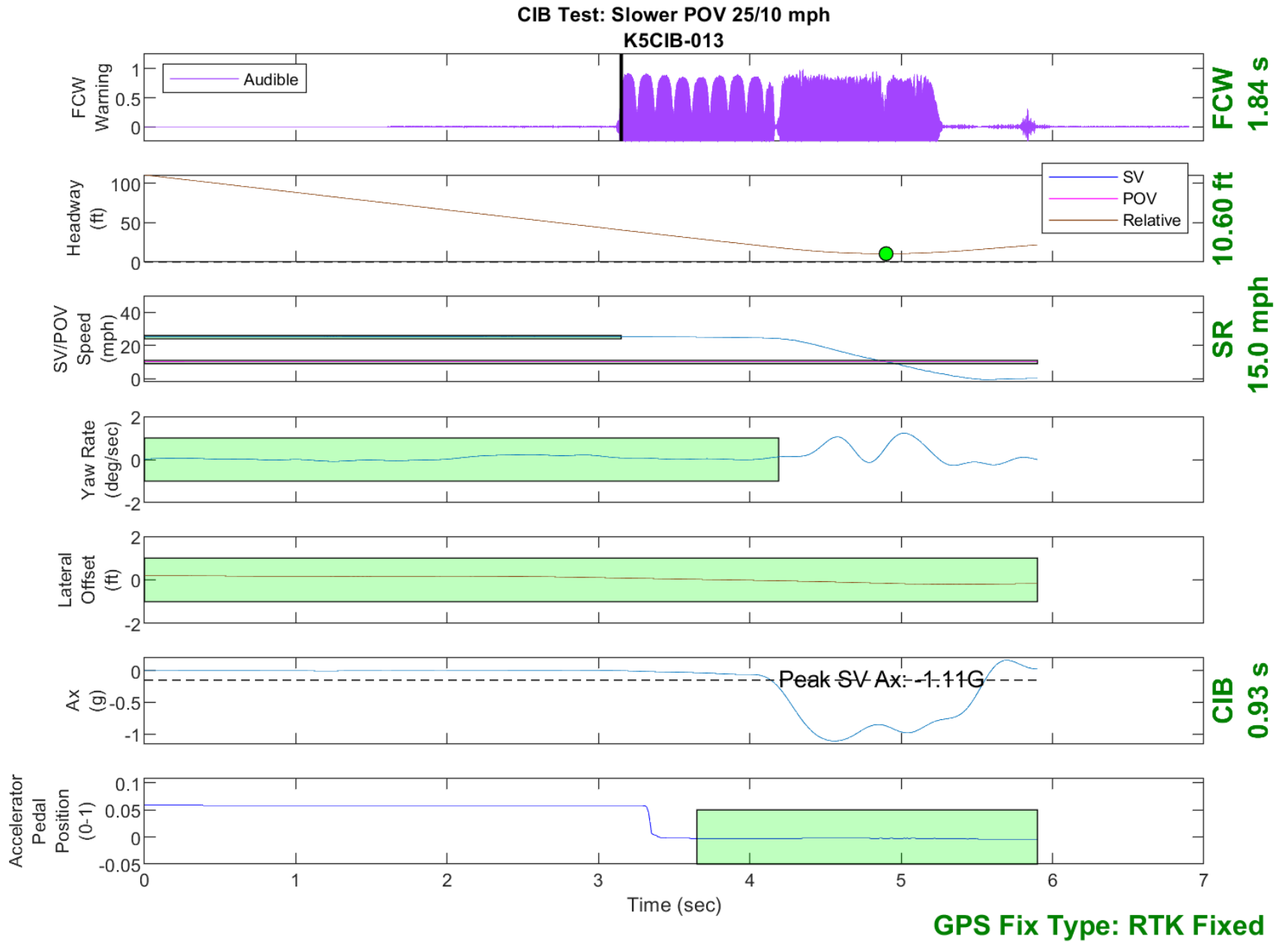


Figure D19. Time History for CIB Run 13, SV Encounters Slower POV, SV 25 mph, POV 10 mph

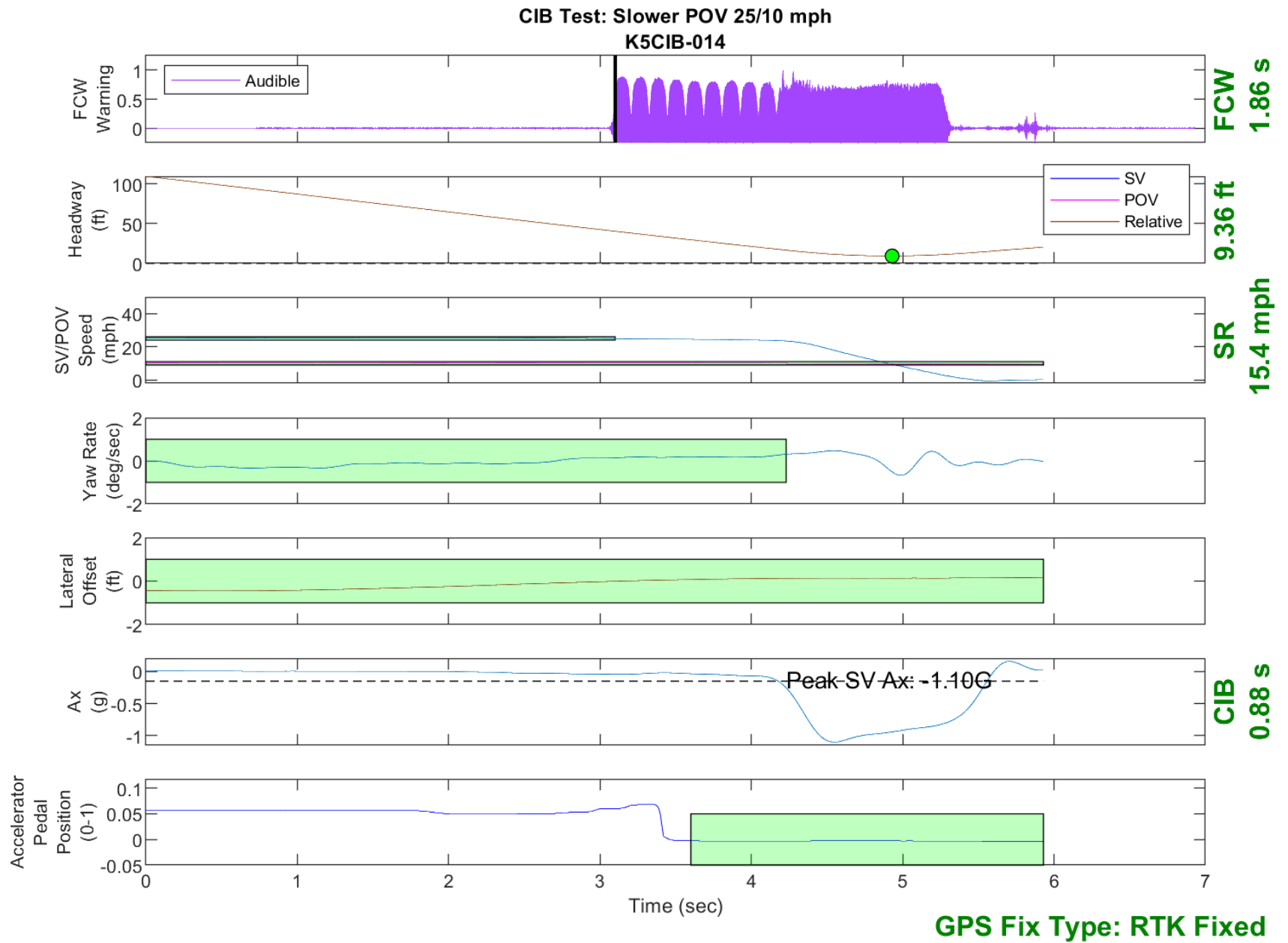


Figure D20. Time History for CIB Run 14, SV Encounters Slower POV, SV 25 mph, POV 10 mph

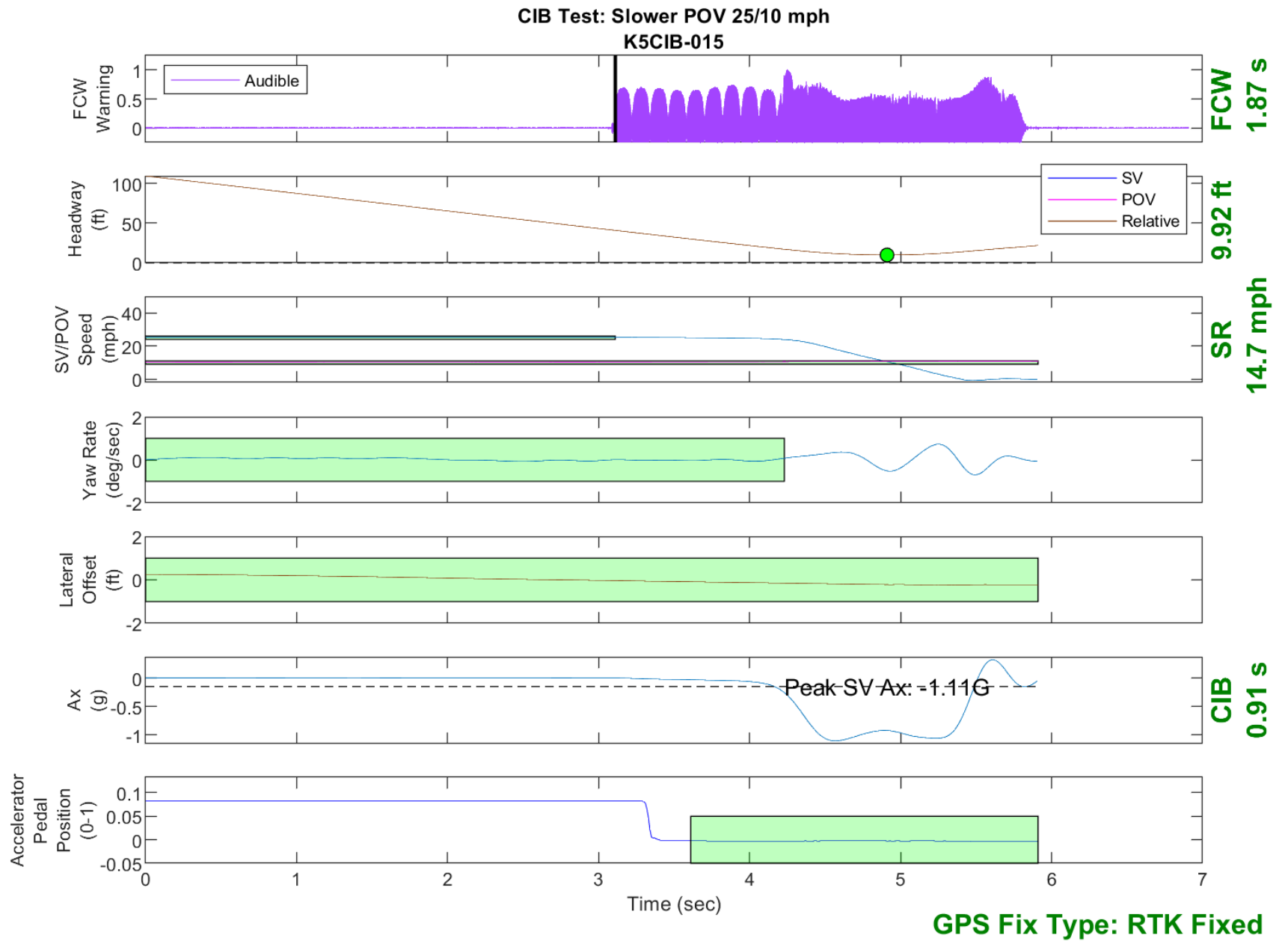


Figure D21. Time History for CIB Run 15, SV Encounters Slower POV, SV 25 mph, POV 10 mph

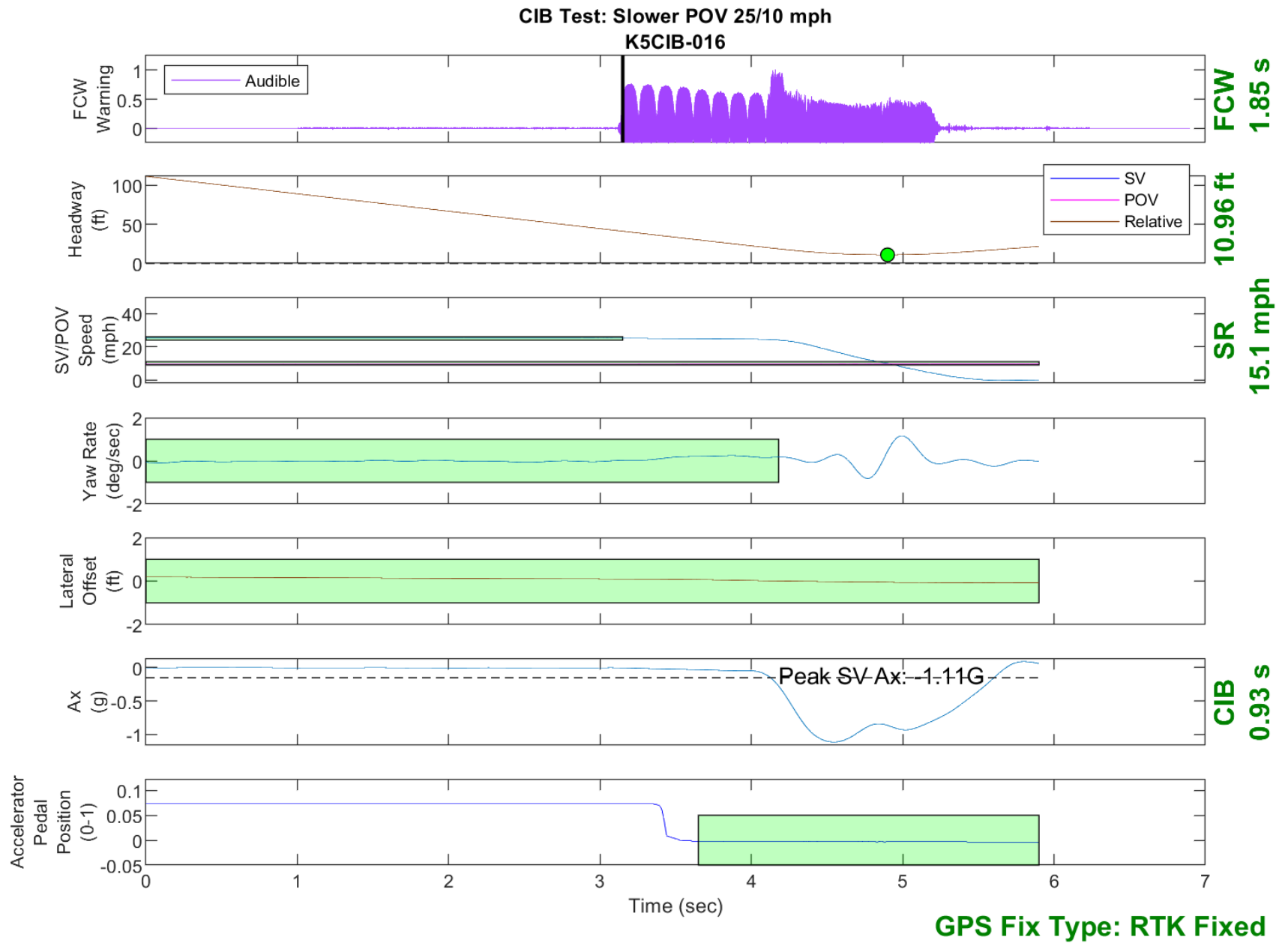


Figure D22. Time History for CIB Run 16, SV Encounters Slower POV, SV 25 mph, POV 10 mph

