

**NEW CAR ASSESSMENT PROGRAM
DYNAMIC BRAKE SUPPORT SYSTEM CONFIRMATION TEST
NCAP-DRI-DBS-21-10**

2021 Kia K5 EX

DYNAMIC RESEARCH, INC.

355 Van Ness Avenue
Torrance, California 90501



15 March 2021

Final Report

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Prepared By: J. Lenkeit and K. Nagao
Technical Director Test Engineer
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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 (NCAP) most current Test Procedure in docket NHTSA-2015-0006-0026; DYNAMIC BRAKE SUPPORT PERFORMANCE EVALUATION CONFIRMATION TEST FOR THE NEW CAR ASSESSMENT PROGRAM, October 2015. The vehicle passed the requirements of the test for all four DBS test scenarios.			
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Section I

INTRODUCTION

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

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

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

The purpose of the testing reported herein was to objectively quantify the performance of a Dynamic Brake Support system installed on a 2021 Kia K5 EX. This test to assess Dynamic Brake Support systems is sponsored by the National Highway Traffic Safety Administration under Contract No. DTNH22-14-D-00333 with the New Car Assessment Program (NCAP).

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.

Section II
DATA SHEETS

DYNAMIC BRAKE SUPPORT
DATA SHEET 1: TEST RESULTS SUMMARY

(Page 1 of 1)

2021 Kia K5 EX

VIN: 5XXG34J2XMG00xxxx

Test Date: 2/16/2021

Dynamic Brake Support 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:

DYNAMIC BRAKE SUPPORT
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 specification: 235/45R18 94V

Rear tire specification: 235/45R18 94V

Front tire DOT prefix: 1UN WB459E

Rear tire DOT prefix: 1UN WB459E

DYNAMIC BRAKE SUPPORT
DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2021 Kia K5 EX

GENERAL INFORMATION

Test date: 2/16/2021

AMBIENT CONDITIONS

Air temperature: 16.1 C (61 F)

Wind speed: 5.7 m/s (12.7 mph)

X Wind speed \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)

DYNAMIC BRAKE SUPPORT
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)

DYNAMIC BRAKE SUPPORT
DATA SHEET 4: DYNAMIC BRAKE SUPPORT SYSTEM OPERATION

(Page 1 of 4)

2021 Kia K5 EX

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

FCA (Forward Collision-Avoidance Assist). 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 sensor(s) 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

Brake application mode used for test: Hybrid control

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

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

What is the maximum vehicle speed at which the DBS 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 AEB activations, impacts or near-misses?

_____ Yes

X _____ No

DYNAMIC BRAKE SUPPORT

DATA SHEET 4: DYNAMIC BRAKE SUPPORT SYSTEM OPERATION

(Page 2 of 4)

2021 Kia K5 EX

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.

How is the Forward Collision Warning 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", or "Emergency Braking", 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

DYNAMIC BRAKE SUPPORT

DATA SHEET 4: DYNAMIC BRAKE SUPPORT SYSTEM OPERATION

(Page 4 of 4)

2021 Kia K5 EX

Are there other driving modes or conditions that render DBS 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 DBS system to detect and respond to a stopped lead vehicle in the immediate forward path of the SV, as depicted in Figure 1.

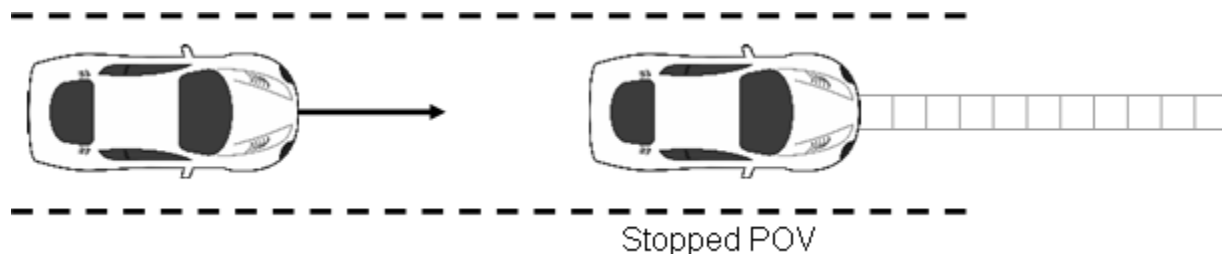


Figure 1. Depiction of Test 1

a. Procedure

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

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

- The SV came into contact with the POV or

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

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

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

Table 1. Nominal Stopped POV DBS Test Choreography

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

b. Criteria

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

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

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

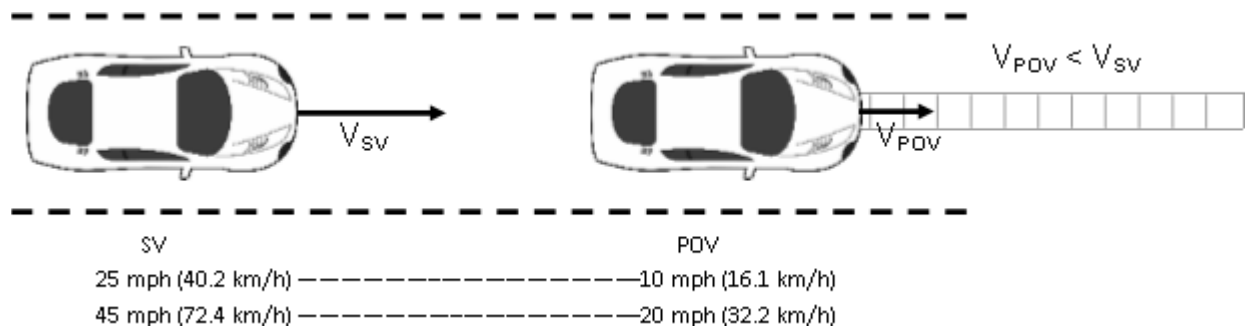


Figure 2. Depiction of Test 2

a. Procedure

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

The test concluded when either:

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

The SV driver then braked to a stop.

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

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

Table 2. Nominal Slower-Moving POV DBS Test Choreography

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

b. Criteria

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

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

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

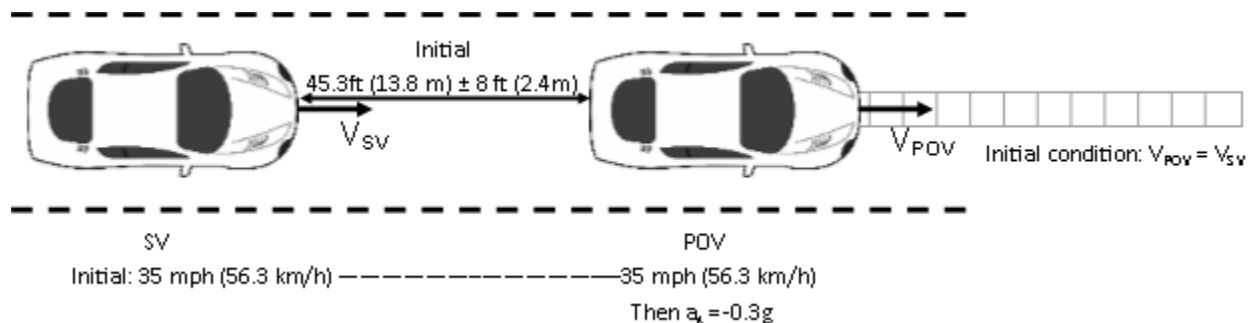


Figure 3. Depiction of Test 3

a. Procedure

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

The test concluded when either:

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

The SV driver then braked to a stop.

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

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

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

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

Table 3. Nominal Decelerating POV DBS Test Choreography

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

b. Criteria

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

4. TEST 4 – FALSE POSITIVE SUPPRESSION

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

a. Procedure

This test was conducted at two speeds, 25 mph (40.2 km/h) and 45 mph (72.4 km/h). The SV was driven directly towards, and over, the STP, which was positioned in the center of a travel lane, with its longest sides parallel to the road edge. The SV was driven at constant speed in the center of the lane toward the STP. If the SV did not present an FCW alert during the approach to the STP by $TTC = 2.1$ s, the SV driver initiated release of the throttle pedal at $TTC = 2.1$ s and the throttle pedal was fully released within 500 ms

of TTC = 2.1 s. The SV brakes were applied at TTC of 1.1 seconds, assumed to be 40 ft (12.3 m) from the edge of the STP at 25 mph or 73 ft (22.1 m) at 45 mph. The test concluded when the front most part of the SV reached a vertical plane defined by the edge of the STP first encountered by the SV.

b. Criteria

In order to pass the False Positive test series, the magnitude of the SV deceleration reduction attributable to DBS intervention must have been less than or equal to 1.5 times the average of the deceleration experienced by the baseline command from the braking actuator for at least five of seven valid test trials.

B. General Information

1. T_{FCW}

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

For systems that implement audible or haptic alerts, part of the pre-test instrumentation verification process is to determine the tonal frequency of the audible warning or the vibration frequency of the tactile warning through use of the PSD (Power Spectral Density) function in Matlab. This is accomplished in order to identify the center frequency around which a band-pass filter is applied to subsequent audible or tactile warning data so that the beginning of such warnings can be programmatically determined. The band-pass filter used for these warning signal types is a phaseless, forward-reverse pass, elliptical (Cauer) digital filter, with filter parameters as listed in Table 4.

Table 4. Audible and Tactile Warning Filter Parameters

Warning Type	Filter Order	Peak-to-Peak Ripple	Minimum Stop Band Attenuation	Passband Frequency Range
Audible	5 th	3 dB	60 dB	Identified Center Frequency \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. All braking shall be performed by the programmable brake controller.
- The lateral distance between the centerline of the SV and the centerline of the POV or STP did not deviate more than ± 1 ft (0.3 m) during the applicable validity period.

3. VALIDITY PERIOD

The valid test interval began:

- Test 1: When the SV-to-POV TTC = 5.1 seconds
- Test 2: When the SV-to-POV TTC = 5.0 seconds
- Test 3: 3 seconds before the onset of POV braking
- Test 4: 2 seconds prior to the SV throttle pedal being released

The valid test interval ended:

- Test 1: When either of the following occurred:
 - The SV came in contact with the POV (SV-to-POV contact was assessed by using GPS-based range data or by measurement of direct contact sensor output); or
 - The SV came to a stop before making contact with the POV.
- Test 2: When either of the following occurred:
 - The SV came into contact with the POV; or
 - 1 second after the velocity of the SV became less than or equal to that of the POV.
- Test 3: When either of the following occurred:
 - The SV came in contact with the POV; or
 - 1 second after minimum SV-to-POV range occurred.
- Test 4: When the SV stopped.

4. STATIC INSTRUMENTATION CALIBRATION

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

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

For Tests 1, 2, and 3, the SV was positioned such that it just contacted a vertical plane defining the rearmost location of the POV. For Test 4, the front-most location of the SV was positioned such that it just reached a vertical plane defined by the leading edge of

the STP first encountered by the SV (i.e., just before it is driven onto the STP). This is the “zero position.”

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

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

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

5. 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

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

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

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

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

The key requirements of the POV element are to:

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

The key requirements of the POV delivery system are to:

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

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

D. Foundation Brake System Characterization

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

This characterization was accomplished by recording longitudinal acceleration and brake pedal force and travel data for a variety of braking runs. For three initial brake characterization runs, the vehicle was driven at 45 mph, and the brakes were applied at a rate of 1 inch/sec up to the brake input level needed for at least 0.7 g. Linear regressions were performed on the data from each run to determine the linear vehicle deceleration

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

E. Brake Control

1. SUBJECT VEHICLE PROGRAMMABLE BRAKE CONTROLLER

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

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

2. SUBJECT VEHICLE BRAKE PARAMETERS

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

3. POV AUTOMATIC BRAKING SYSTEM

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

3. The braking system consisted of the following components:

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

F. Instrumentation

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

Table 5. Test Instrumentation and Equipment

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Tire Pressure Gauge	Vehicle Tire Pressure	0-100 psi 0-690 kPa	< 1% error between 20 and 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
Load Cell	Force applied to brake pedal					By: DRI
		0 - 250 lb 0 -1112 N	0.1% FS	Stellar Technology PNC700	2002505	Date: 5/11/2020 Due: 5/11/2021
		0-250 lb 1112 N	0.05% FS	Stellar Technology PNC700	1607338	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

Table 5. Test Instrumentation and Equipment (continued)

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Multi-Axis Inertial Sensing System	Position; Longitudinal, Lateral, and Vertical Accels;	Accels $\pm 10g$, 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
	Lateral, Longitudinal and Vertical Velocities;				2182	Date: 9/16/2019 Due: 9/16/2021
	Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles				2258	Date: 5/3/2019 Due: 5/3/2021
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: ± 0.02 m/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)	$\pm 5g$	$\leq 3\%$ of full range	Silicon Designs, 2210-005	N/A	N/A

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Coordinate Measurement Machine	Inertial Sensing System Coordinates	0-8 ft 0-2.4 m	±.0020 in. ±.051 mm (Single point articulation accuracy)	Faro Arm, Fusion	UO8-05-08-06636	By: DRI Date: 1/6/2021 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

A-3



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
 - 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

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
 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 1 5 10

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 \$ 2.20 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.

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

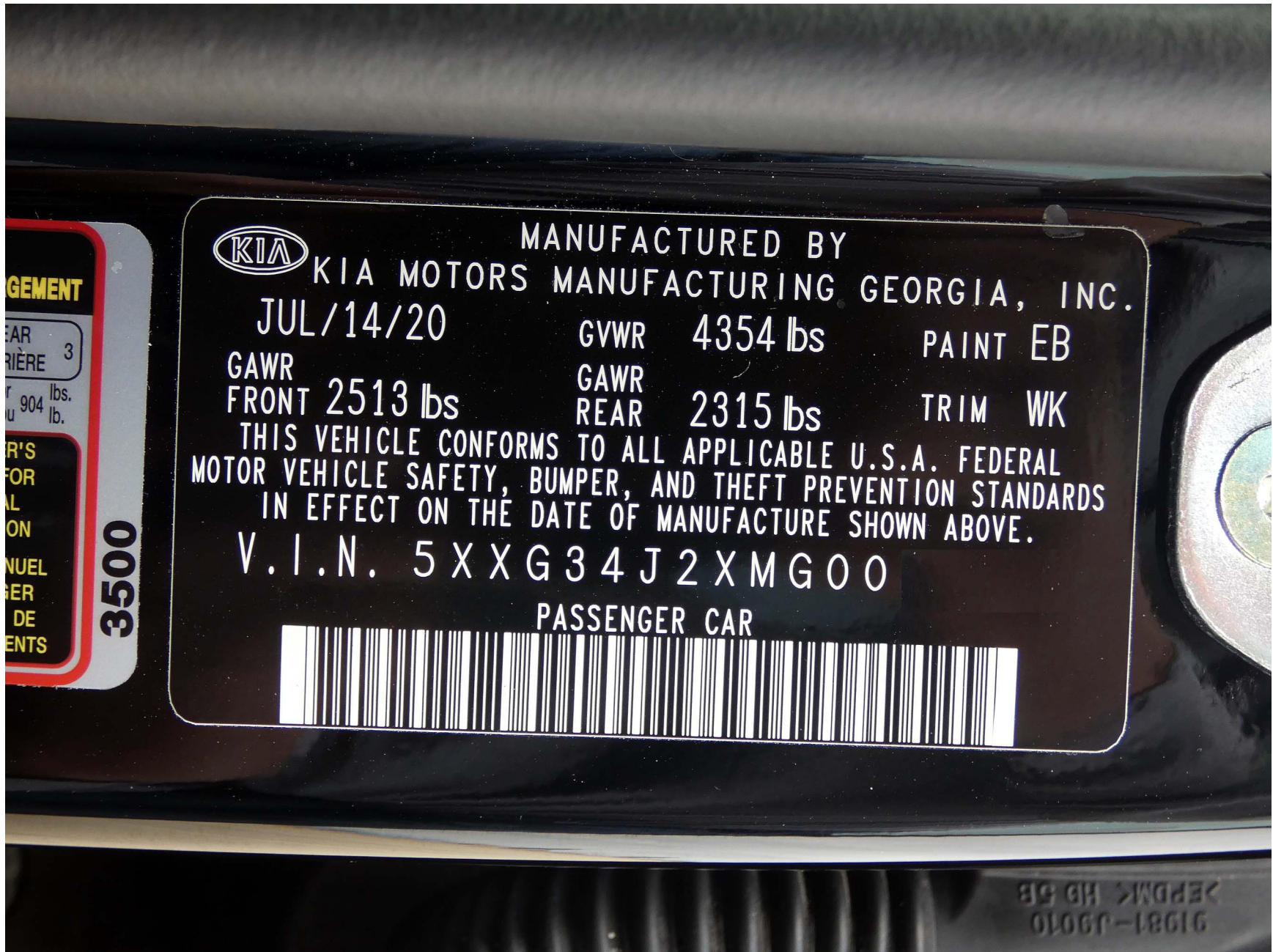
DEALER'S ASKING PRICE* \$38,796.00

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 OFFER - EQUIPMENT NOT SHOWN
 4545 S. CALIFORNIA CENTER - 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
>EPDMK 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

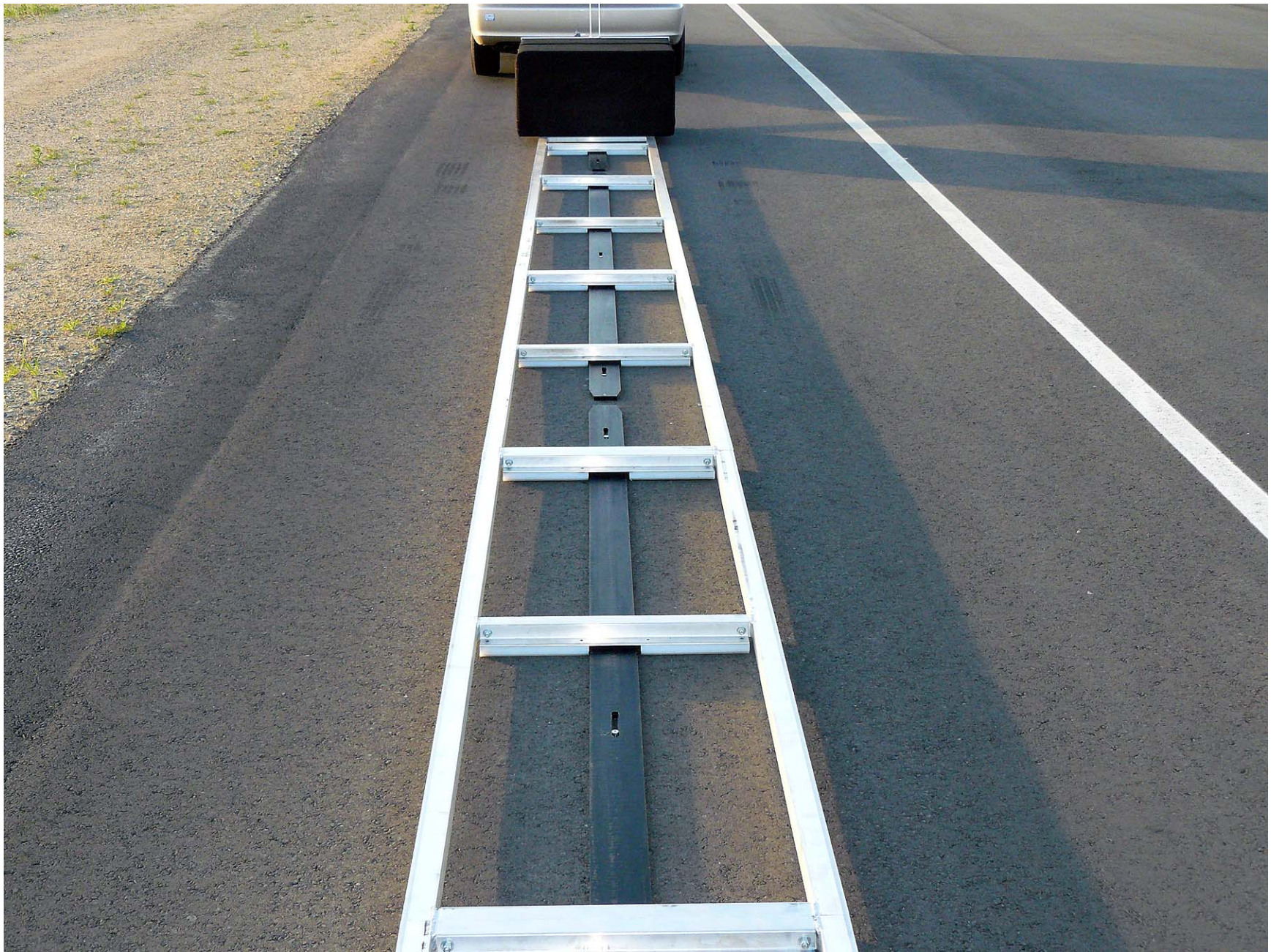


Figure A8. Two-Rail Track and Road-Based Lateral Restraint Track



Figure A9. Steel Trench Plate
A-11



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



Figure A11. Sensors for Detecting Visual and Auditory Alerts



Figure A12. Computer and Brake Actuator Installed in Subject Vehicle



Figure A13. Brake Actuator Installed in POV System

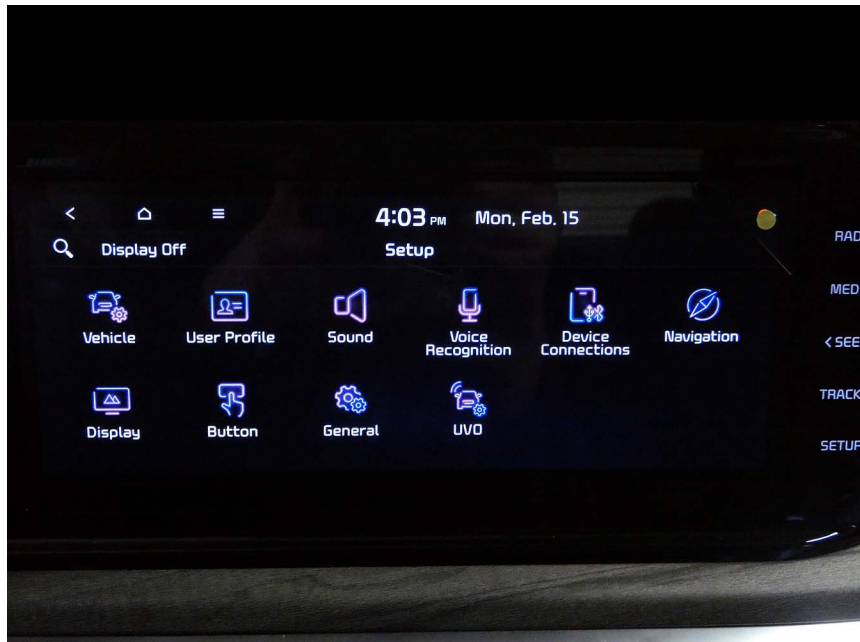


Figure A14. System Setup Menus

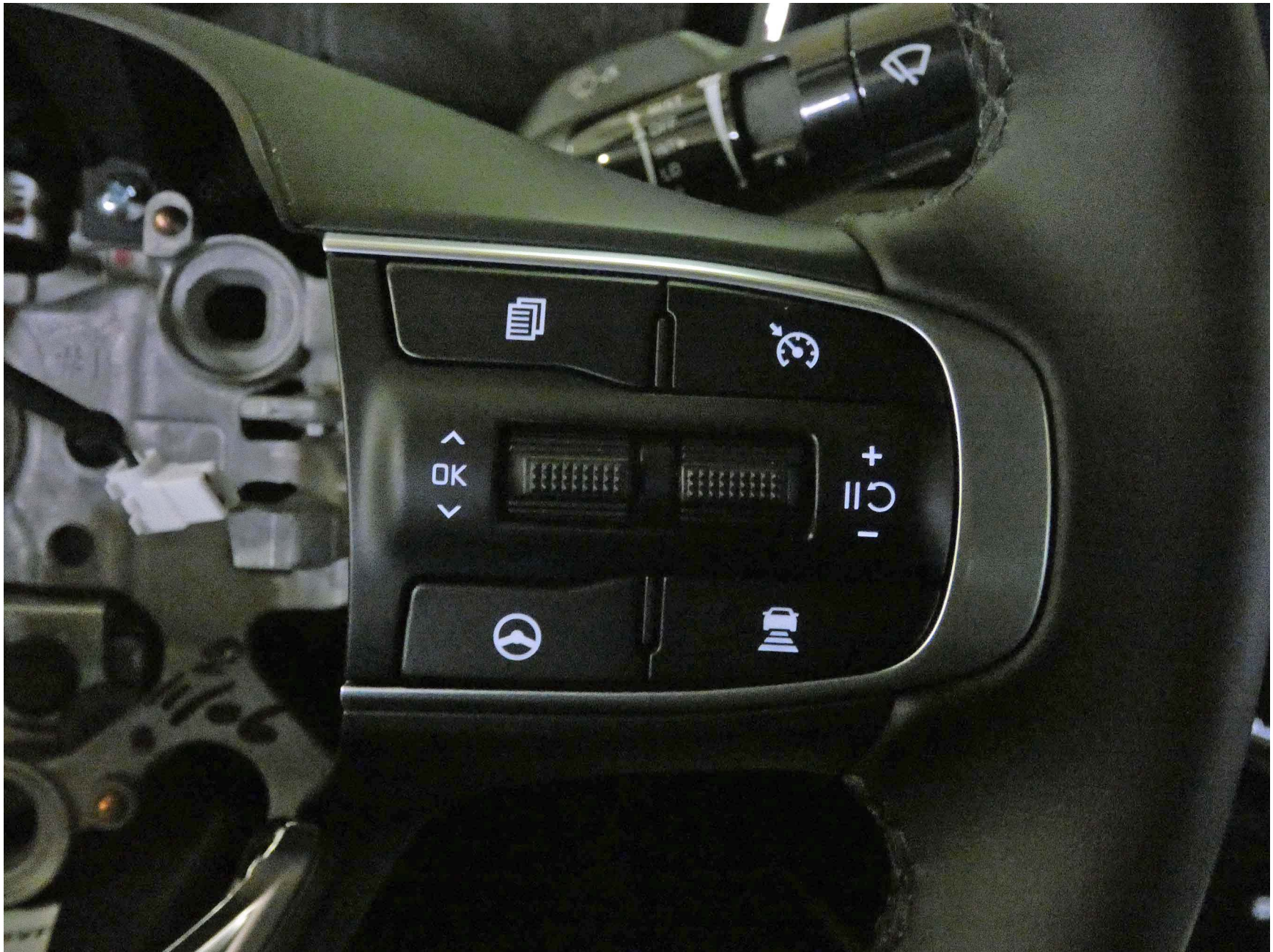


Figure A15. Controls for Interacting with System Menus
A-17

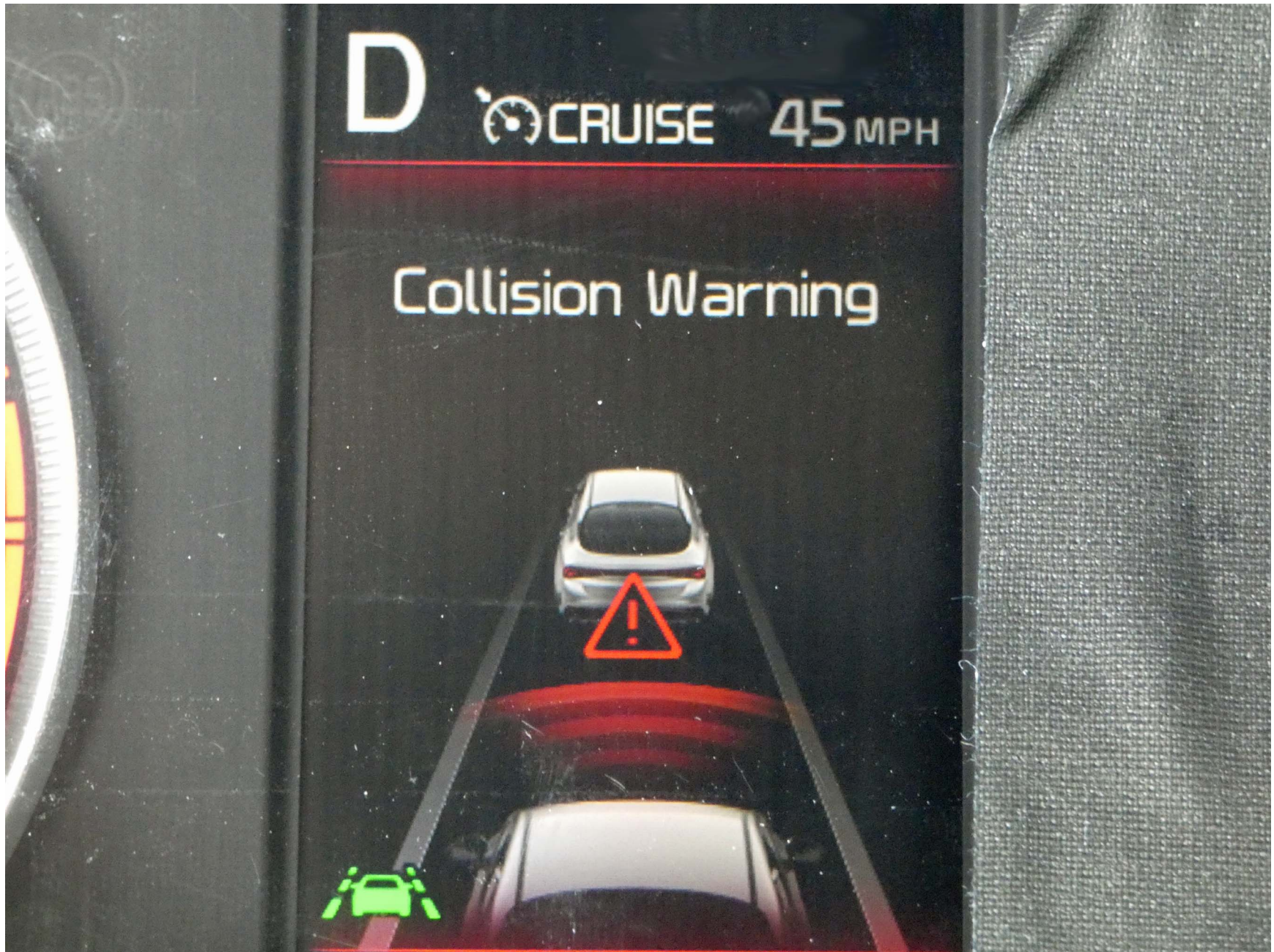


Figure A16. Visual Alert
A-18

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)

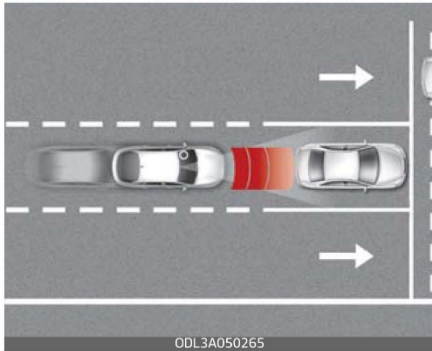
Items	Explanation
Enable Head-up display	If this item is checked, Head-Up Display will be activated.
Display Height	Adjust the height (1~20) of the HUD image on the HUD screen.
Rotation	Adjust the degree (-5~+5) of the HUD rotation.
Brightness	Adjust the intensity (1~20) of the HUD brightness.

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.

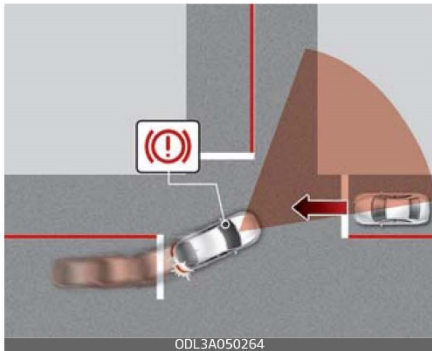
Forward Collision–Avoidance Assist (FCA) – sensor fusion (if equipped)

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.

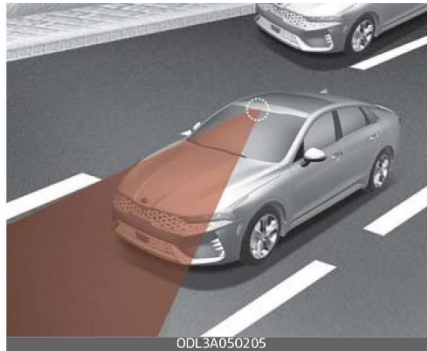
Junction Turning function



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.

5

- 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.

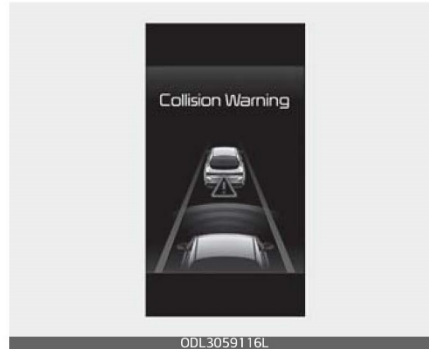
System Operation

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'.

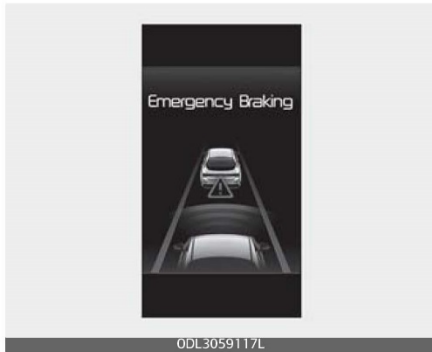
Collision Warning



- 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



- 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



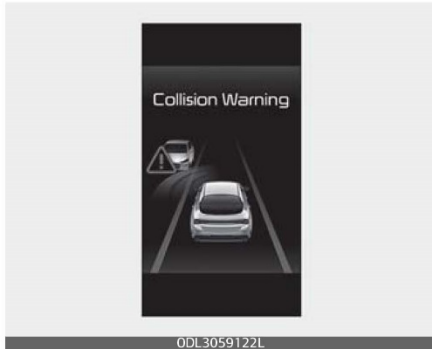
- When the vehicle is stopped due to emergency braking, the 'Drive carefully' warning message will appear on the cluster. For your safety, the driver should depress the brake pedal immediately and check the surroundings.
- Brake control will end after the vehicle is stopped by emergency braking for approximately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

5


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

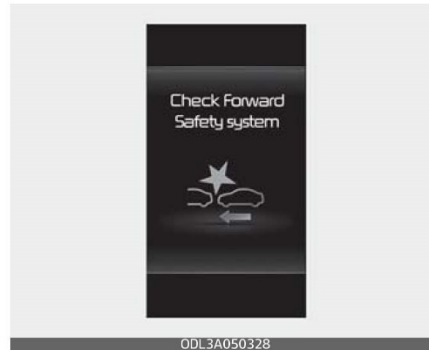
- Depending on the condition of the vehicle, pedestrian and cyclist in front and the surroundings, the speed range to operate Forward Collision-Avoidance Assist may reduce. The system may only warn the driver, or the system may not operate.
- Forward Collision-Avoidance Assist will operate under certain 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

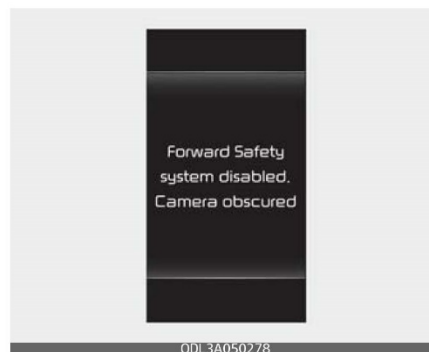
System malfunction

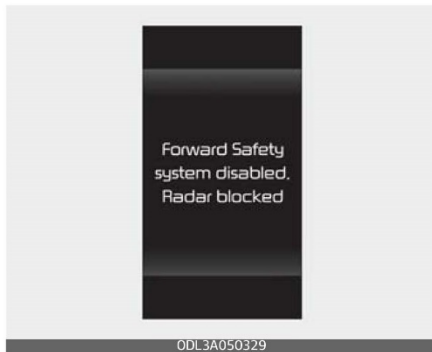


When Forward Collision-Avoidance Assist is not working properly, the 'Check Forward Safety system' warning message will appear, and the 「」 and 「」 warning lights will illuminate on the cluster. We recommend that the system be inspected by an authorized Kia dealer/service partner.



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 an 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



Driving your vehicle

- 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.



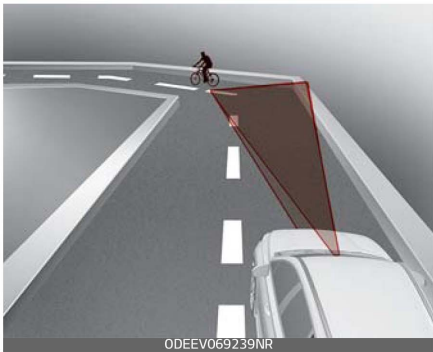
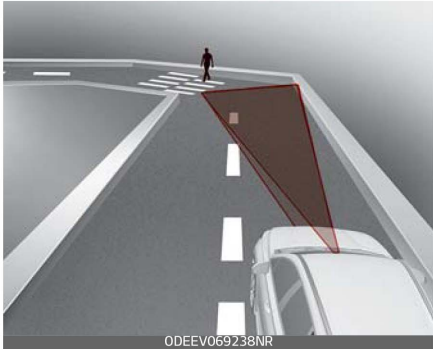
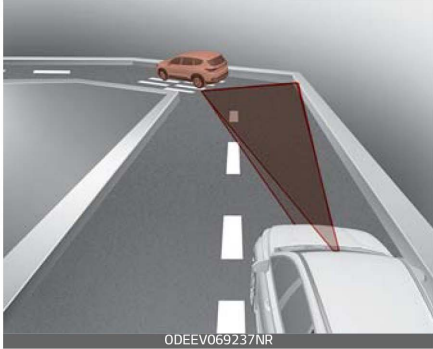
- The pedestrian or cyclist in front is moving very quickly
- The pedestrian or cyclist in front is short or is posing a low posture
- The pedestrian or cyclist in front has impaired mobility

Forward Collision–Avoidance Assist (FCA) – sensor fusion

- 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

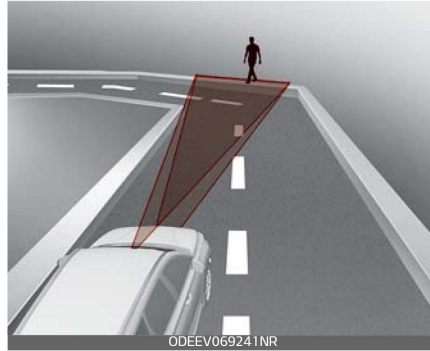
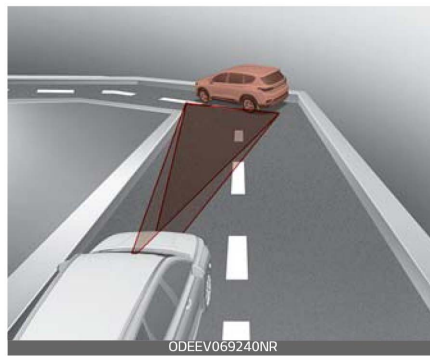
⚠ WARNING

- Driving on a curve



adversely affecting the performance of the sensors. This may result in no warning, braking assist or steering assist when necessary.

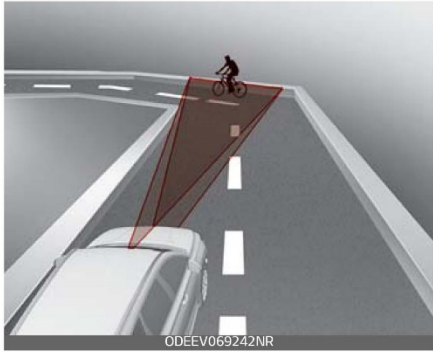
When driving on a curve, you must maintain a safe braking distance, and if necessary, steer the vehicle and depress the brake pedal to reduce your driving speed in order to maintain a safe distance.



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 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 (FCA) - sensor fusion

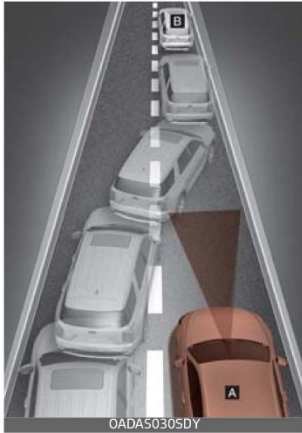


Forward Collision-Avoidance Assist may not detect other vehicles, pedestrians or cyclists in front of you while driving uphill or downhill adversely affecting the performance of the sensors. This may result in unnecessary warning, braking assist or steering assist or no warning, braking assist or steering 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.