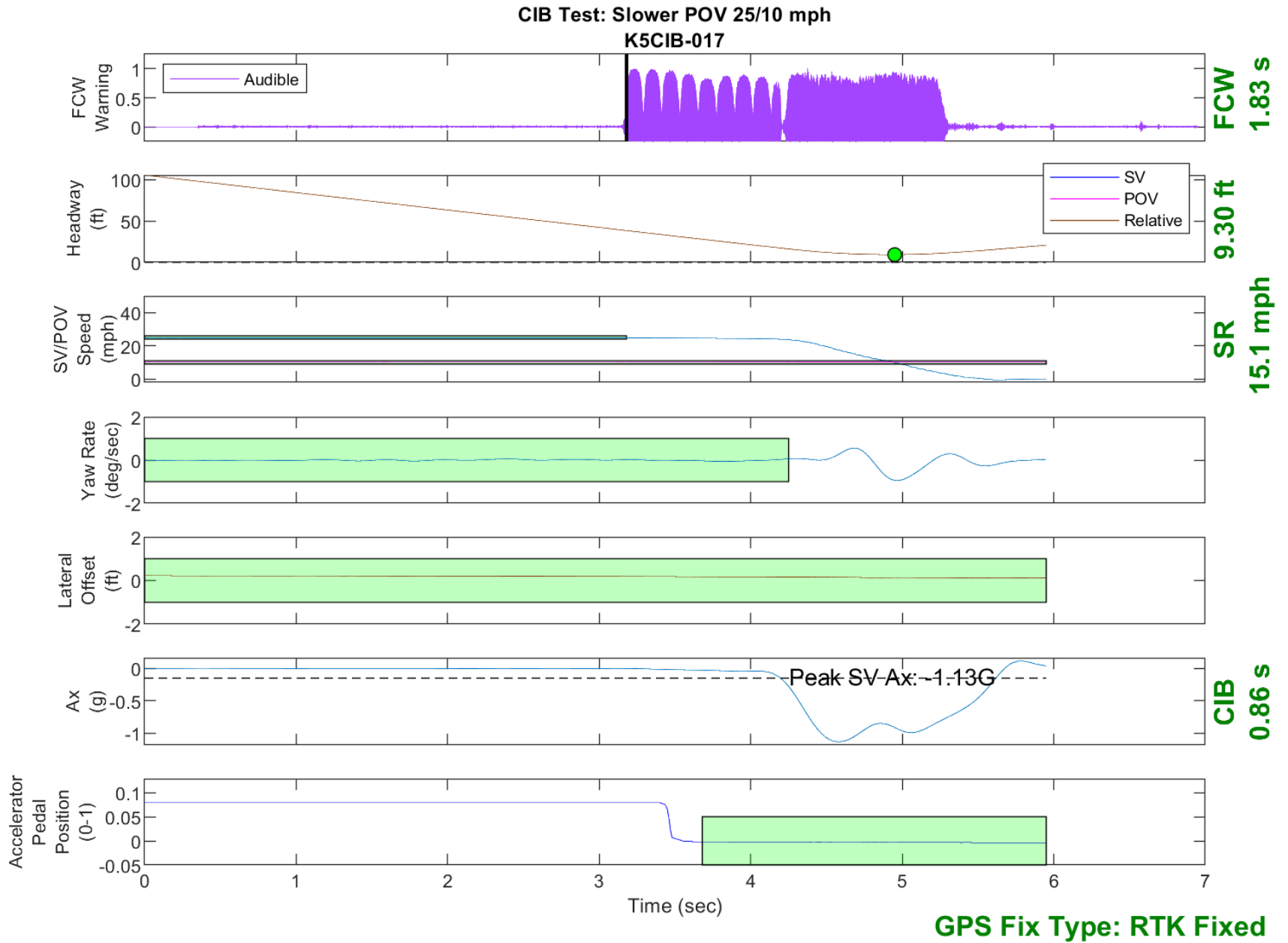


Figure D23. Time History for CIB Run 17, SV Encounters Slower POV, SV 25 mph, POV 10 mph

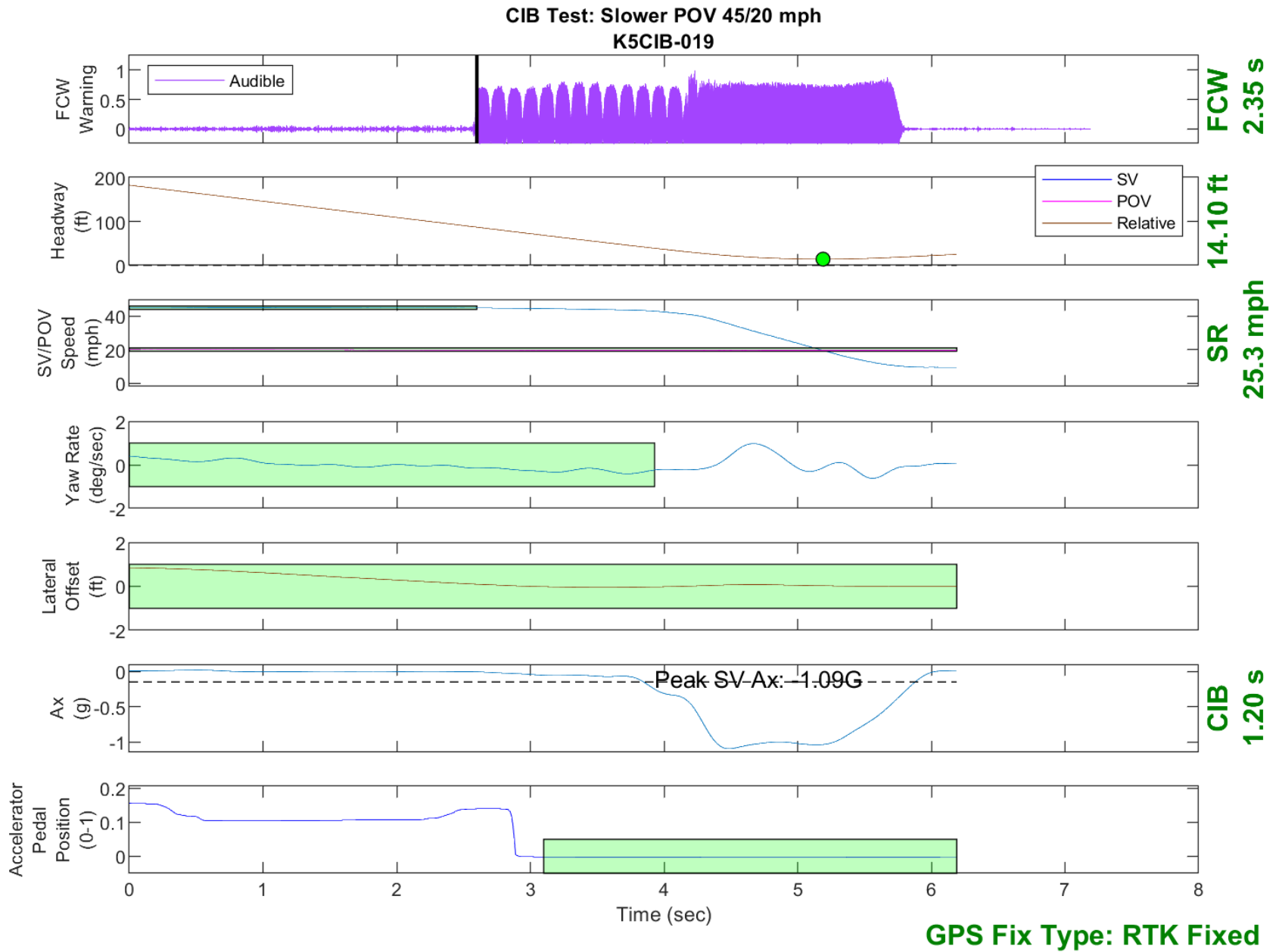


Figure D24. Time History for CIB Run 19, SV Encounters Slower POV, SV 45 mph, POV 20 mph

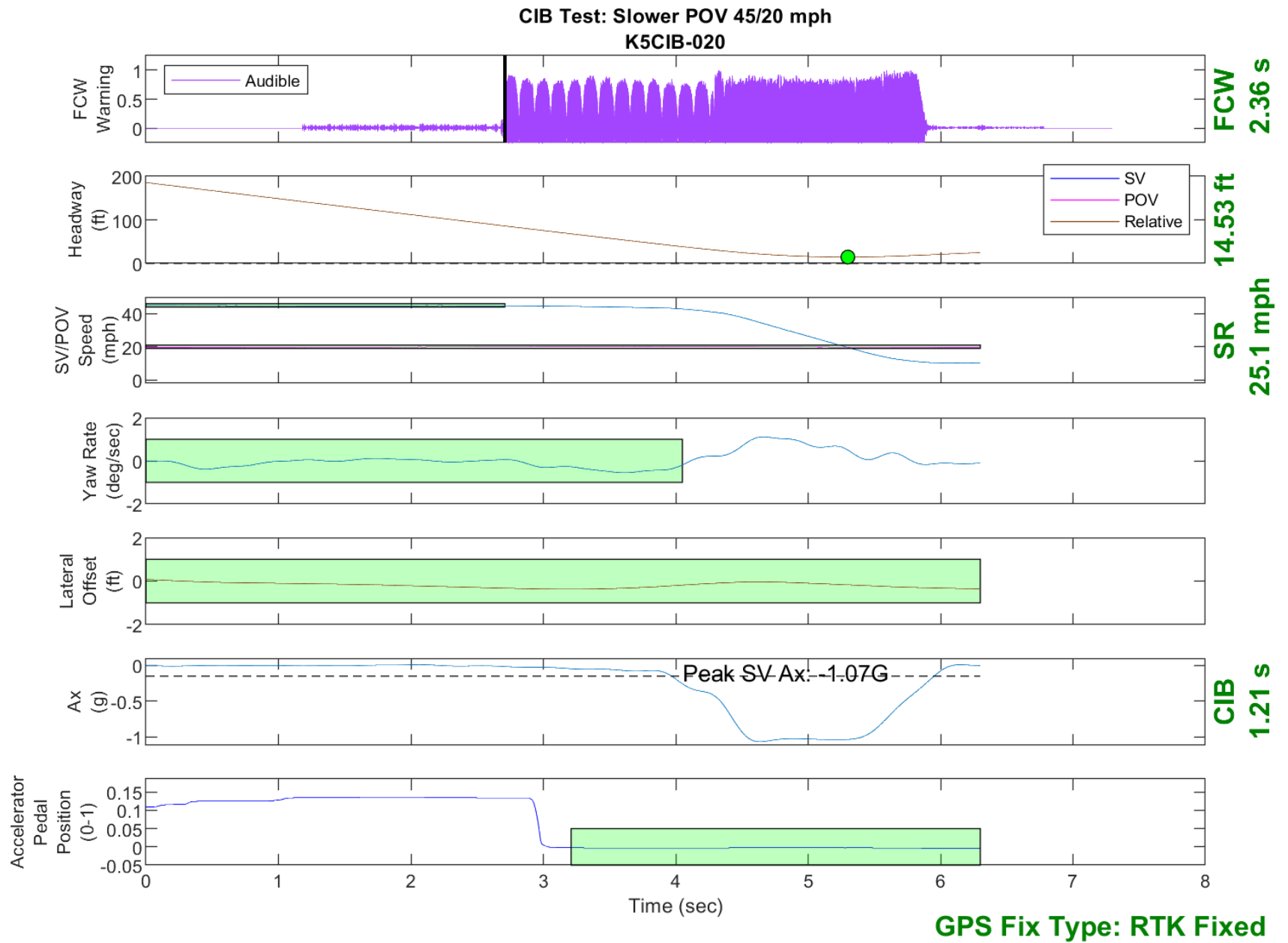


Figure D25. Time History for CIB Run 20, SV Encounters Slower POV, SV 45 mph, POV 20 mph

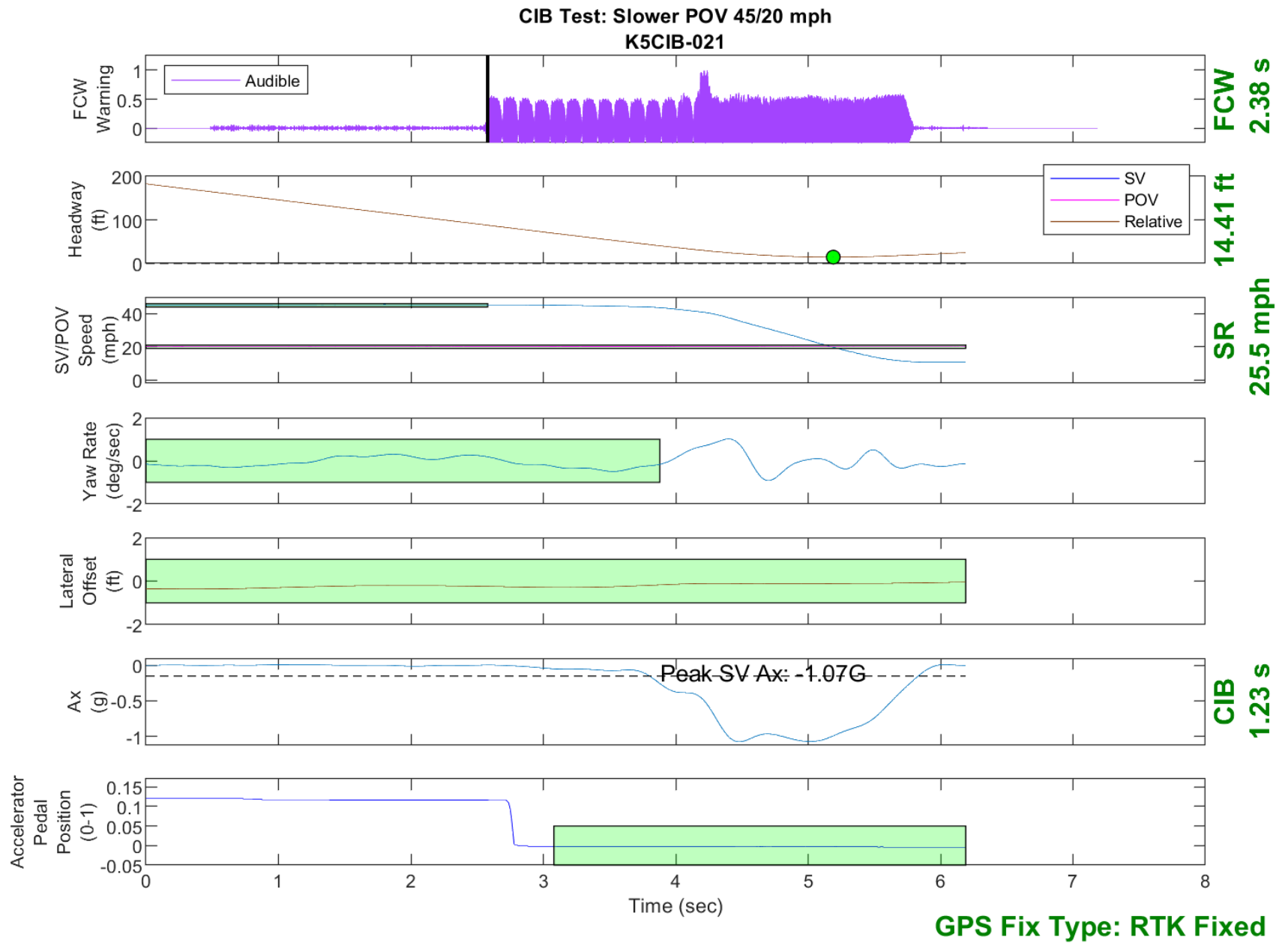


Figure D26. Time History for CIB Run 21, SV Encounters Slower POV, SV 45 mph, POV 20 mph

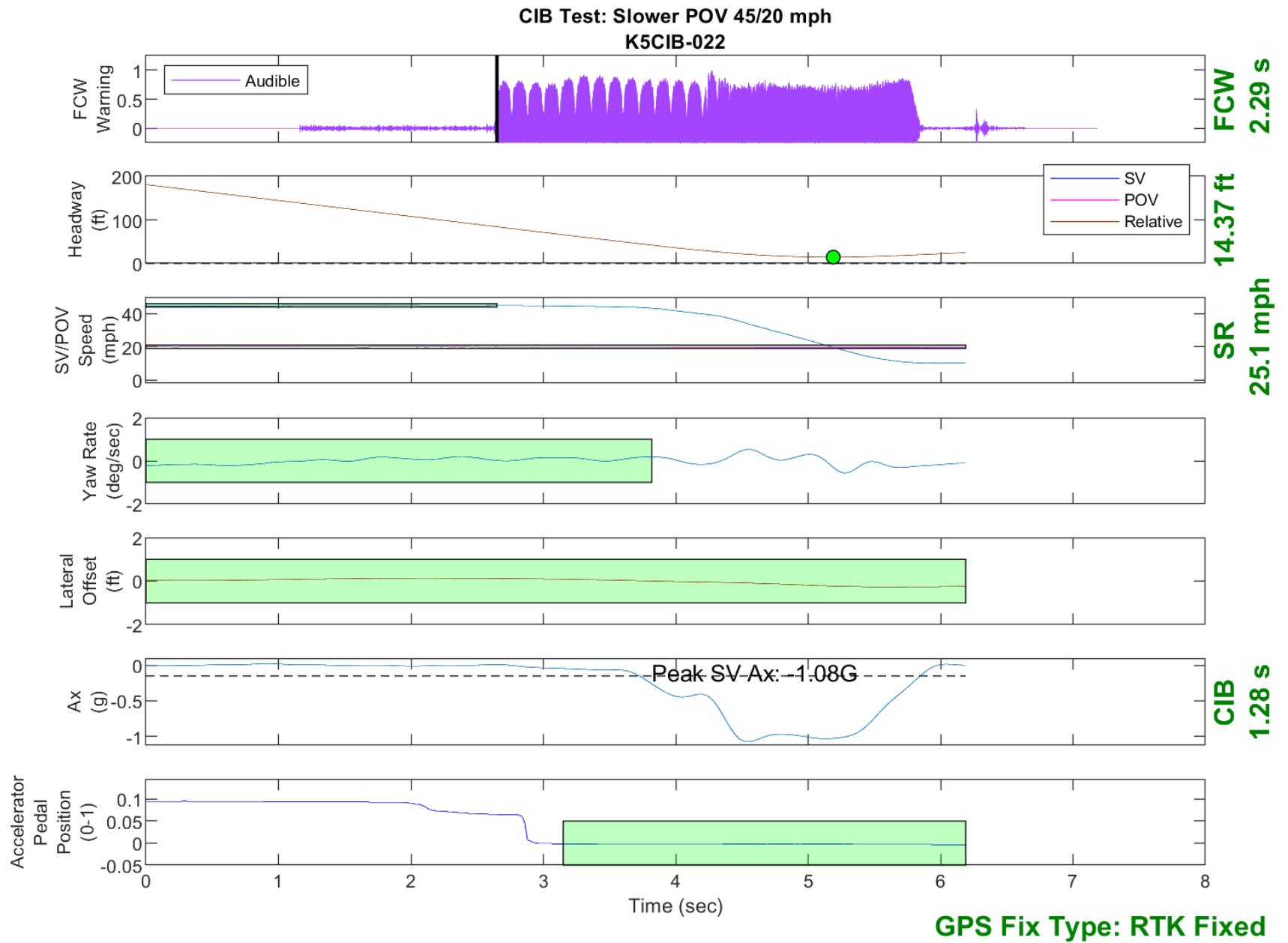


Figure D27. Time History for CIB Run 22, SV Encounters Slower POV, SV 45 mph, POV 20 mph

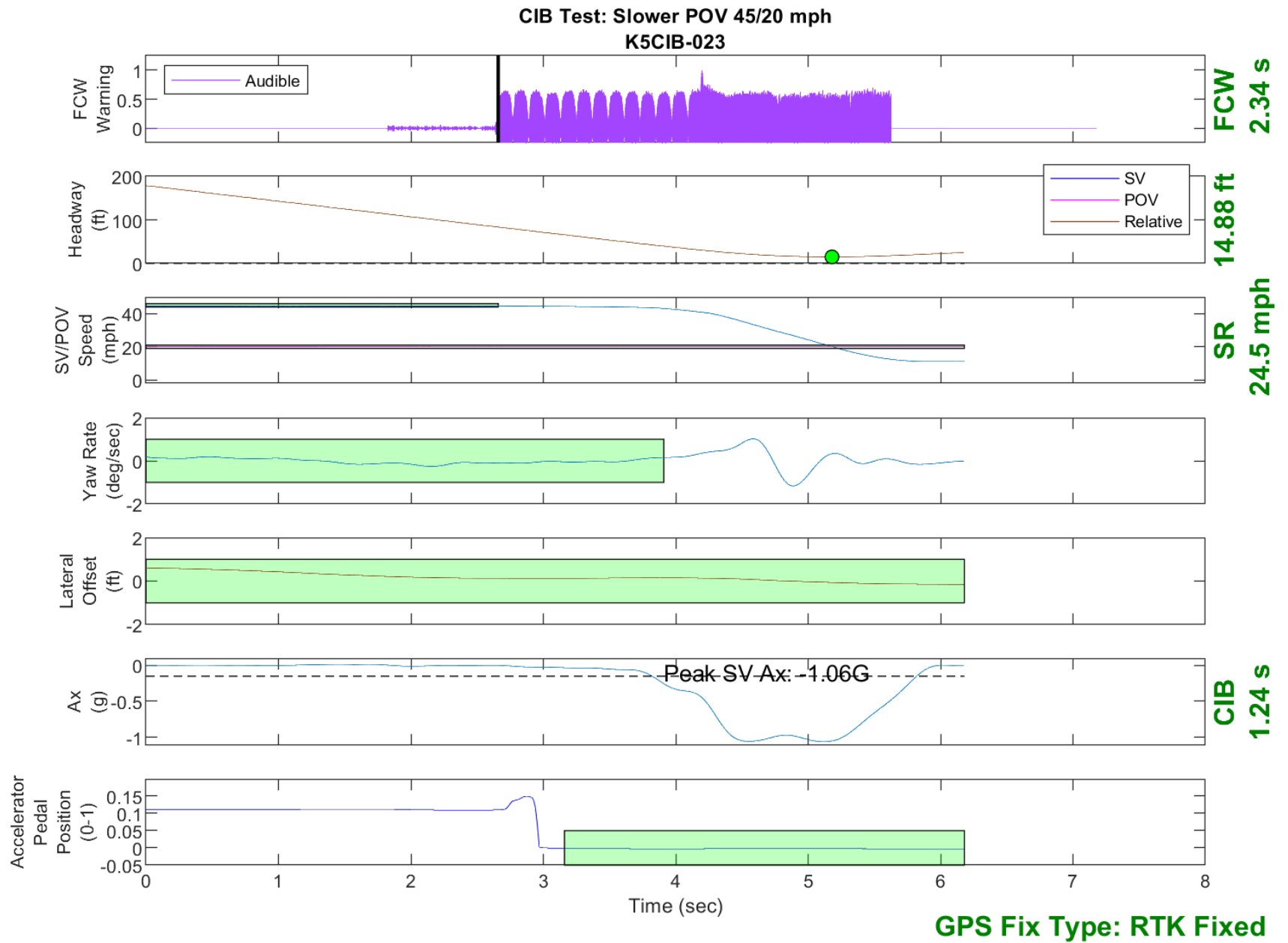


Figure D28. Time History for CIB Run 23, SV Encounters Slower POV, SV 45 mph, POV 20 mph

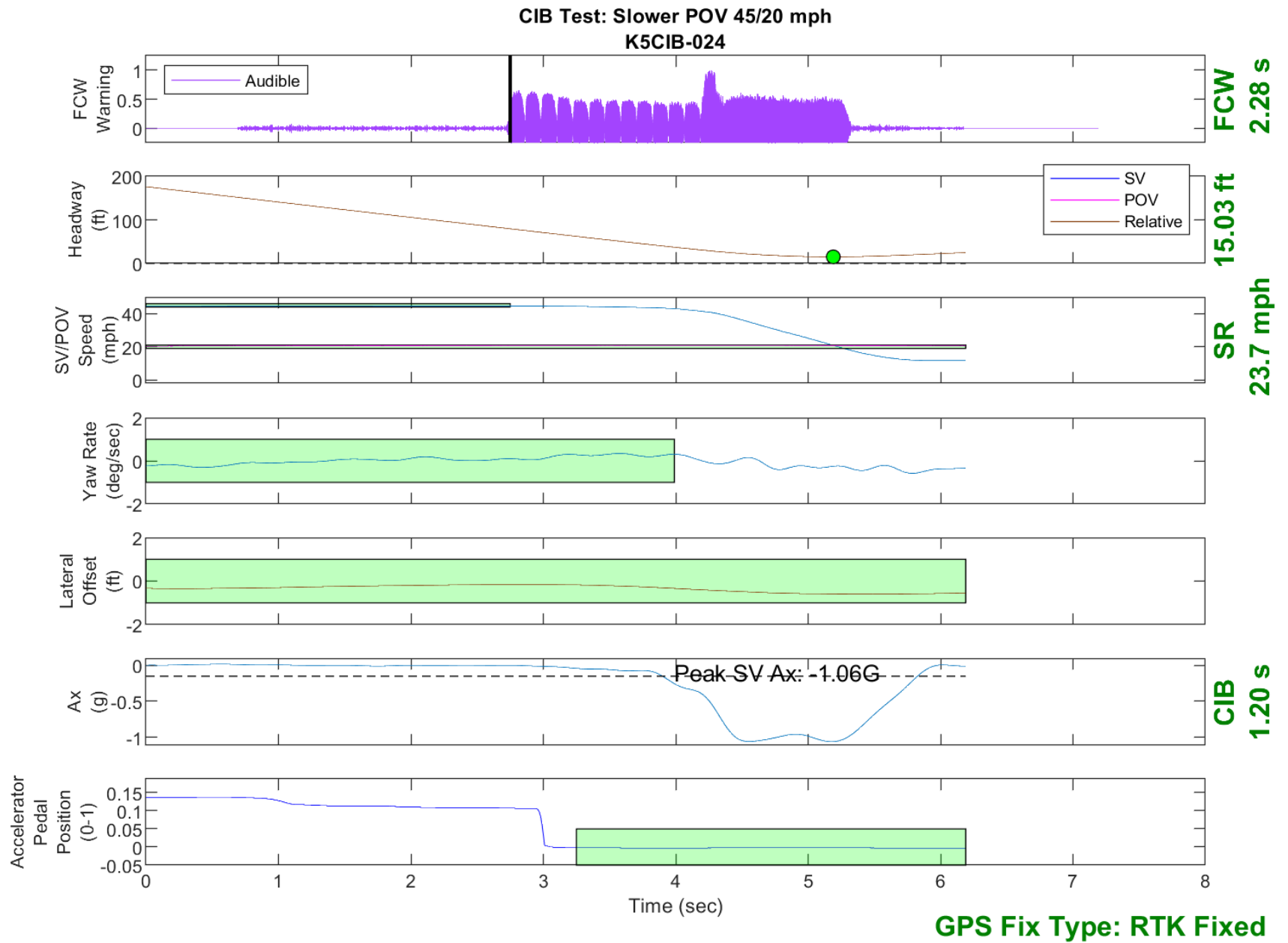


Figure D29. Time History for CIB Run 24, SV Encounters Slower POV, SV 45 mph, POV 20 mph

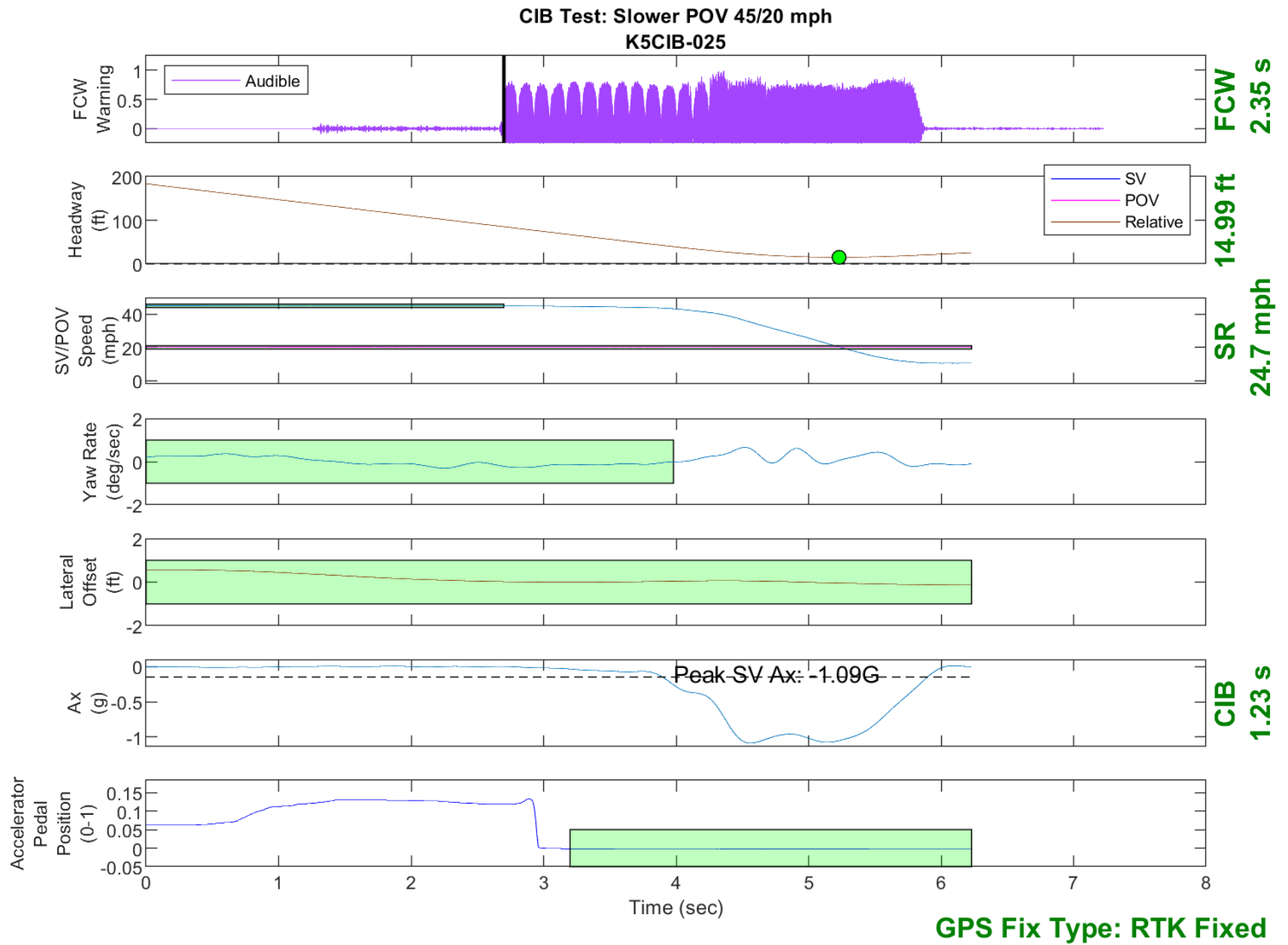


Figure D30. Time History for CIB Run 25, SV Encounters Slower POV, SV 45 mph, POV 20 mph