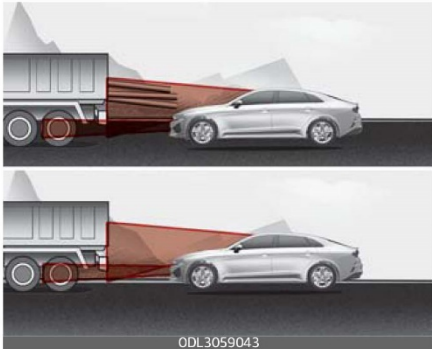
Forward Collision-Avoidance Assist (FCA) - sensor fusion



[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: **2/16/2021**

Principal Other Vehicle: **SSV**

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
1020	Brake characterization and determination						See Appendix D
21	Static Run						Zero SV front bumper to SSV rear bumper and collect data
22	Stopped POV	Y	2.15	7.13	0.87	Pass	
23		Y	2.11	1.27	1.11	Pass	
24		Y	2.14	10.29	0.97	Pass	
25		Y	2.10	10.25	0.95	Pass	
26		Y	2.12	9.28	0.92	Pass	
27		Y	2.09	9.61	0.94	Pass	
28		N					Brake force
29		Y	1.99	9.96	0.92	Pass	
30	Static Run						Check zero data is within ± 0.167 ft (± 0.05 m)
31	Slower POV, 25 vs 10	N					Throttle
32		N					Post processor error
33		N					Post processor error
34		N					Post processor error
35		Y	1.85	11.60	1.10	Pass	
36		Y	1.91	11.74	1.12	Pass	
37		Y	1.90	12.33	1.09	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
38	Slower POV, 25 vs 10	Y	1.90	11.75	1.16	Pass	
39		N					SV speed
40		Y	1.87	12.05	1.12	Pass	
41		Y	1.92	12.21	1.11	Pass	
42		N					SV yaw
43		Y	1.78	11.03	1.13	Pass	
44	Static Run						Check zero data is within ± 0.167 ft (± 0.05 m)
45	Slower POV, 45 vs 20	Y	2.28	15.34	1.12	Pass	
46		Y	2.26	13.89	1.16	Pass	
47		Y	2.30	15.44	1.15	Pass	
48		Y	2.29	15.00	1.12	Pass	
49		N					SV yaw
50		Y	2.36	14.55	1.16	Pass	
51		Y	2.36	14.88	1.17	Pass	
52		Y	2.37	16.31	1.12	Pass	
53	Static run						Check zero data is within ± 0.167 ft (± 0.05 m)
54	Decelerating POV	N					Throttle
55		N					Throttle
56		N					Throttle
57		N					SV yaw
58		Y	1.61	2.83	0.54	Pass	
59		Y	1.62	1.45	1.12	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
60	Decelerating POV	N					Brake release
61		N					Brake release
62		Y	1.60	2.70	1.14	Pass	
63		Y	1.65	2.04	1.14	Pass	
64		Y	1.73	4.31	0.61	Pass	
65		Y	1.60	7.25	0.59	Pass	
66		Y	1.62	1.96	1.09	Pass	
67	Static run						Check zero data is within ± 0.167 ft (± 0.05 m)
68	STP - Static run						Zero SV front bumper to rear edge of steel plate and collect data
69	Baseline, 25	N					Decel low
70		N					Decel high
71		N					Brake force
72		N					Decel high
73		Y				0.48	
74		Y				0.44	
75		Y				0.44	
76		N					SV speed
77		Y				0.42	
78		Y				0.44	
79		Y				0.44	
80		Y				0.41	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes	
81	STP - Static run						Check zero data is within ± 0.167 ft (± 0.05 m)	
82	Baseline, 45	N					Decel high	
83		N					Decel high	
84		N					Decel high	
85		N					Decel high	
86		N					Decel high	
87		N					Decel high	
88		Y				0.43		
89		N						SV speed
90		N						Brake
91		N						Brake
92		Y				0.39		
93		Y				0.38		
94		Y				0.40		
95		Y				0.40		
96		Y				0.41		
97	Y				0.41			
98	STP - Static run						Check zero data is within ± 0.167 ft (± 0.05 m)	
99	STP False Positive, 25	Y			0.42	Pass		
100		Y			0.41	Pass		
101		Y			0.40	Pass		
102		Y			0.38	Pass		

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
103	STP False Positive, 25	Y			0.43	Pass	
104		Y			0.40	Pass	
105		Y			0.44	Pass	
106	STP - Static run						Check zero data is within ± 0.167 ft (± 0.05 m)
107	STP False Positive, 45	N					Brake
108		Y			0.46	Pass	
109		Y			0.40	Pass	
110		Y			0.39	Pass	
111		Y			0.40	Pass	
112		N					SV Speed
113		Y			0.44	Pass	
114		Y			0.43	Pass	
115		Y			0.44	Pass	
116	STP - Static run						Check zero data is within ± 0.167 ft (± 0.05 m)

APPENDIX D

Brake Characterization

Subject Vehicle: 2021 Kia K5 EX

Test Date: 2/16/2021

DBS Initial Brake Characterization				
Run Number	Stroke at 0.4 g (in)	Force at 0.4 g (lb)	Slope	Intercept
1	2.688	15.936	0.461	-0.245
2	2.692	15.657	0.492	-0.279
3	2.820	16.174	0.462	-0.240

DBS Brake Characterization Determination								
Run	DBS Mode	Speed	Valid Run	Average Decel. (g)	0.4 g Stroke Value (in)	0.4 g Force Value (lb)	Stroke/Force Calculator (in)	Notes
4	Displacement	35	N					SV throttle
5		35	Y	0.358	2.00		2.23	
6		35	Y	0.442	2.23		2.02	
7		35	Y	0.415	2.12		2.04	
8		25	Y	0.429	2.12		1.98	
9		25	Y	0.399	2.08		2.09	
10		45	N					SV speed
11		45	Y	0.402	2.08		2.07	

DBS Brake Characterization Determination									
Run	DBS Mode	Speed	Valid Run	Average Decel. (g)	0.4 g Stroke Value (in)	0.4 g Force Value (lb)	Stroke/Force Calculator (in)	Notes	
12	Hybrid	35	Y	0.567	2.08	13.55	9.56		
13		35	Y	0.447	2.08	10.00	8.95		
14		35	Y	0.405	2.08	9.10	8.99		
15		25	Y	0.390	2.08	9.10	9.33		
16		25	Y	0.355	2.08	9.10	10.25		
17		45	Y	0.363	2.08	9.10	10.03		
18		45	N					SV speed	
19		45	N					SV speed	
20		45	Y		0.388	2.08	9.10	9.38	

Appendix E

TIME HISTORY PLOTS

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Description of Time History Plots

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

Time History Plot Description

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

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

Time history figures include the following sub-plots:

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

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

- Headway (ft) – Longitudinal separation between the front-most point of the Subject Vehicle and the rearmost point of the Strikeable Surrogate Vehicle (SSV) towed by the Principal Other Vehicle. The minimum headway during the run is displayed to the right of the subplot.
- SV/POV Speed (mph) – Speed of the Subject Vehicle and the Principal Other Vehicle (if any). For DBS tests, in the case of an impact, the speed reduction experienced by the Subject Vehicle up until the moment of impact is displayed to the right of the subplot.
- Yaw Rate (deg/sec) – Yaw rate of the Subject Vehicle and Principal Other Vehicle (if any).
- Lateral Offset (ft) – Lateral offset within the lane of the Subject Vehicle to the center of the lane of travel. Note that for tests involving the Strikeable Surrogate Vehicle (SSV), the associated lateral restraint track is defined to be the center of the lane of travel. If testing is done with a different POV which does not have a lateral restraint track, lateral offset is defined to be the lateral offset between the SV and POV.
- Ax (g) – Longitudinal acceleration of the Subject Vehicle and Principal Other Vehicle (if any). The peak value of Ax for the SV is shown on the subplot.
- Pedal Position – Position of the accelerator pedal and brake pedal. The units for the brake pedal are inches and the units for the accelerator pedal are percent of full scale divided by 10.
- Brake Force (lb) – Force on the brake pedal as applied by the DBS controller. The TTC at the onset of the brake by the DBS controller is shown on the subplot. Additionally, the average force at the brake pedal while the DBS controller is active is displayed.

Envelopes and Thresholds

Some of the time history plot figures contain either green or yellow envelopes and/or black or red threshold lines. These envelopes and thresholds are used to programmatically and visually determine the validity of a given test run. Envelope and threshold exceedances are indicated with either red shading or red asterisks, and red text is placed to the right side of the plot indicating the type of exceedance. Such exceedances indicate either that the test was invalid or that the requirements of the test were not met (i.e., failure of the AEB system).

For plots with green envelopes, in order for the test to be valid, the time-varying data must not exceed the envelope boundaries at any time within the envelope. Exceedances of a green envelope are indicated by red shading in the area between the measured time-varying data and the envelope boundaries.

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

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

For the Ax plot, if the scenario is an AEB brake to stop scenario, a vertical dashed black line is displayed for all plots indicating the moment of first POV braking. The yellow envelope in this case is relevant to the POV braking only. The left edge of the envelope is at 1.5 seconds after the first POV braking. A solid black threshold line extends horizontally 0.5 seconds to the left of the envelope. This threshold line represents the time during which the Ax of the Principal Other Vehicle must first achieve 0.27 g (the upper edge of the envelope, i.e., $0.30 \text{ g} \pm 0.03 \text{ g}$). 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 out of the appropriate interval).

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

For the brake force plots:

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

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

Color Codes

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

Color codes can be broken into four categories:

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

1. Time-varying data color codes:

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

2. Validation envelope and threshold color codes:

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

3. Individual data point color codes:

- Green circle = passing or valid value at a given moment in time
- Red asterisk = failing or invalid value at a given moment in time

4. Text color codes:

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

Other Notations

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

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

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

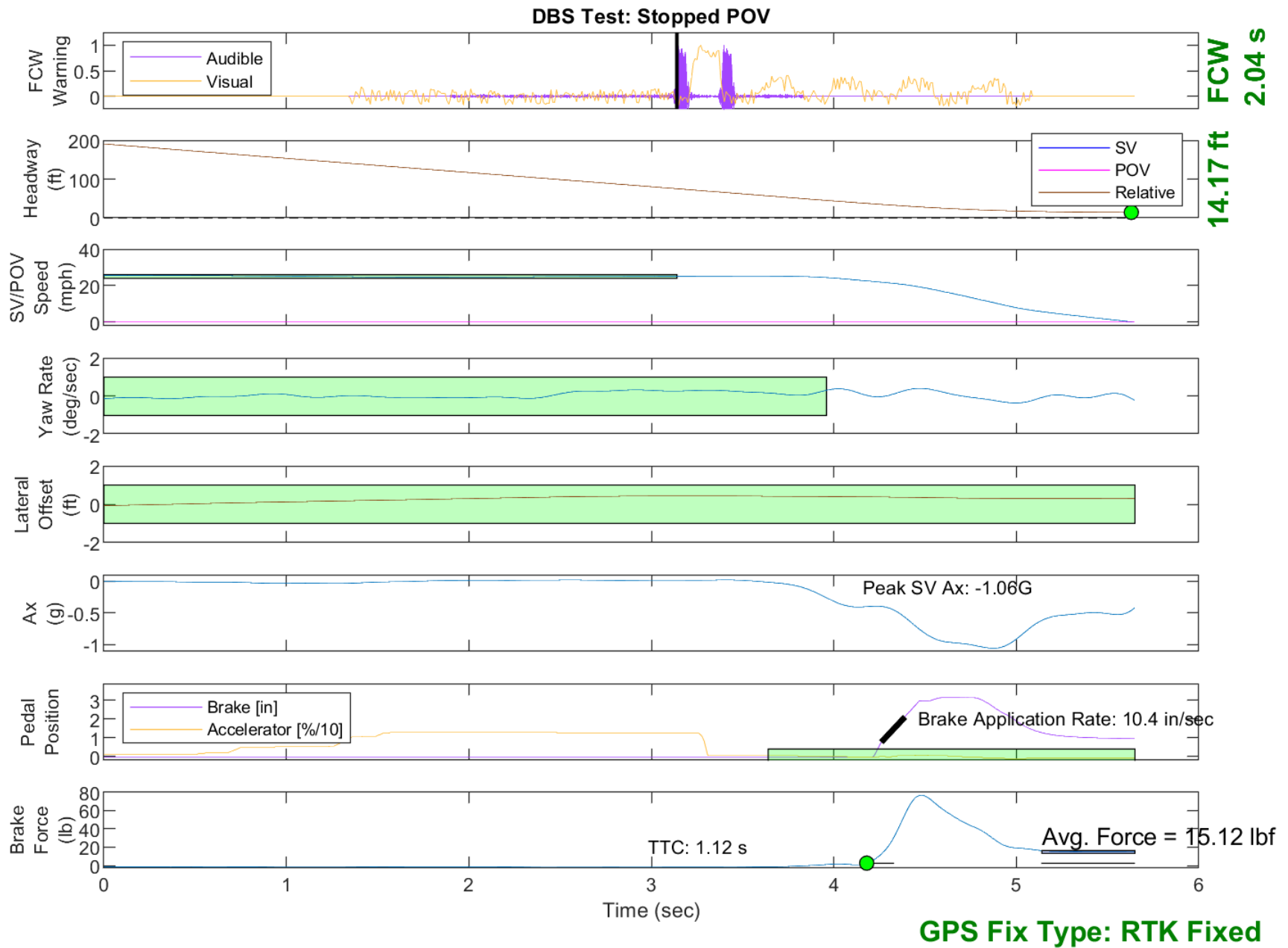


Figure E1. Example Time History for Stopped POV, Passing

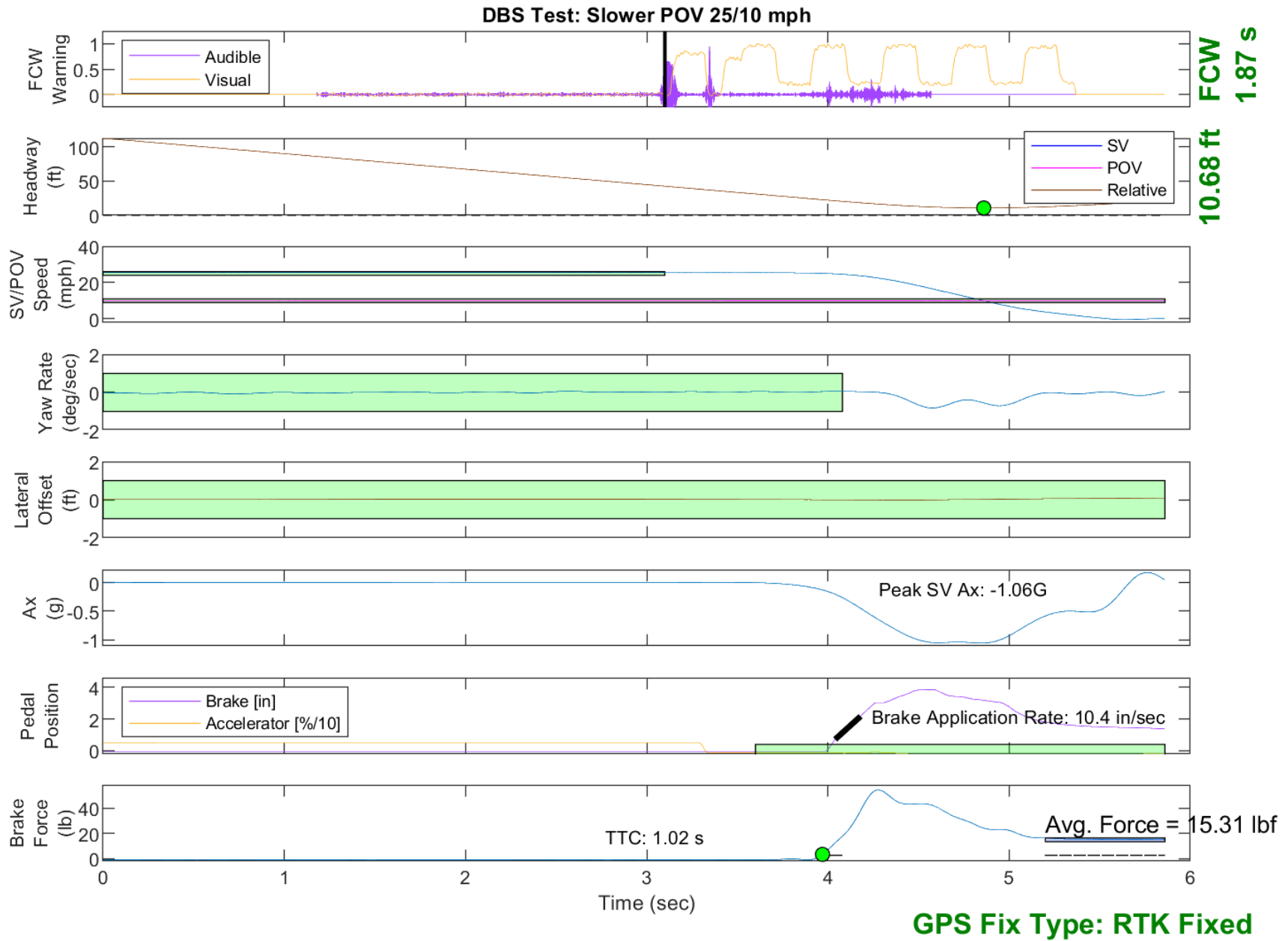


Figure E2. Example Time History for Slower POV 25 vs. 10, Passing

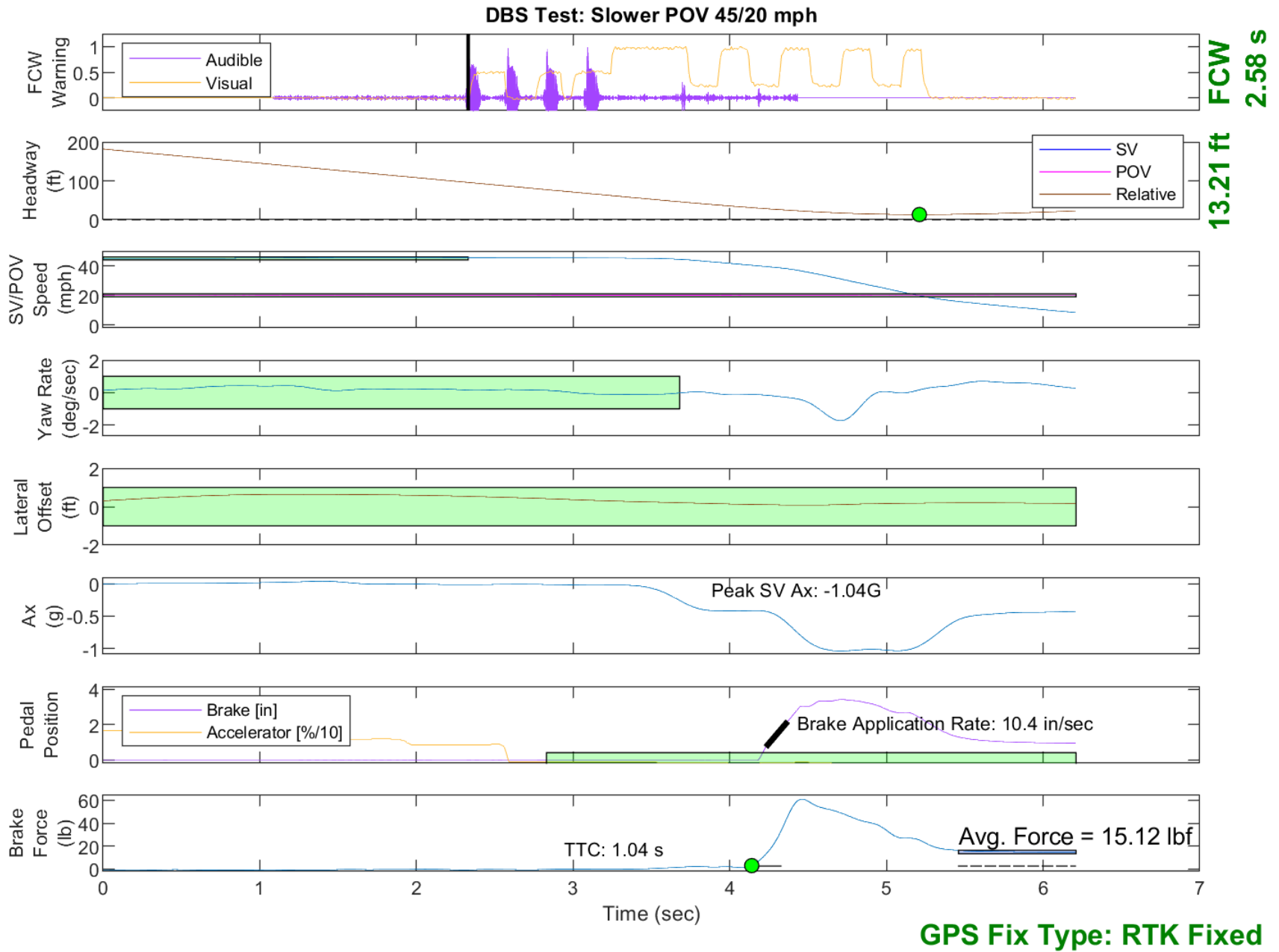


Figure E3. Example Time History for Slower POV 45 vs. 20, Passing

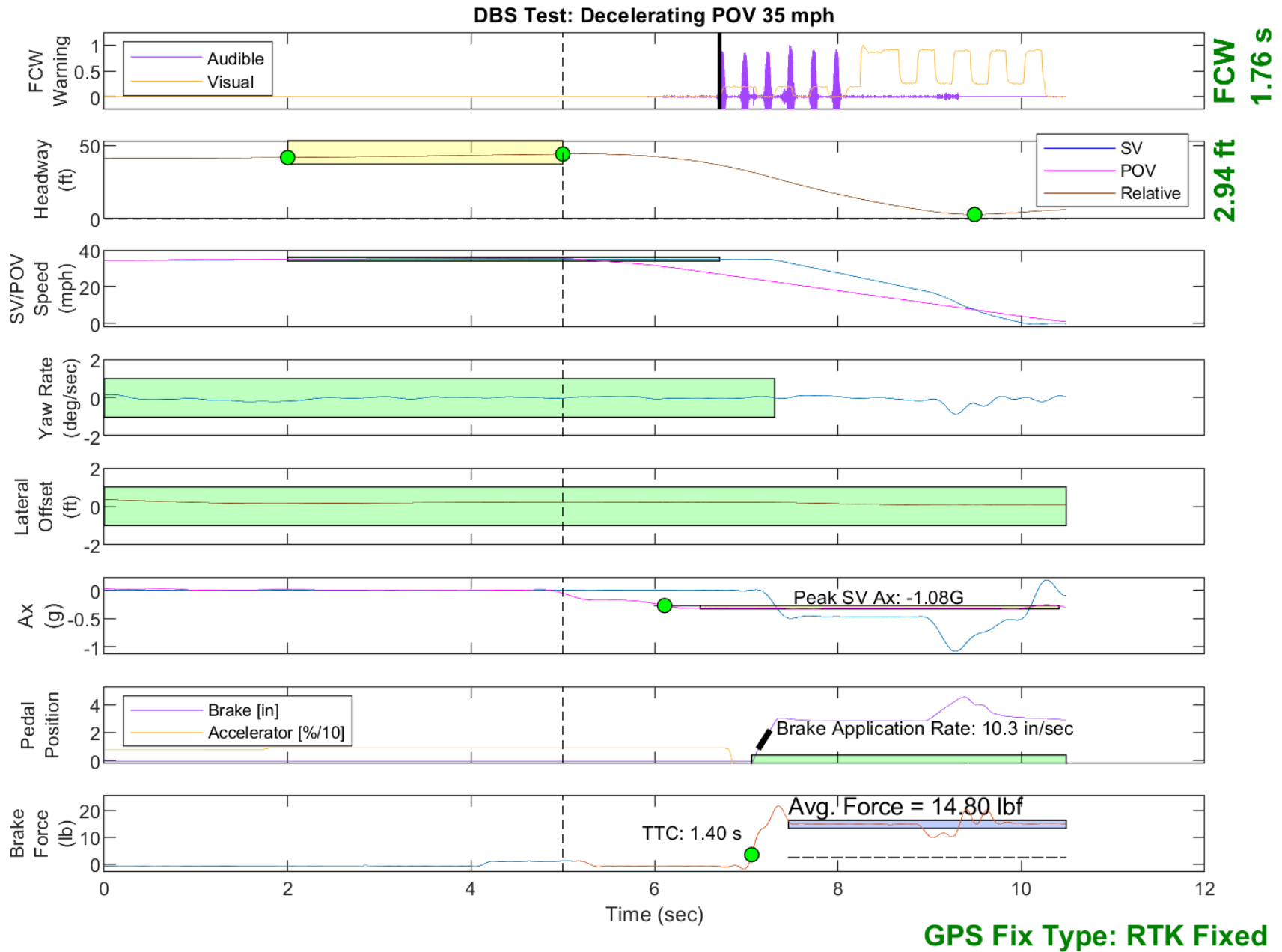
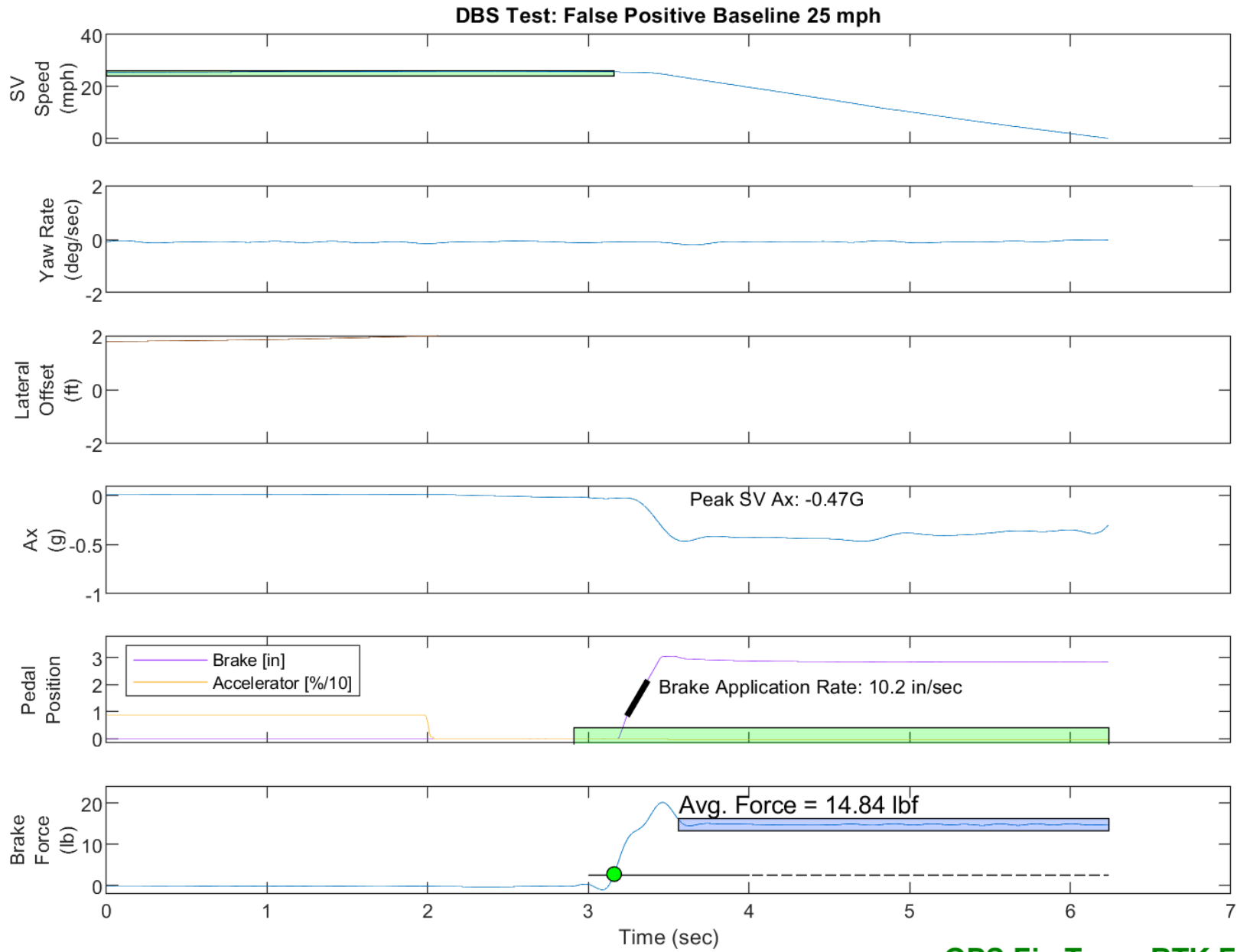
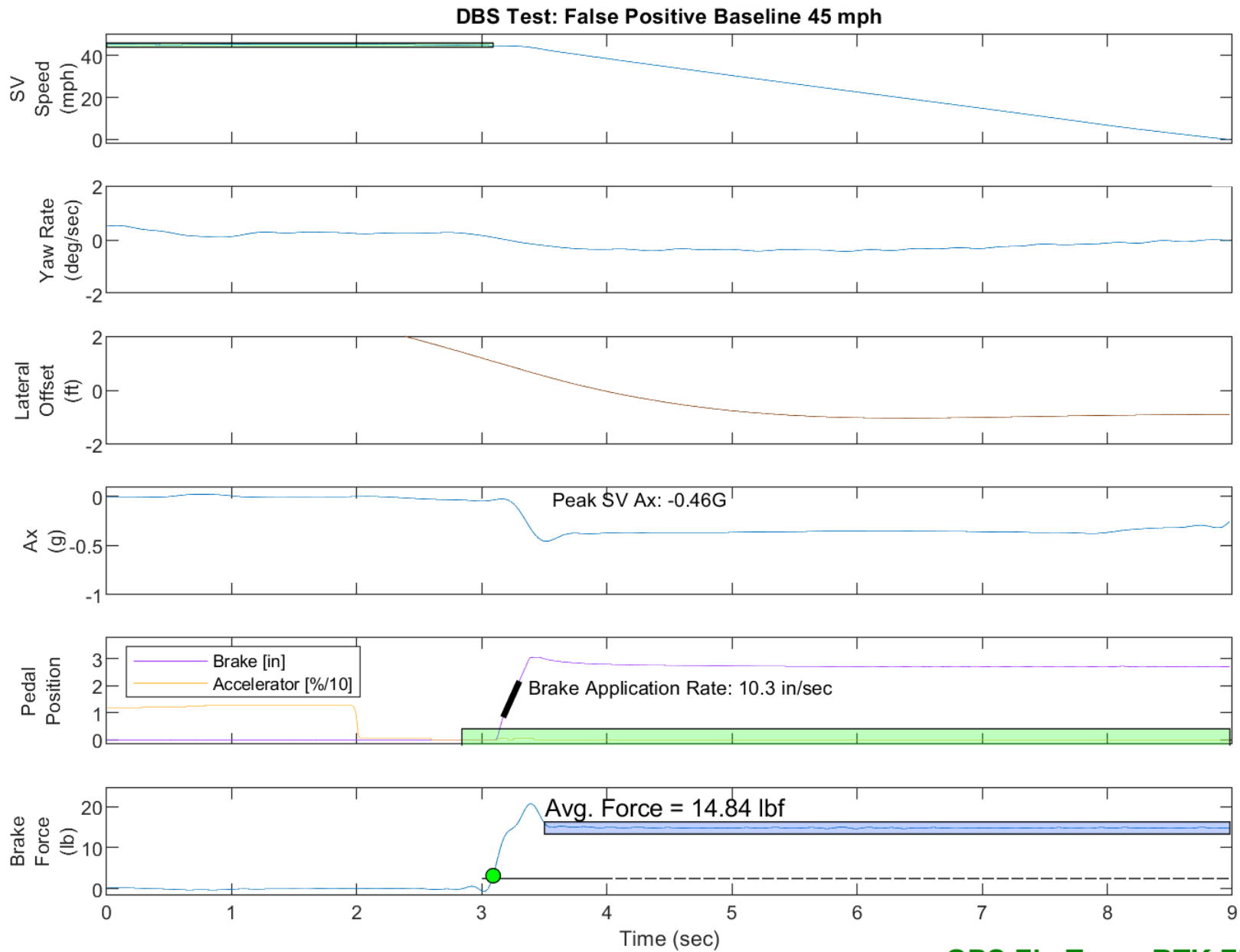


Figure E4. Example Time History for Decelerating POV 35, Passing



GPS Fix Type: RTK Fixed

Figure E5. Example Time History for False Positive Baseline 25



GPS Fix Type: RTK Fixed

Figure E6. Example Time History for False Positive Baseline 45

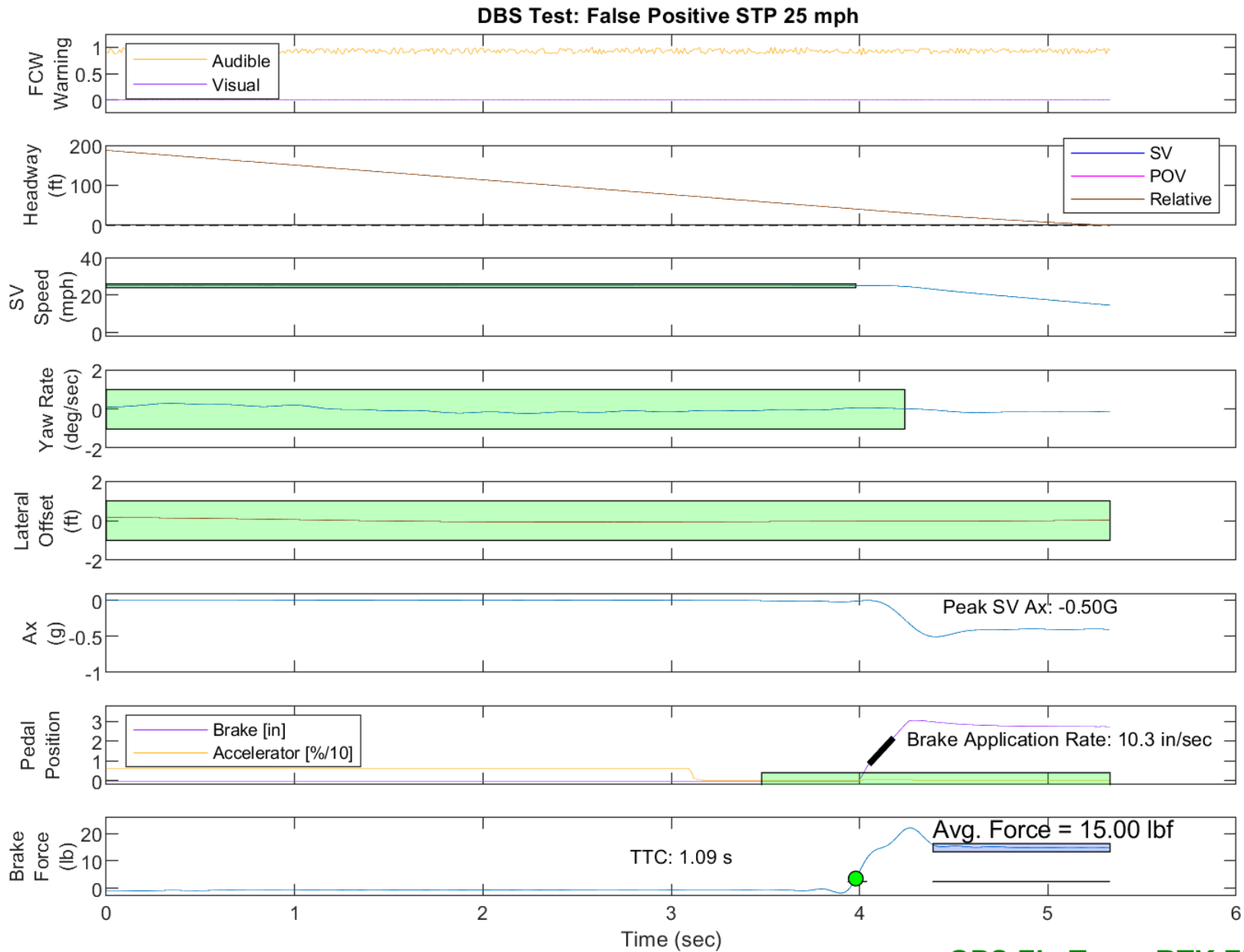
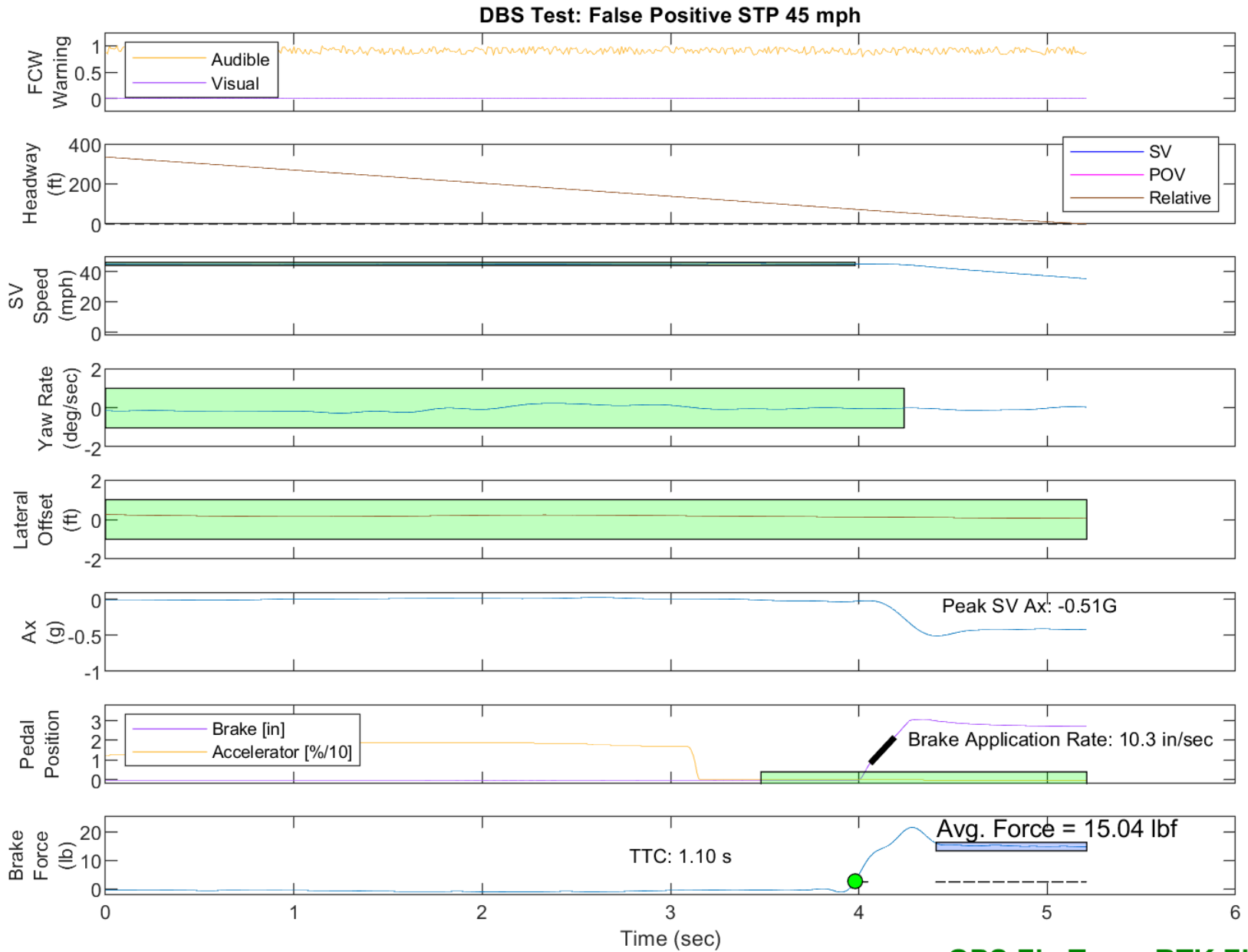