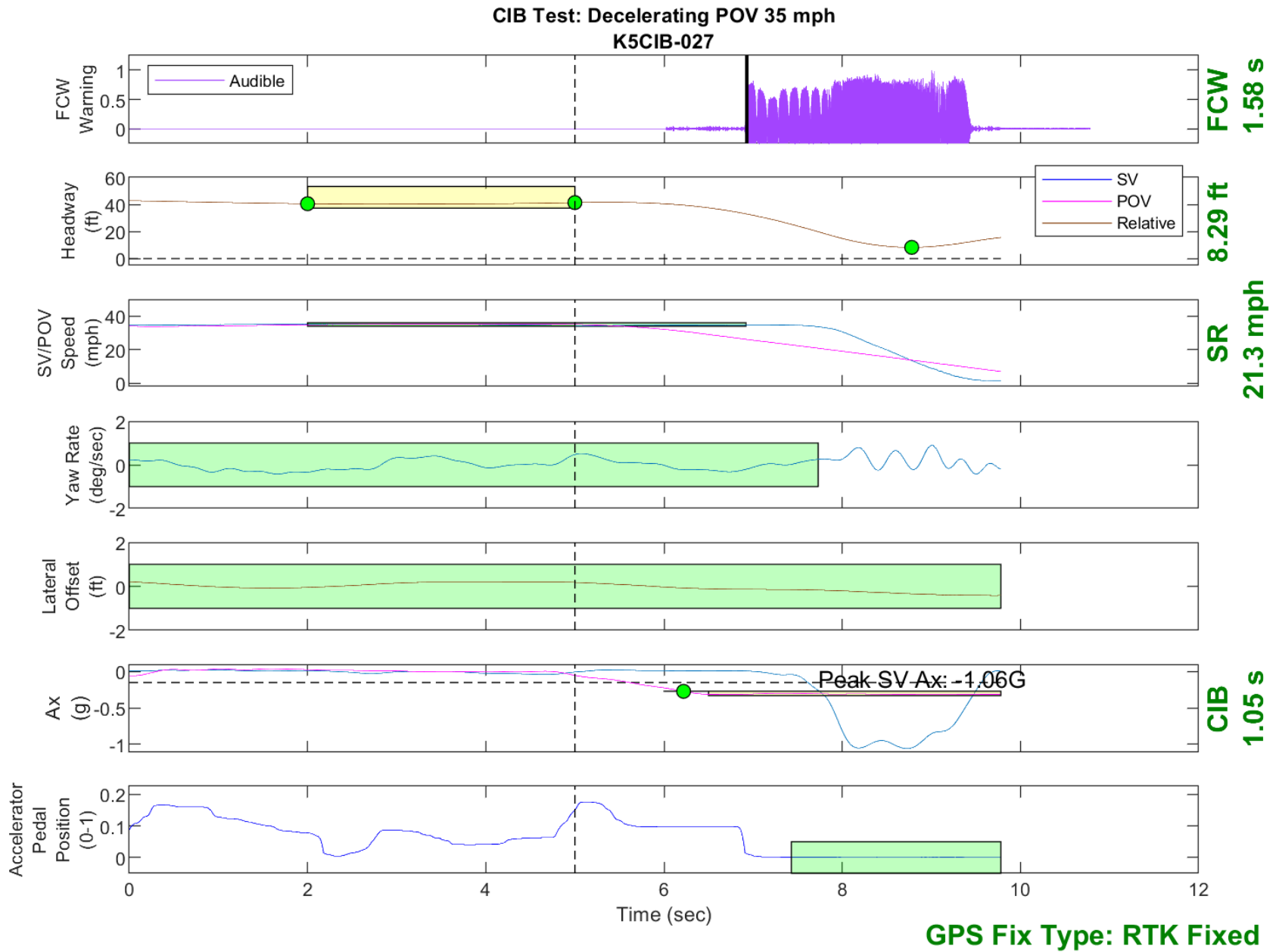


Figure D31. Time History for CIB Run 27, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

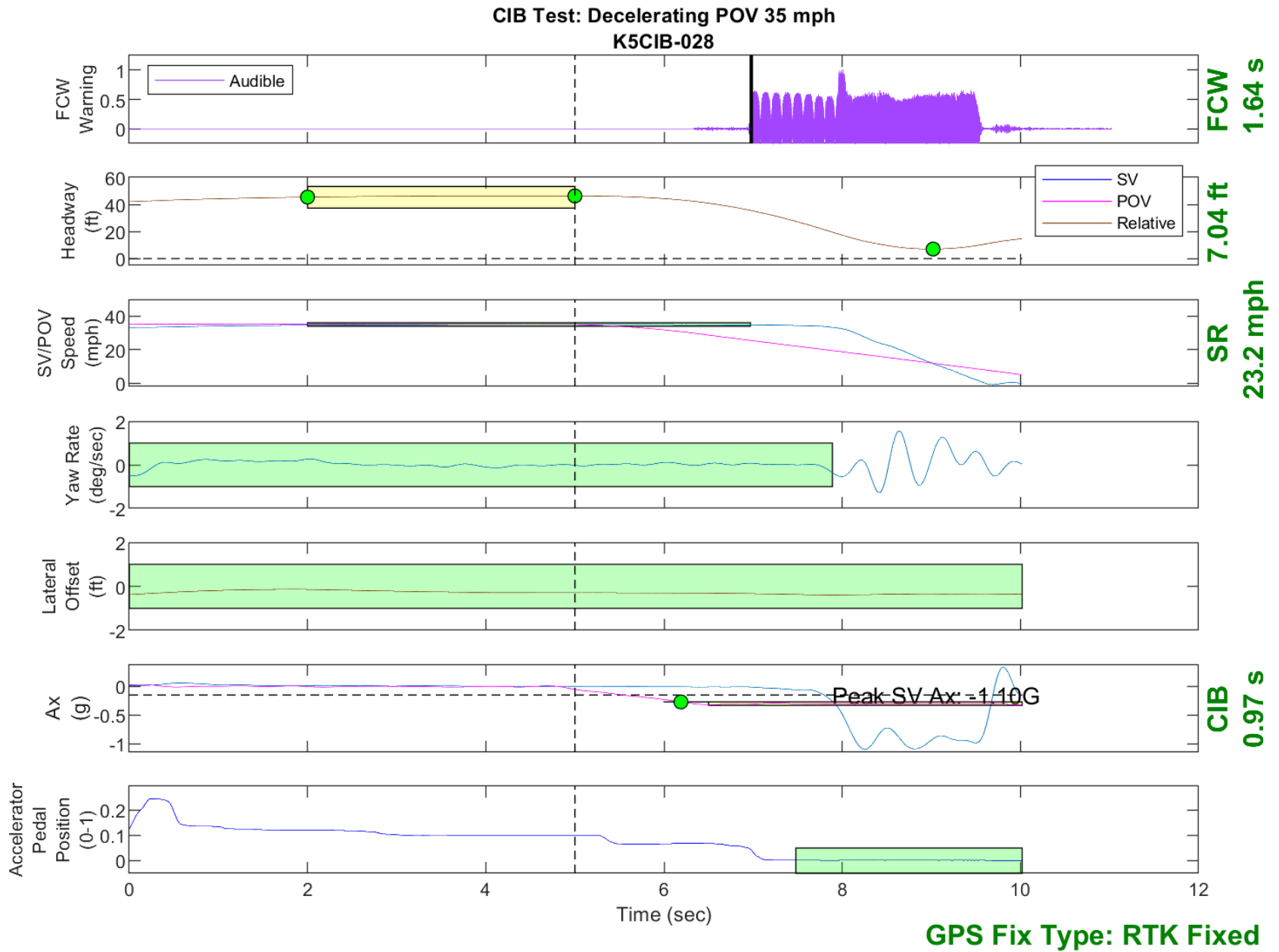


Figure D32. Time History for CIB Run 28, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

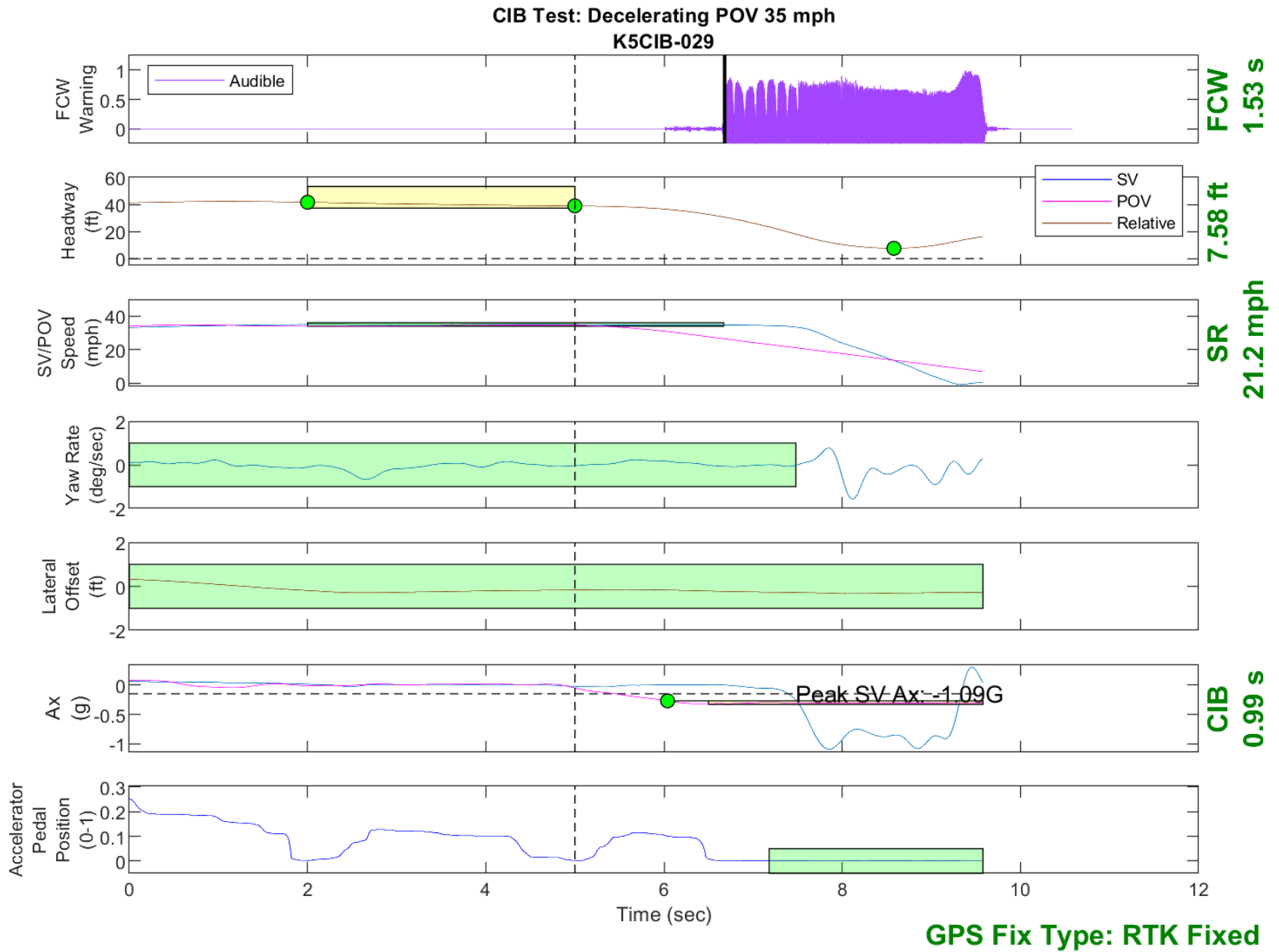


Figure D33. Time History for CIB Run 29, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

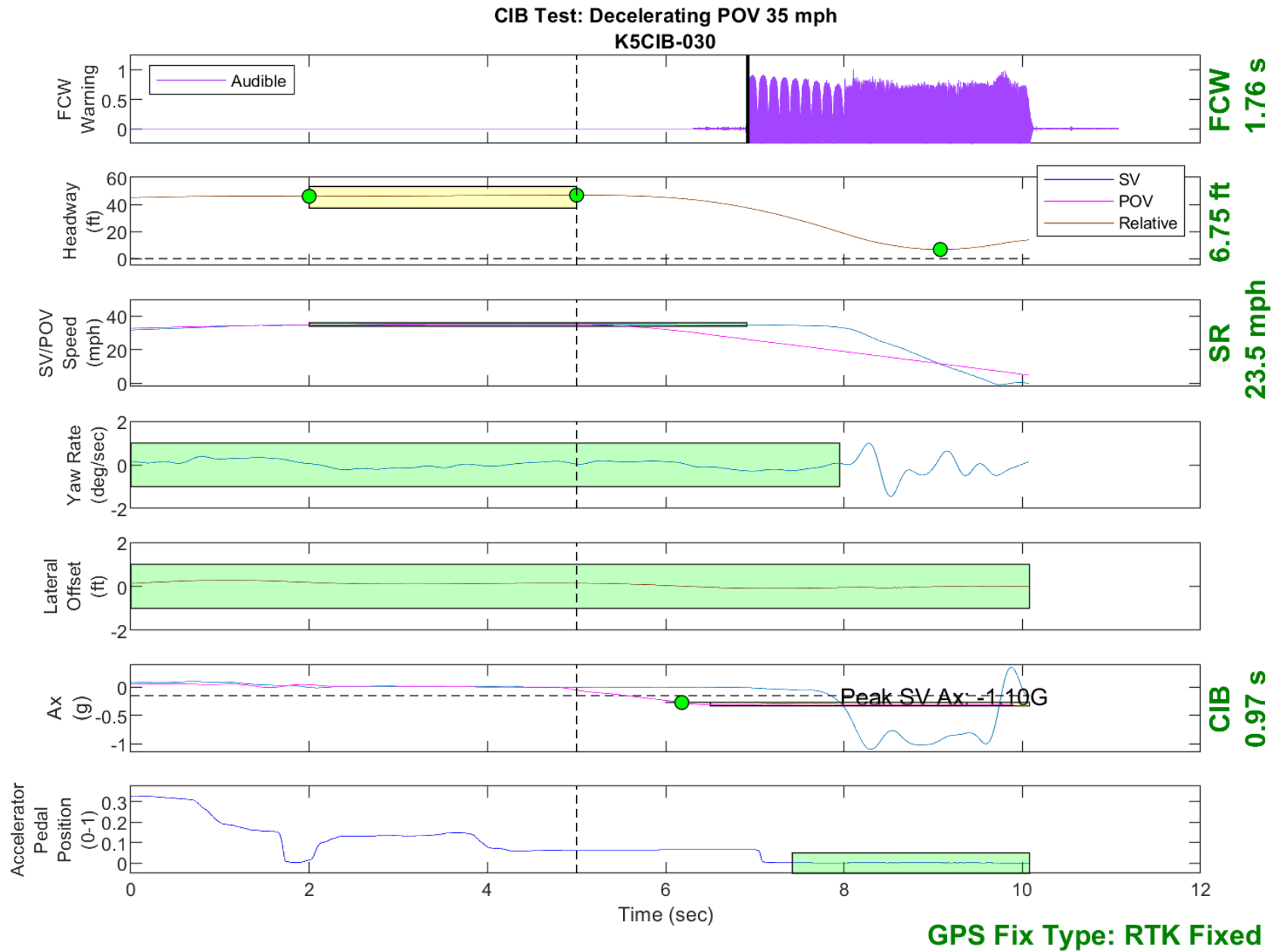


Figure D34. Time History for CIB Run 30, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

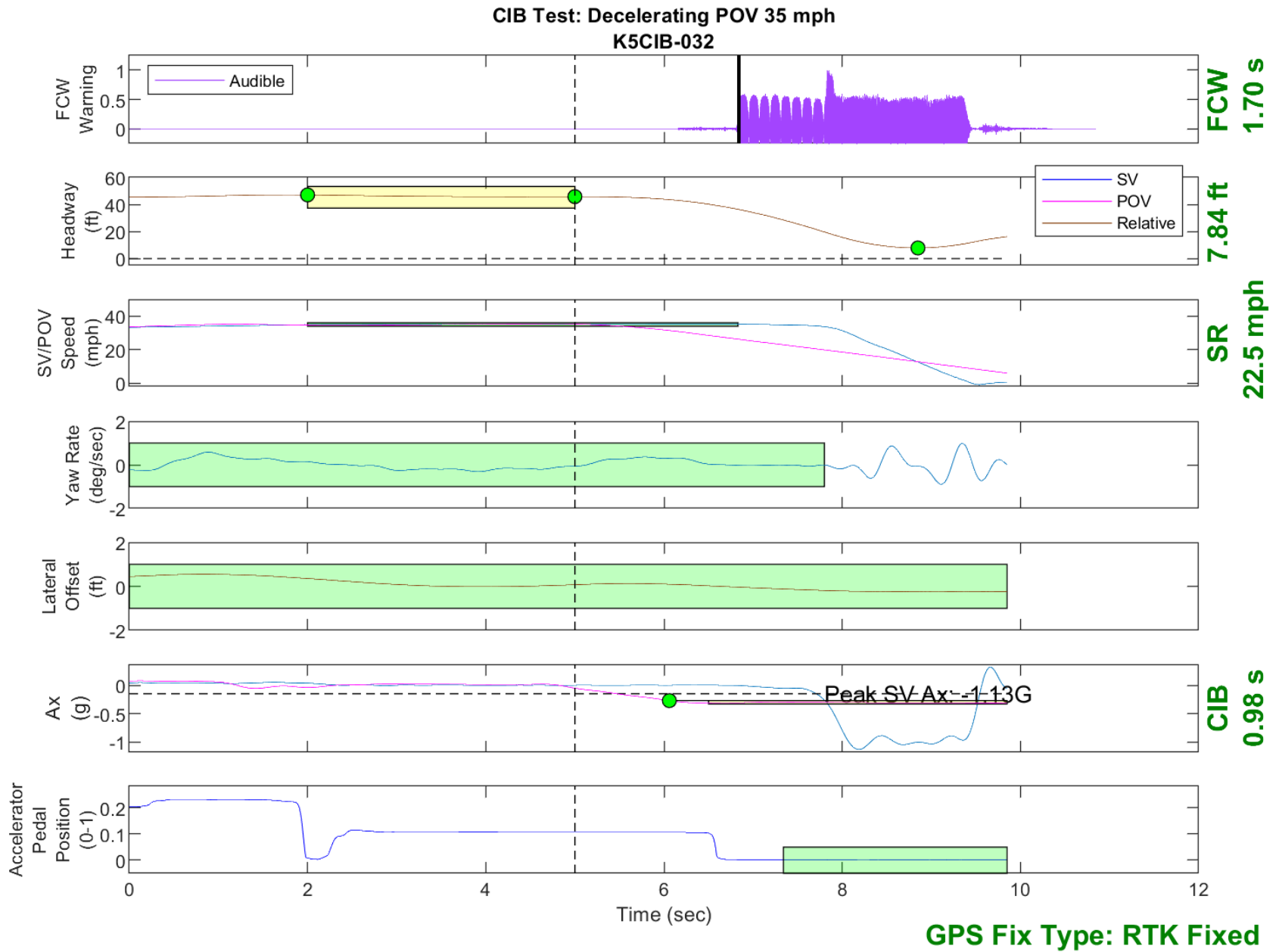


Figure D35. Time History for CIB Run 32, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

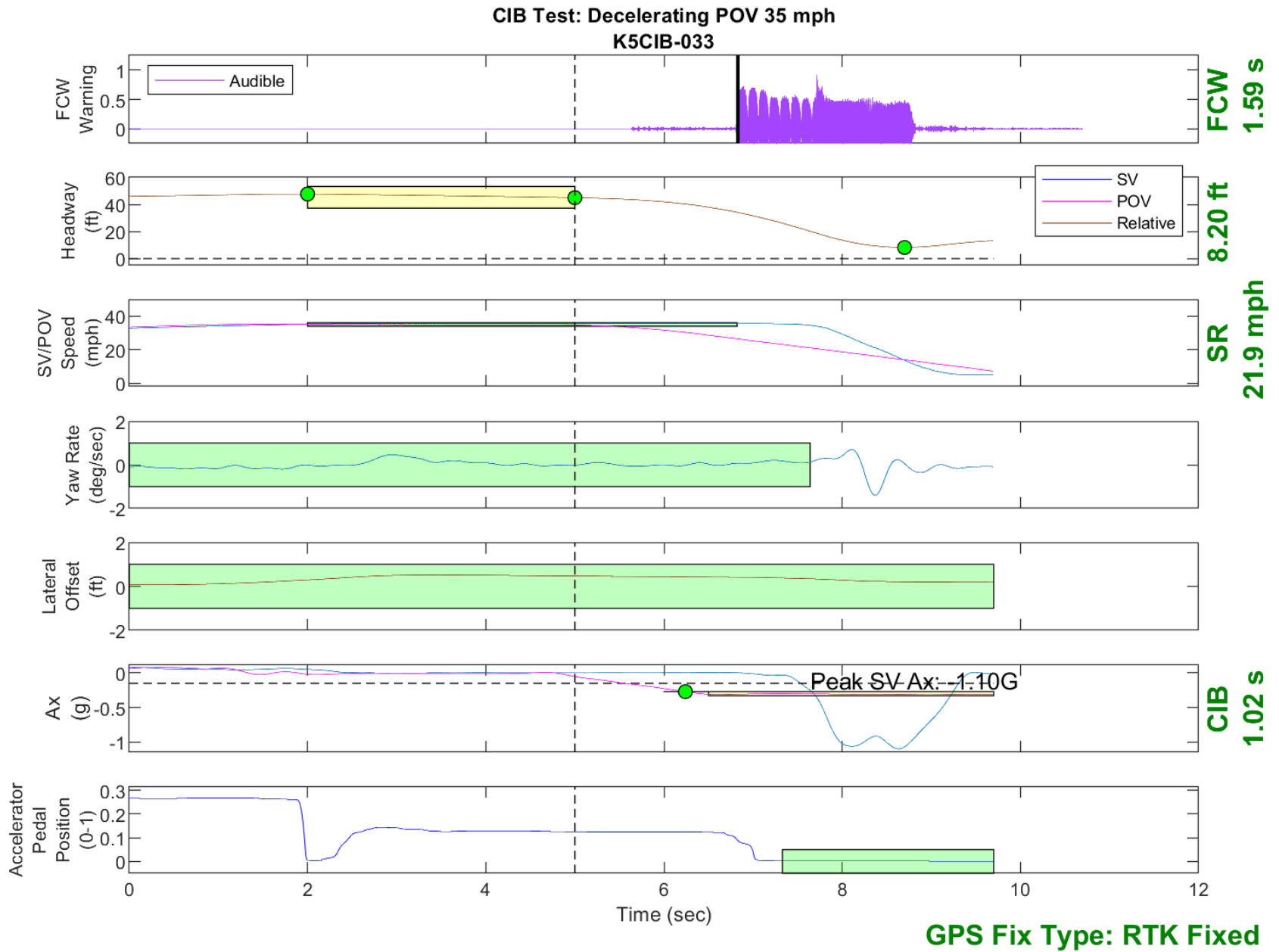


Figure D36. Time History for CIB Run 33, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

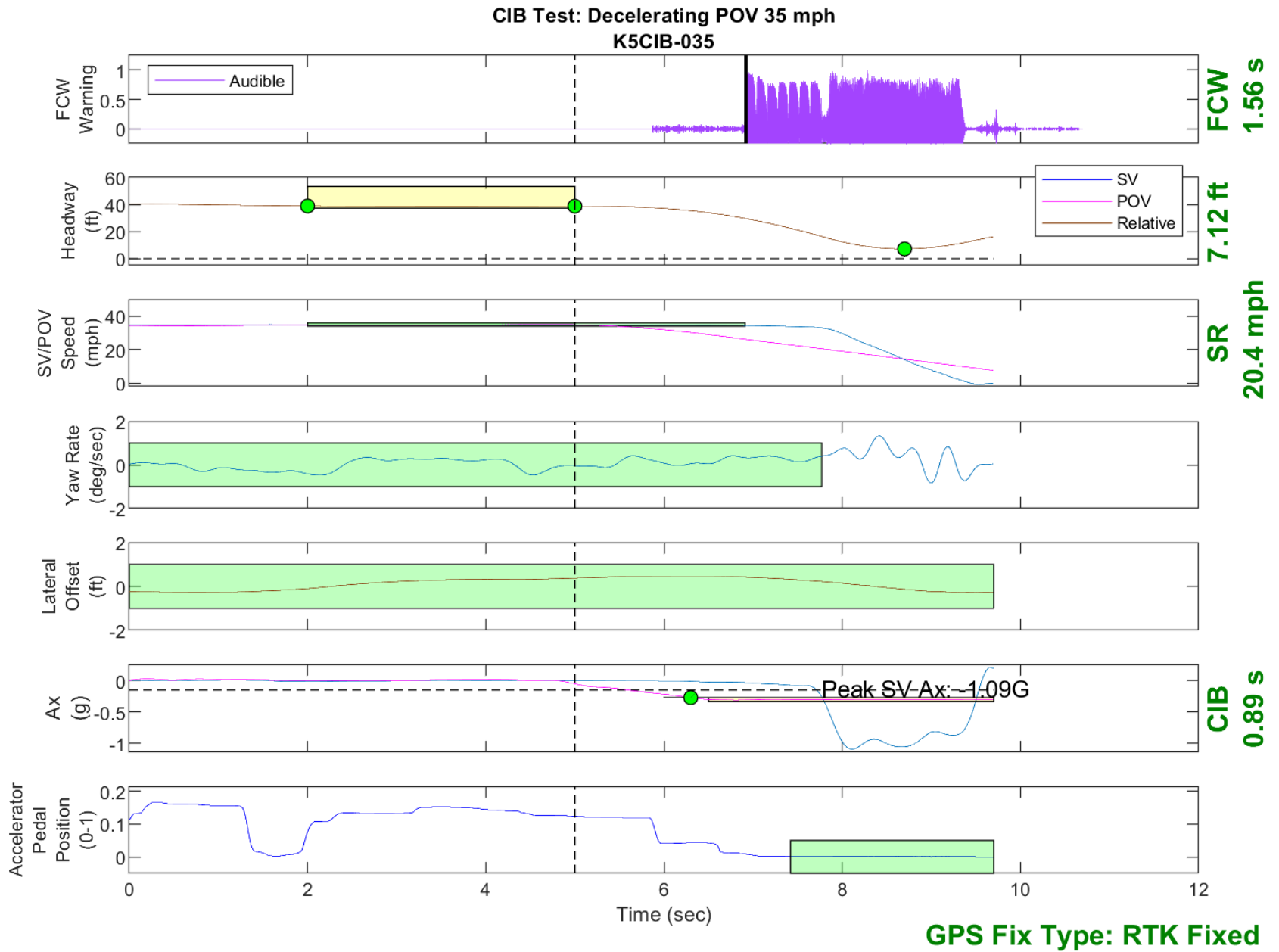


Figure D37. Time History for CIB Run 35, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

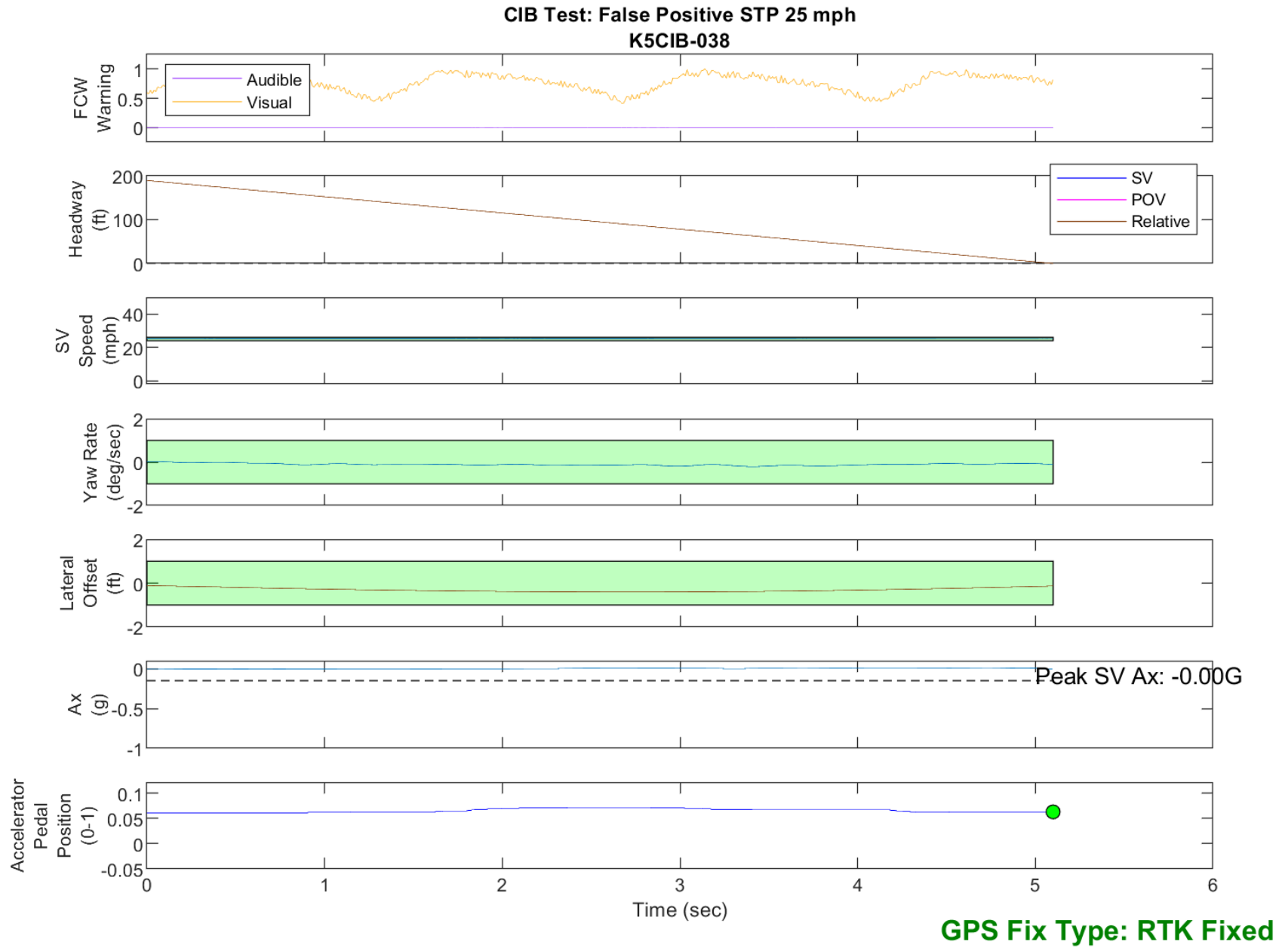


Figure D38. Time History for CIB Run 38, SV Encounters Steel Trench Plate, SV 25 mph

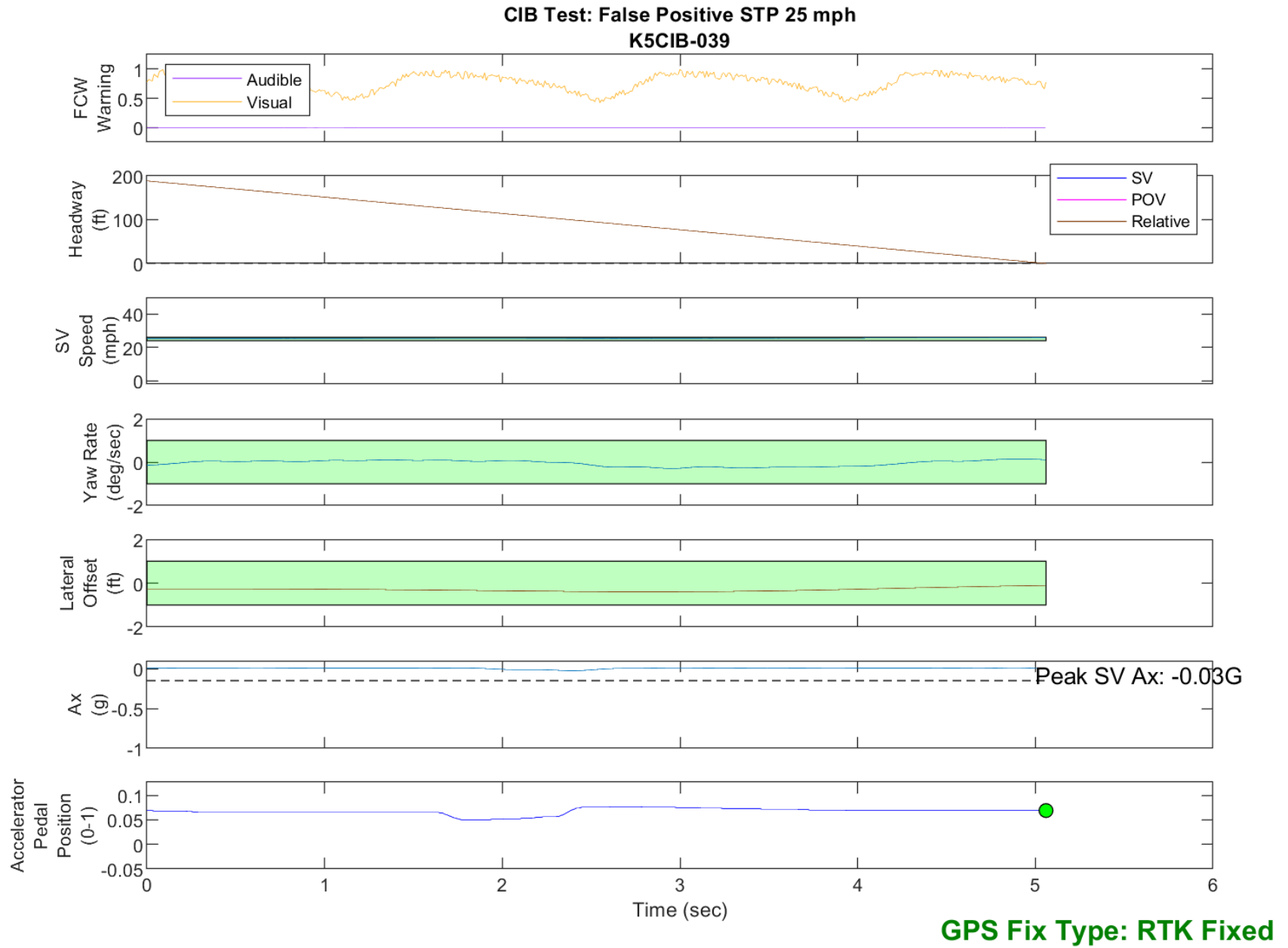


Figure D39. Time History for CIB Run 39, SV Encounters Steel Trench Plate, SV 25 mph