Figure E7. Example Time History for False Positive Steel Plate 25, Passing



GPS Fix Type: RTK Fixed

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

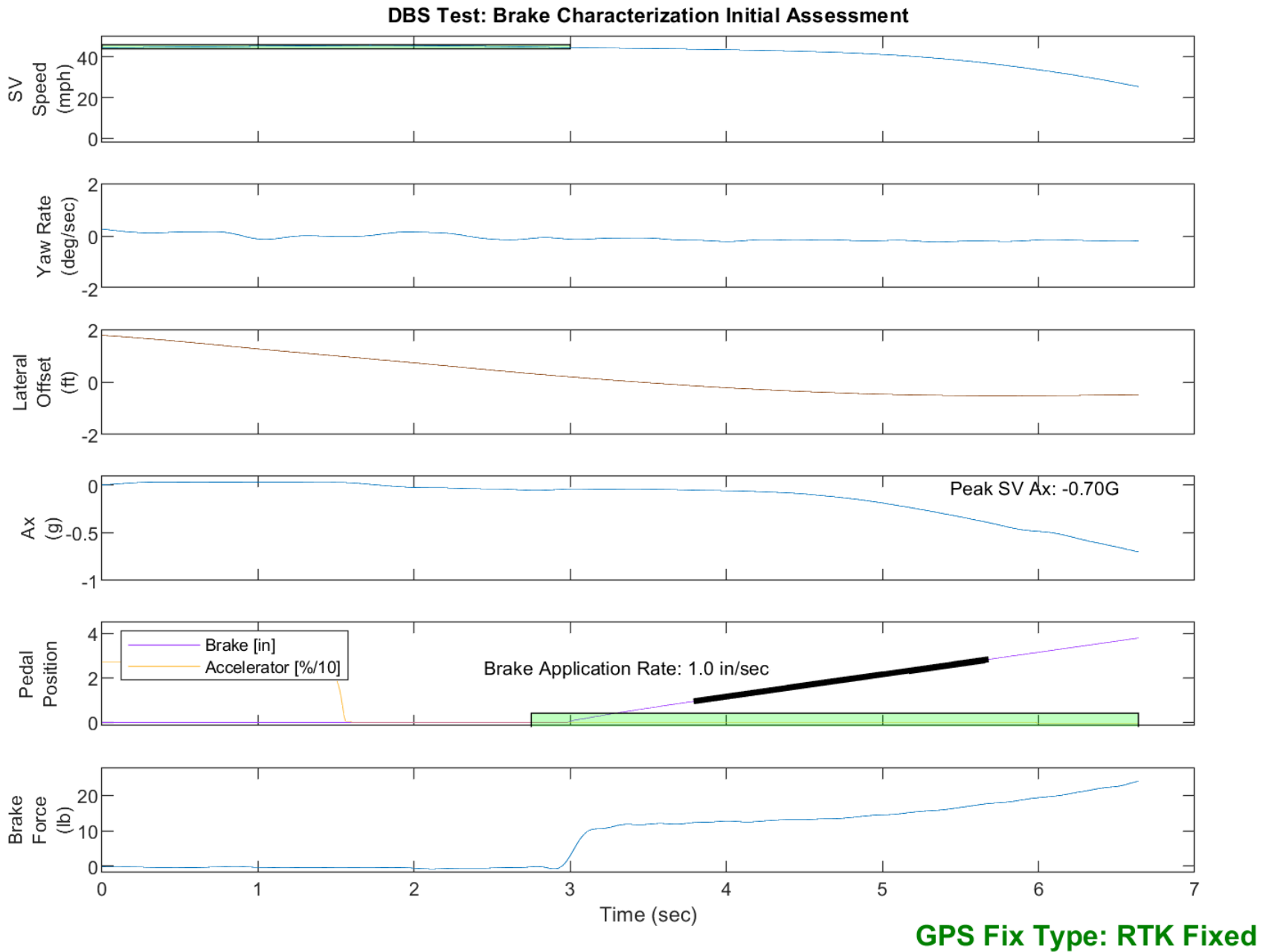


Figure E9. Example Time History for DBS Brake Characterization, Passing

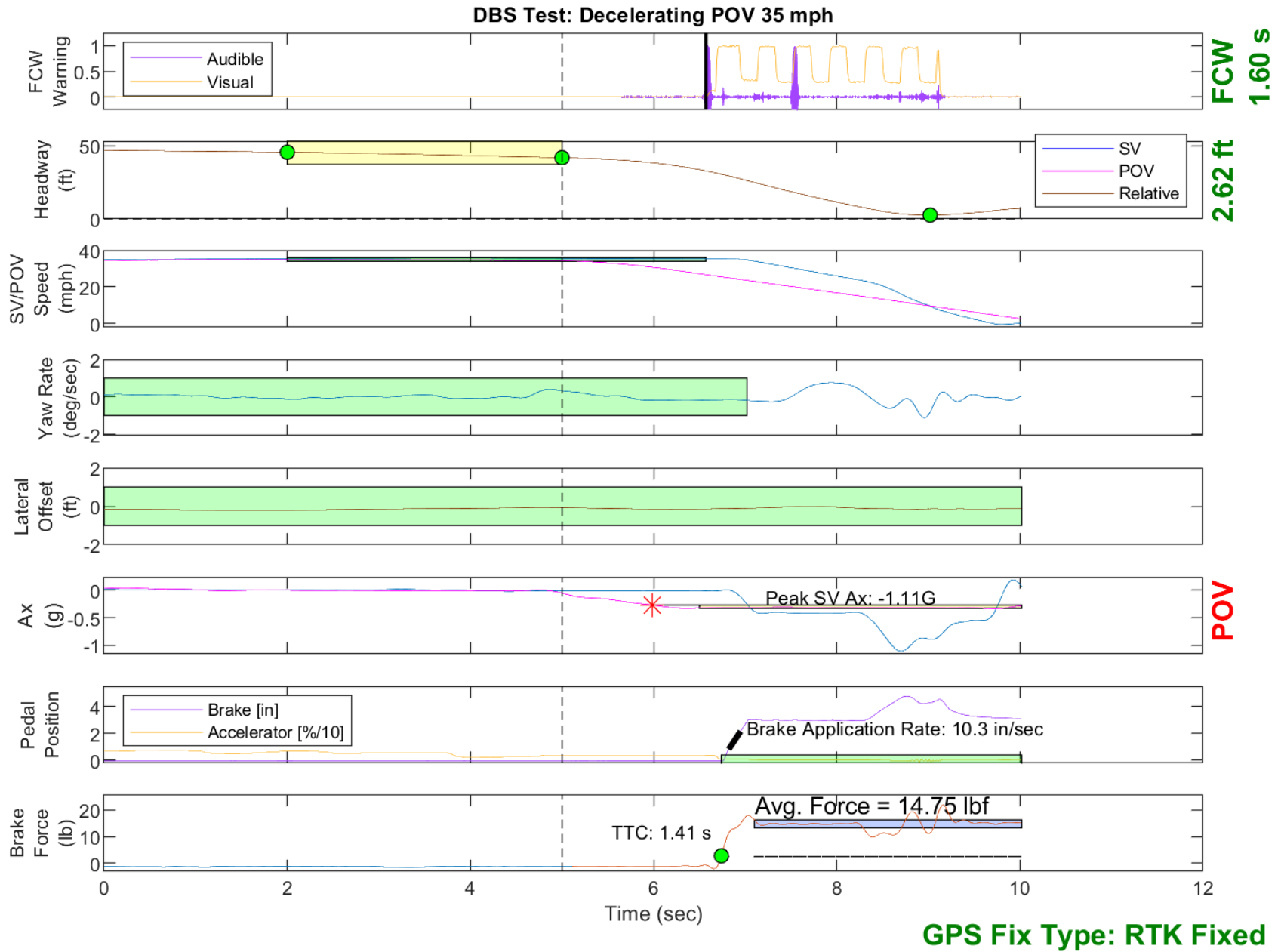
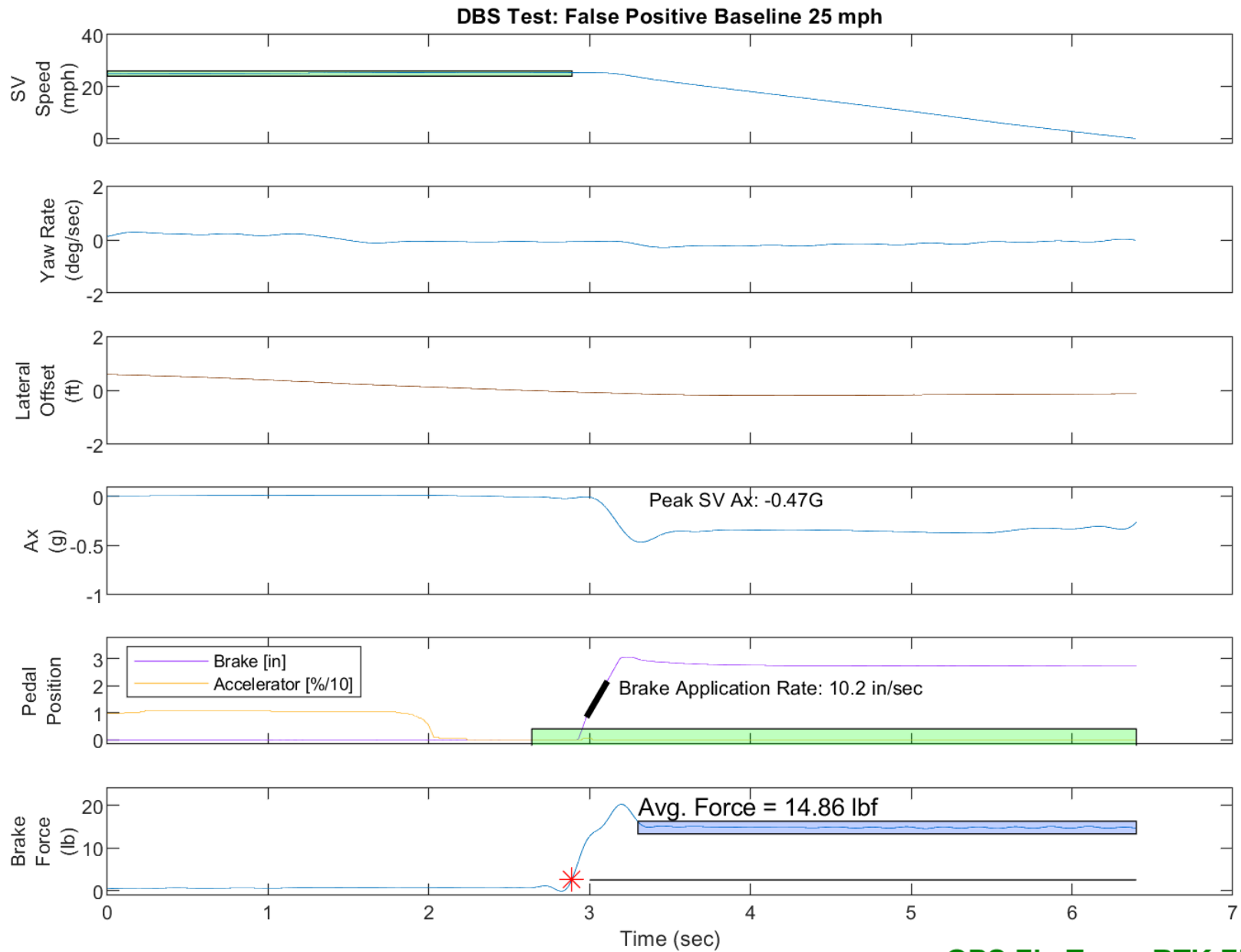


Figure E10. Example Time History Displaying Invalid POV Acceleration Criteria



GPS Fix Type: RTK Fixed

Figure E11. Example Time History Displaying Invalid Brake Force Criteria

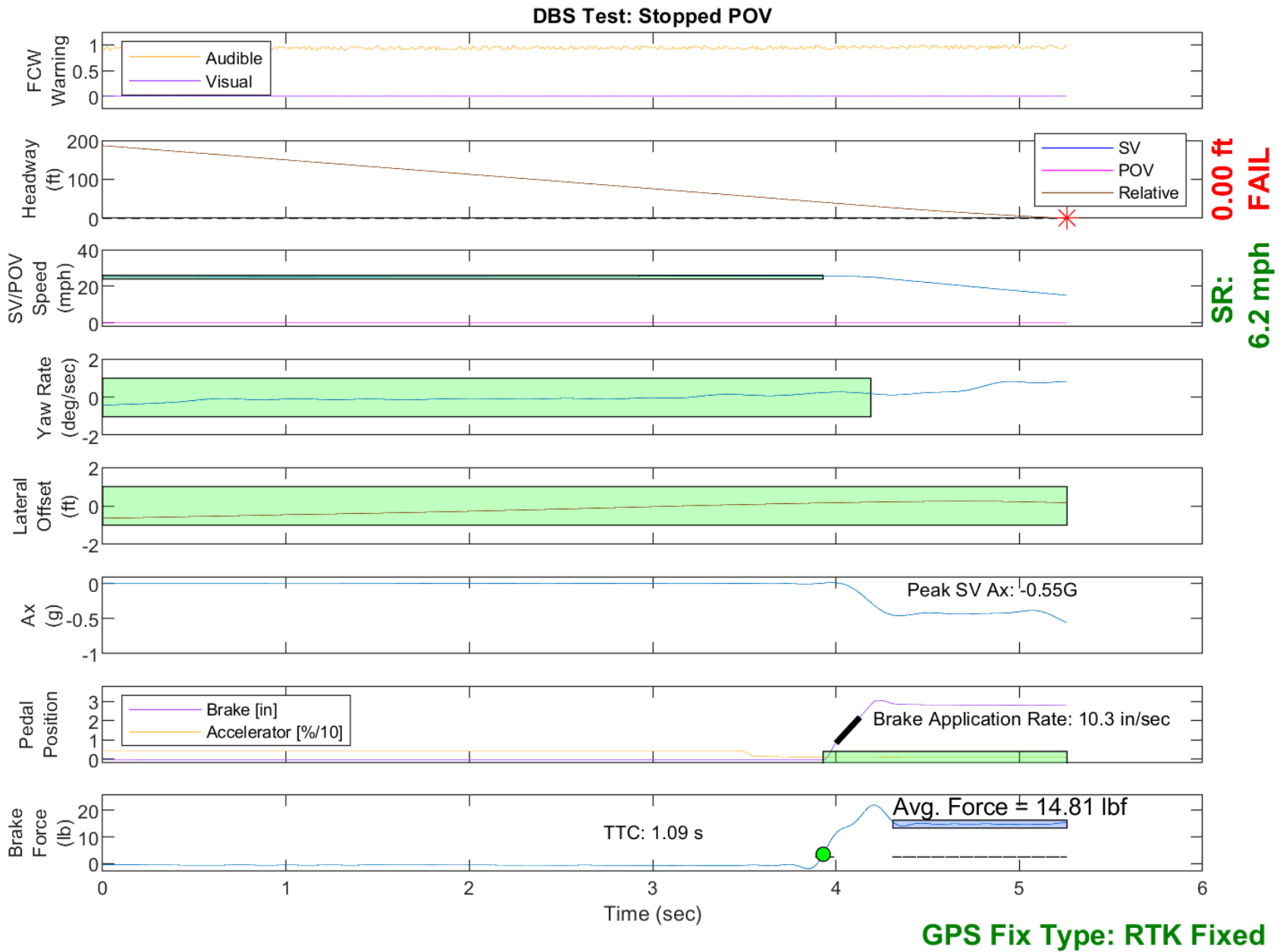


Figure E12. Example Time History for a Failed Run

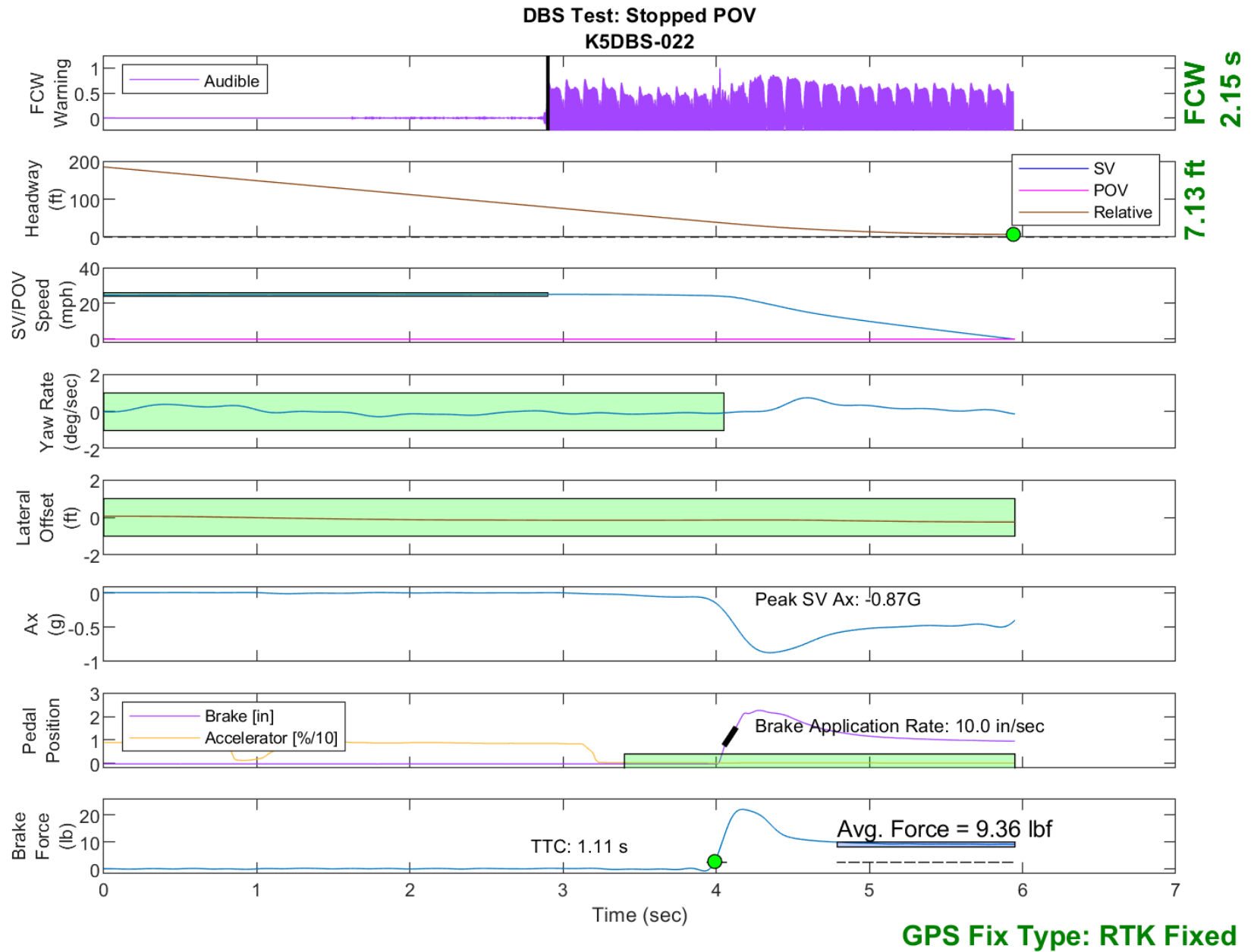


Figure E13. Time History for DBS Run 22, SV Encounters Stopped POV

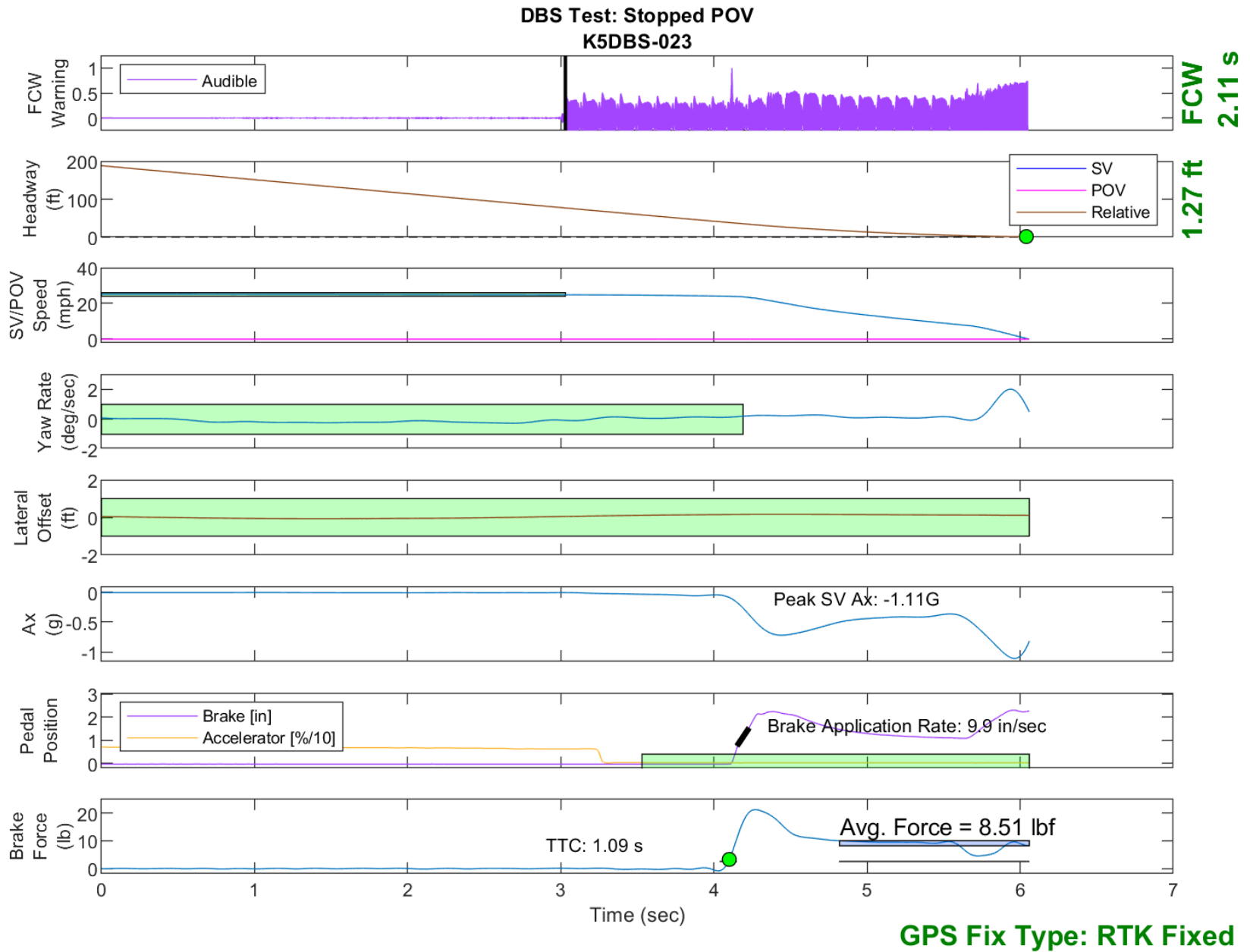


Figure E14. Time History for DBS Run 23, SV Encounters Stopped POV

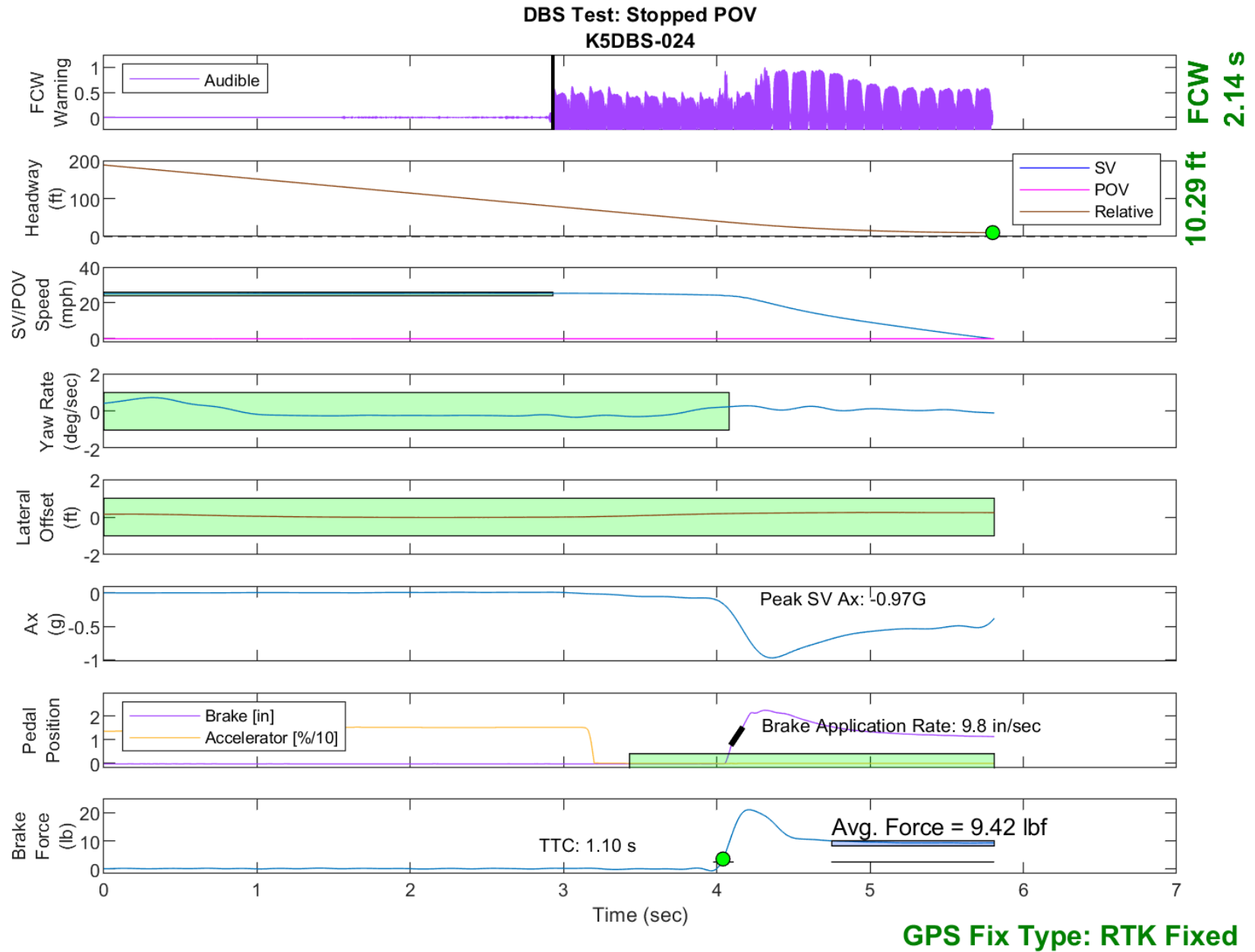


Figure E15. Time History for DBS Run 24, SV Encounters Stopped POV

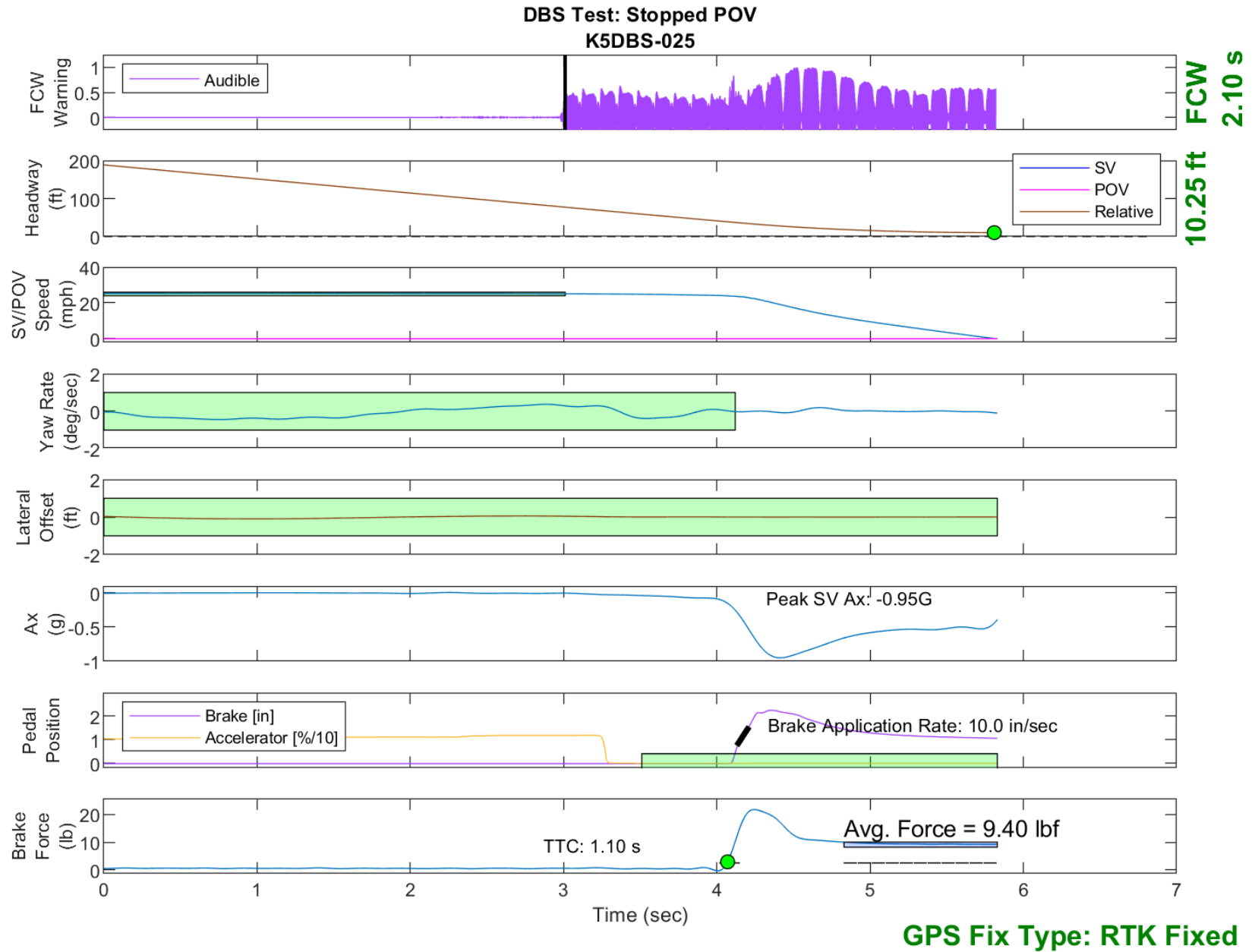


Figure E16. Time History for DBS Run 25, SV Encounters Stopped POV

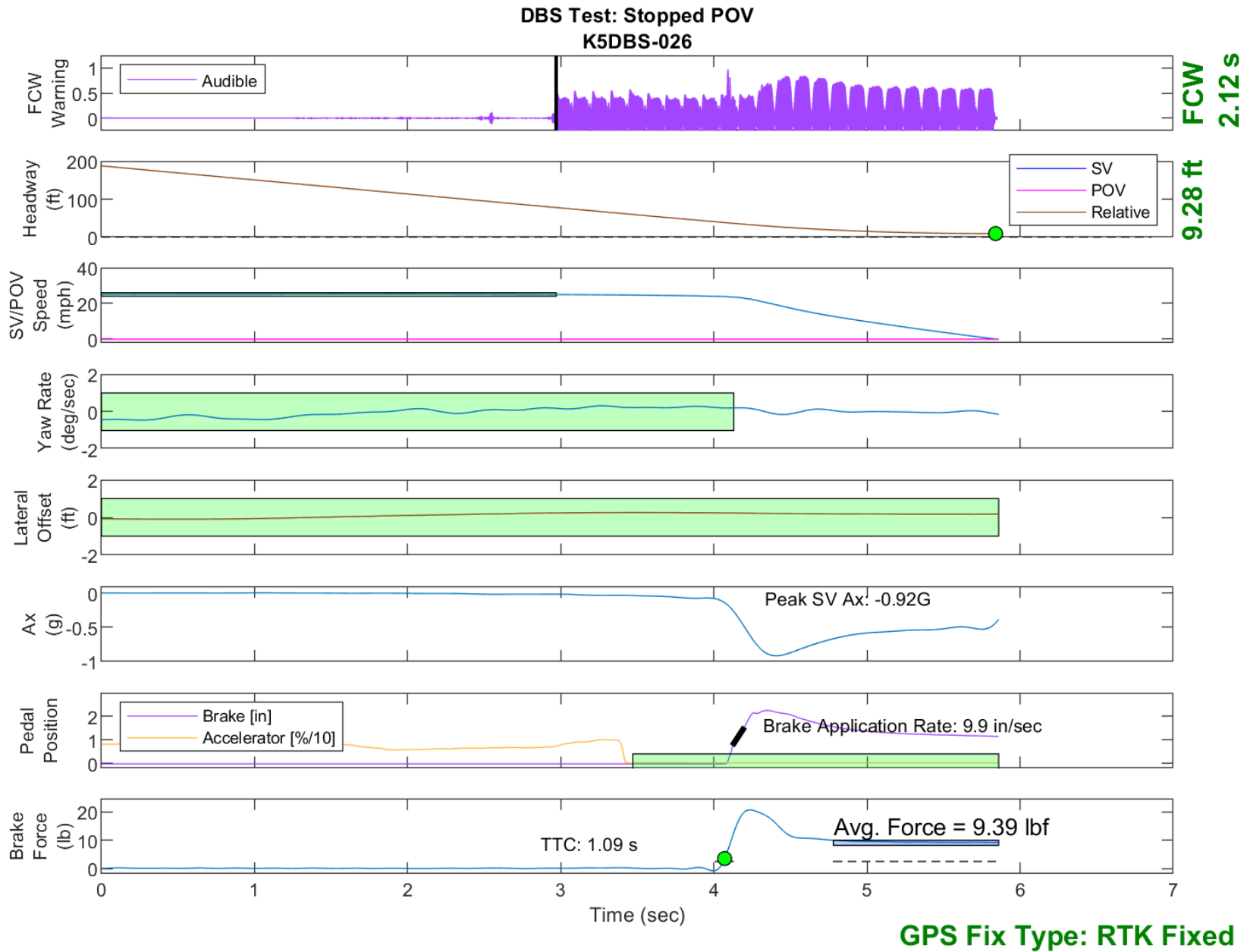


Figure E17. Time History for DBS Run 26, SV Encounters Stopped POV

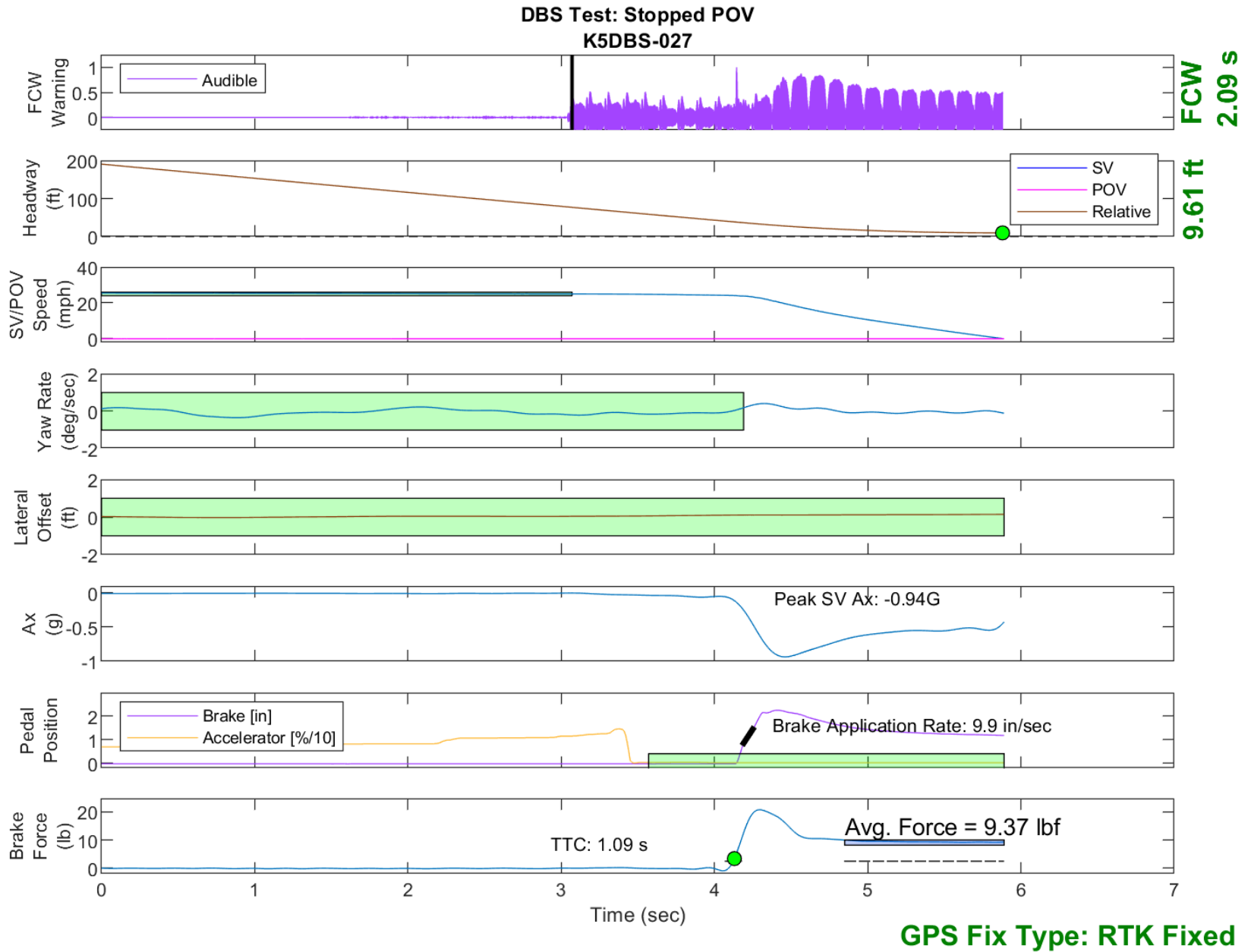


Figure E18. Time History for DBS Run 27, SV Encounters Stopped POV

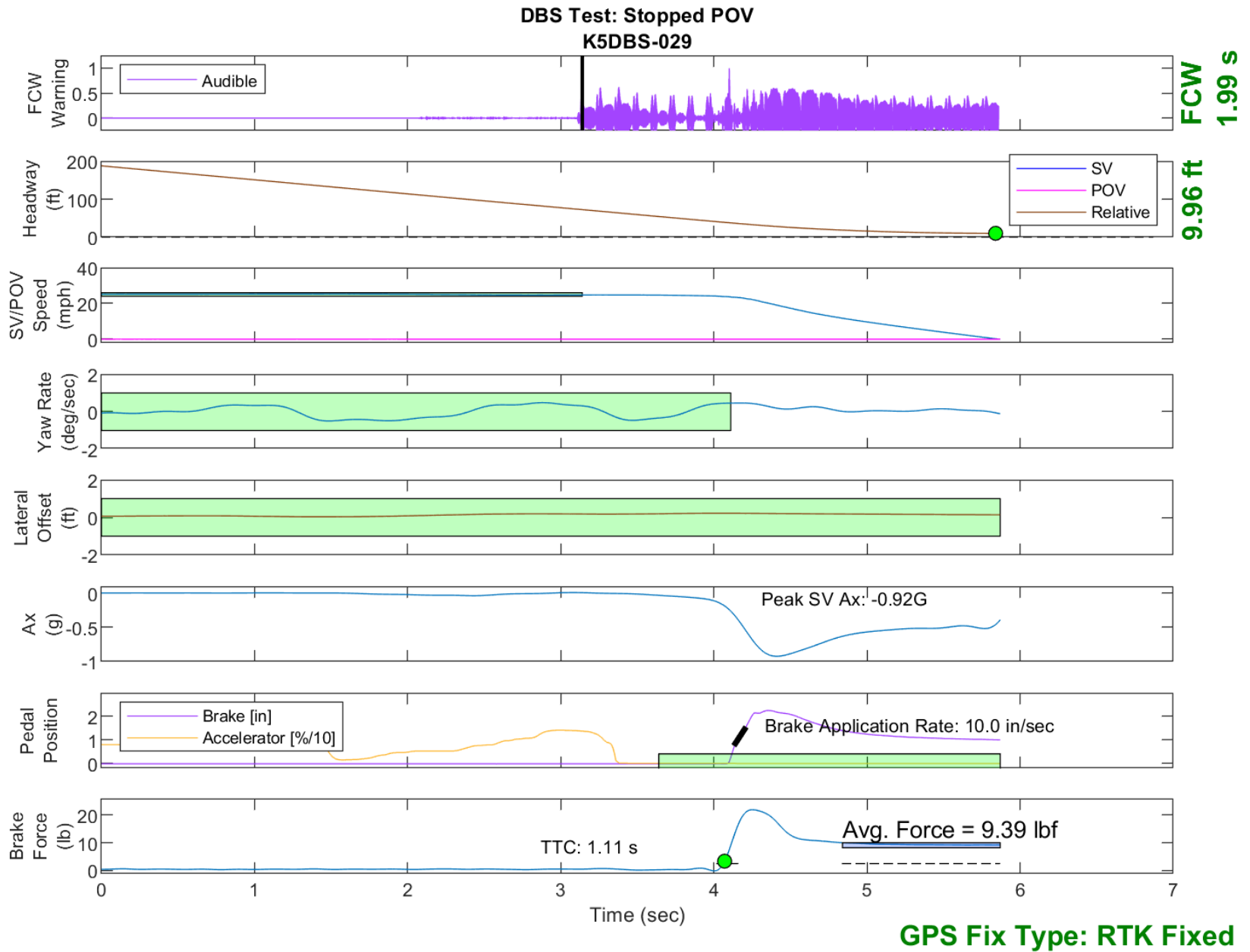


Figure E19. Time History for DBS Run 29, SV Encounters Stopped POV

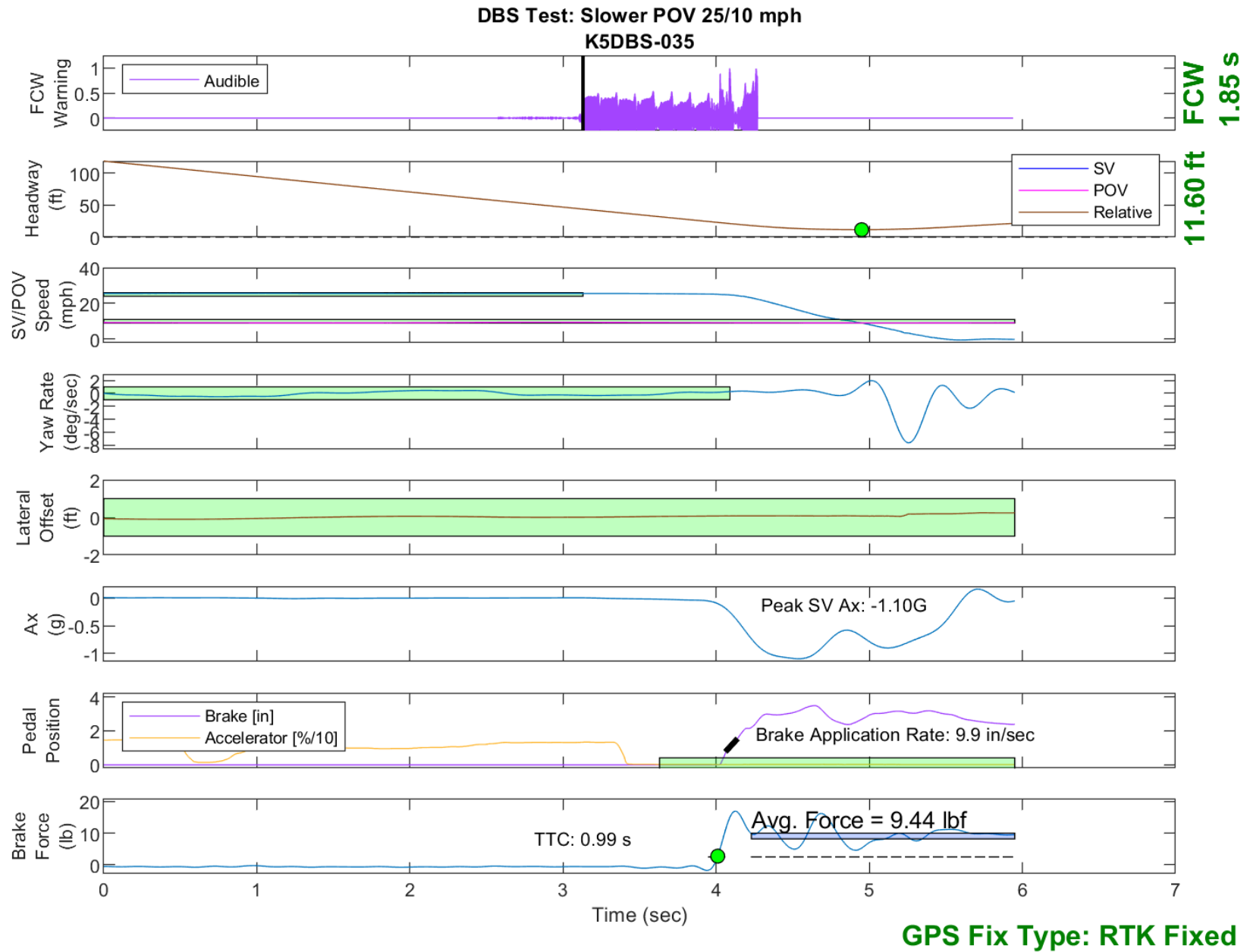


Figure E20. Time History for DBS Run 35, SV Encounters Slower POV, SV 25 mph, POV 10 mph

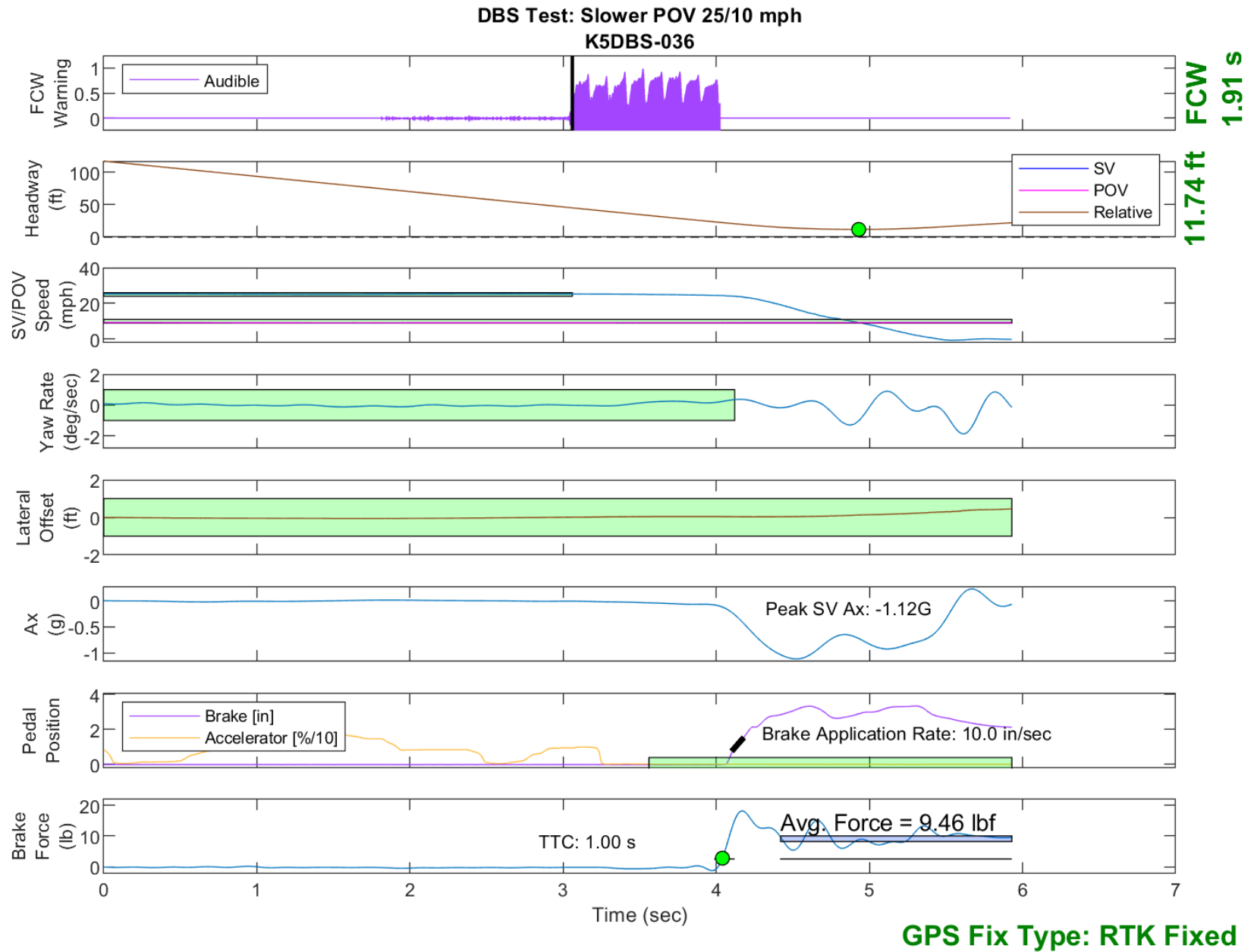


Figure E21. Time History for DBS Run 36, SV Encounters Slower POV, SV 25 mph, POV 10 mph

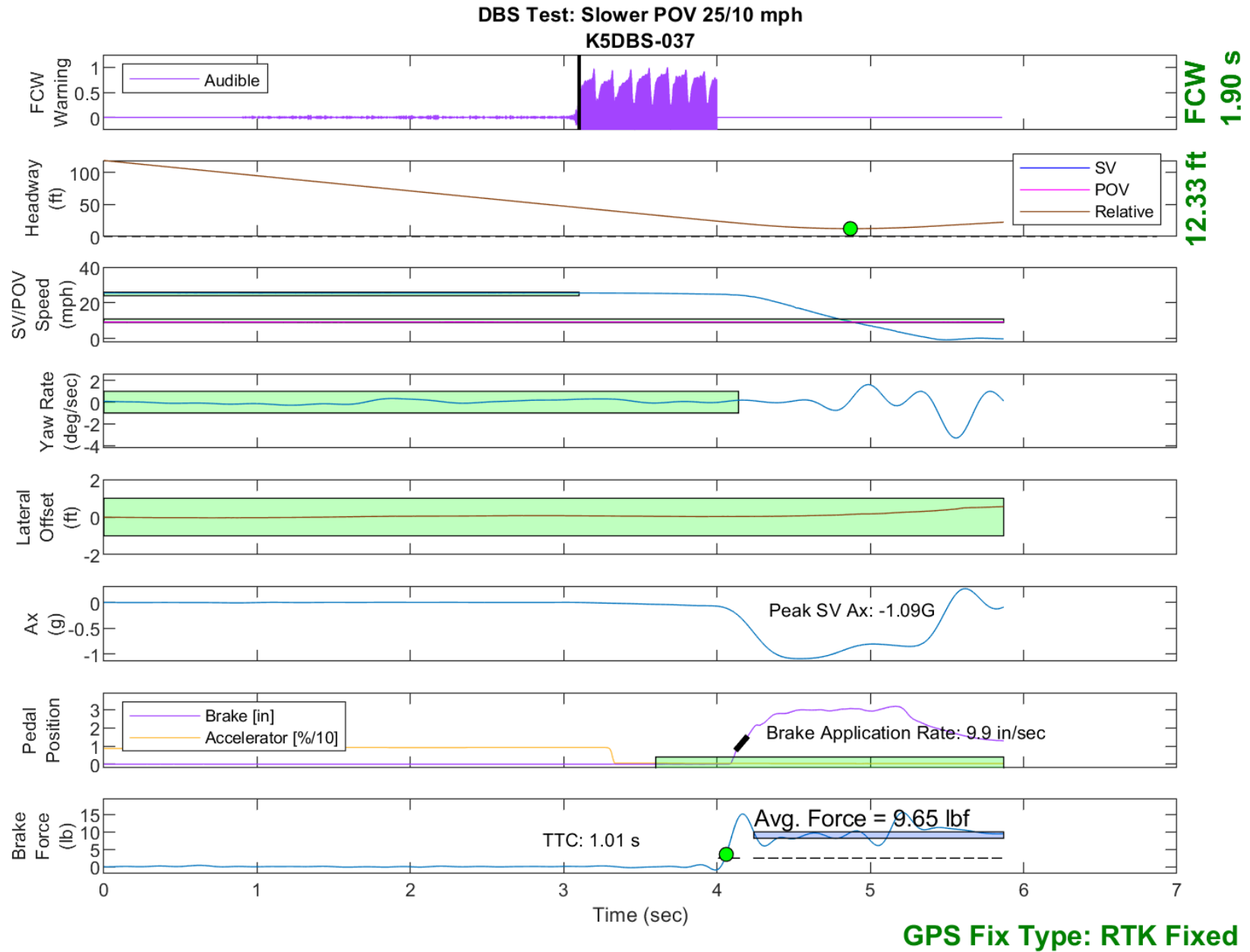


Figure E22. Time History for DBS Run 37, SV Encounters Slower POV, SV 25 mph, POV 10 mph

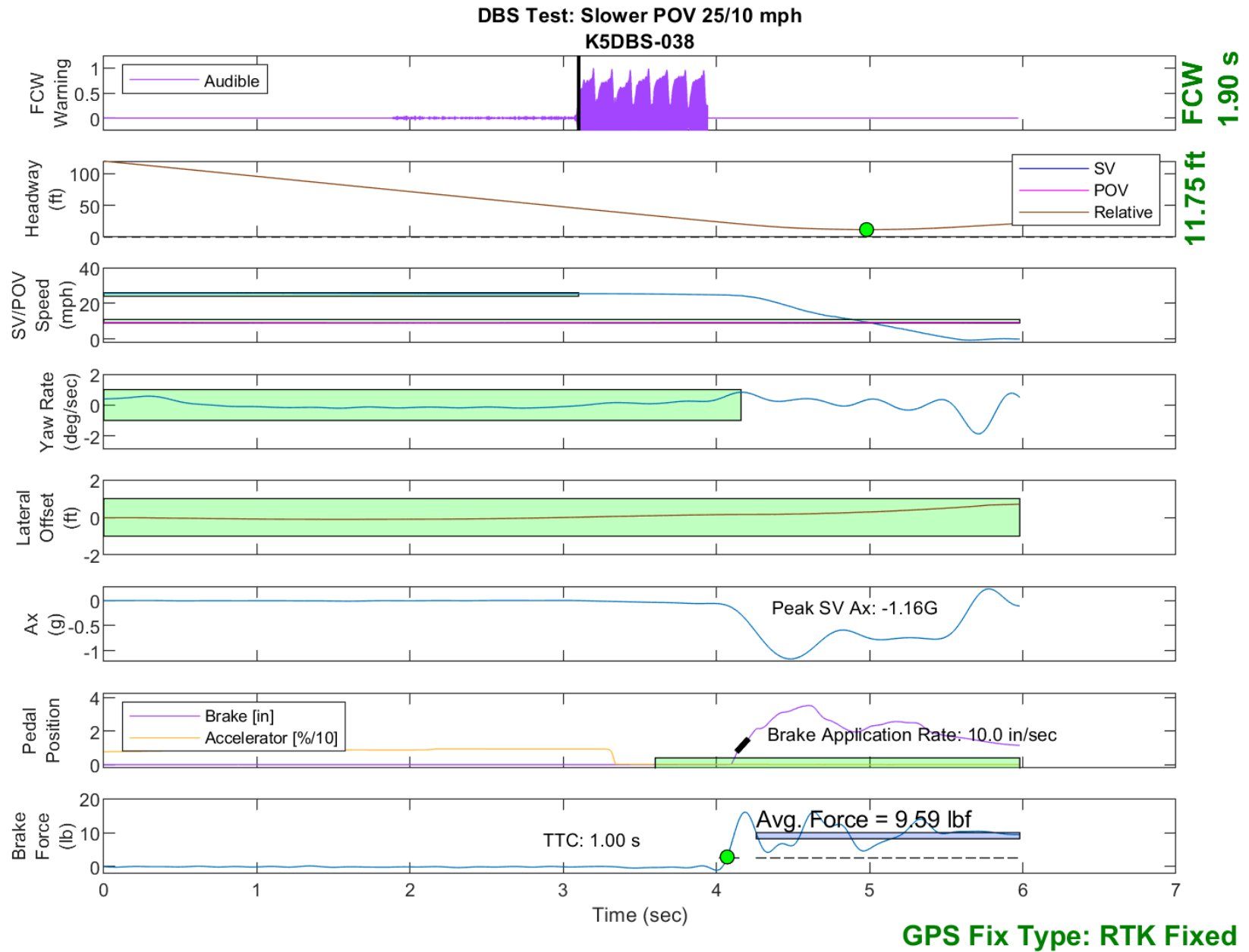


Figure E23. Time History for DBS Run 38, SV Encounters Slower POV, SV 25 mph, POV 10 mph

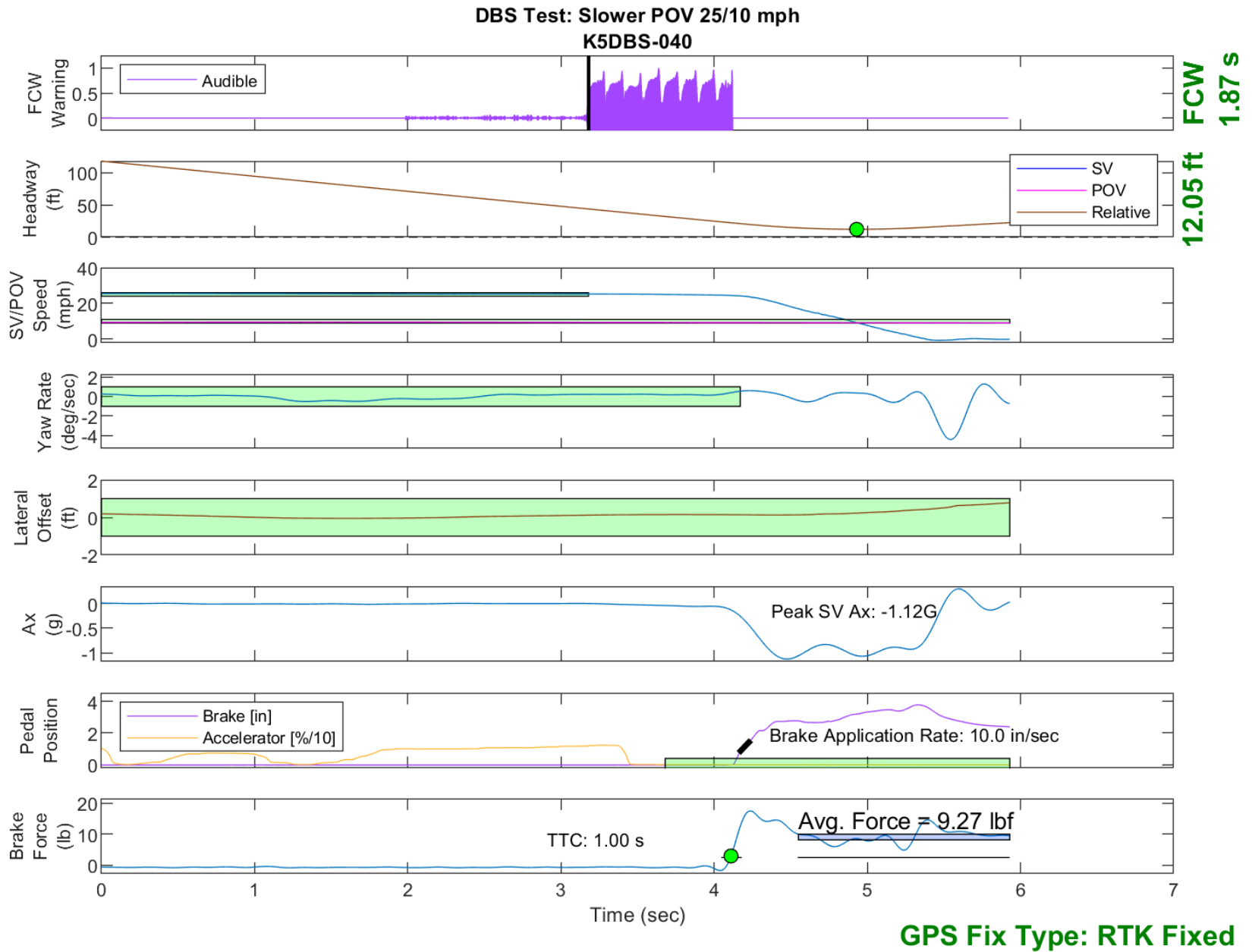


Figure E24. Time History for DBS Run 40, SV Encounters Slower POV, SV 25 mph, POV 10 mph

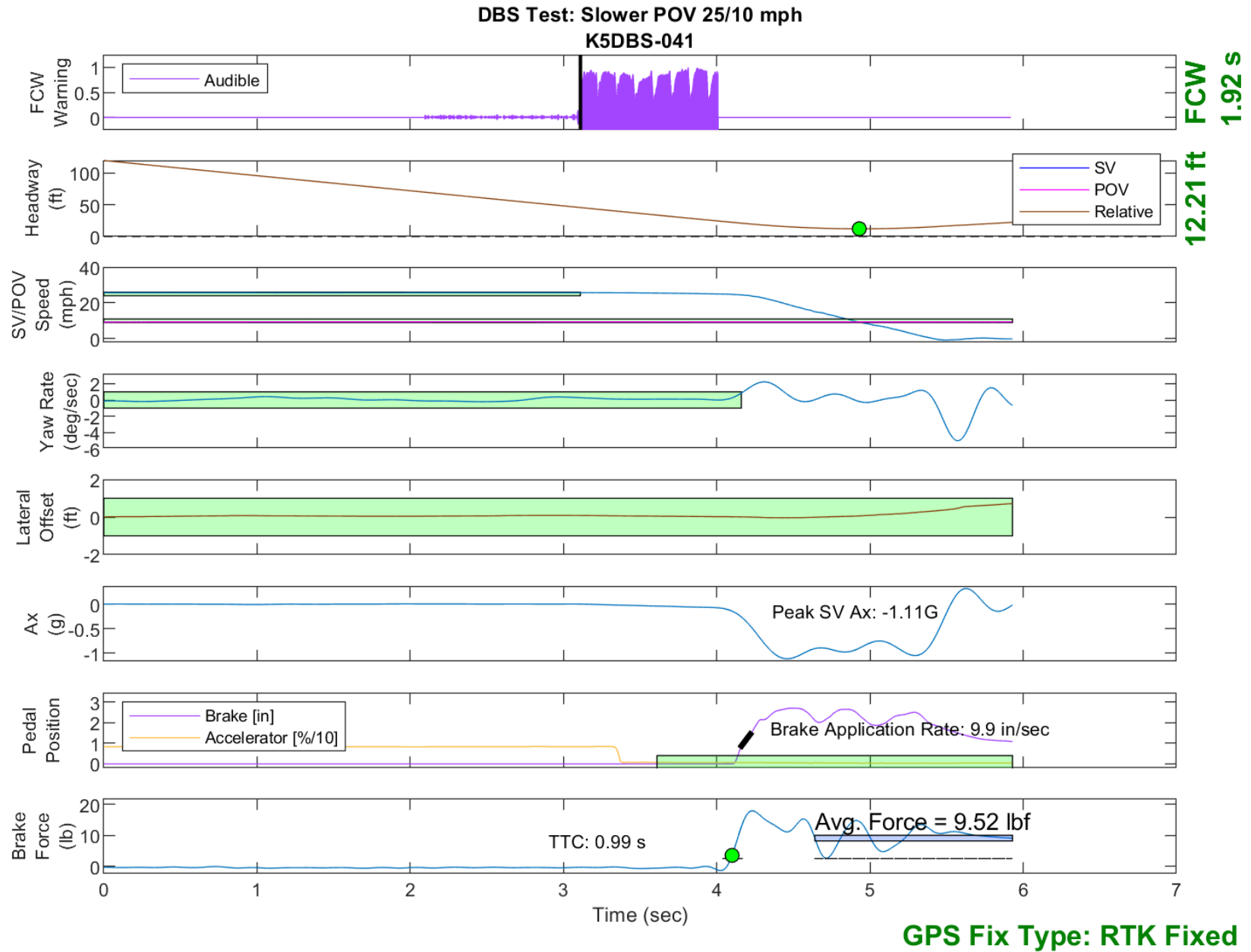


Figure E25. Time History for DBS Run 41, SV Encounters Slower POV, SV 25 mph, POV 10 mph

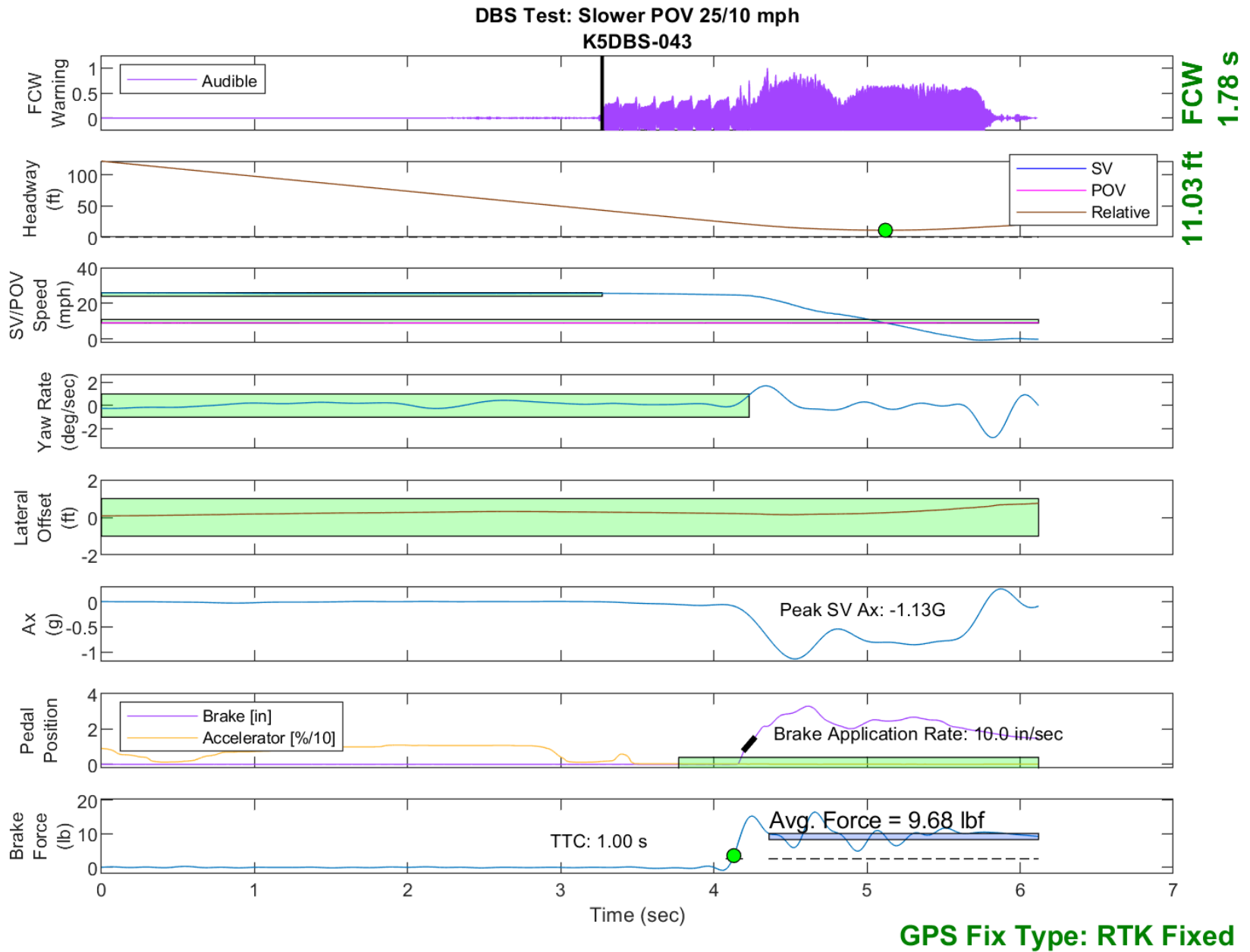


Figure E26. Time History for DBS Run 43, SV Encounters Slower POV, SV 25 mph, POV 10 mph

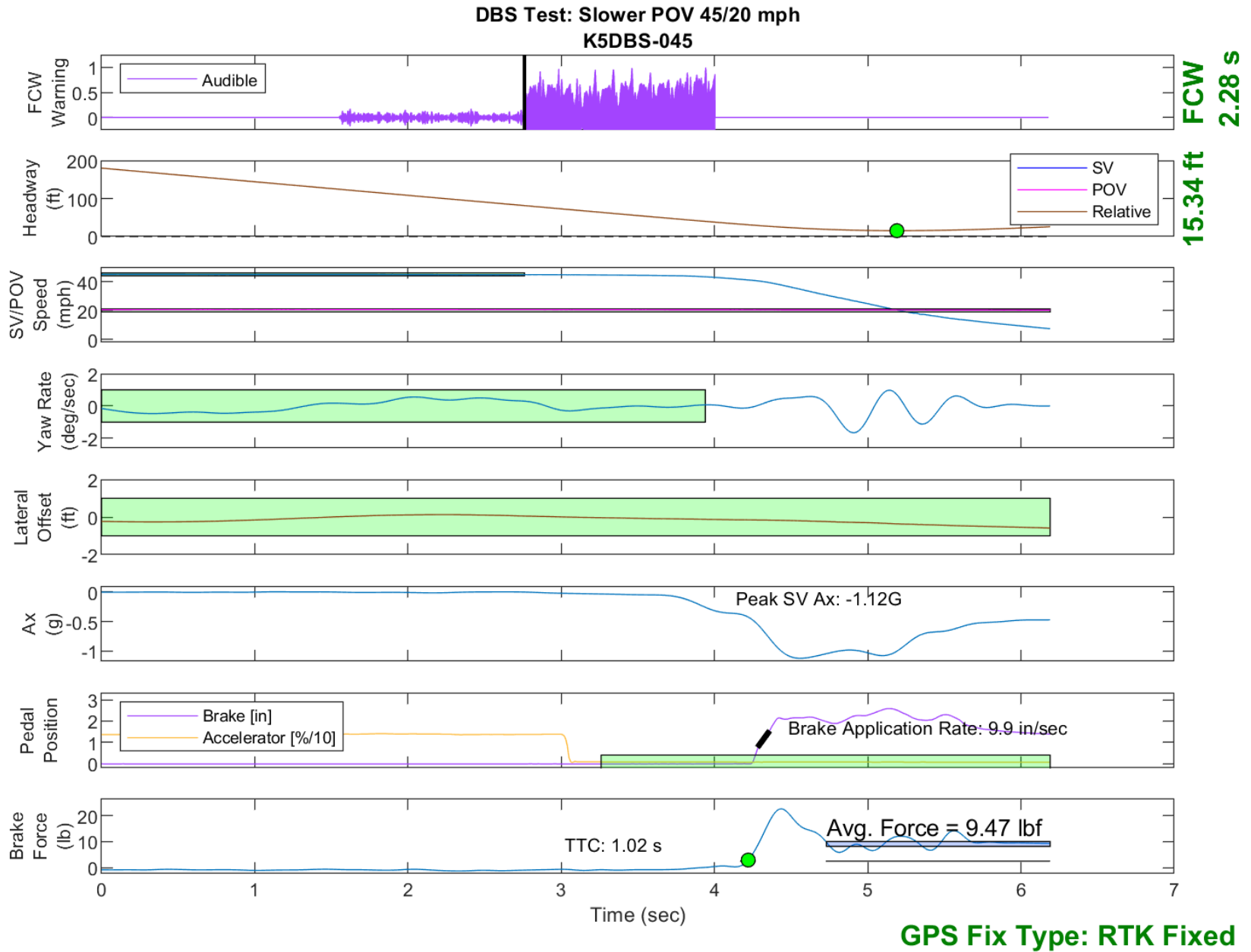


Figure E27. Time History for DBS Run 45, SV Encounters Slower POV, SV 45 mph, POV 20 mph

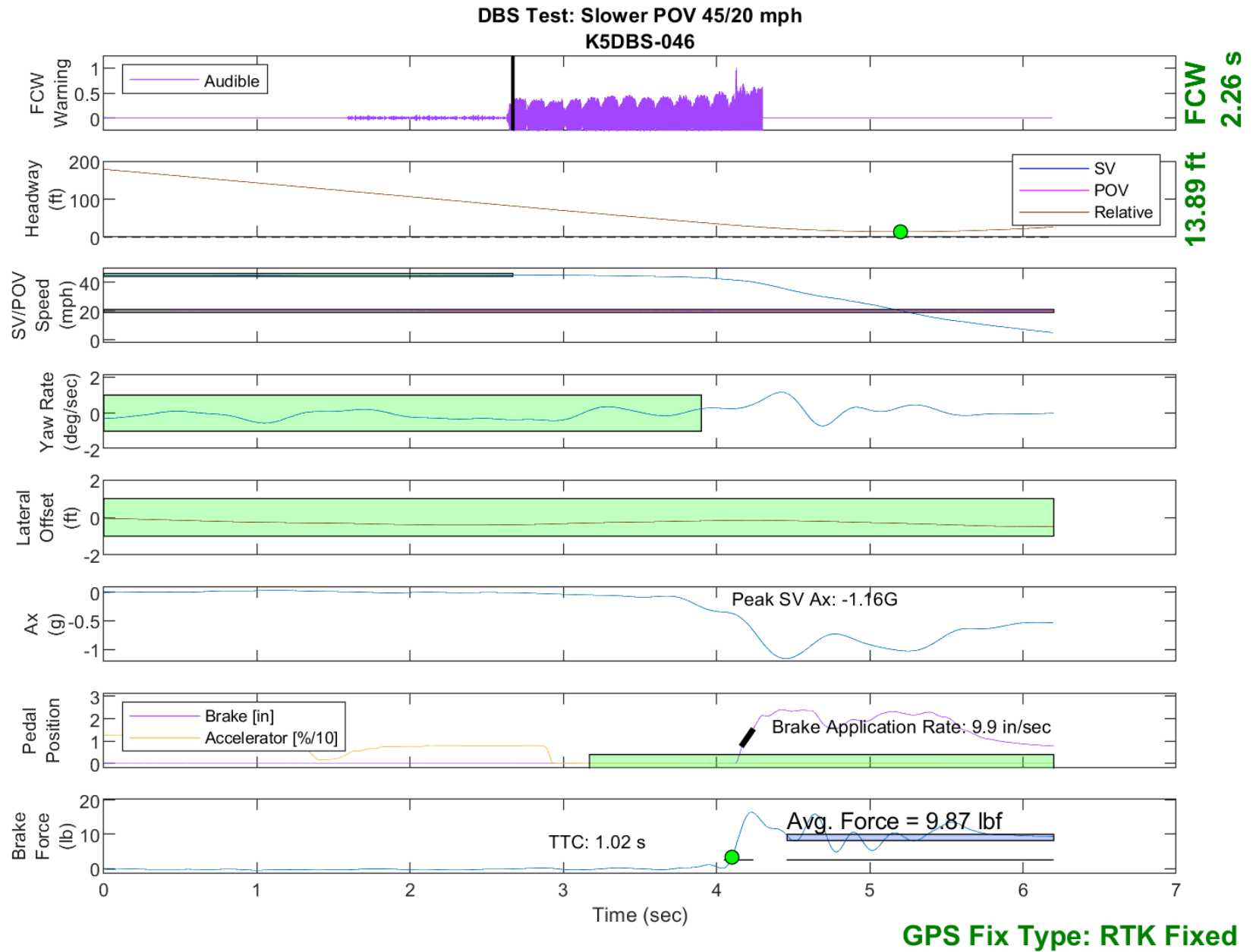


Figure E28. Time History for DBS Run 46, SV Encounters Slower POV, SV 45 mph, POV 20 mph

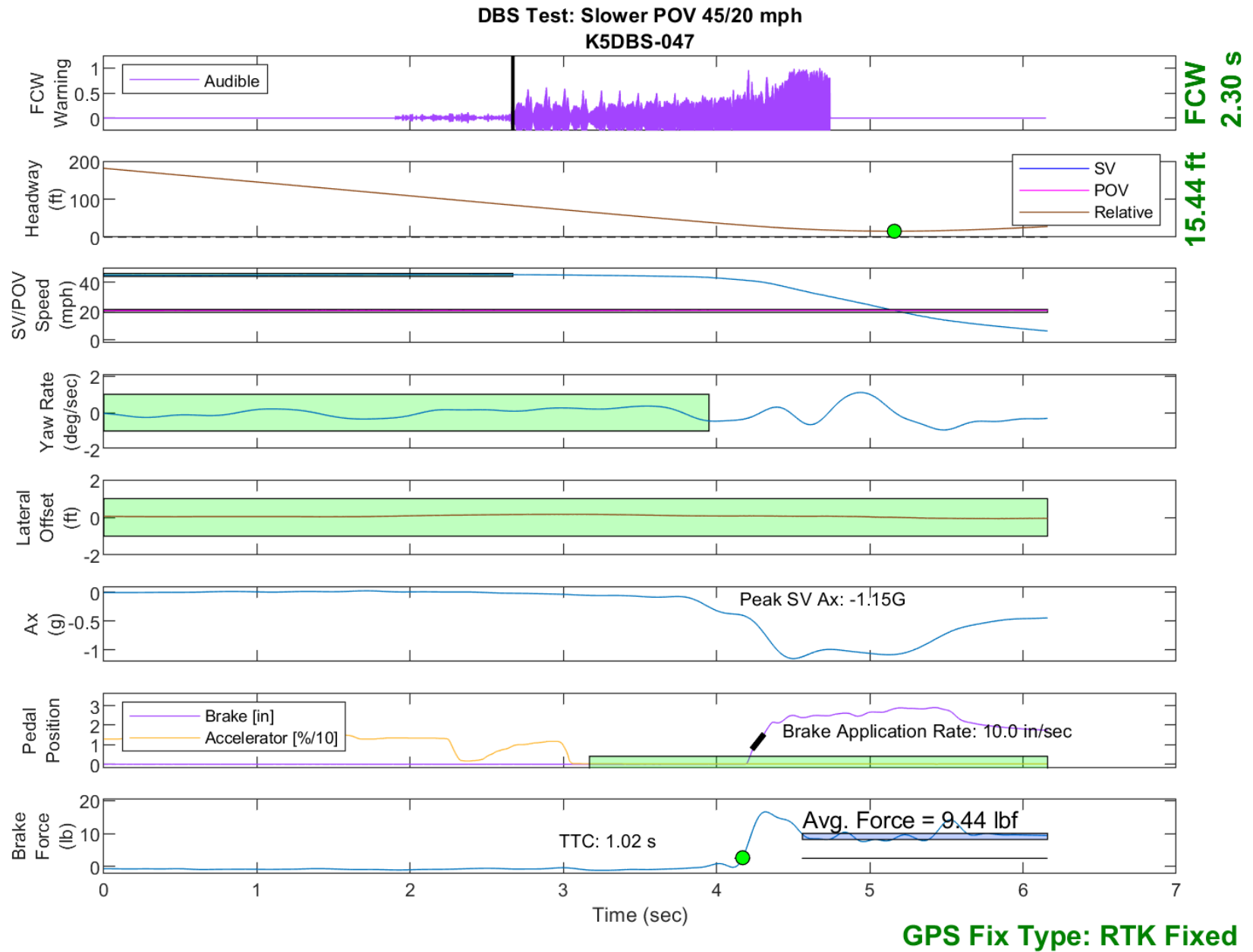


Figure E29. Time History for DBS Run 47, SV Encounters Slower POV, SV 45 mph, POV 20 mph

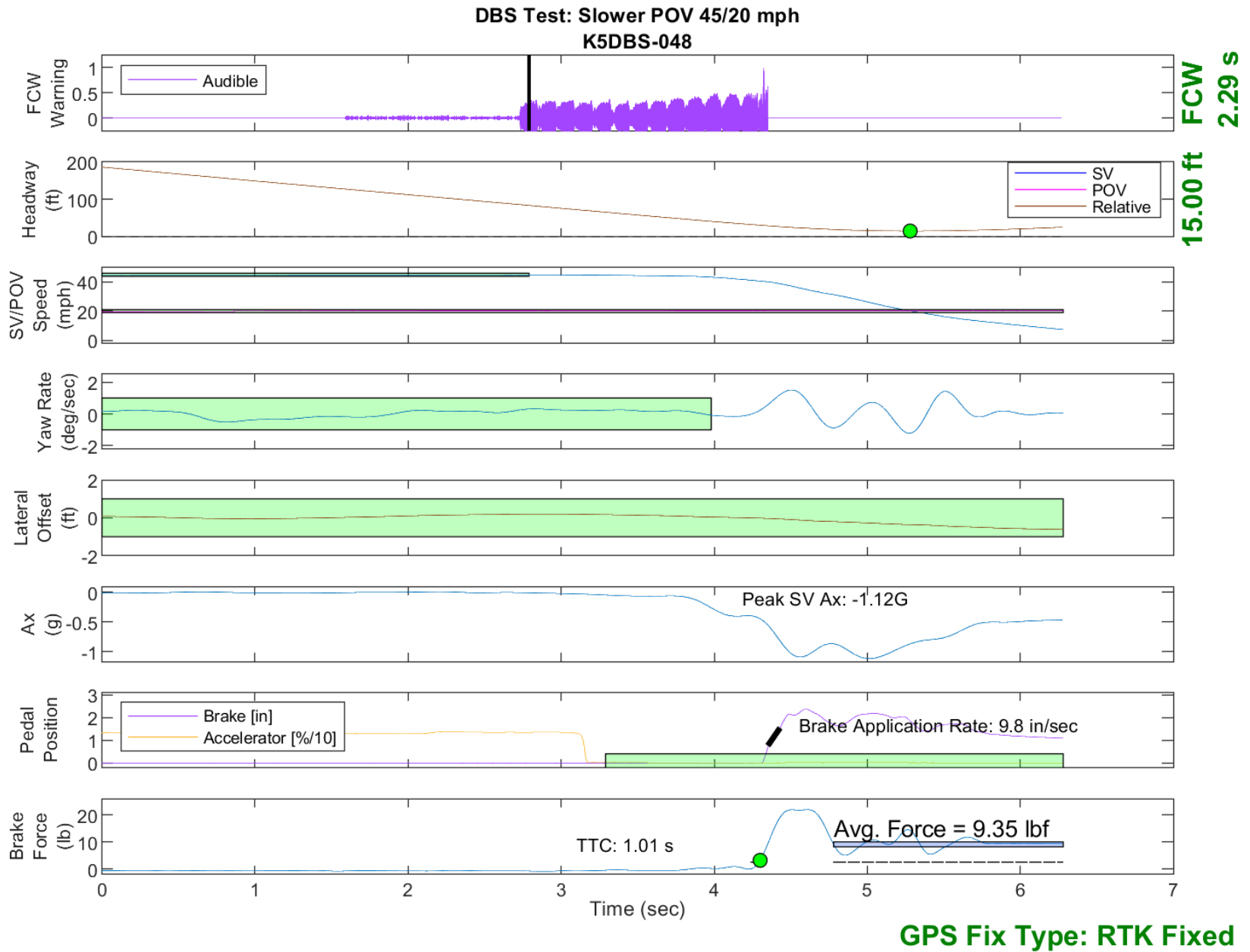


Figure E30. Time History for DBS Run 48, SV Encounters Slower POV, SV 45 mph, POV 20 mph