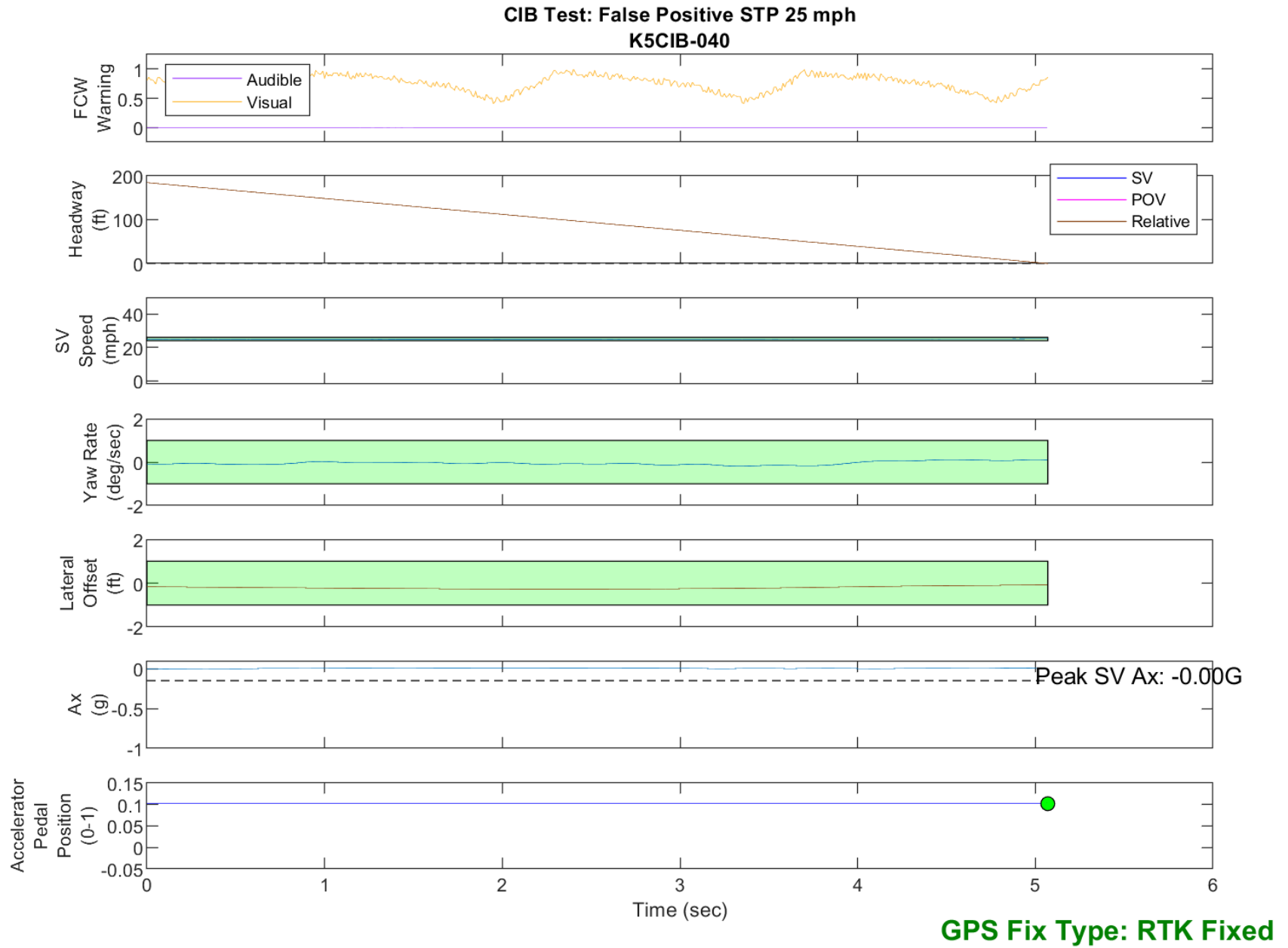


Figure D40. Time History for CIB Run 40, SV Encounters Steel Trench Plate, SV 25 mph

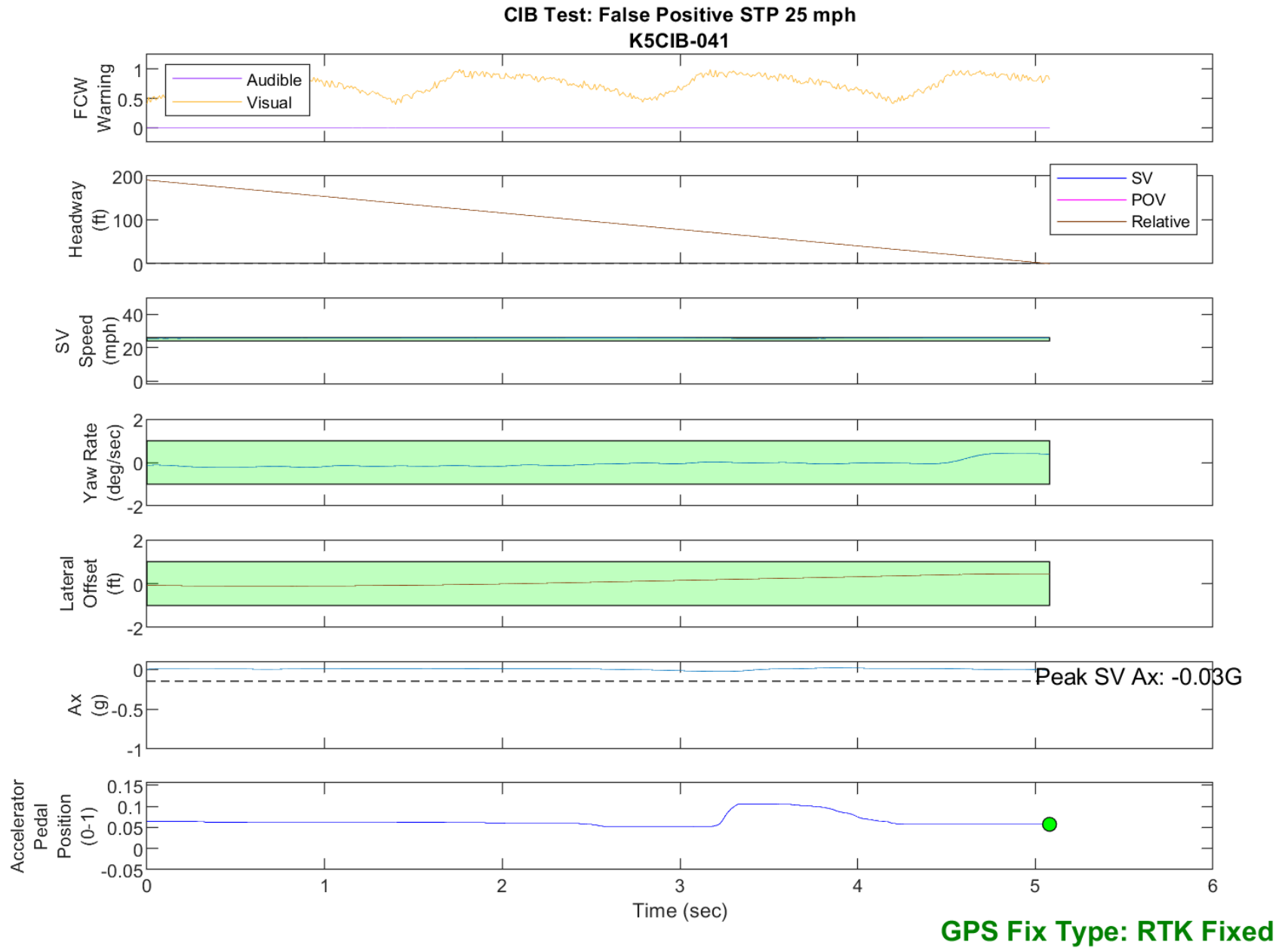


Figure D41. Time History for CIB Run 41, SV Encounters Steel Trench Plate, SV 25 mph

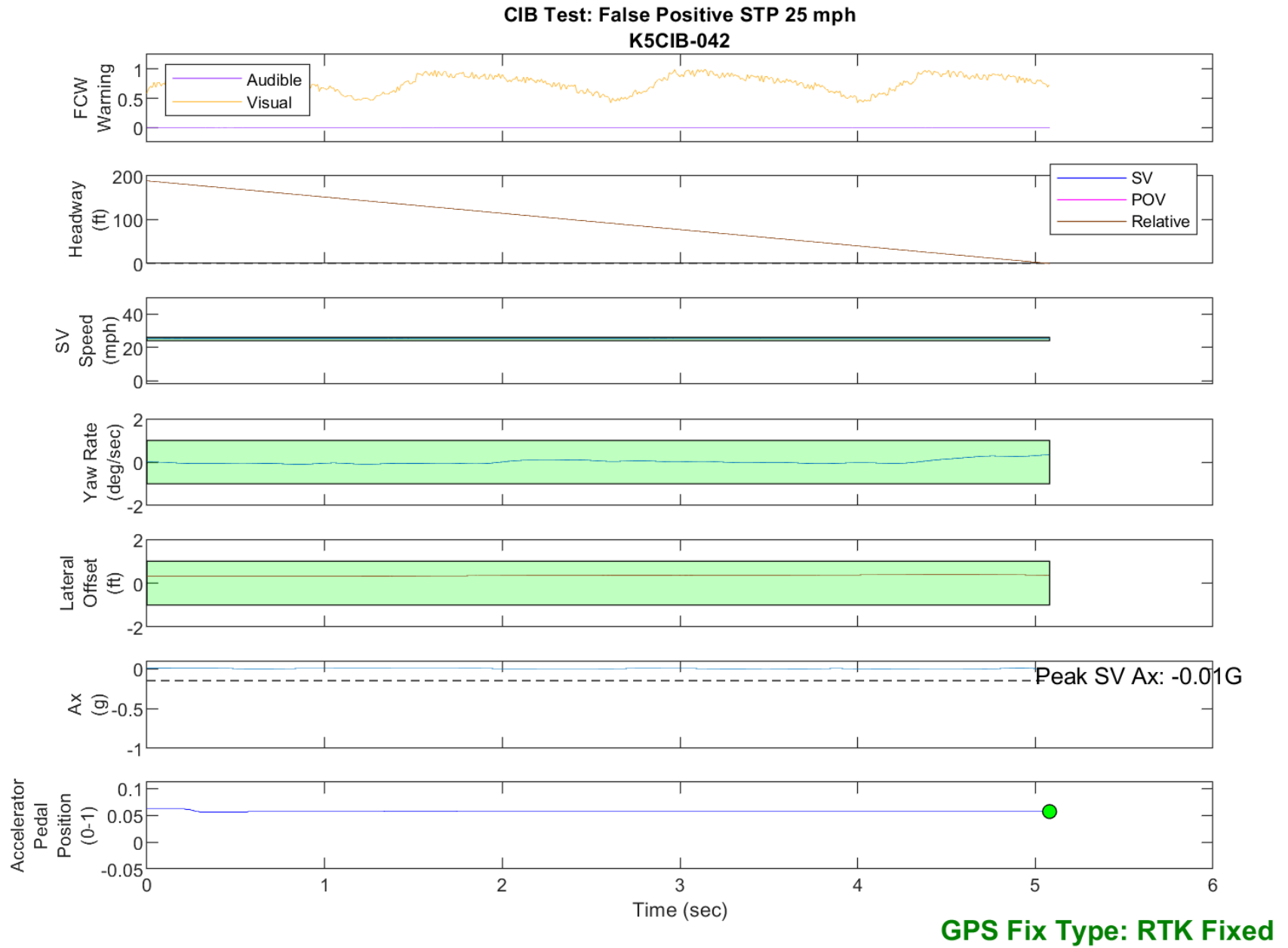


Figure D42. Time History for CIB Run 42, SV Encounters Steel Trench Plate, SV 25 mph

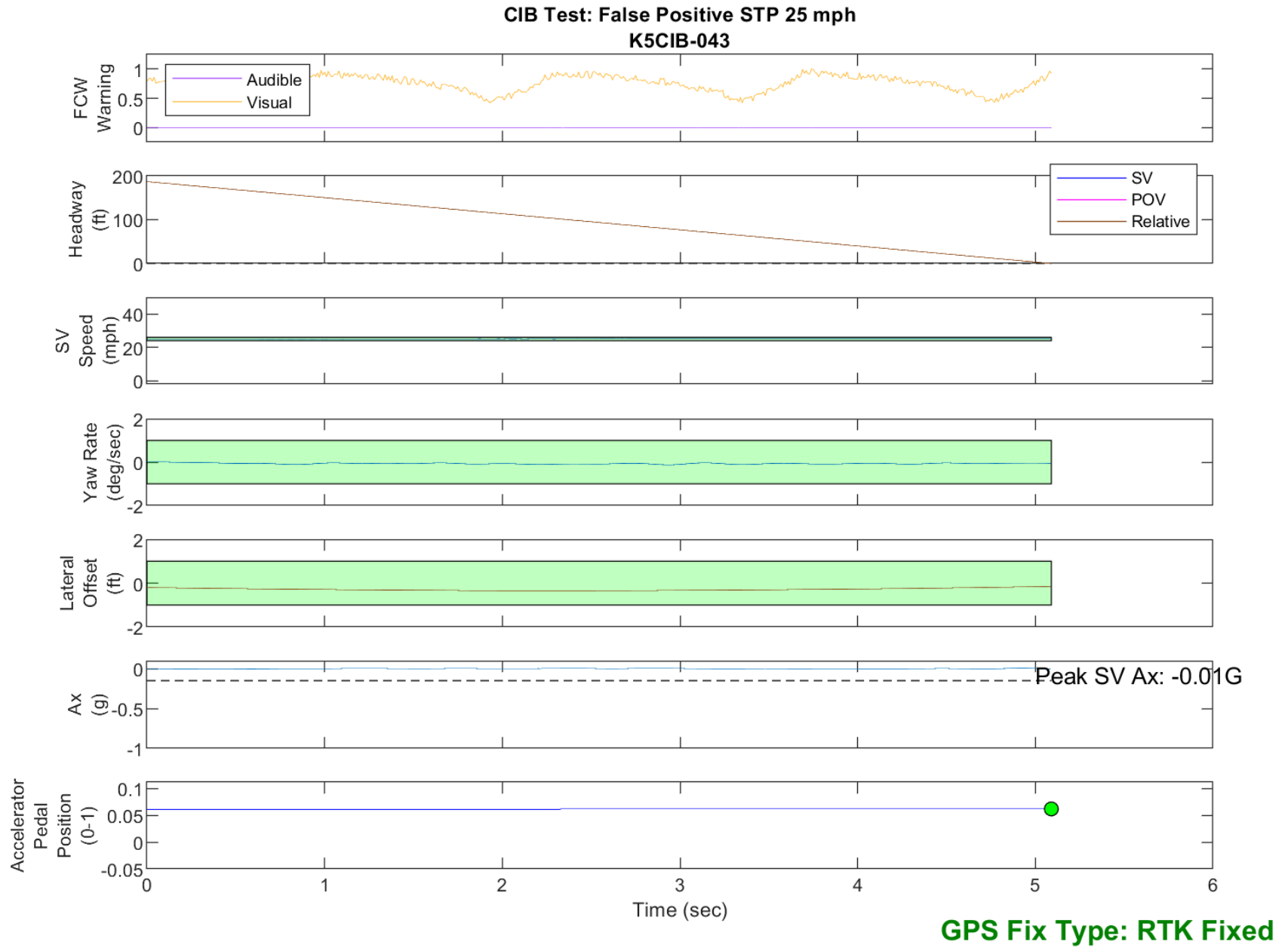


Figure D43. Time History for CIB Run 43, SV Encounters Steel Trench Plate, SV 25 mph

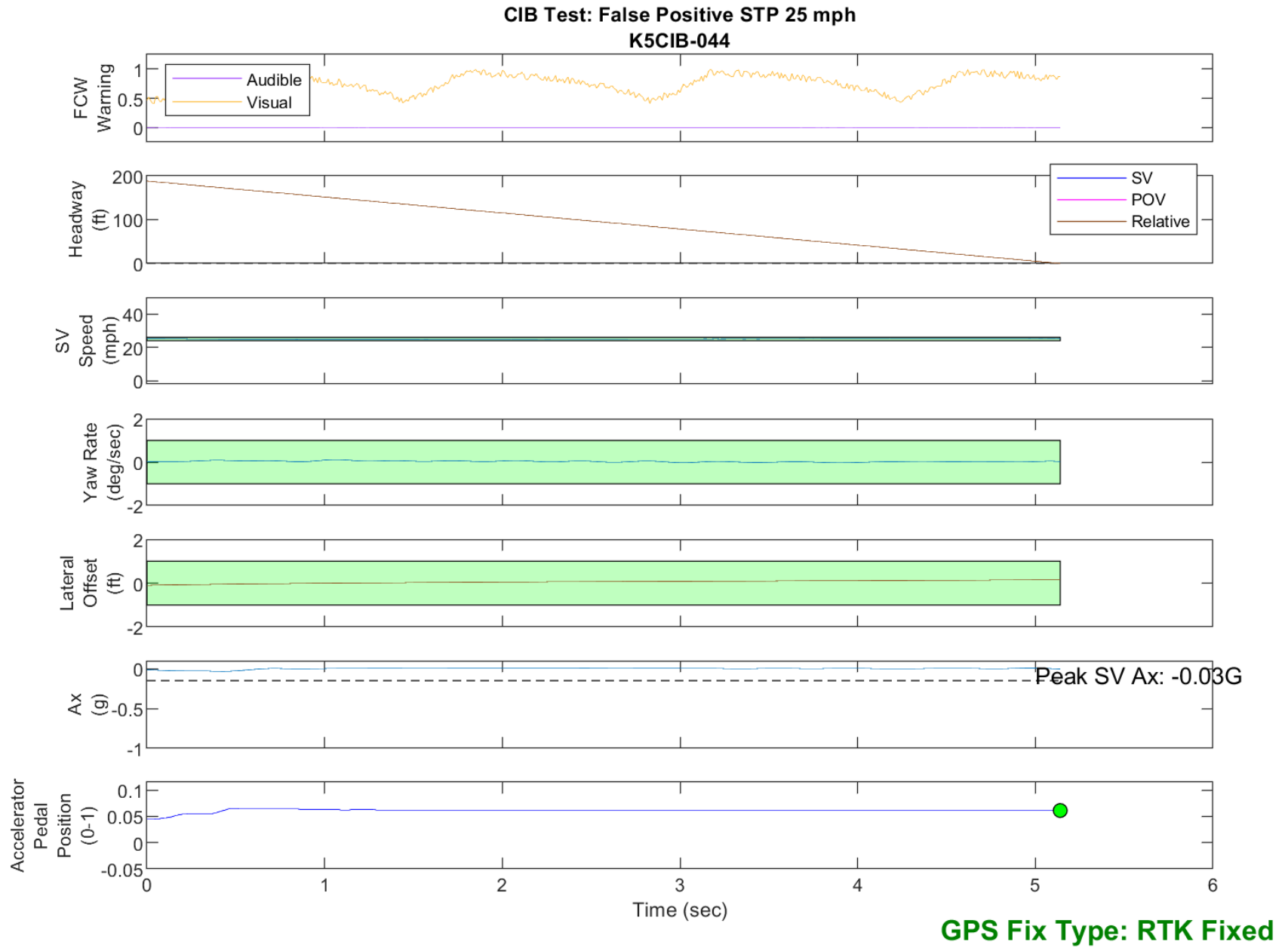


Figure D44. Time History for CIB Run 44, SV Encounters Steel Trench Plate, SV 25 mph

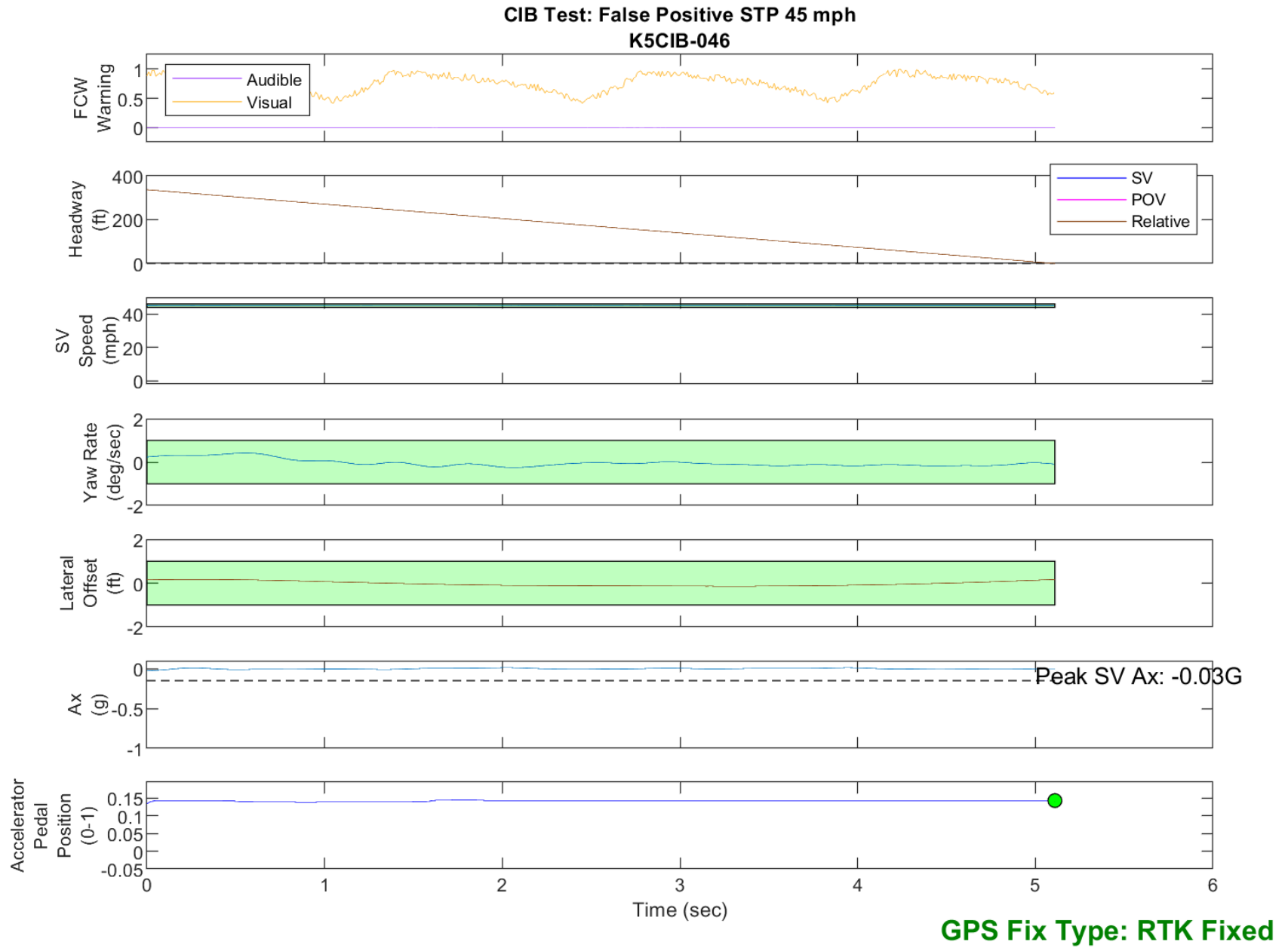


Figure D45. Time History for CIB Run 46, SV Encounters Steel Trench Plate, SV 45 mph

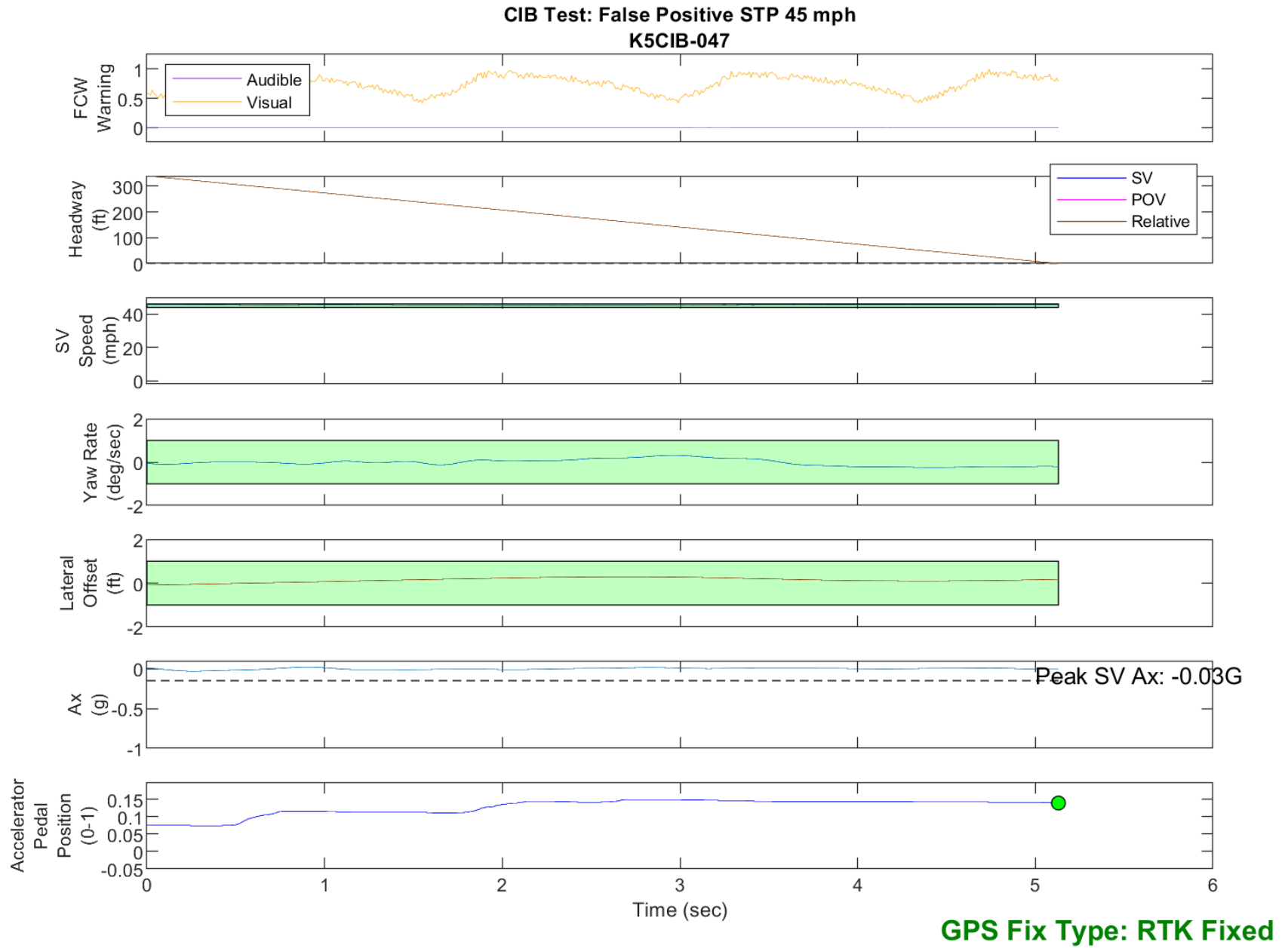


Figure D46. Time History for CIB Run 47, SV Encounters Steel Trench Plate, SV 45 mph

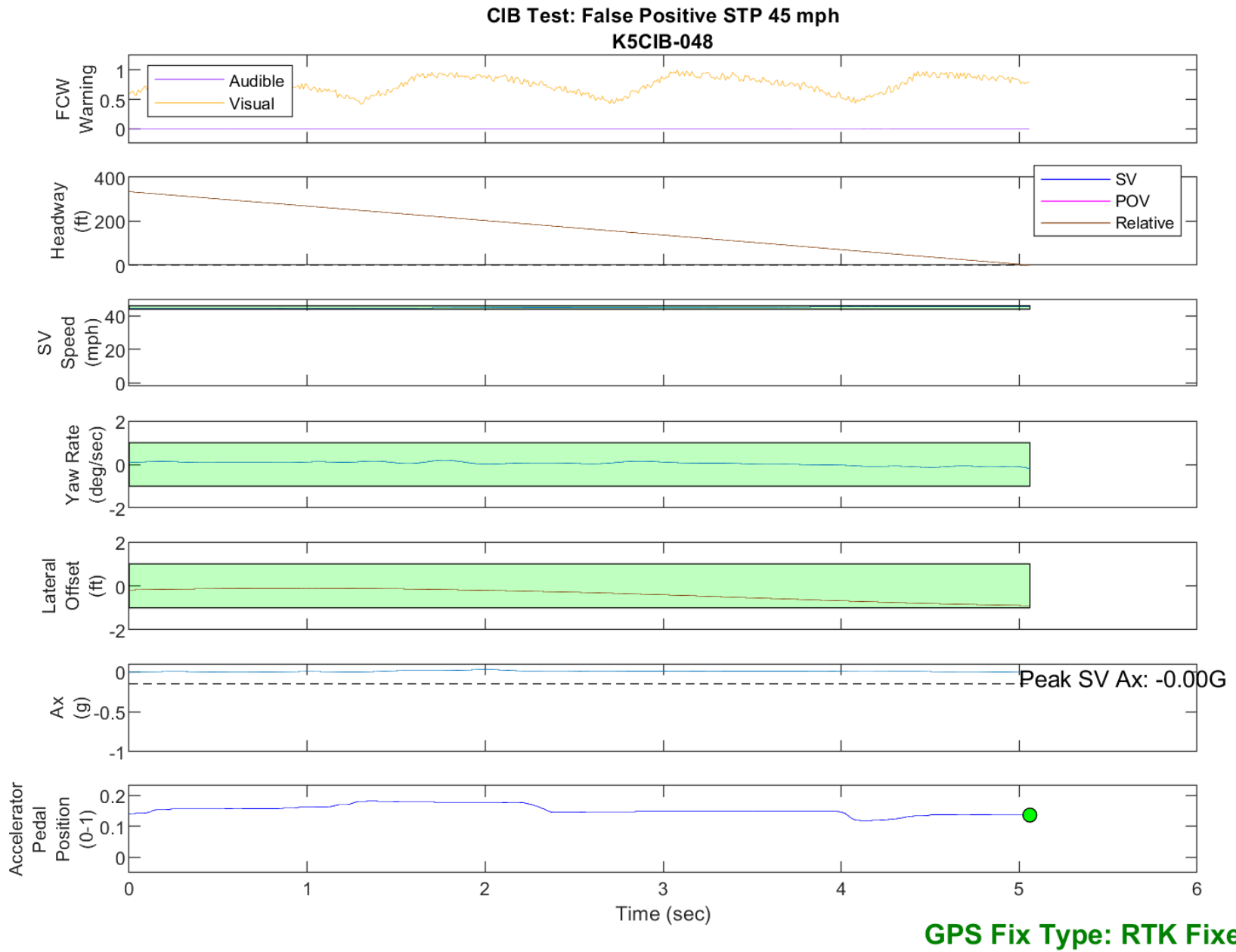


Figure D47. Time History for CIB Run 48, SV Encounters Steel Trench Plate, SV 45 mph