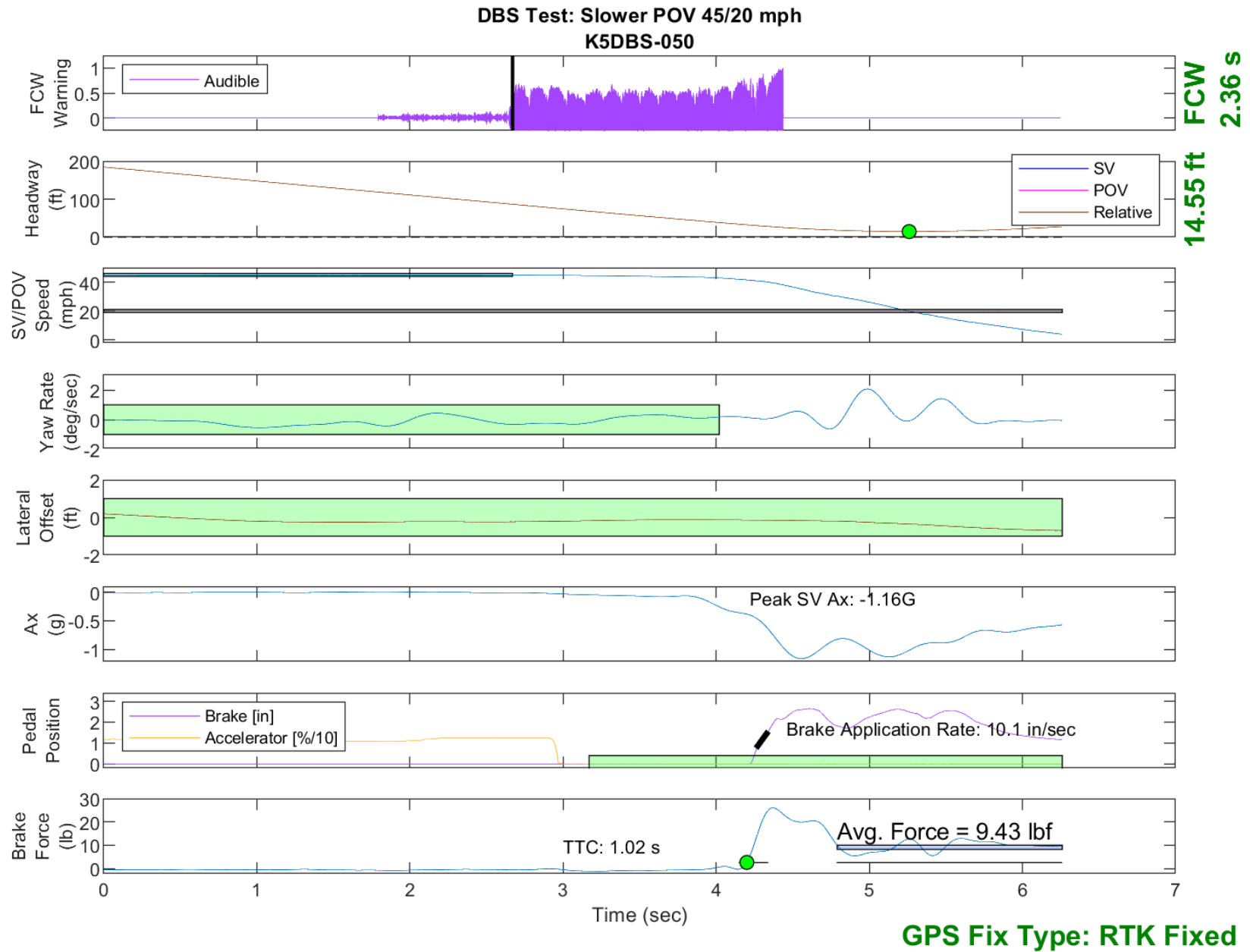


Figure E31. Time History for DBS Run 50, SV Encounters Slower POV, SV 45 mph, POV 20 mph

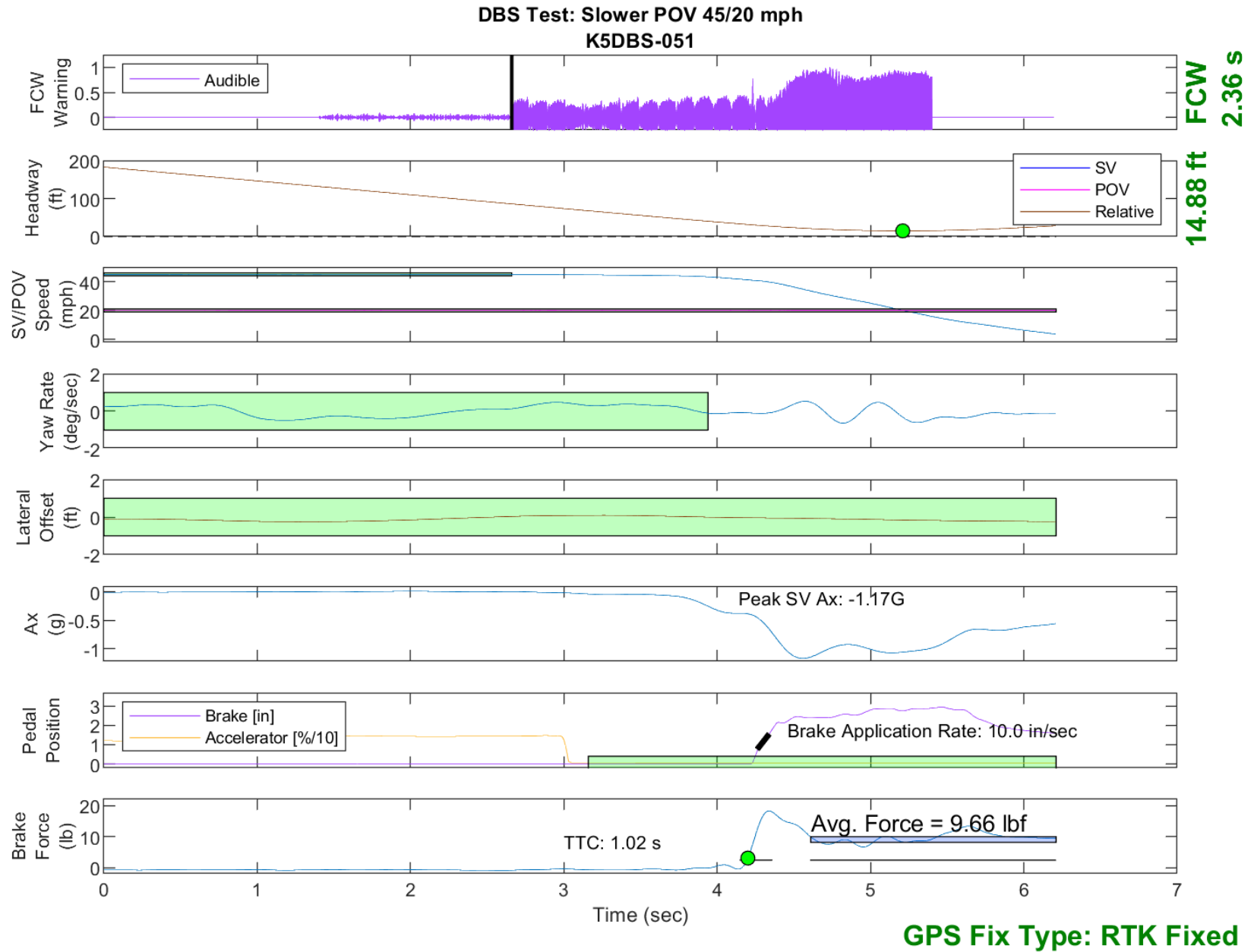


Figure E32. Time History for DBS Run 51, SV Encounters Slower POV, SV 45 mph, POV 20 mph

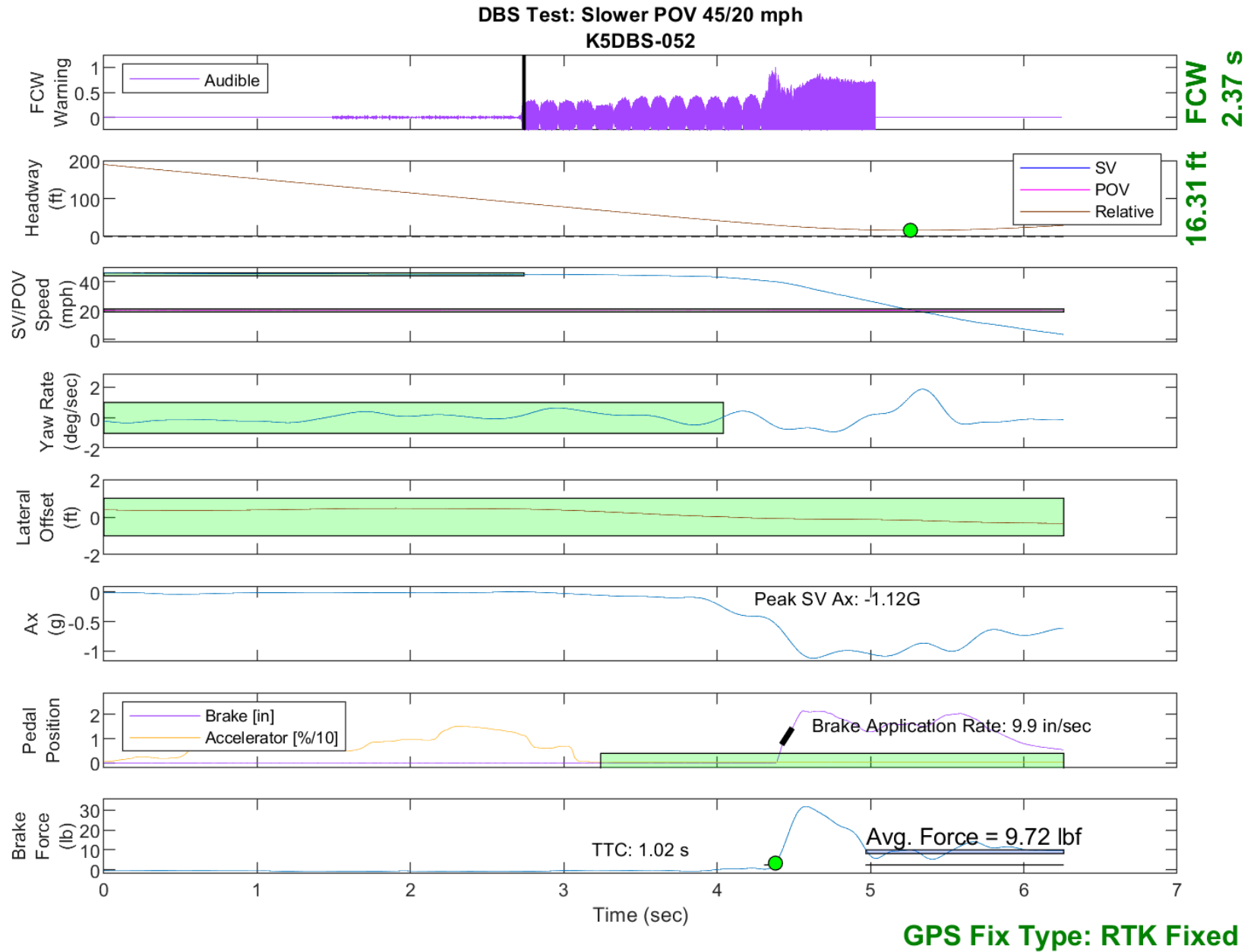


Figure E33. Time History for DBS Run 52, SV Encounters Slower POV, SV 45 mph, POV 20 mph

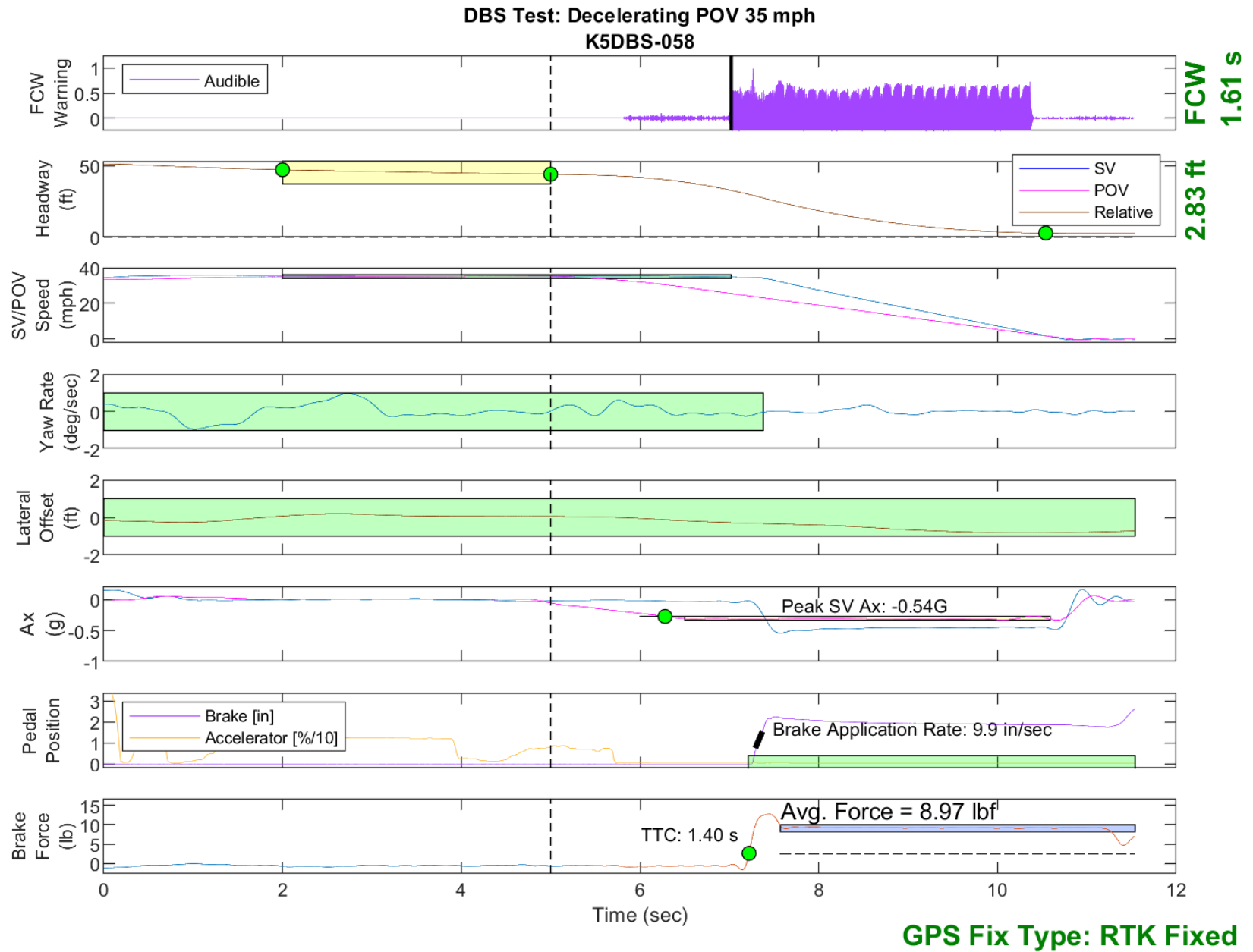


Figure E34. Time History for DBS Run 58, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

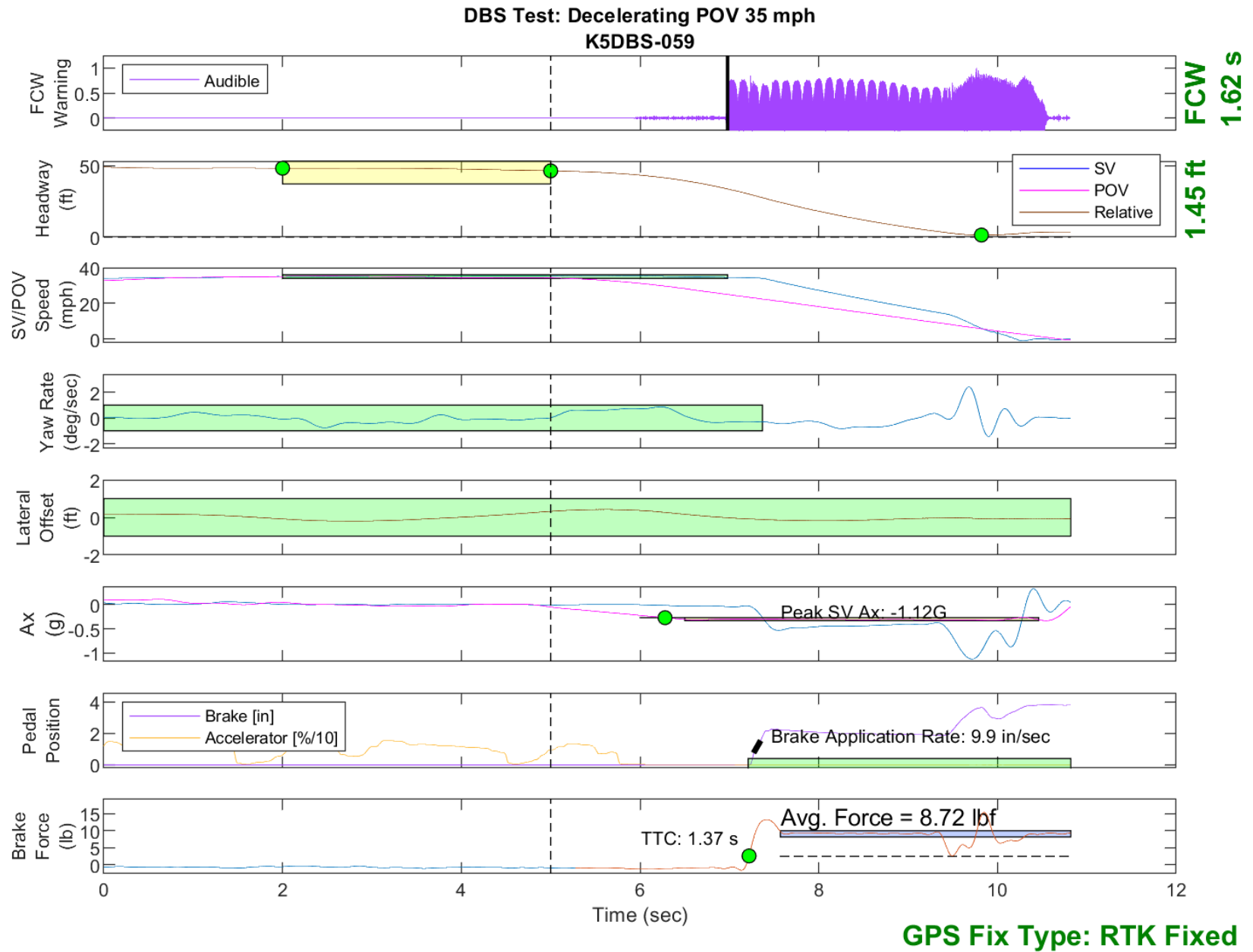


Figure E35. Time History for DBS Run 59, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

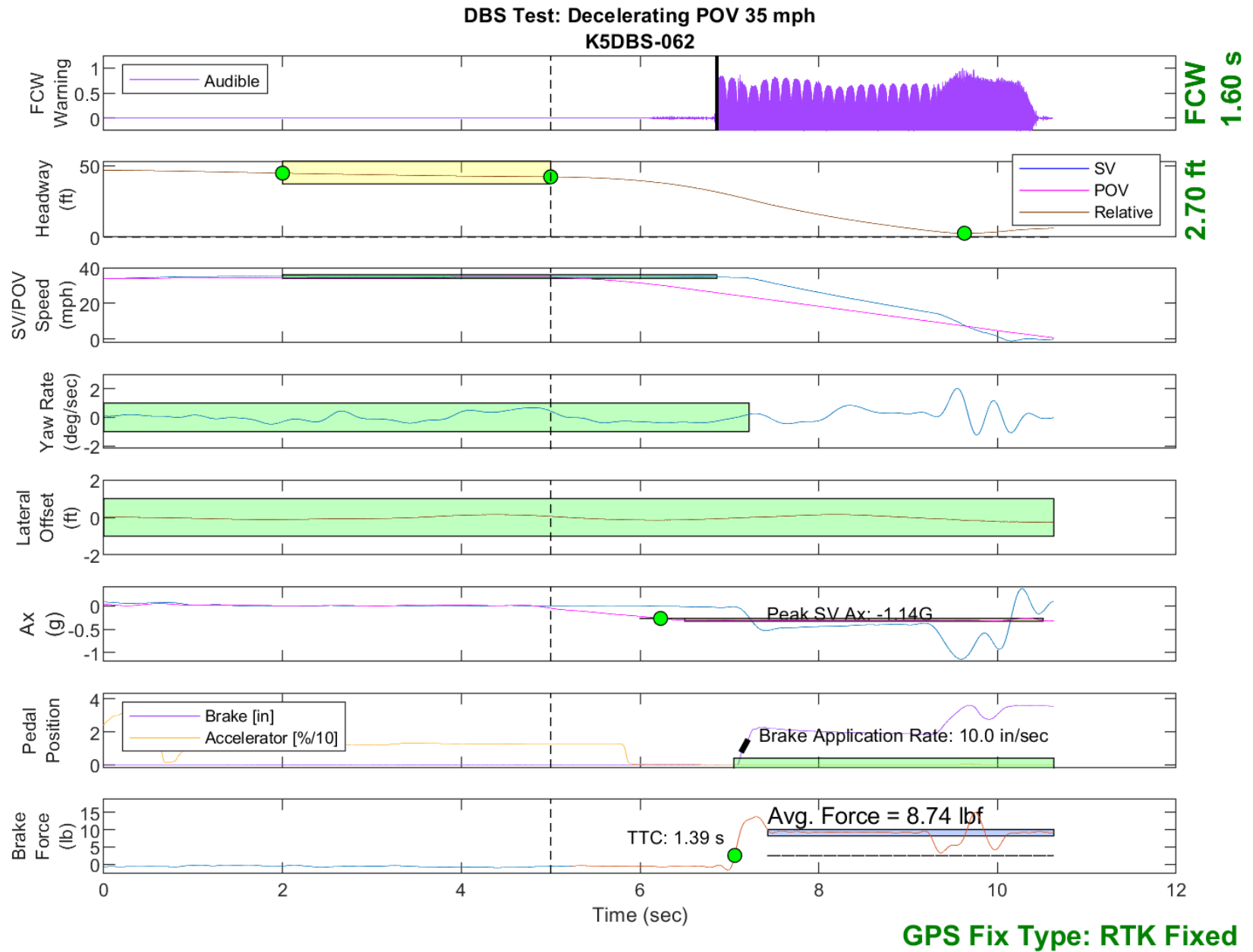


Figure E36. Time History for DBS Run 62, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

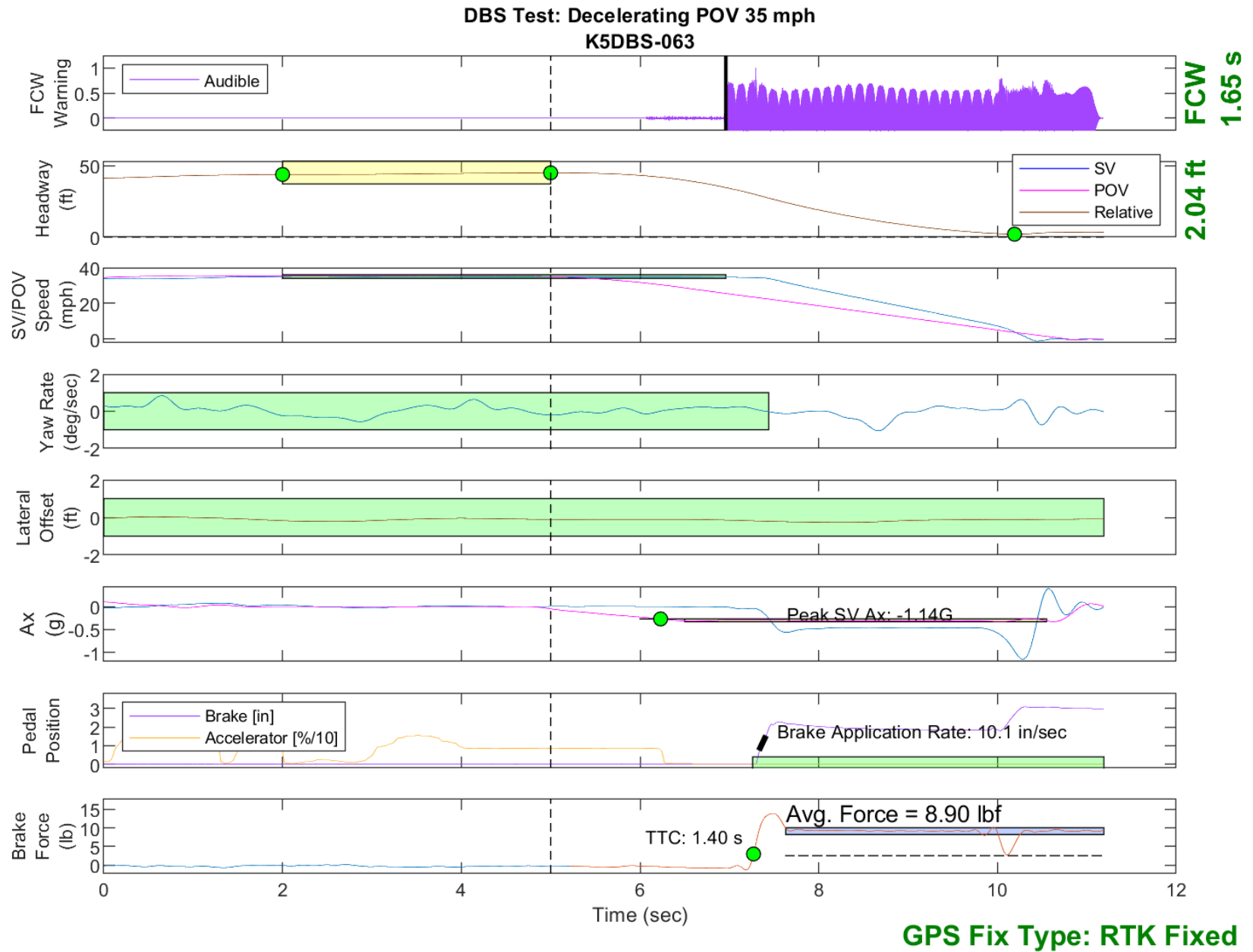


Figure E37. Time History for DBS Run 63, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

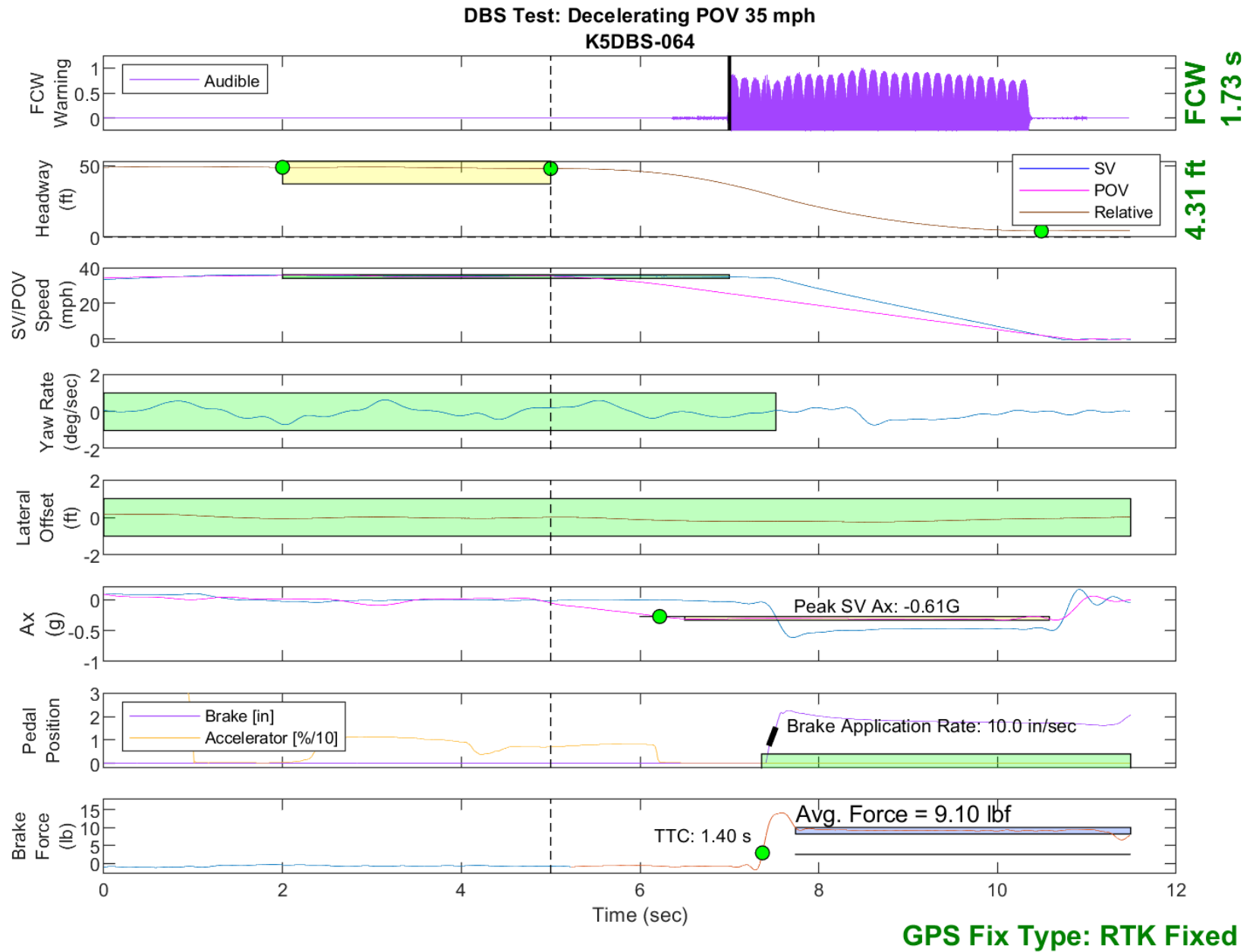


Figure E38. Time History for DBS Run 64, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

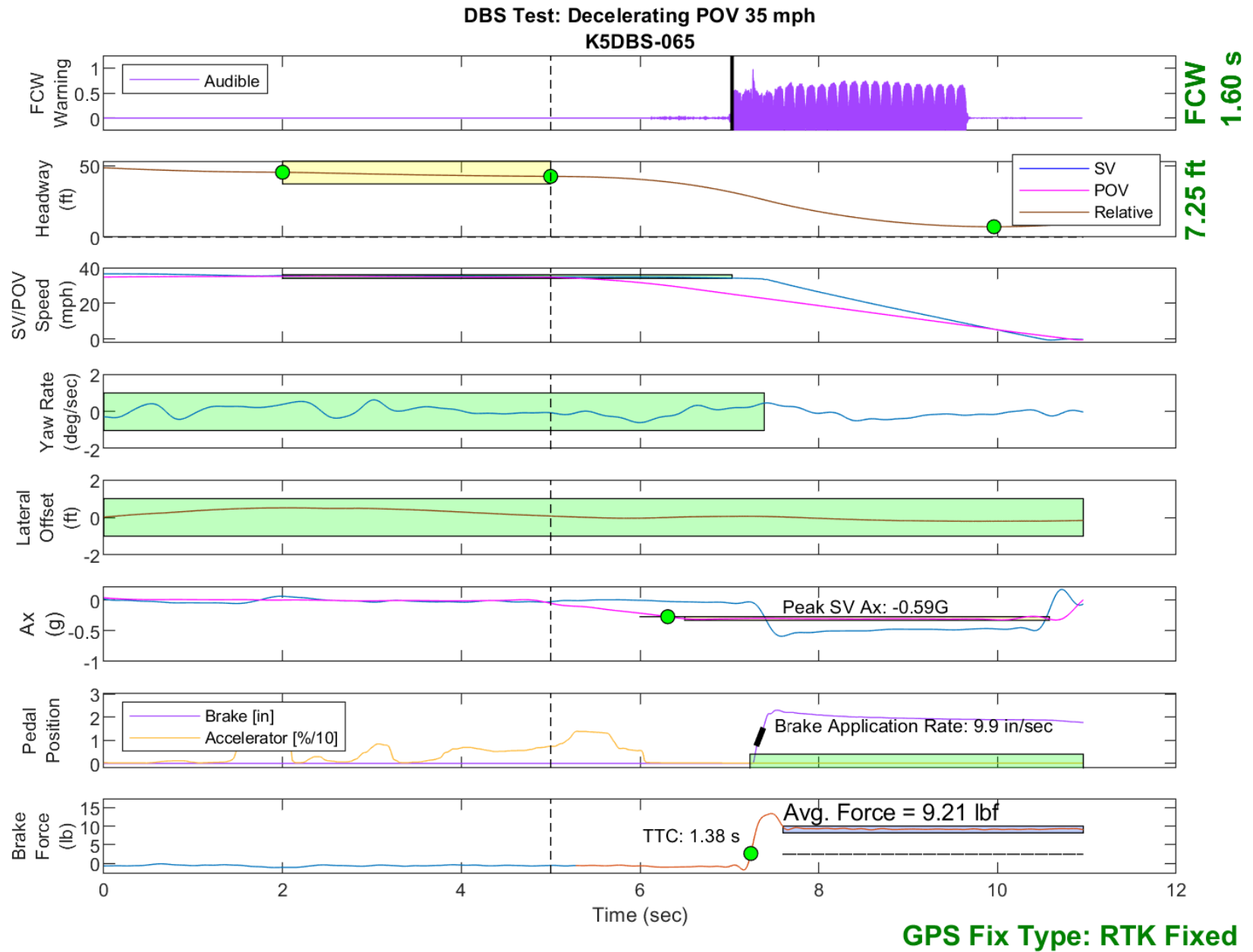


Figure E39. Time History for DBS Run 65, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

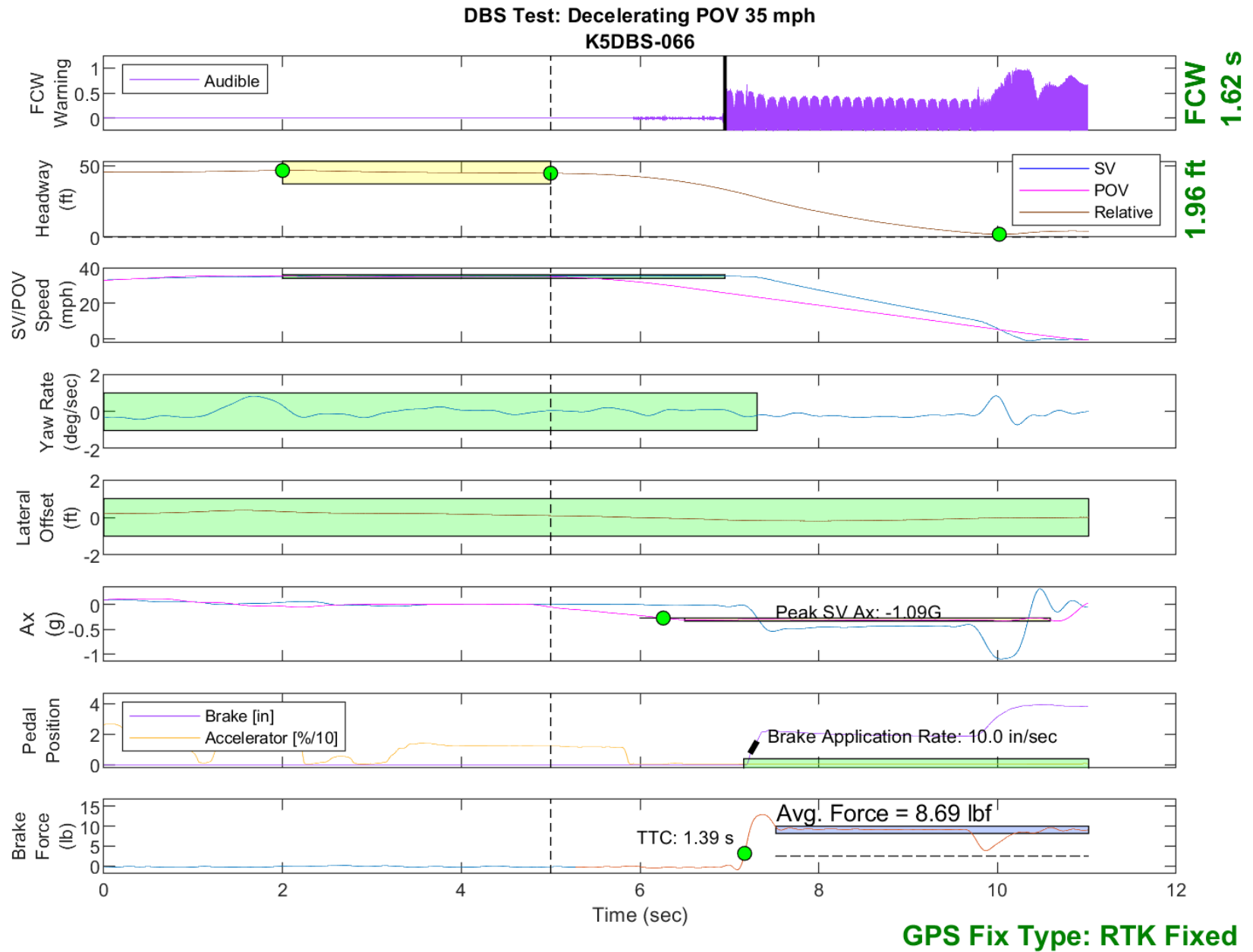


Figure E40. Time History for DBS Run 66, SV Encounters Decelerating POV, SV 35 mph, POV 35 mph