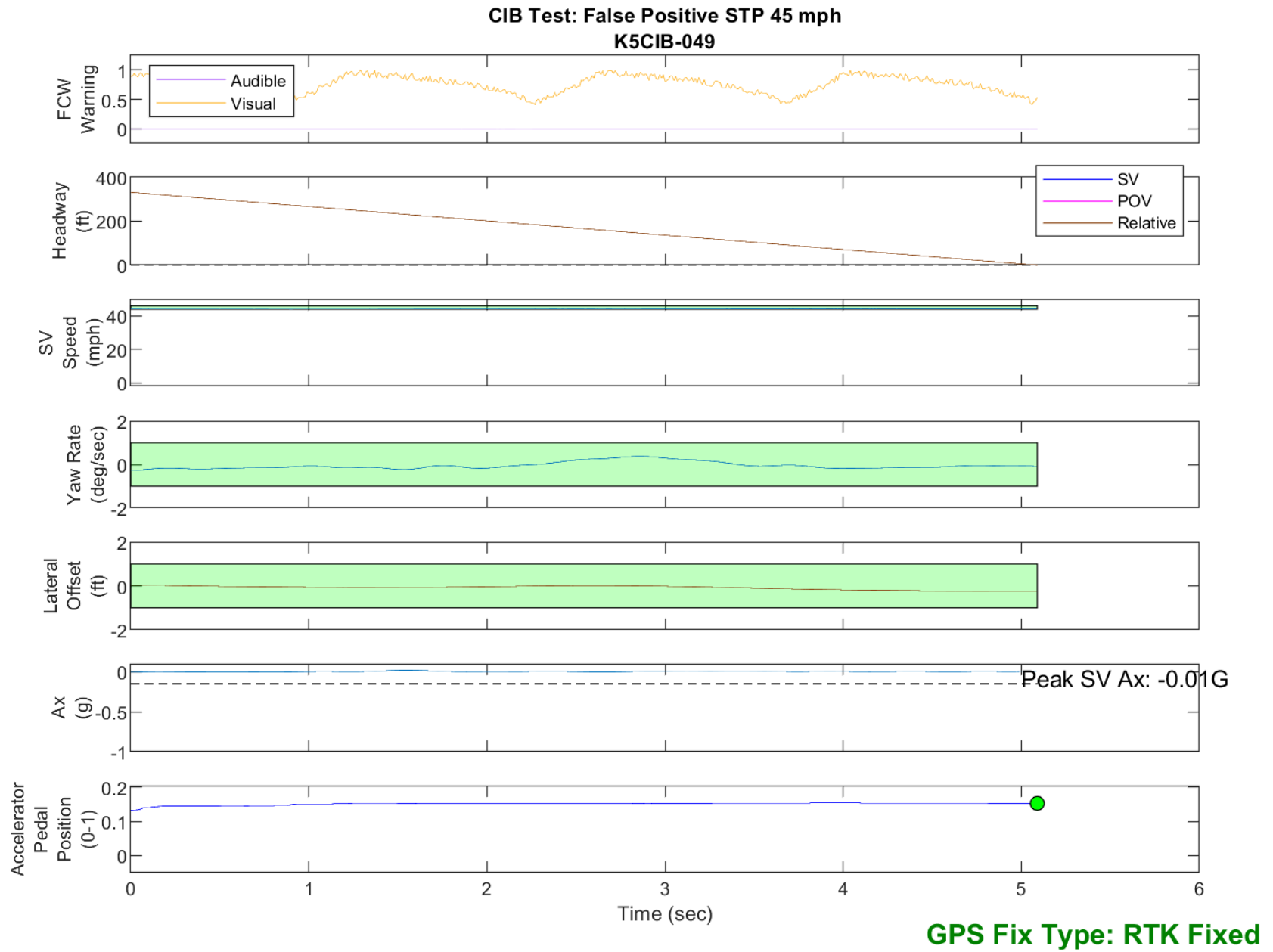


Figure D48. Time History for CIB Run 49, SV Encounters Steel Trench Plate, SV 45 mph

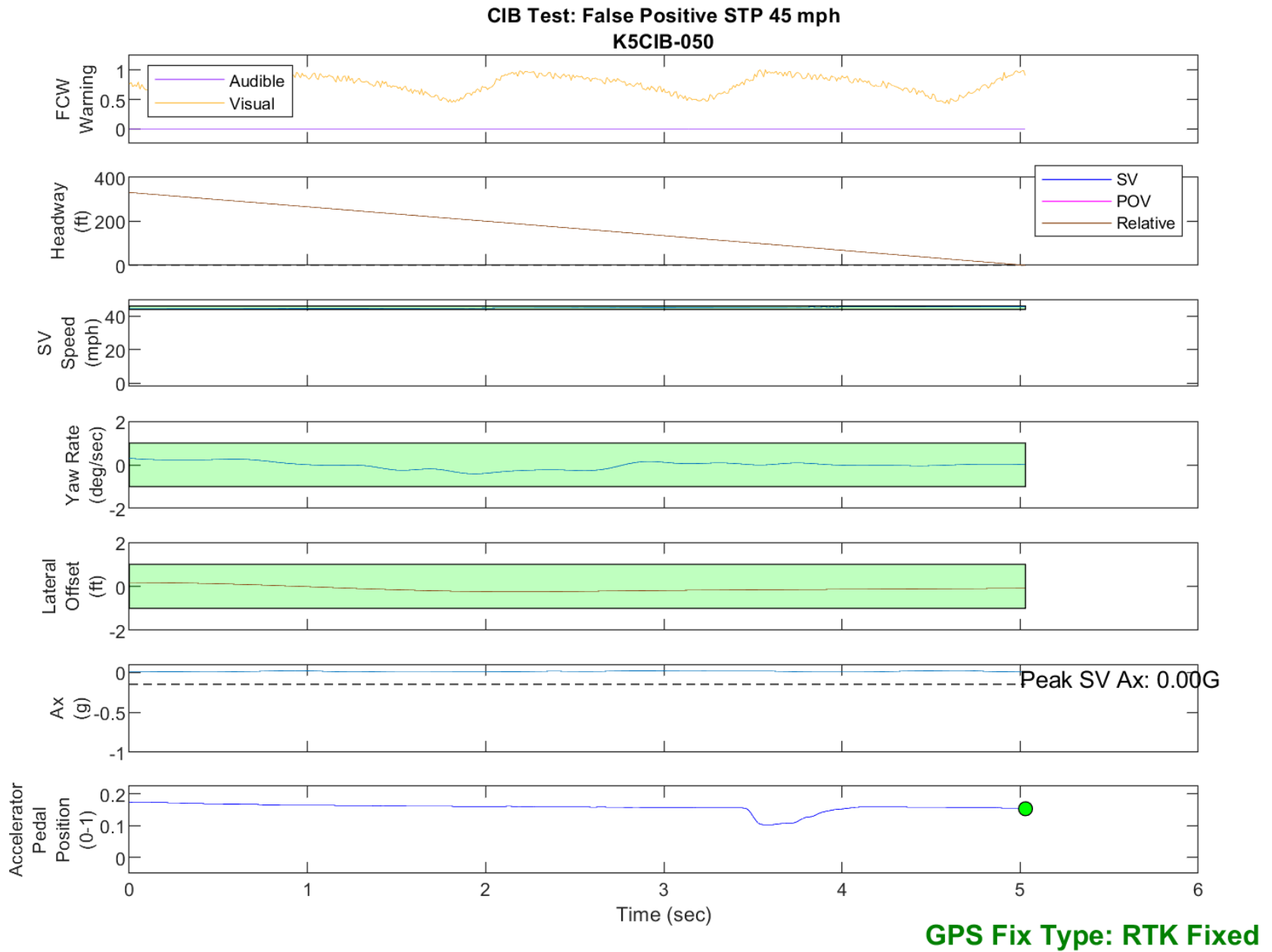


Figure D49. Time History for CIB Run 50, SV Encounters Steel Trench Plate, SV 45 mph

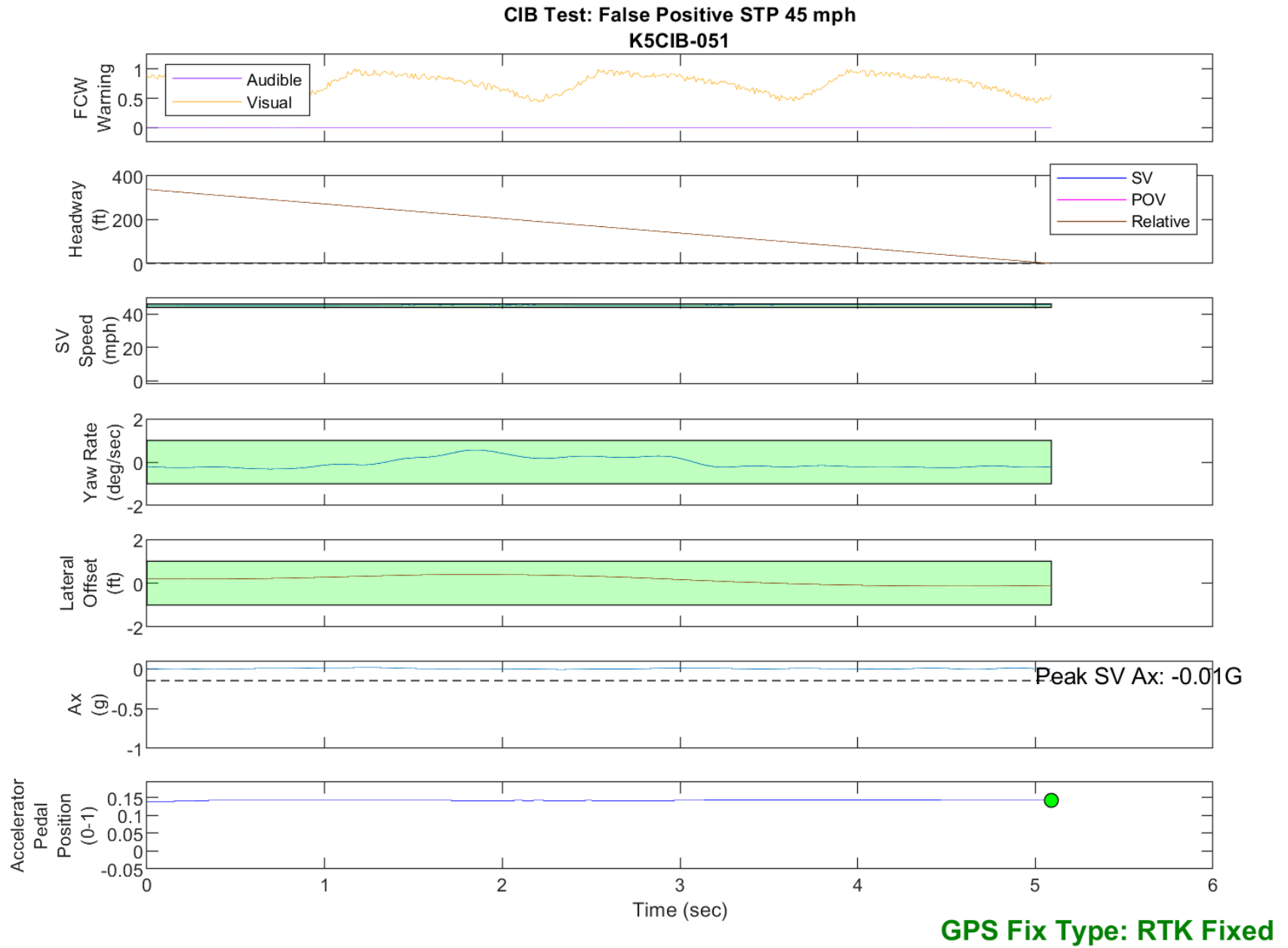


Figure D50. Time History for CIB Run 51, SV Encounters Steel Trench Plate, SV 45 mph

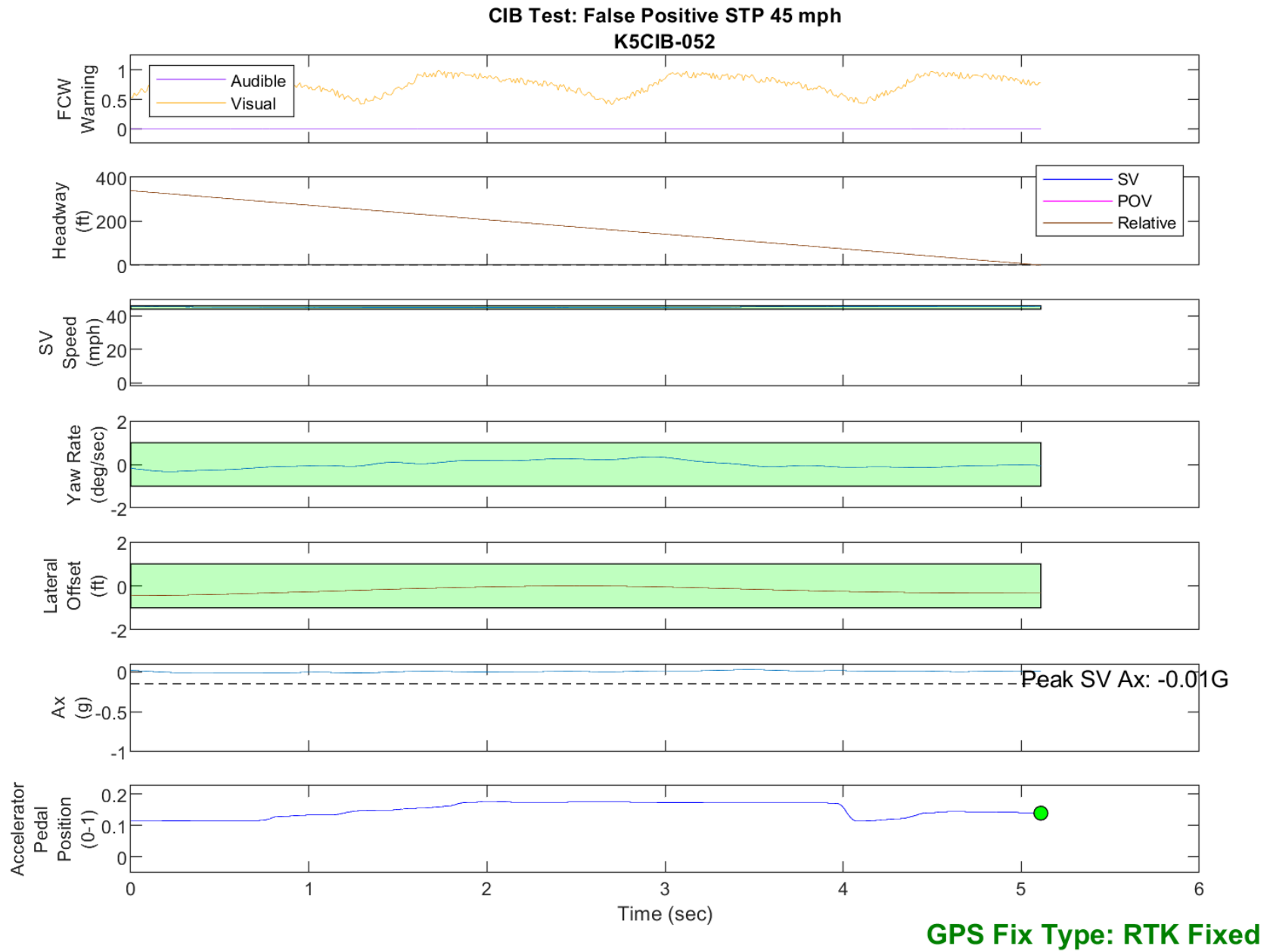


Figure D51. Time History for CIB Run 52, SV Encounters Steel Trench Plate, SV 45 mph