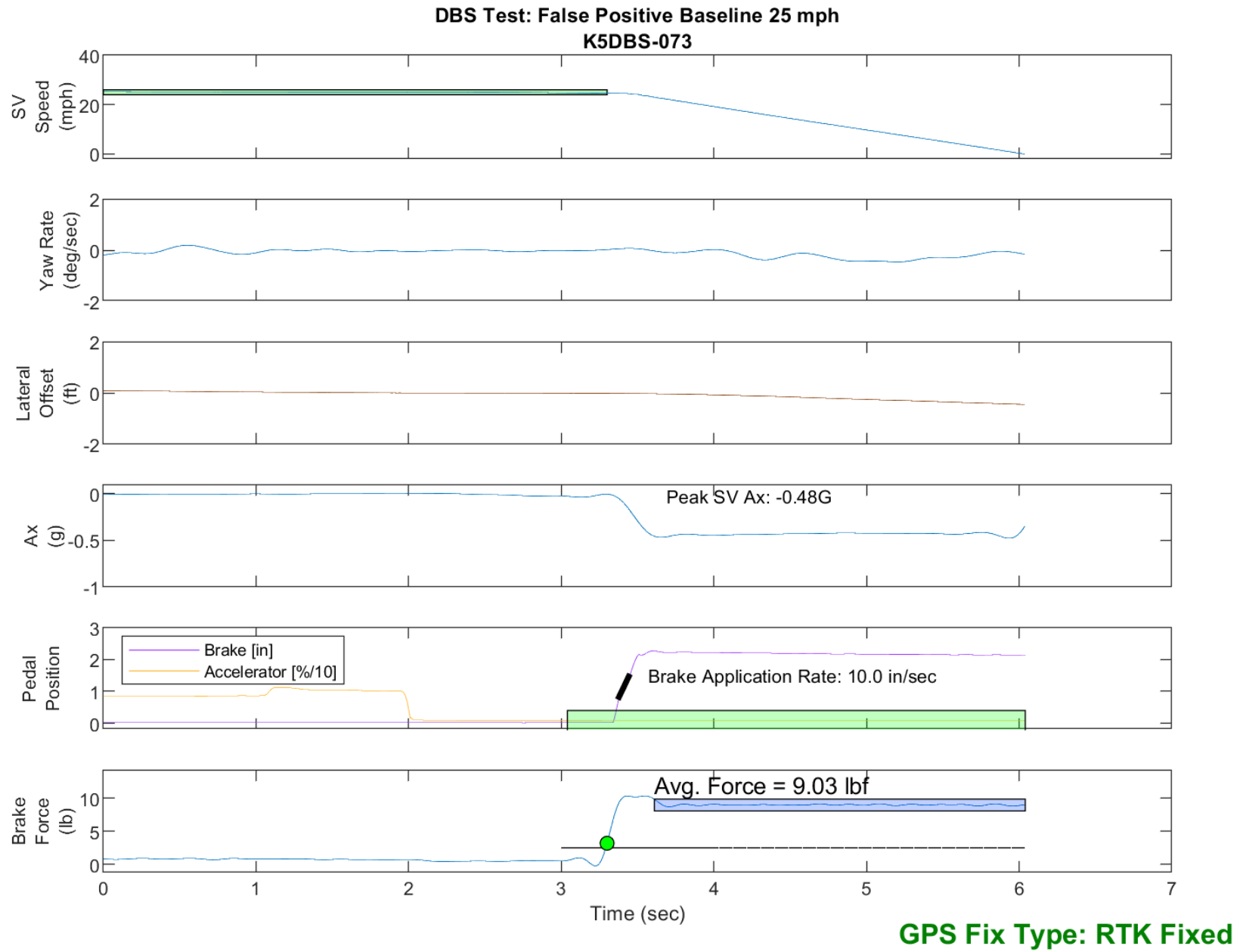


Figure E41. Time History for DBS Run 73, False Positive Baseline, SV 25 mph

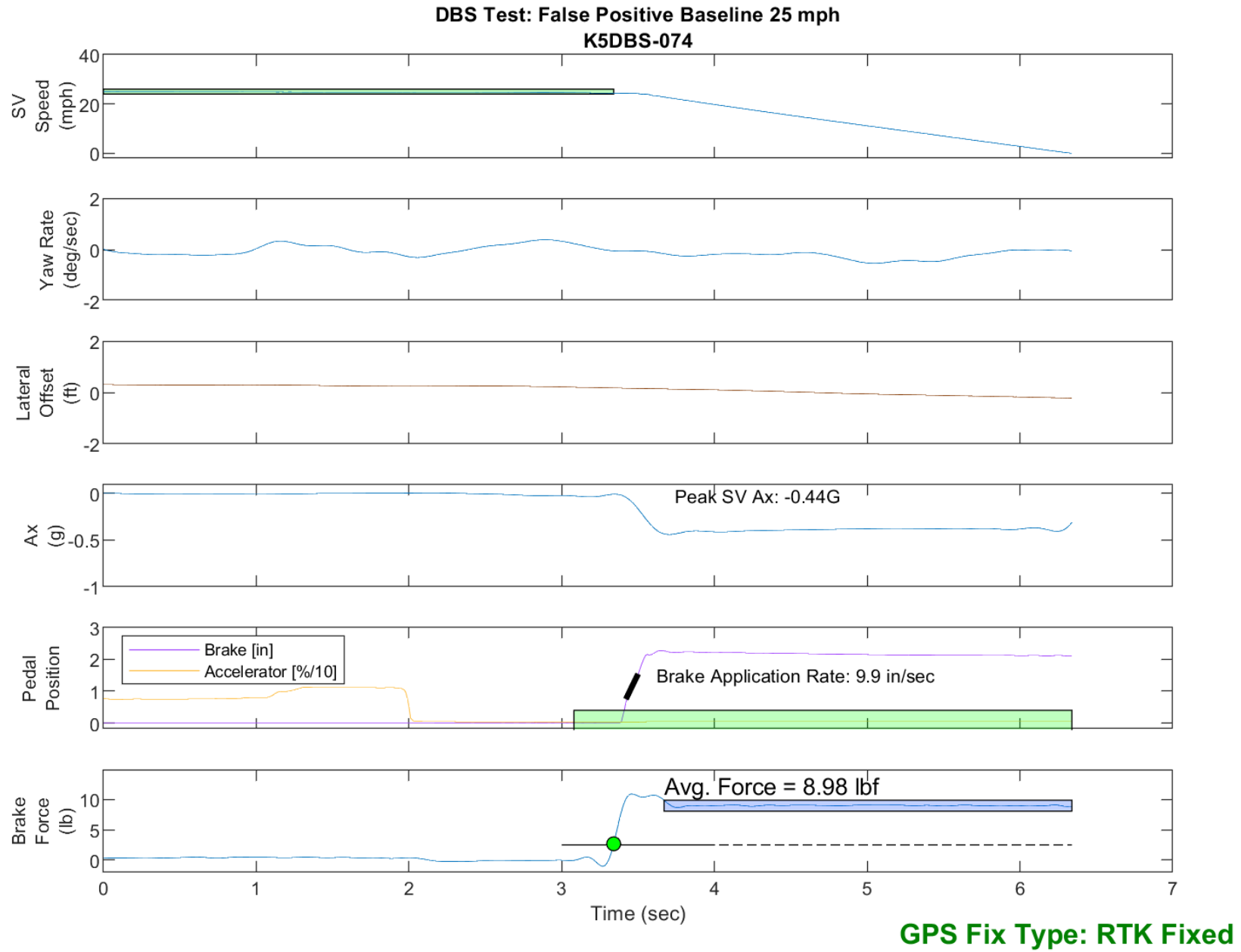


Figure E42. Time History for DBS Run 74, False Positive Baseline, SV 25 mph

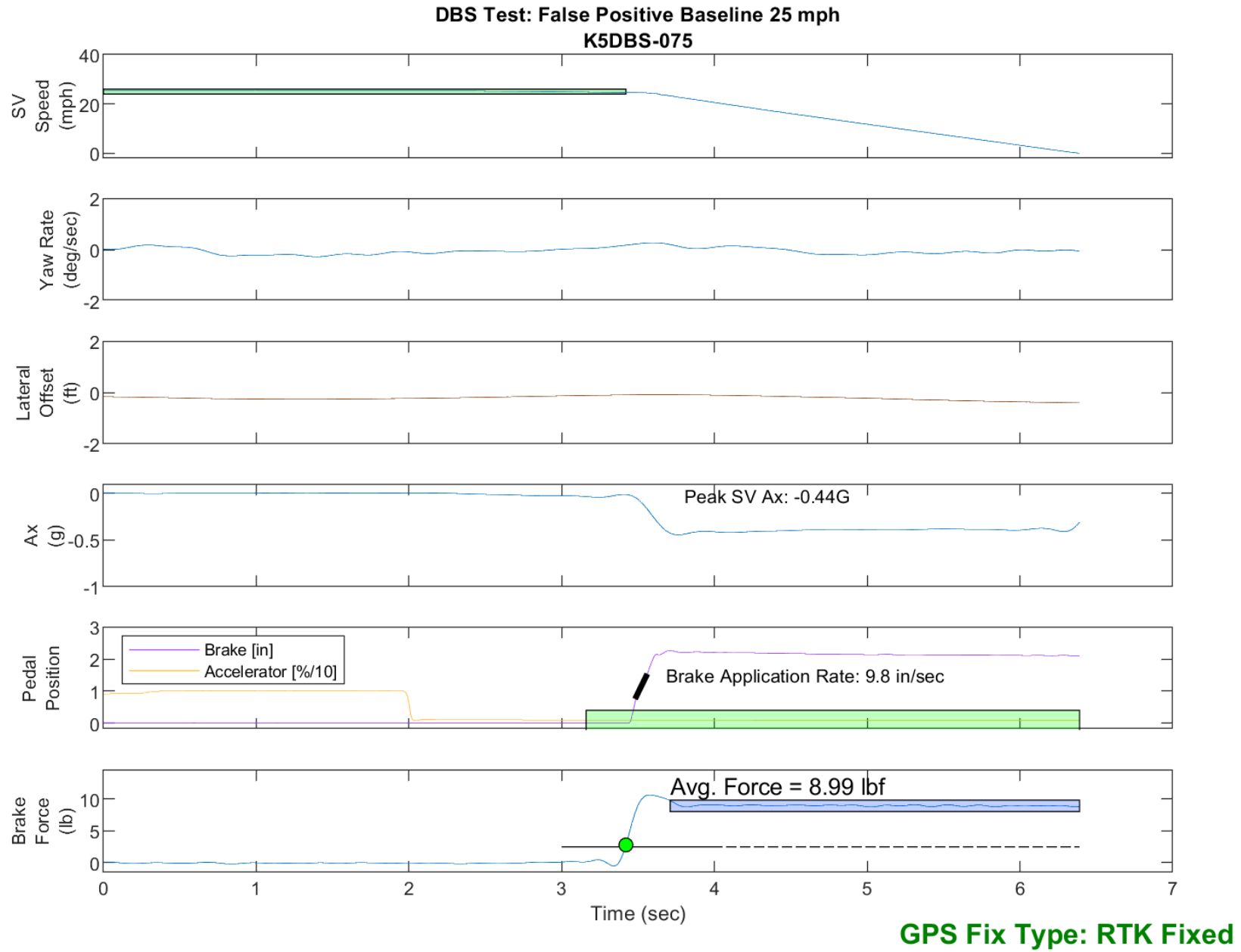


Figure E43. Time History for DBS Run 75, False Positive Baseline, SV 25 mph

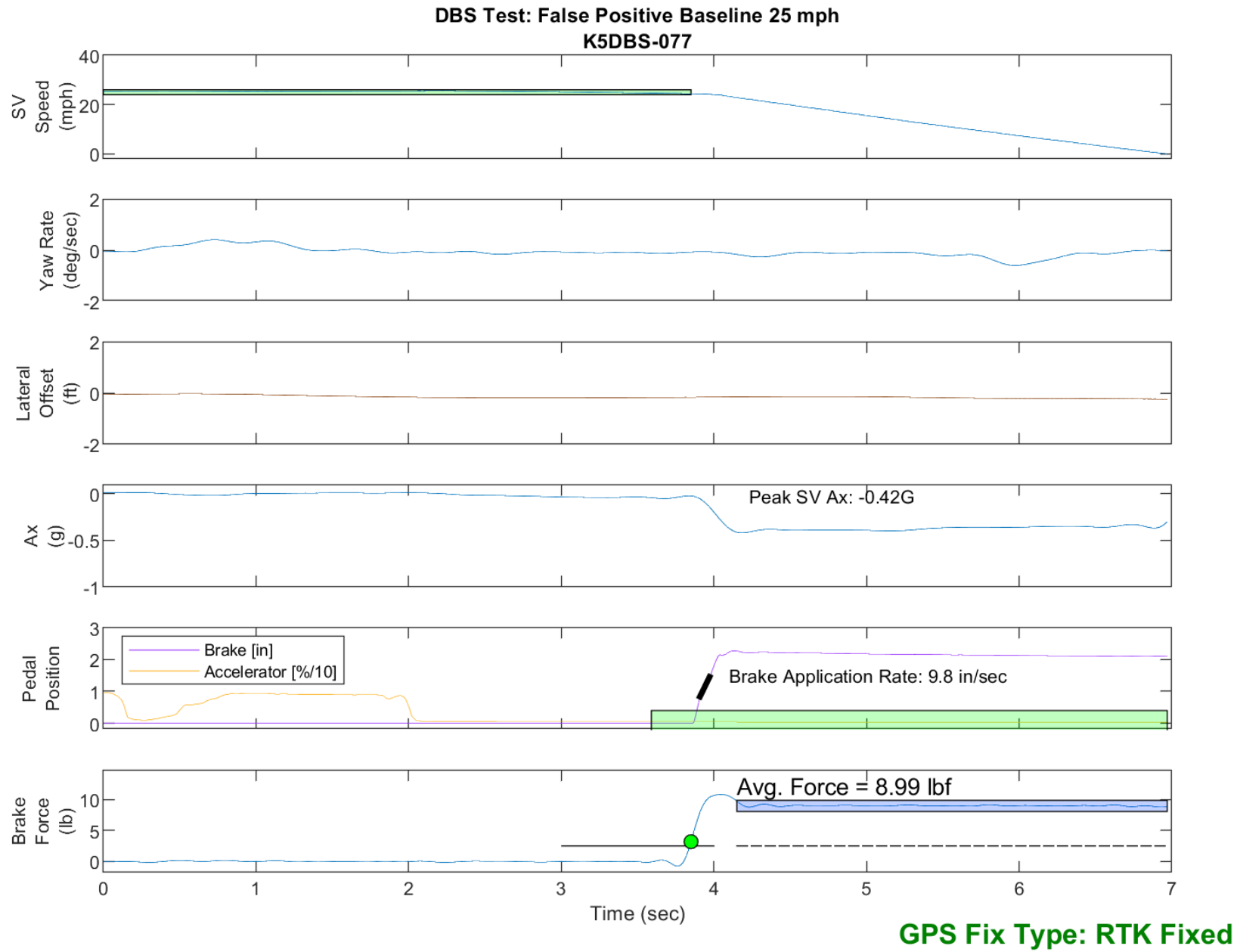


Figure E44. Time History for DBS Run 77, False Positive Baseline, SV 25 mph

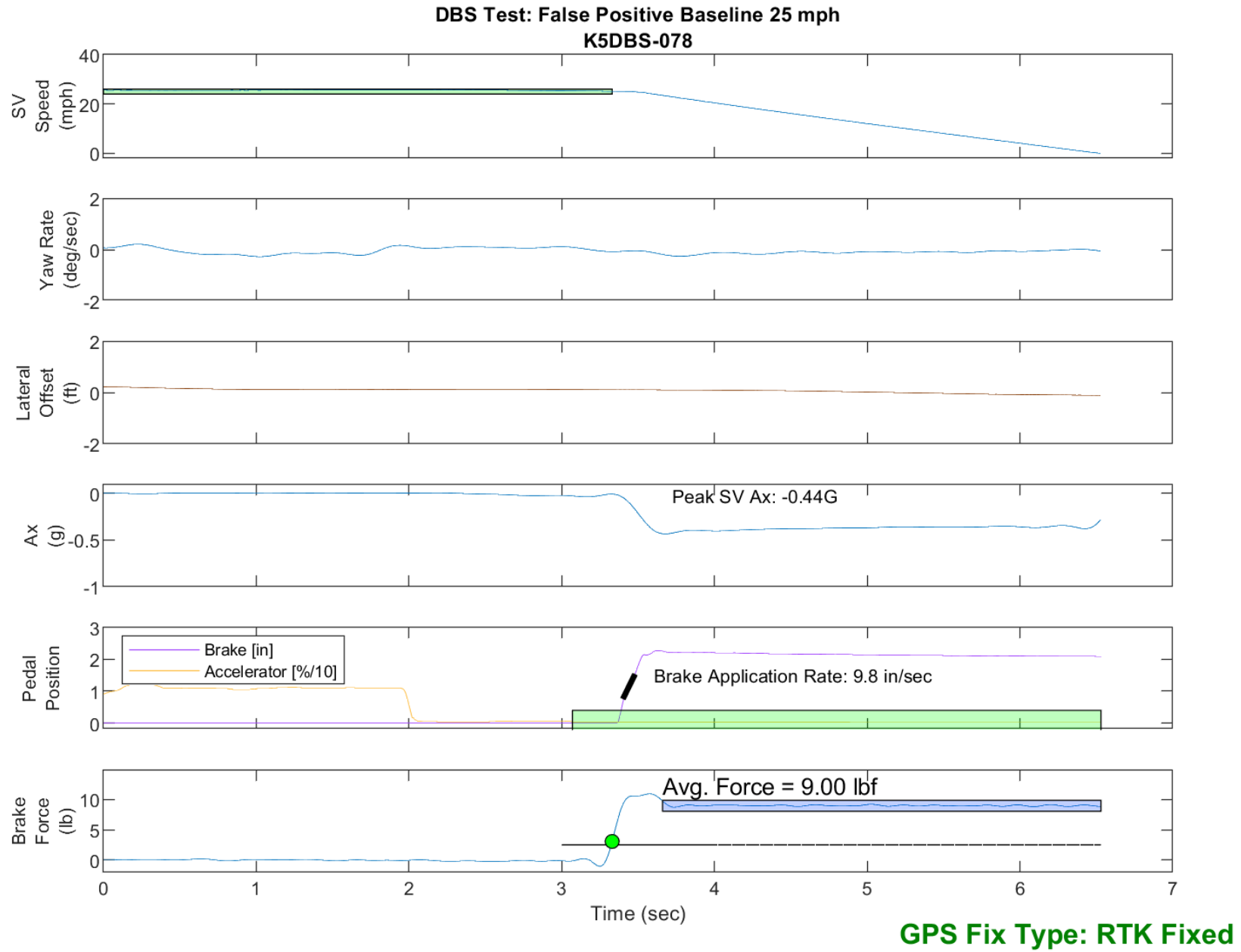


Figure E45. Time History for DBS Run 78, False Positive Baseline, SV 25 mph

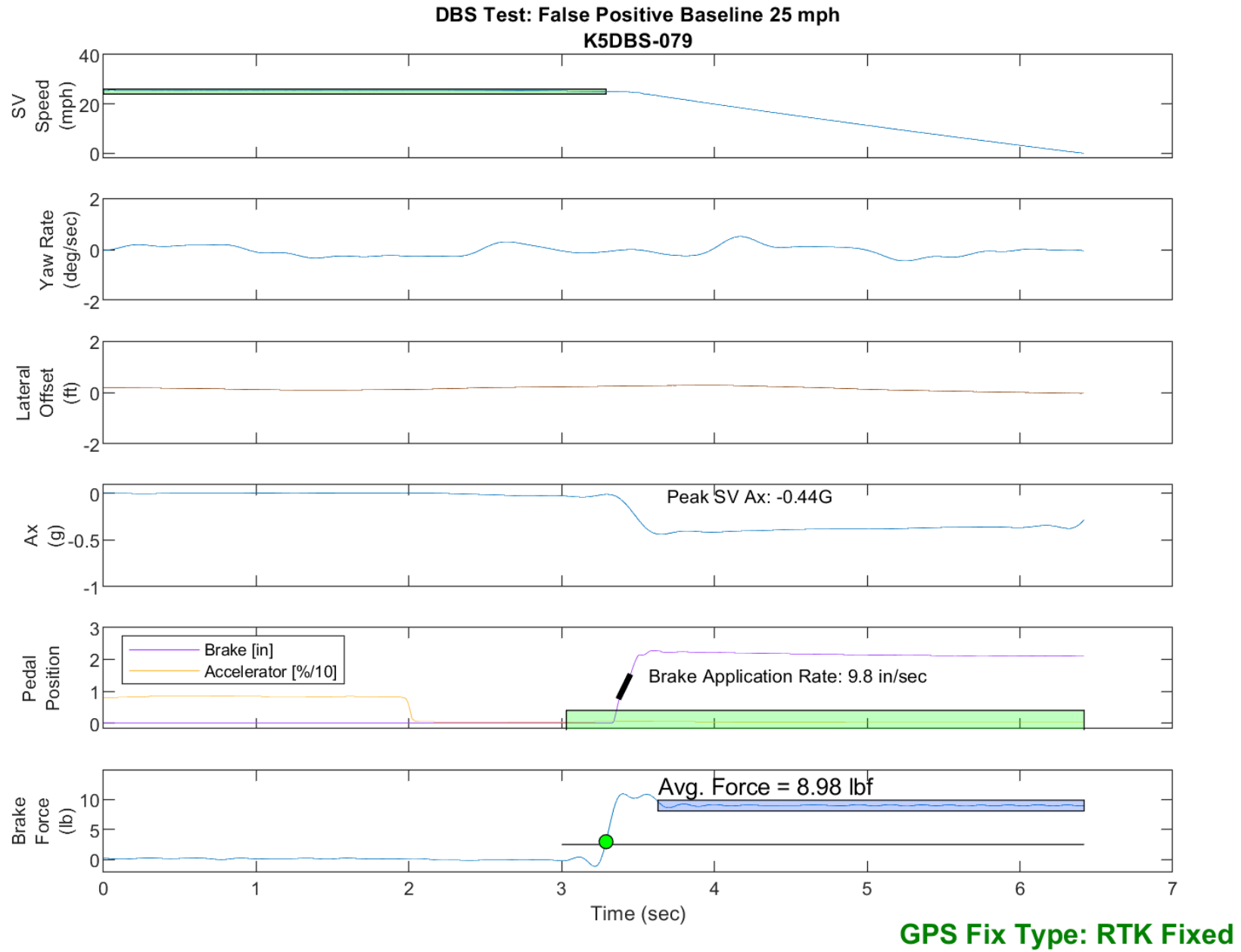


Figure E46. Time History for DBS Run 79, False Positive Baseline, SV 25 mph

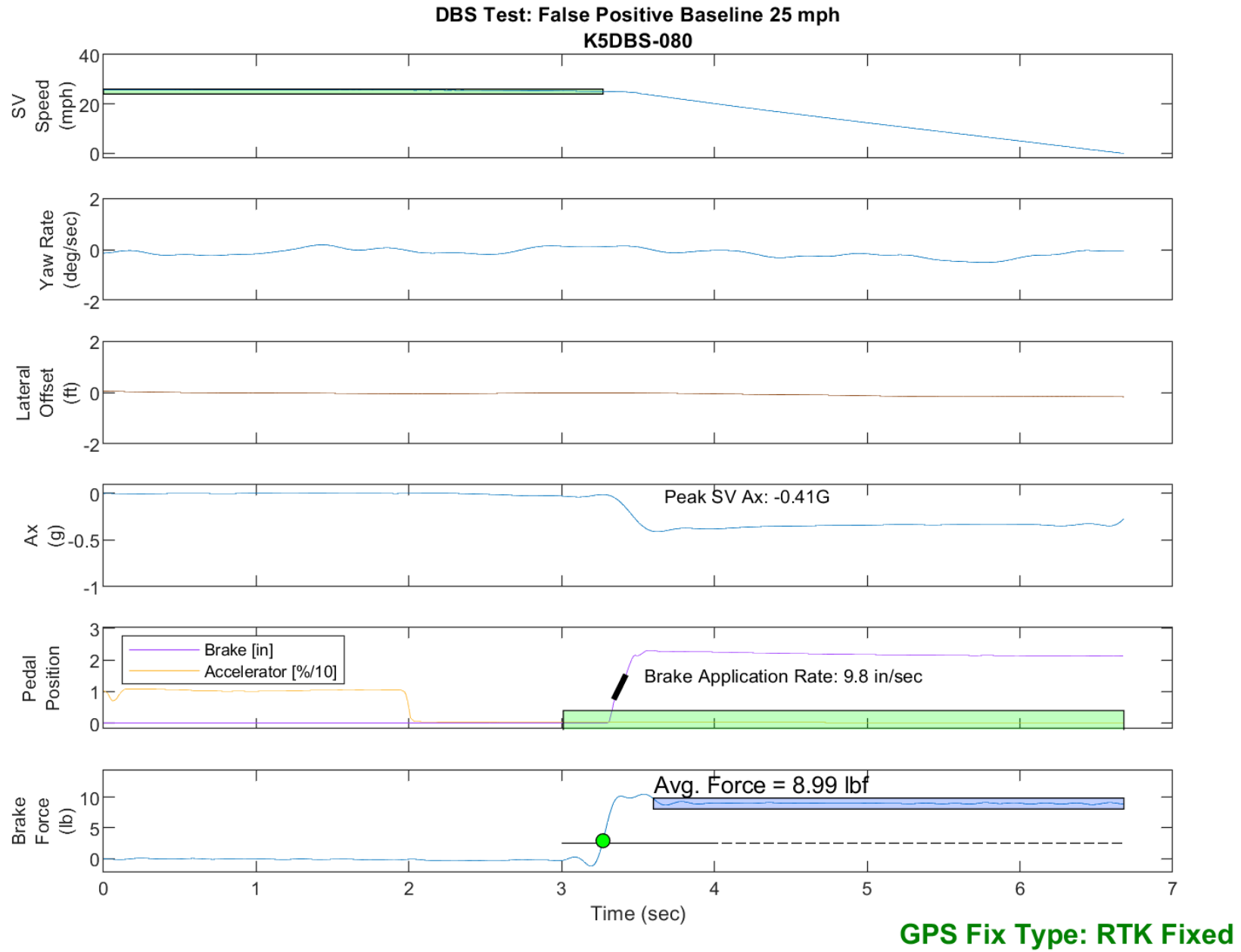
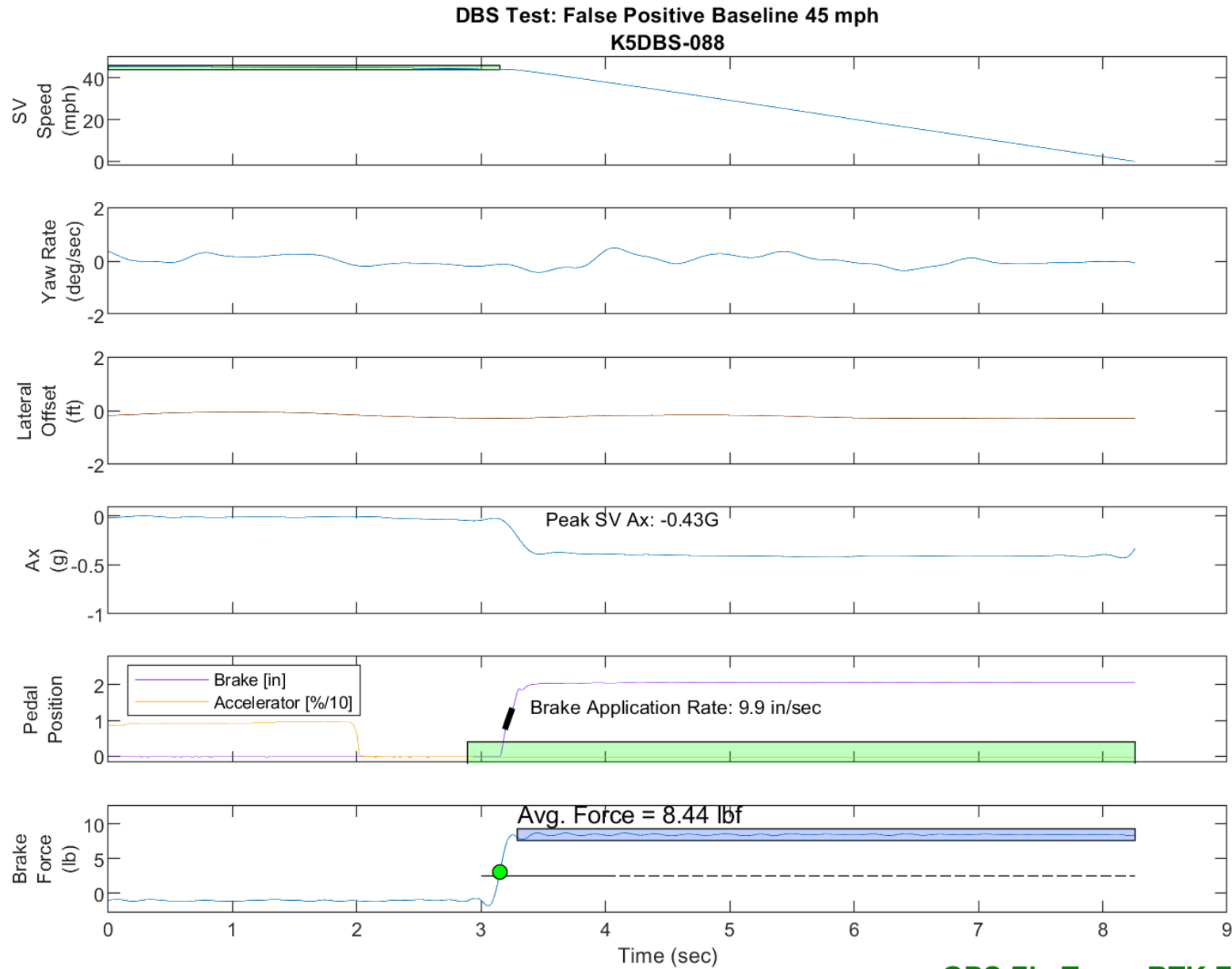


Figure E47. Time History for DBS Run 80, False Positive Baseline, SV 25 mph



GPS Fix Type: RTK Fixed

Figure E48. Time History for DBS Run 88, False Positive Baseline, SV 45 mph

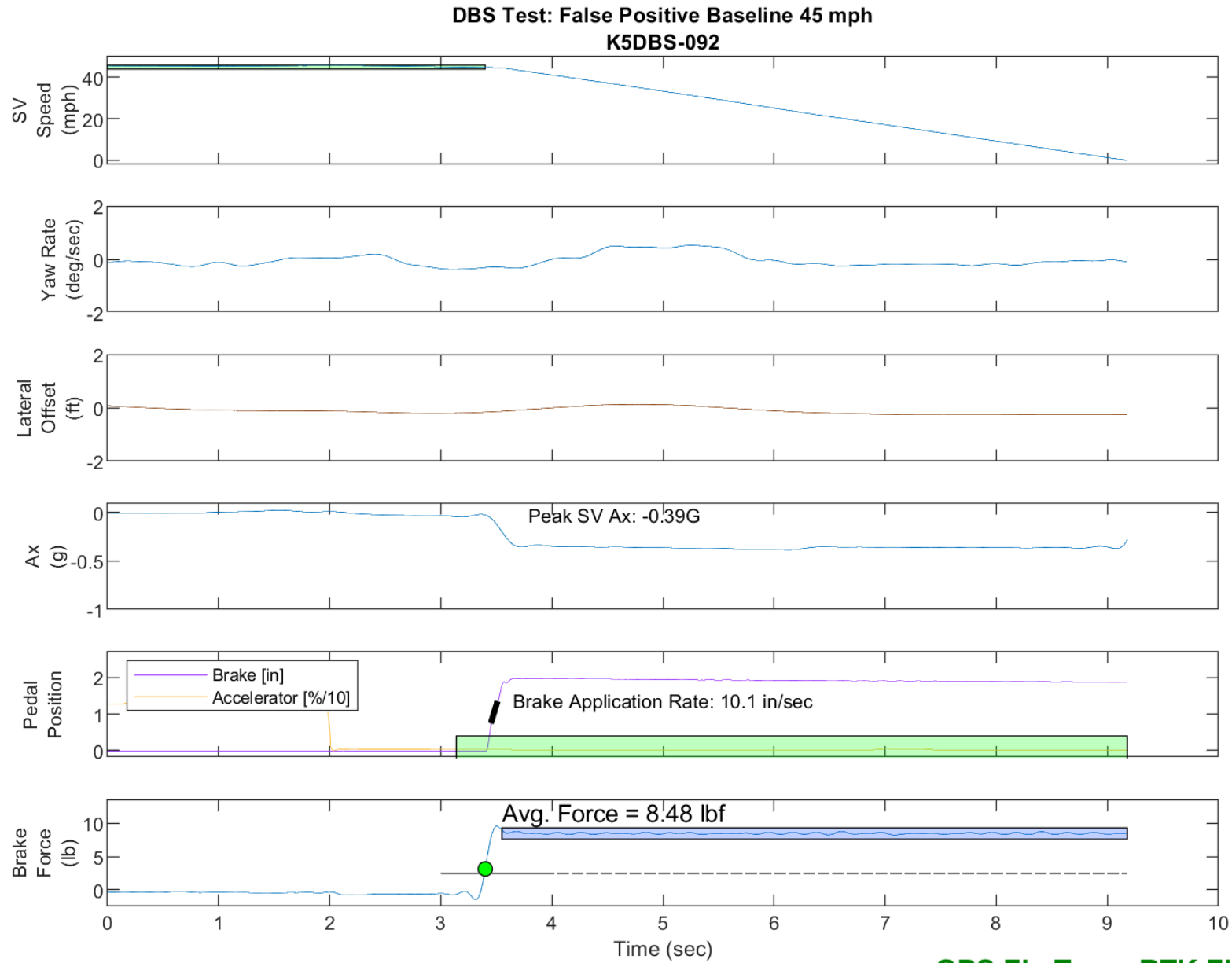
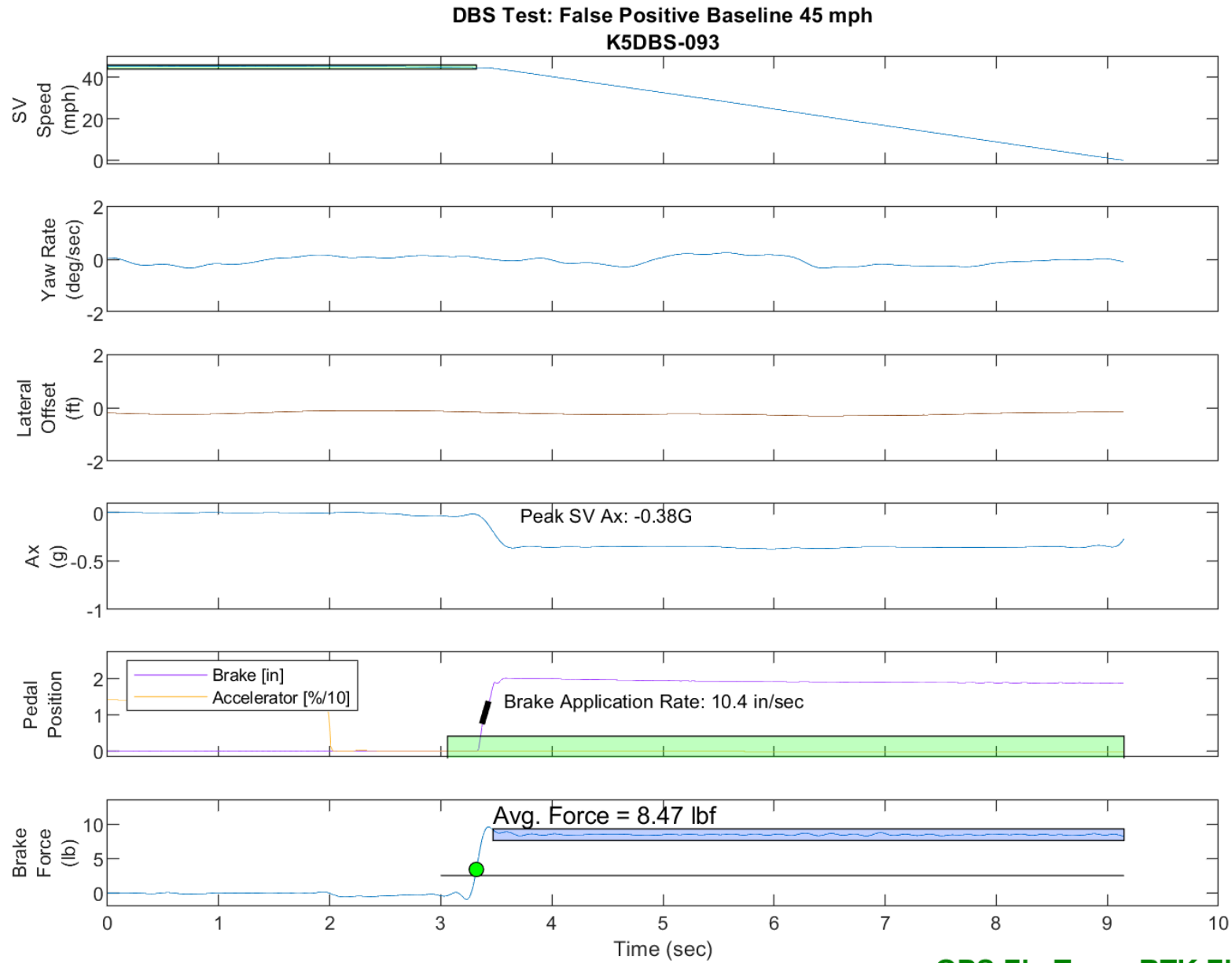
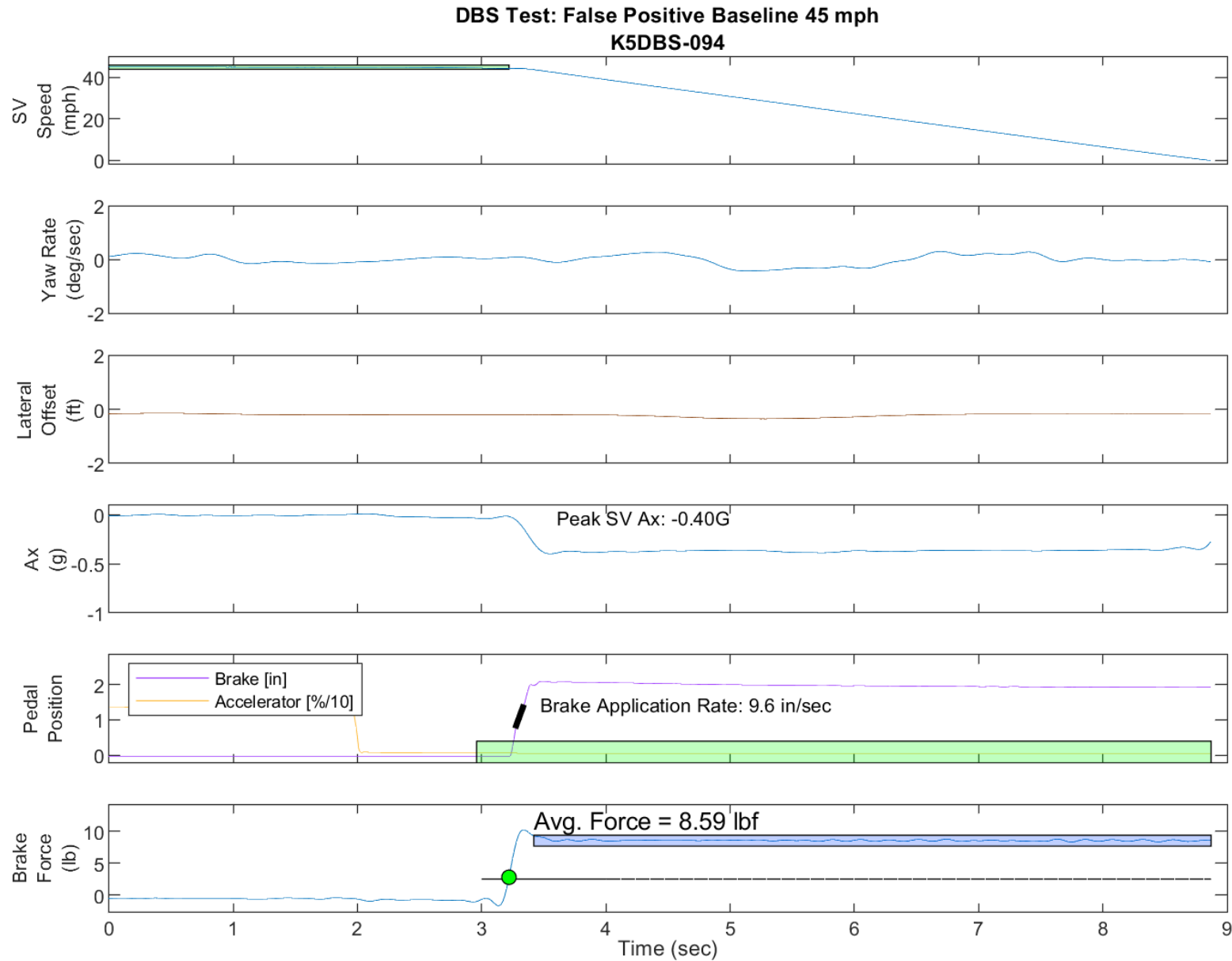


Figure E49. Time History for DBS Run 92, False Positive Baseline, SV 45 mph



GPS Fix Type: RTK Fixed

Figure E50. Time History for DBS Run 93, False Positive Baseline, SV 45 mph



GPS Fix Type: RTK Fixed

Figure E51. Time History for DBS Run 94, False Positive Baseline, SV 45 mph

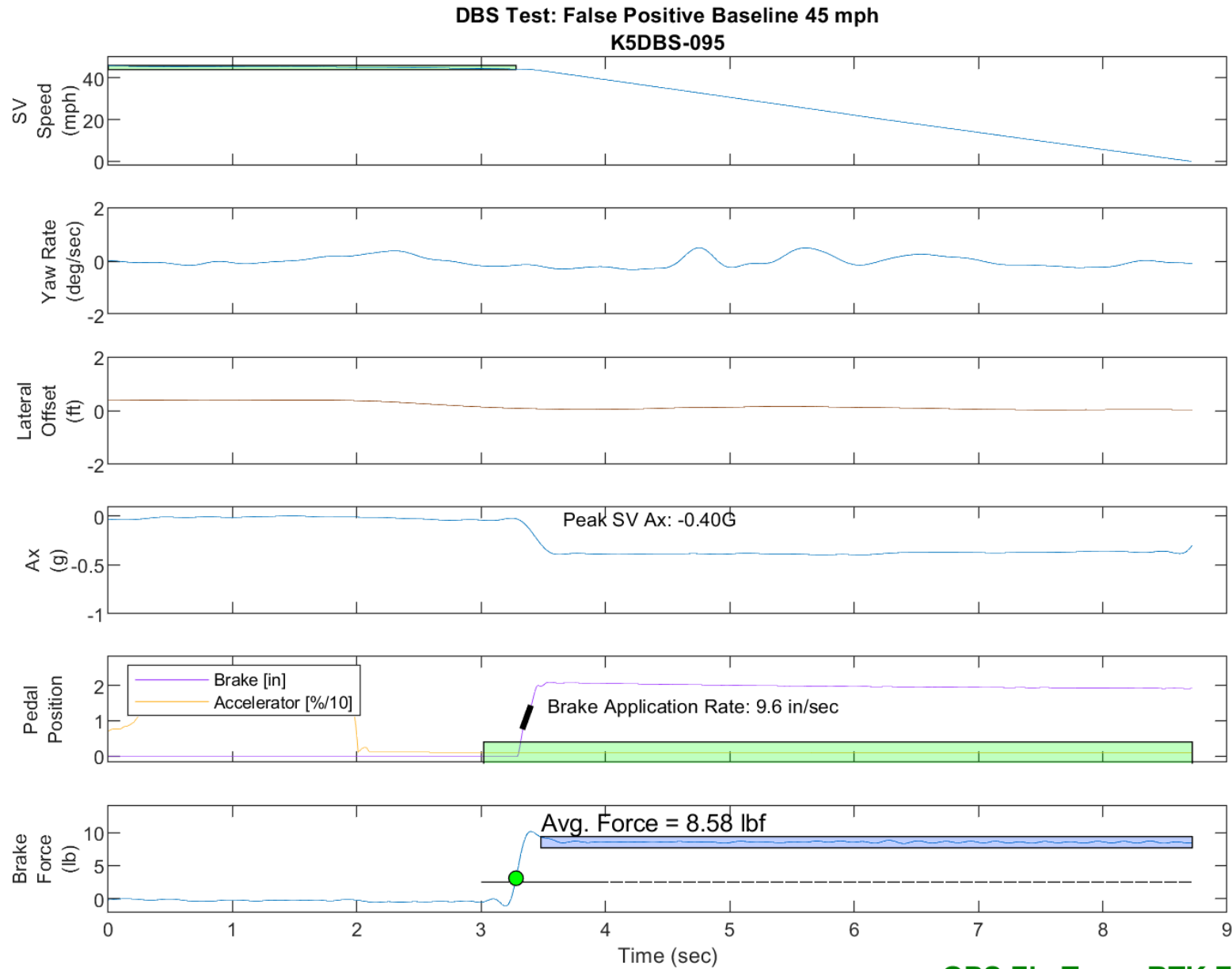


Figure E52. Time History for DBS Run 95, False Positive Baseline, SV 45 mph

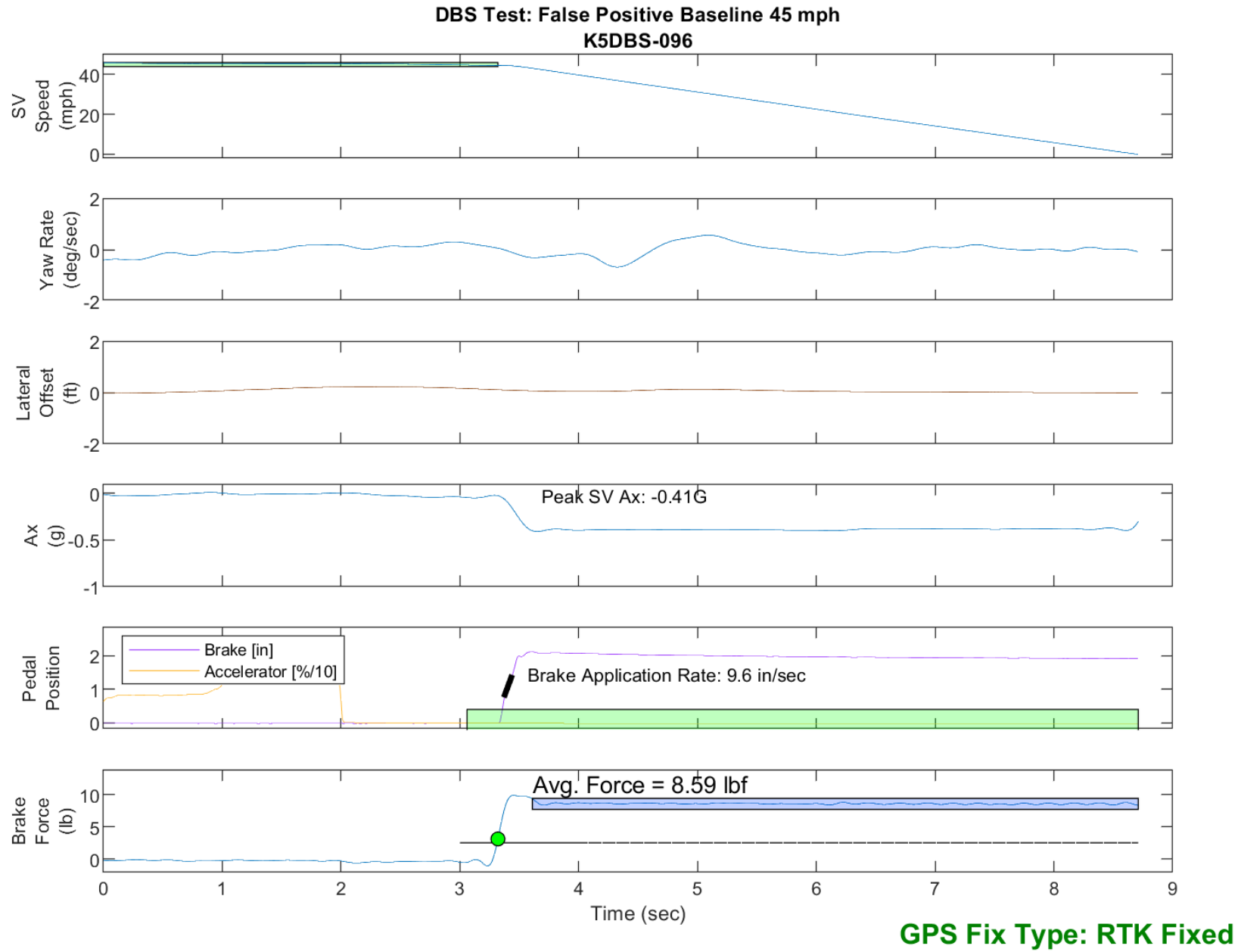


Figure E53. Time History for DBS Run 96, False Positive Baseline, SV 45 mph

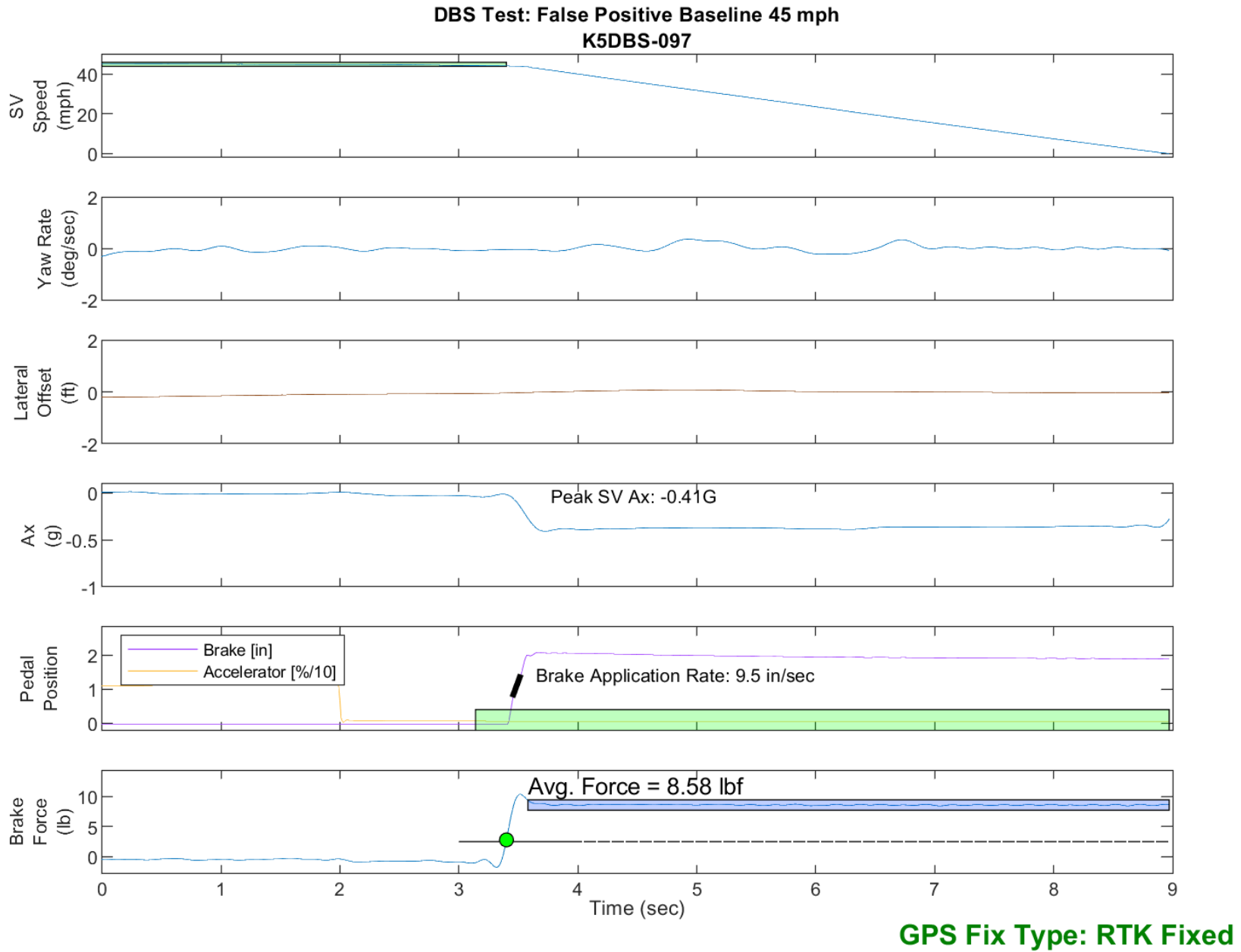


Figure E54. Time History for DBS Run 97, False Positive Baseline, SV 45 mph

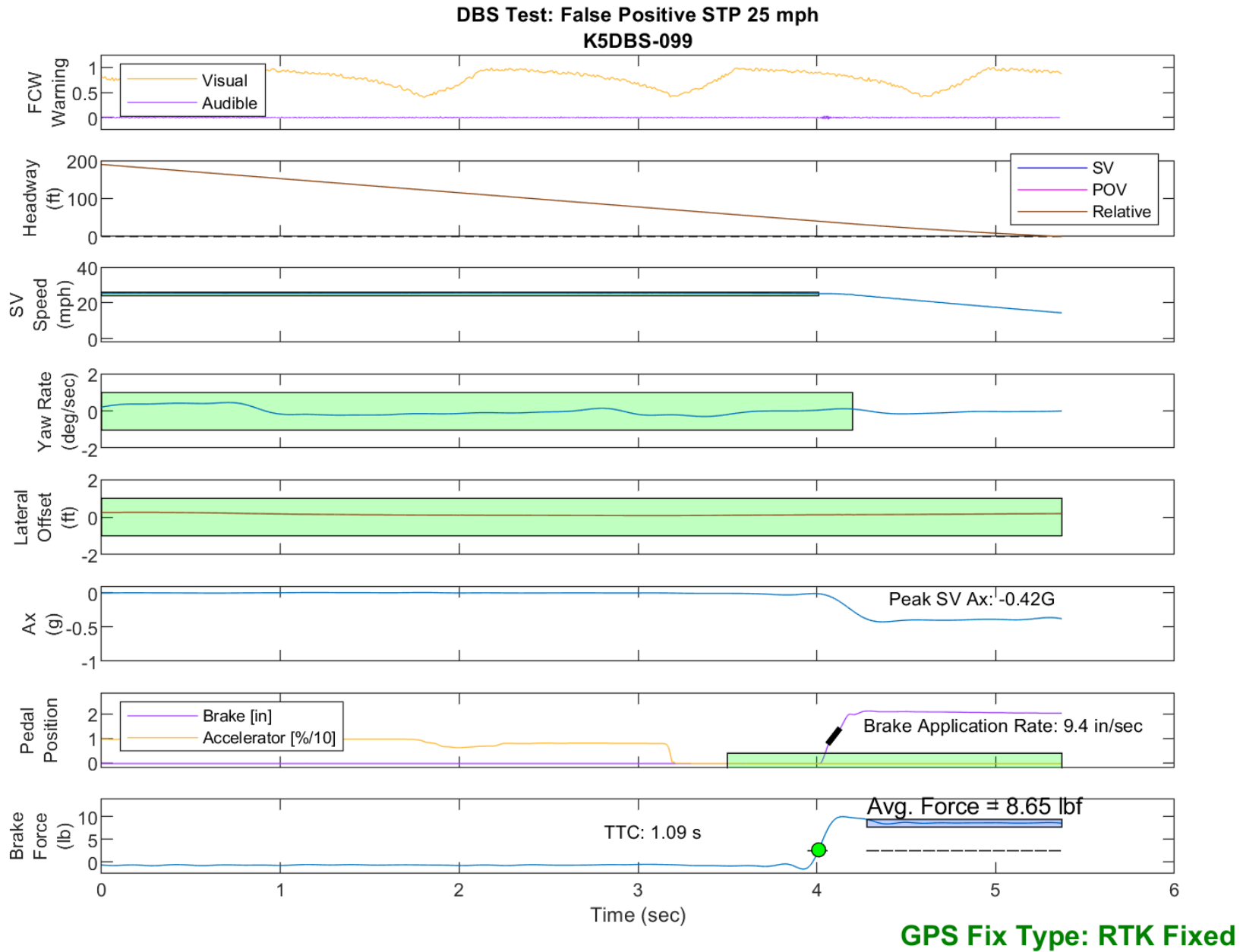


Figure E55. Time History for DBS Run 99, SV Encounters Steel Trench Plate, SV 25 mph

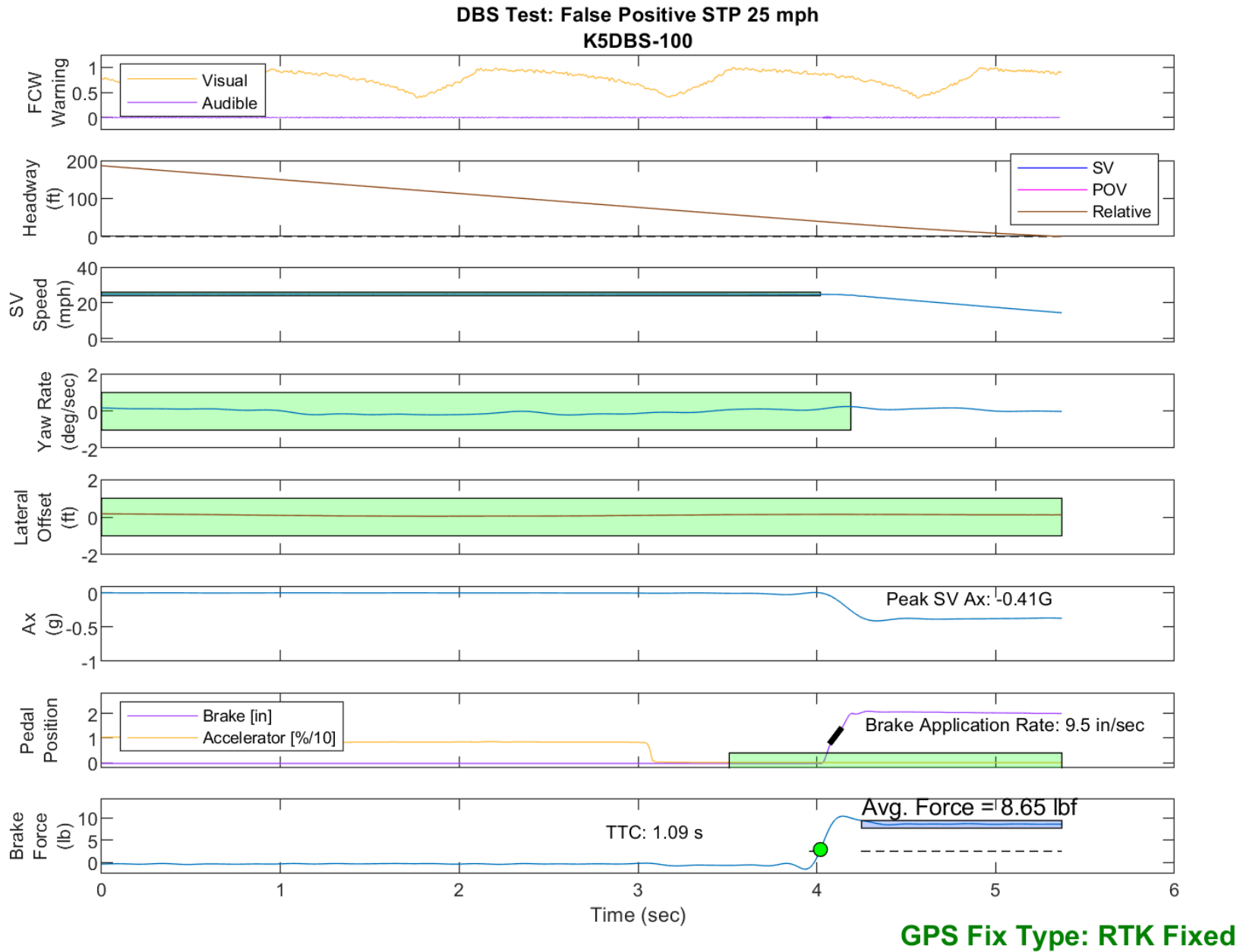


Figure E56. Time History for DBS Run 100, SV Encounters Steel Trench Plate, SV 25 mph

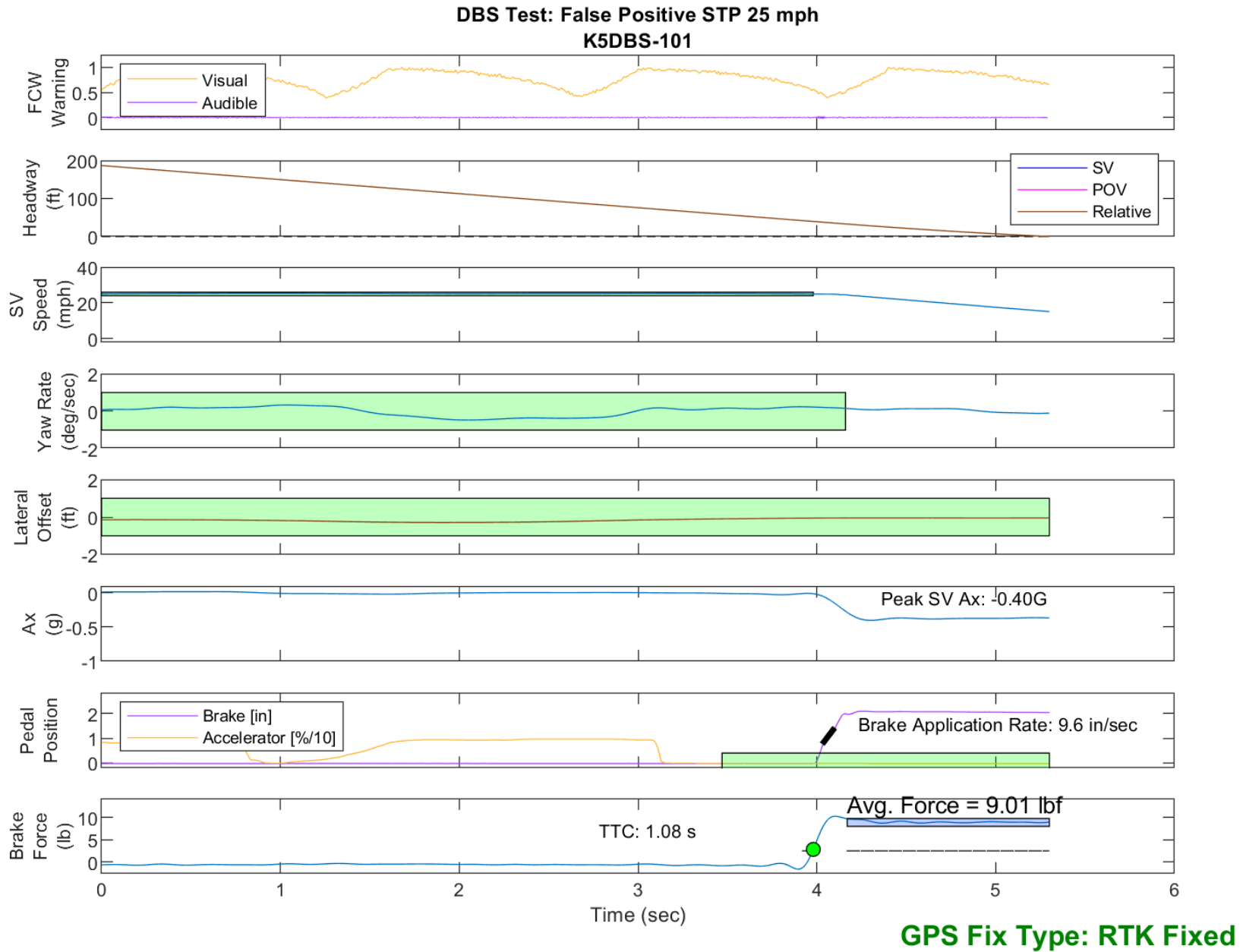


Figure E57. Time History for DBS Run 101, SV Encounters Steel Trench Plate, SV 25 mph

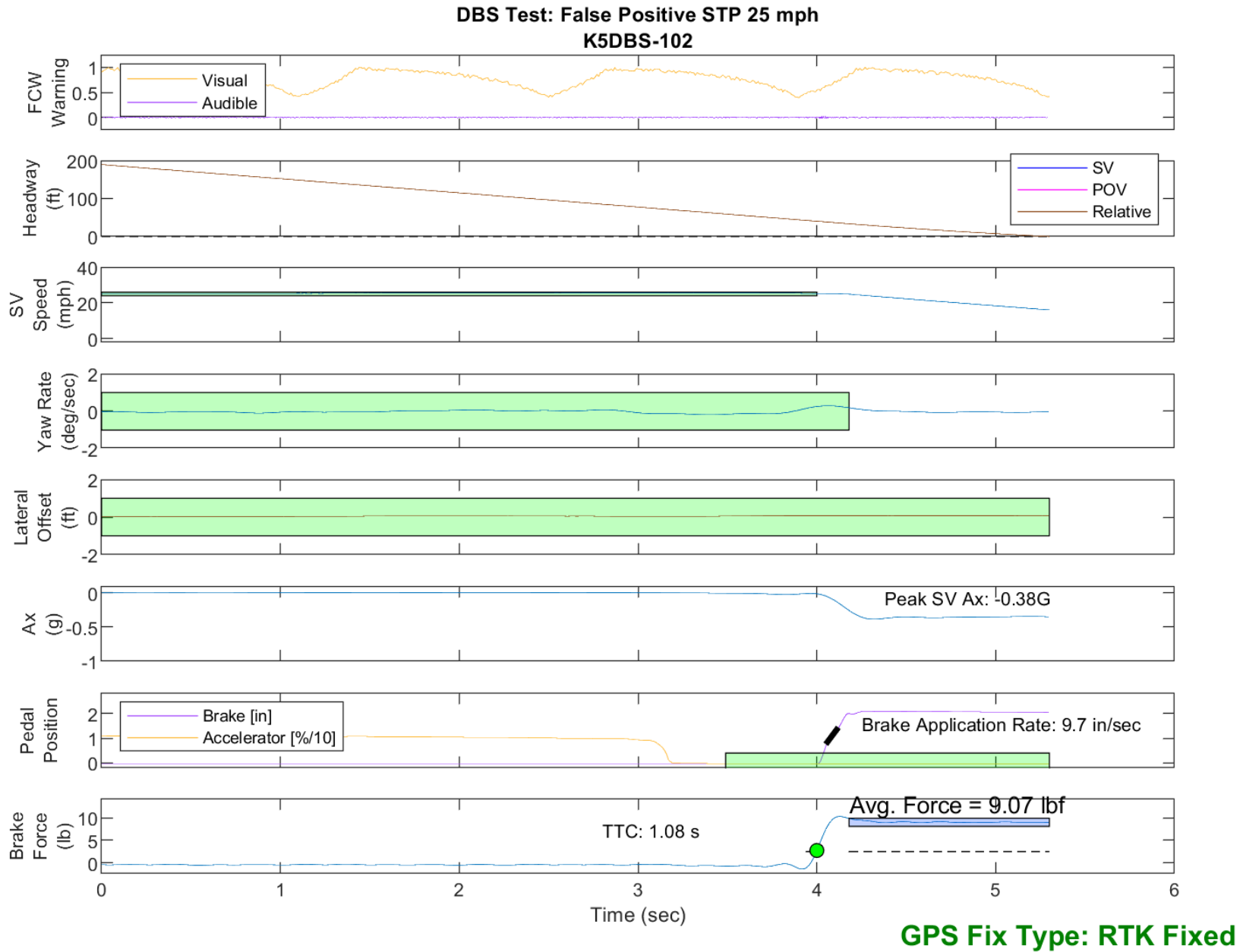


Figure E58. Time History for DBS Run 102, SV Encounters Steel Trench Plate, SV 25 mph

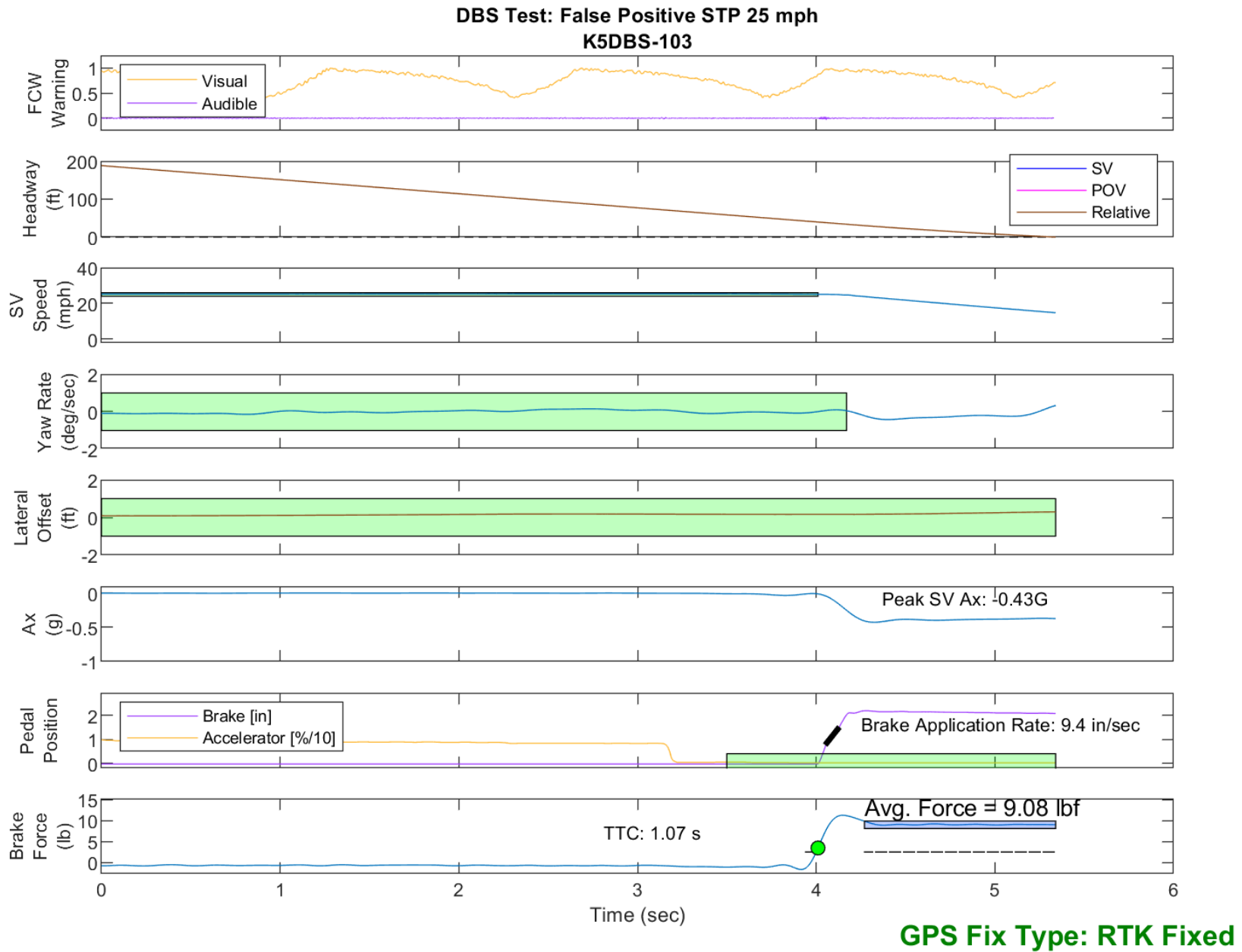


Figure E59. Time History for DBS Run 103, SV Encounters Steel Trench Plate, SV 25 mph

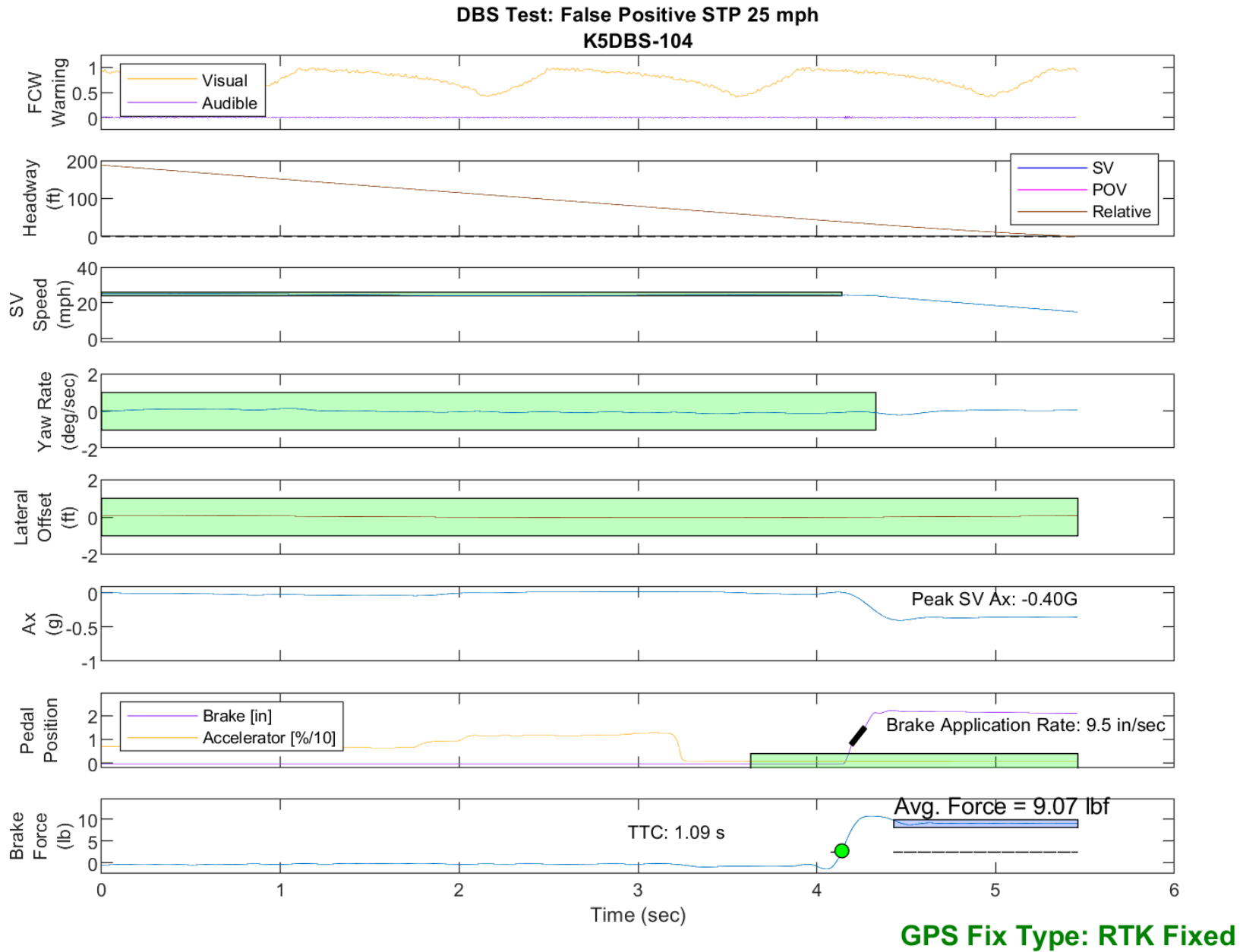


Figure E60. Time History for DBS Run 104, SV Encounters Steel Trench Plate, SV 25 mph

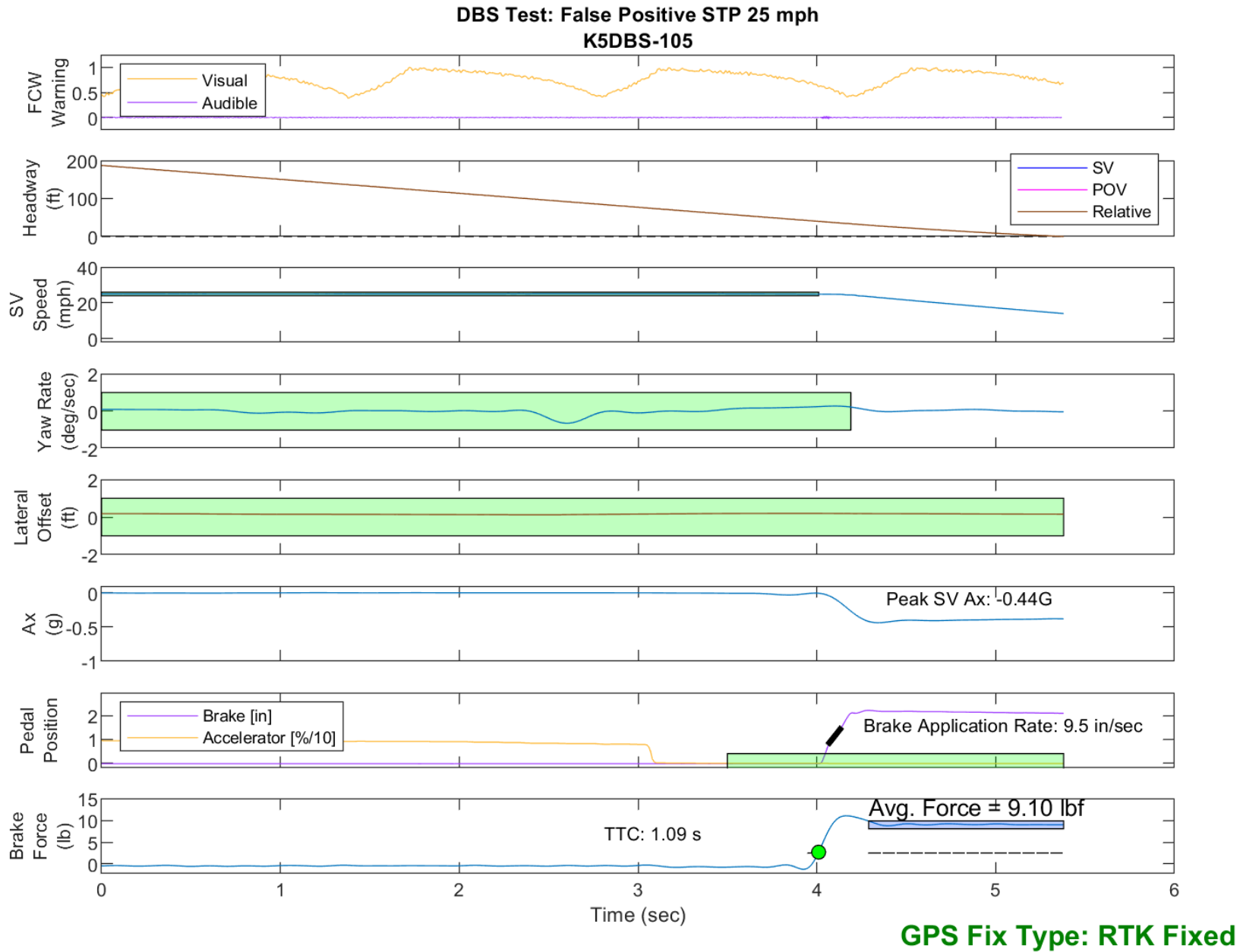


Figure E61. Time History for DBS Run 105, SV Encounters Steel Trench Plate, SV 25 mph

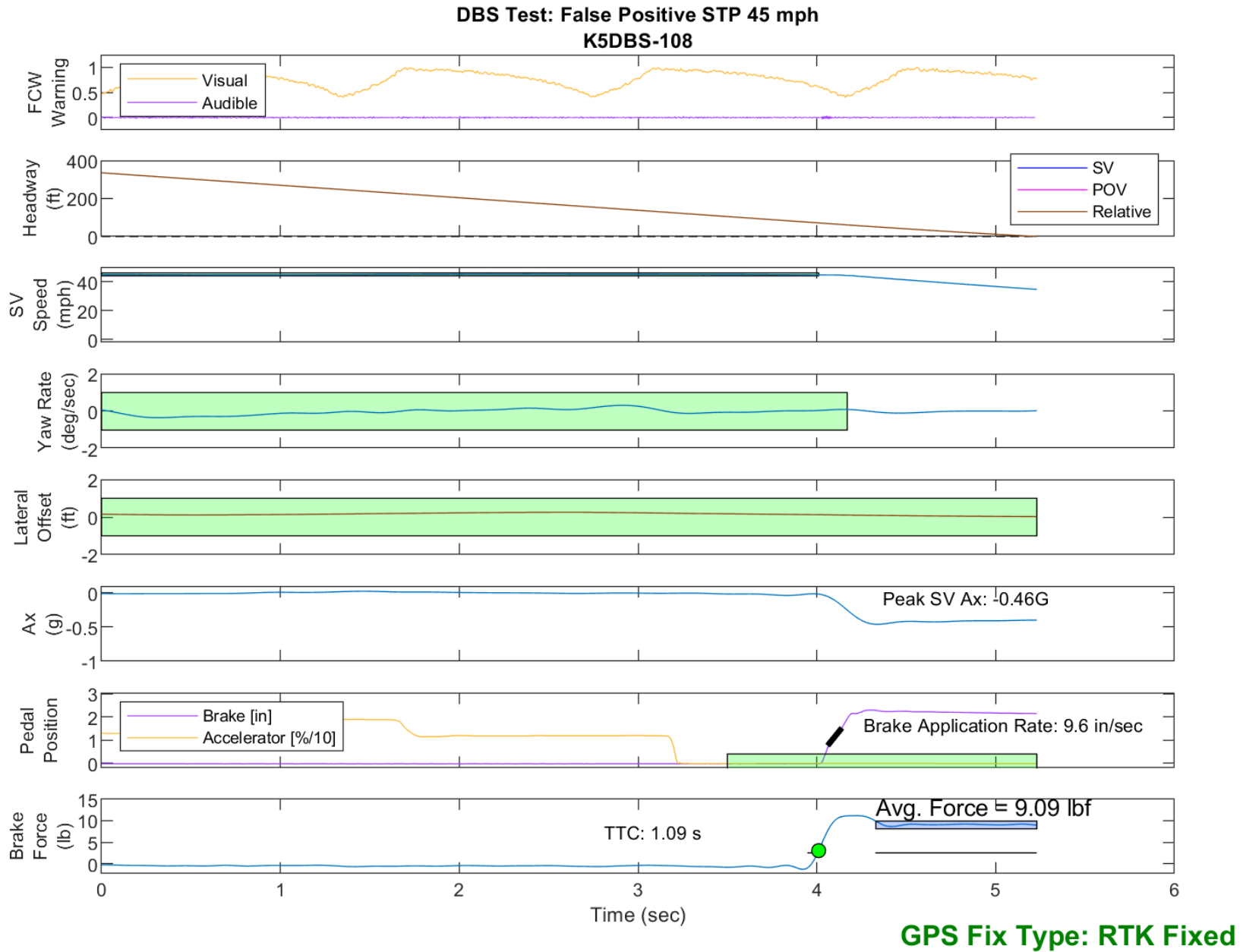


Figure E62. Time History for DBS Run 108, SV Encounters Steel Trench Plate, SV 45 mph

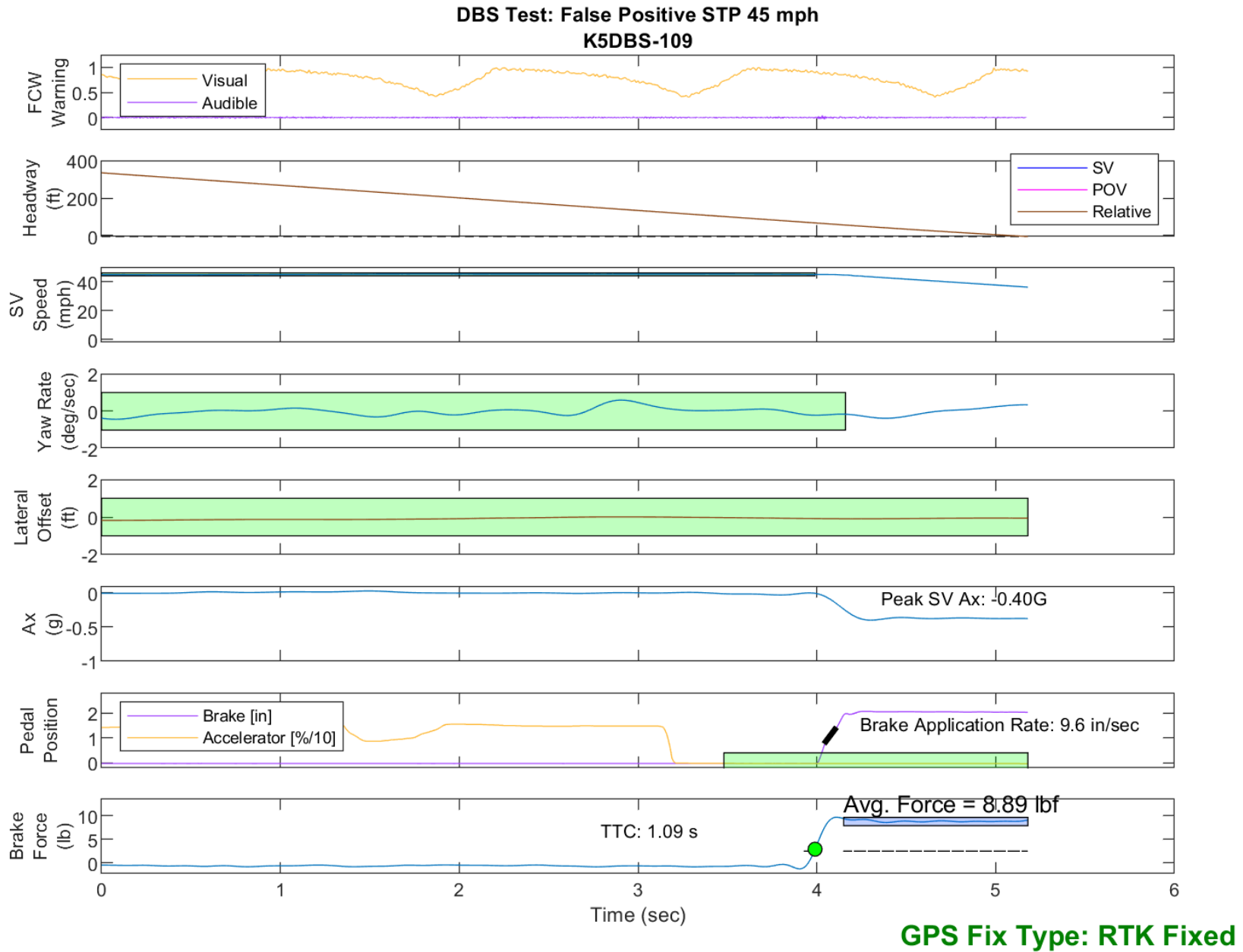


Figure E63. Time History for DBS Run 109, SV Encounters Steel Trench Plate, SV 45 mph

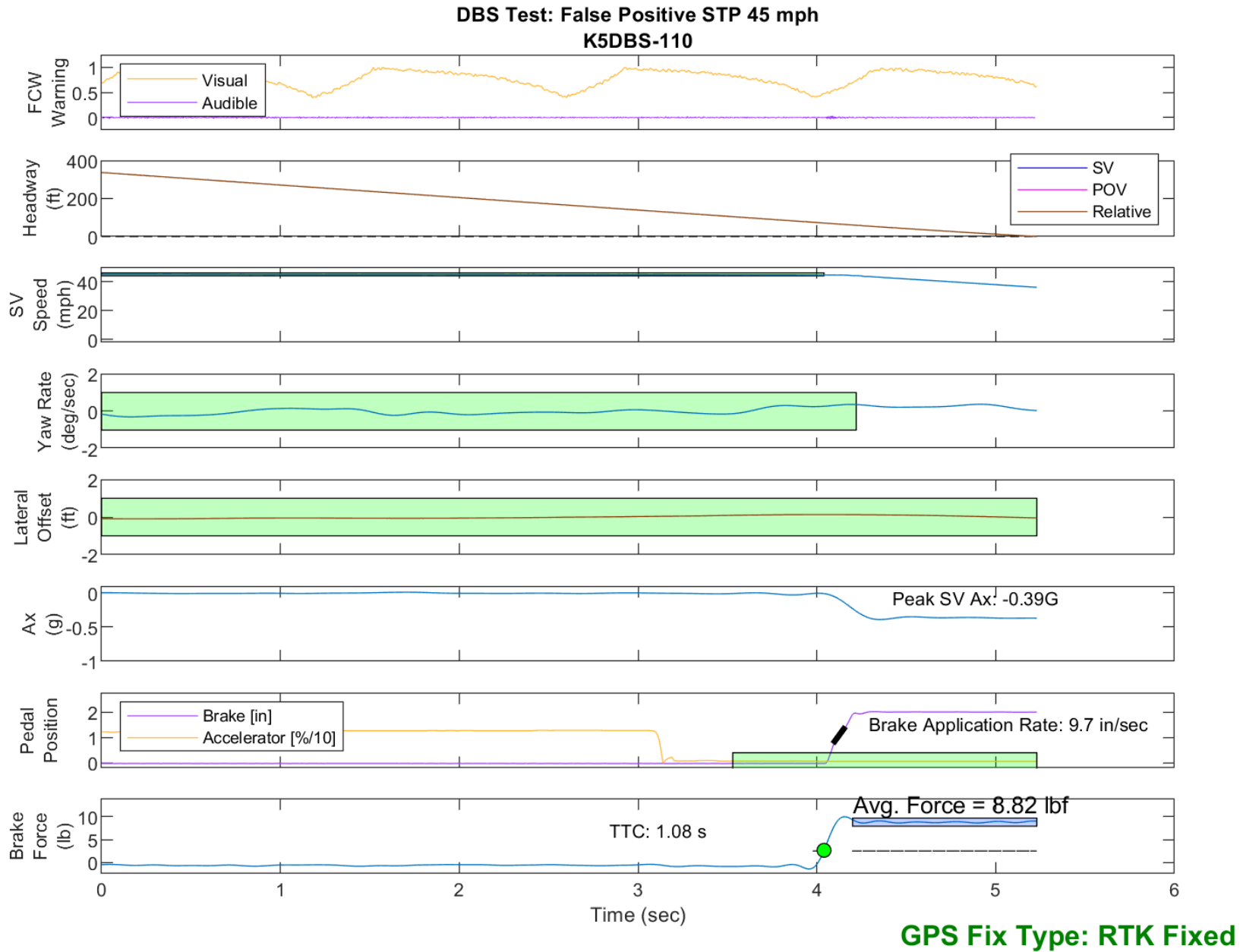


Figure E64. Time History for DBS Run 110, SV Encounters Steel Trench Plate, SV 45 mph

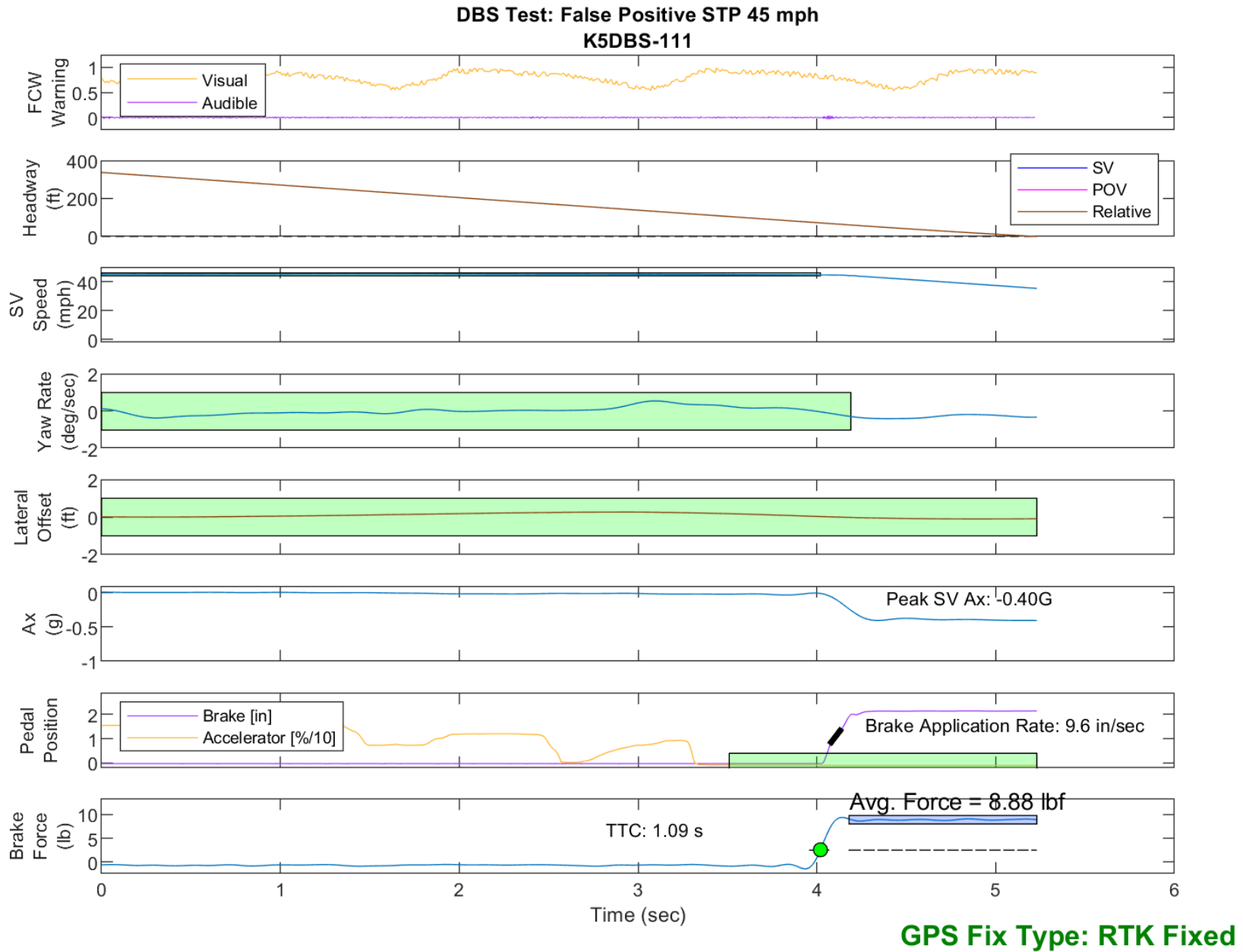


Figure E65. Time History for DBS Run 111, SV Encounters Steel Trench Plate, SV 45 mph

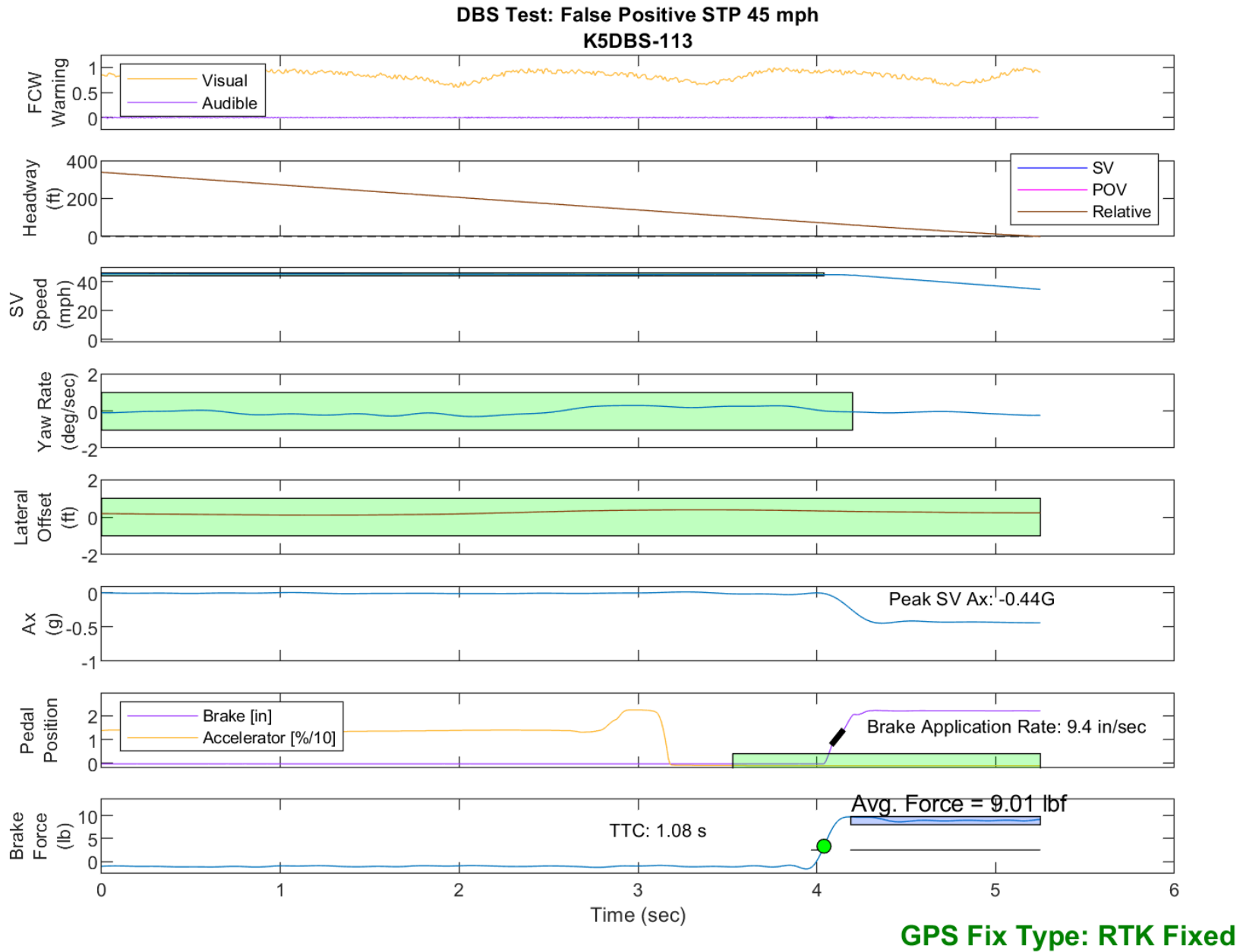


Figure E66. Time History for DBS Run 113, SV Encounters Steel Trench Plate, SV 45 mph

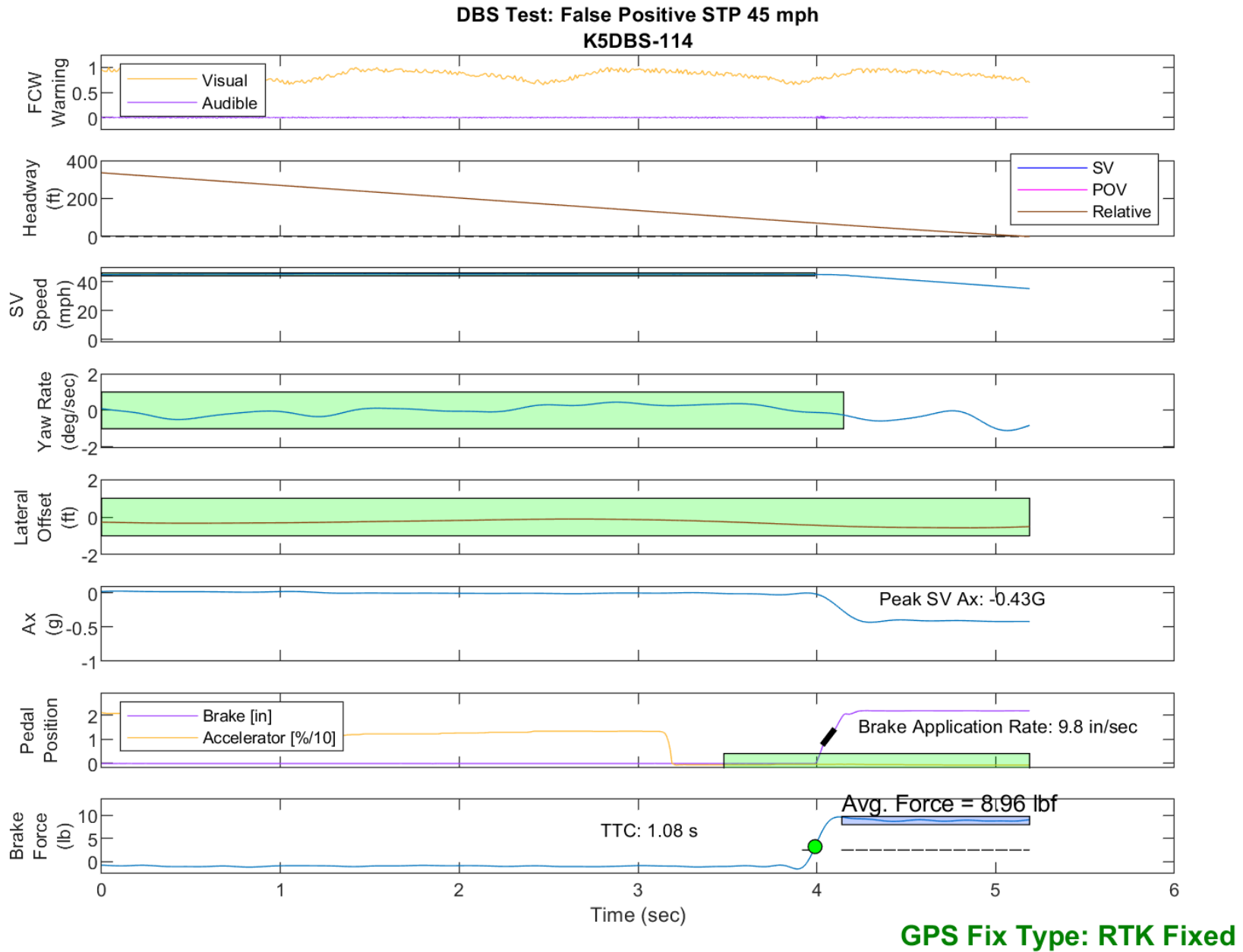


Figure E67. Time History for DBS Run 114, SV Encounters Steel Trench Plate, SV 45 mph

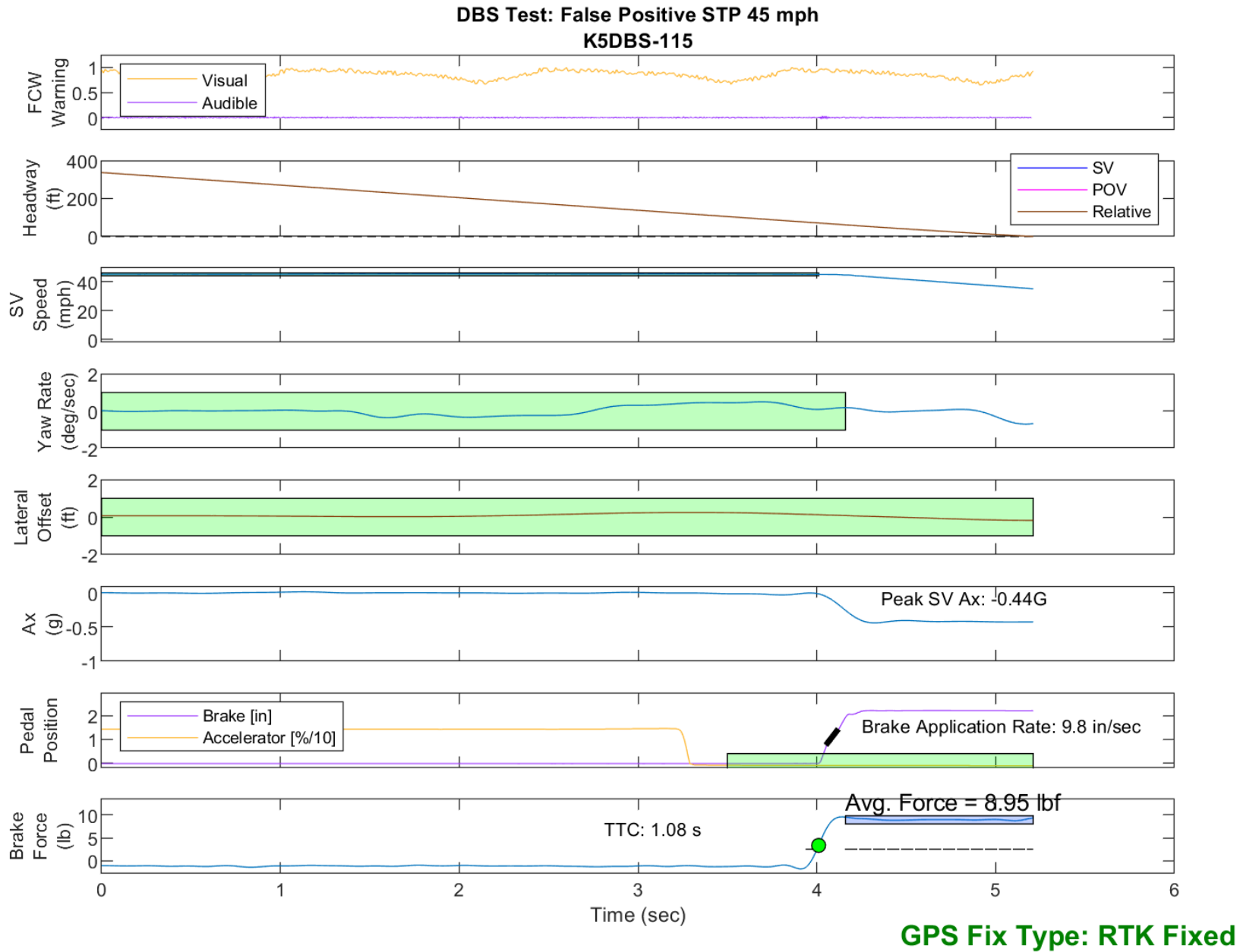
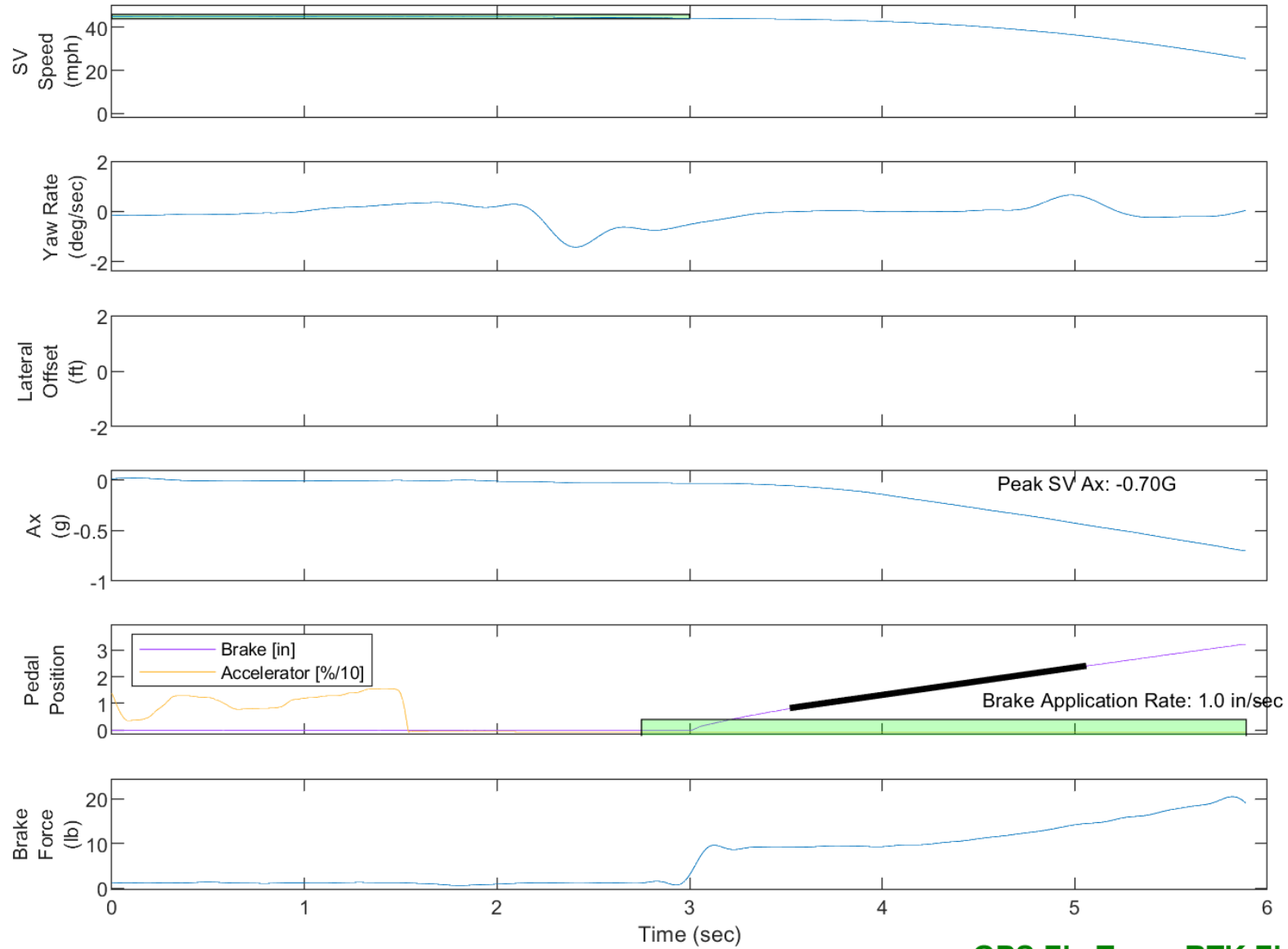


Figure E68. Time History for DBS Run 115, SV Encounters Steel Trench Plate, SV 45 mph

DBS Test: Brake Characterization Initial Assessment K5DBS-001



GPS Fix Type: RTK Fixed

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

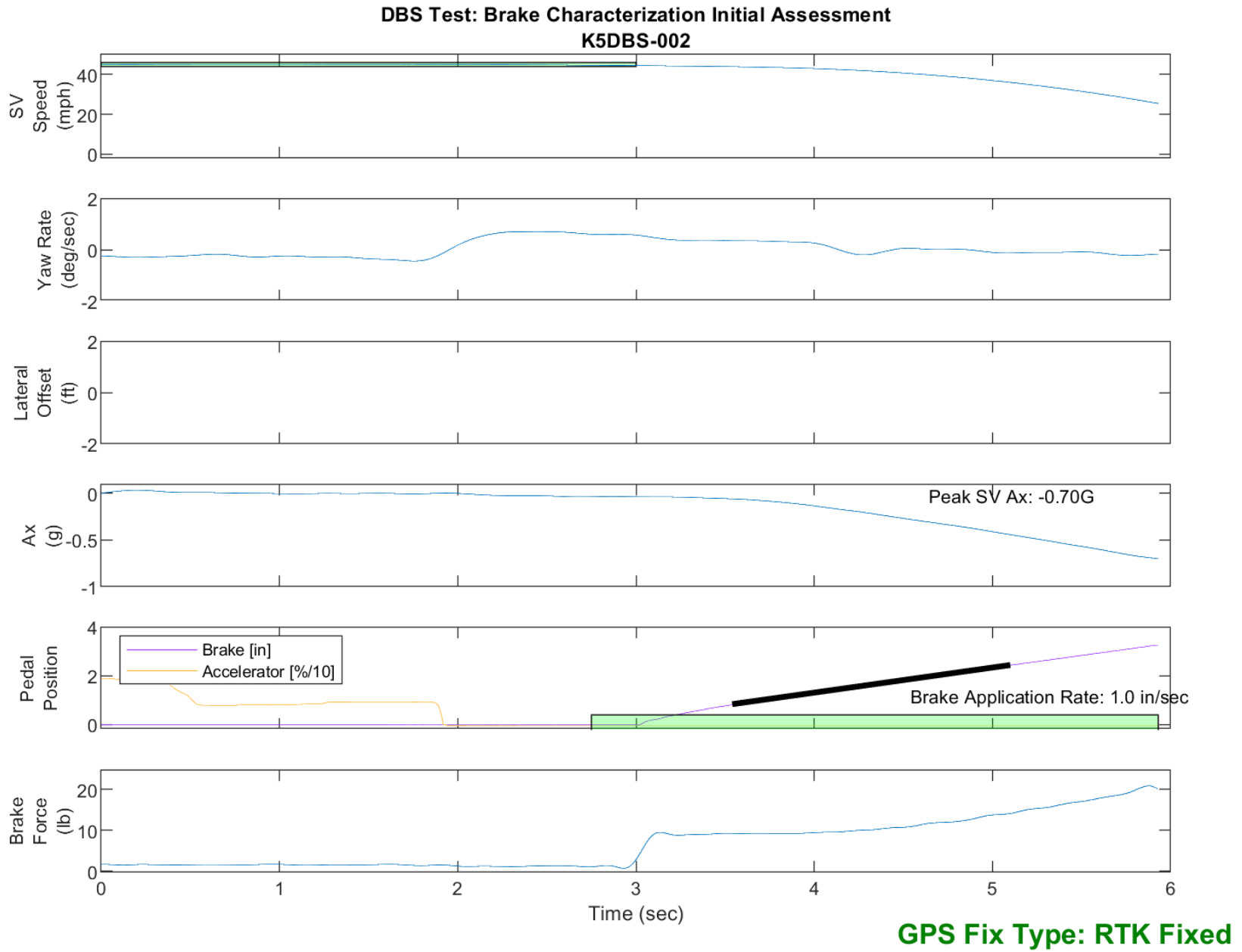


Figure E70. Time History for DBS Run 2, Brake Characterization Initial

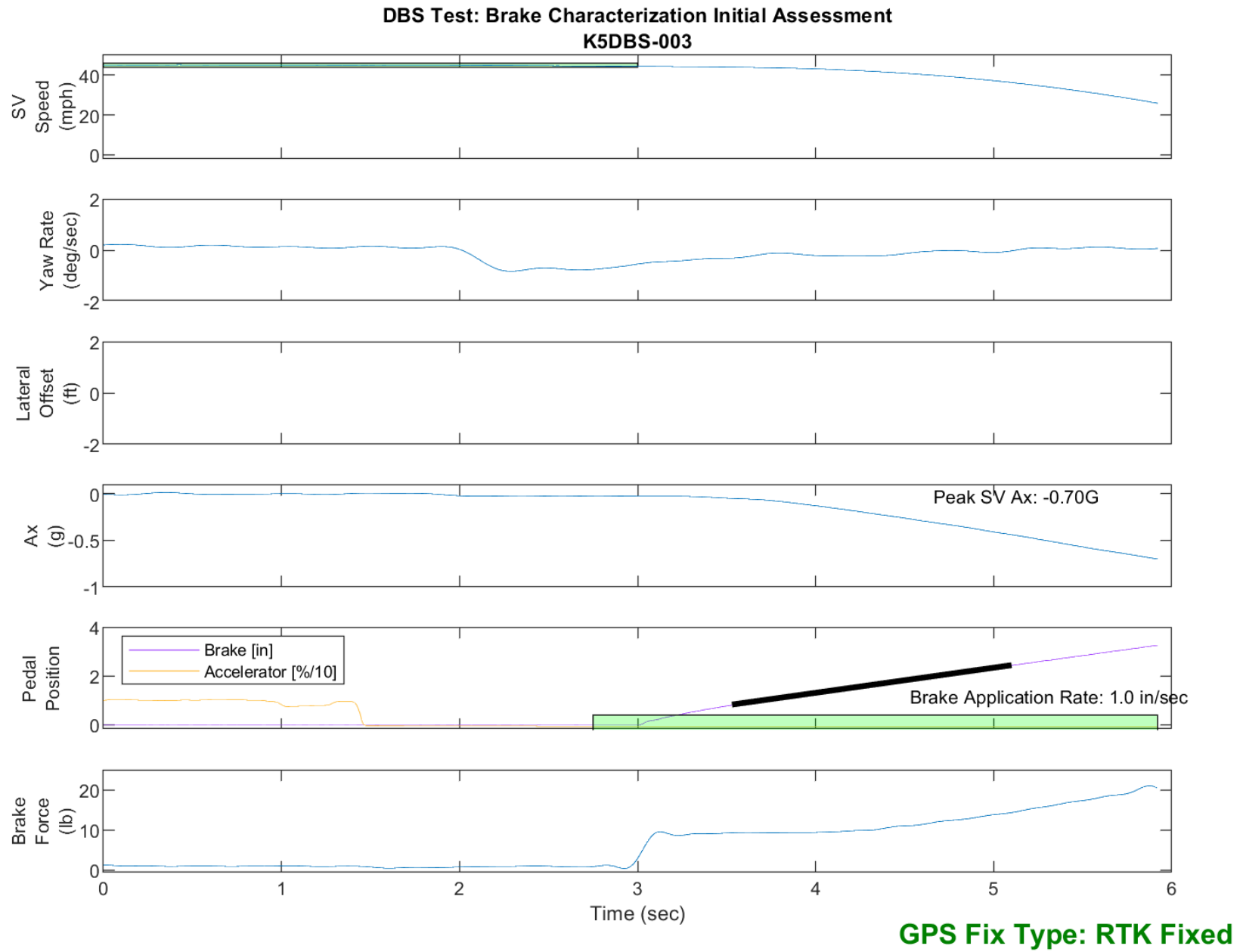
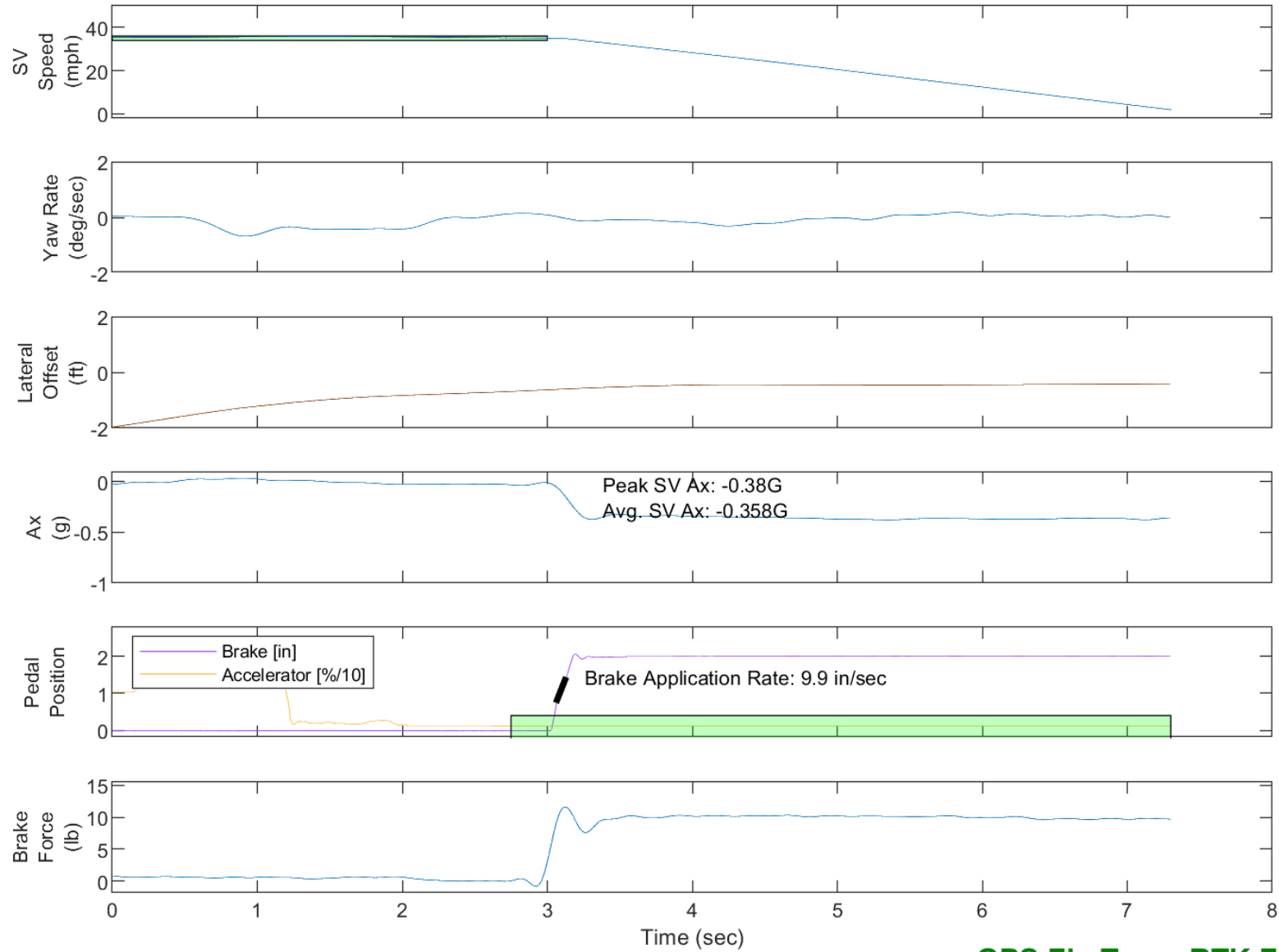


Figure E71. Time History for DBS Run 3, Brake Characterization Initial

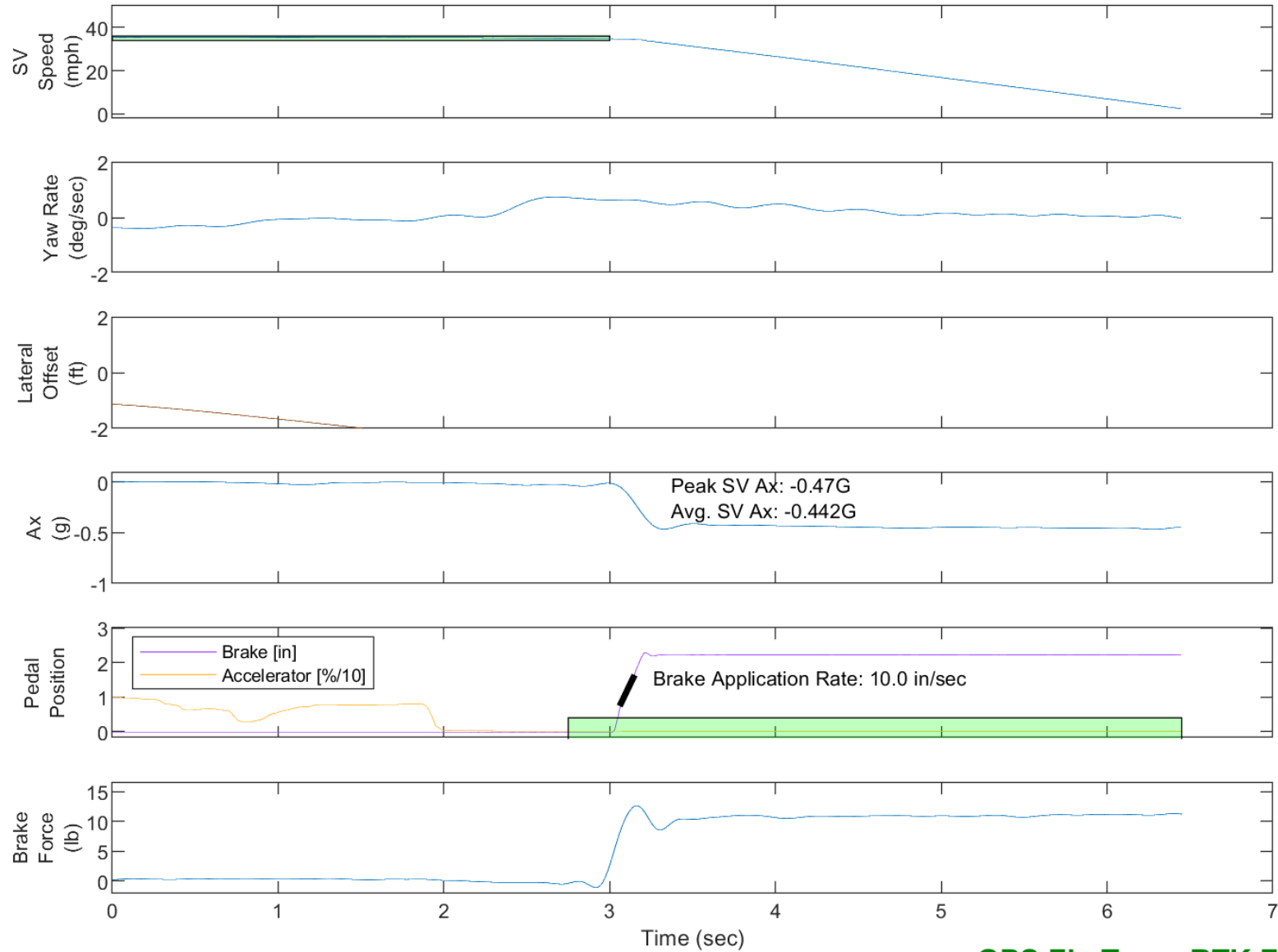
DBS Test: Brake Characterization Determination 35 mph
K5DBS-005



GPS Fix Type: RTK Fixed

Figure E72. Time History for DBS Run 5, Brake Characterization Determination, Displacement Mode, 35 mph

DBS Test: Brake Characterization Determination 35 mph K5DBS-006



GPS Fix Type: RTK Fixed

Figure E73. Time History for DBS Run 6, Brake Characterization Determination, Displacement Mode, 35 mph

DBS Test: Brake Characterization Determination 35 mph
K5DBS-007

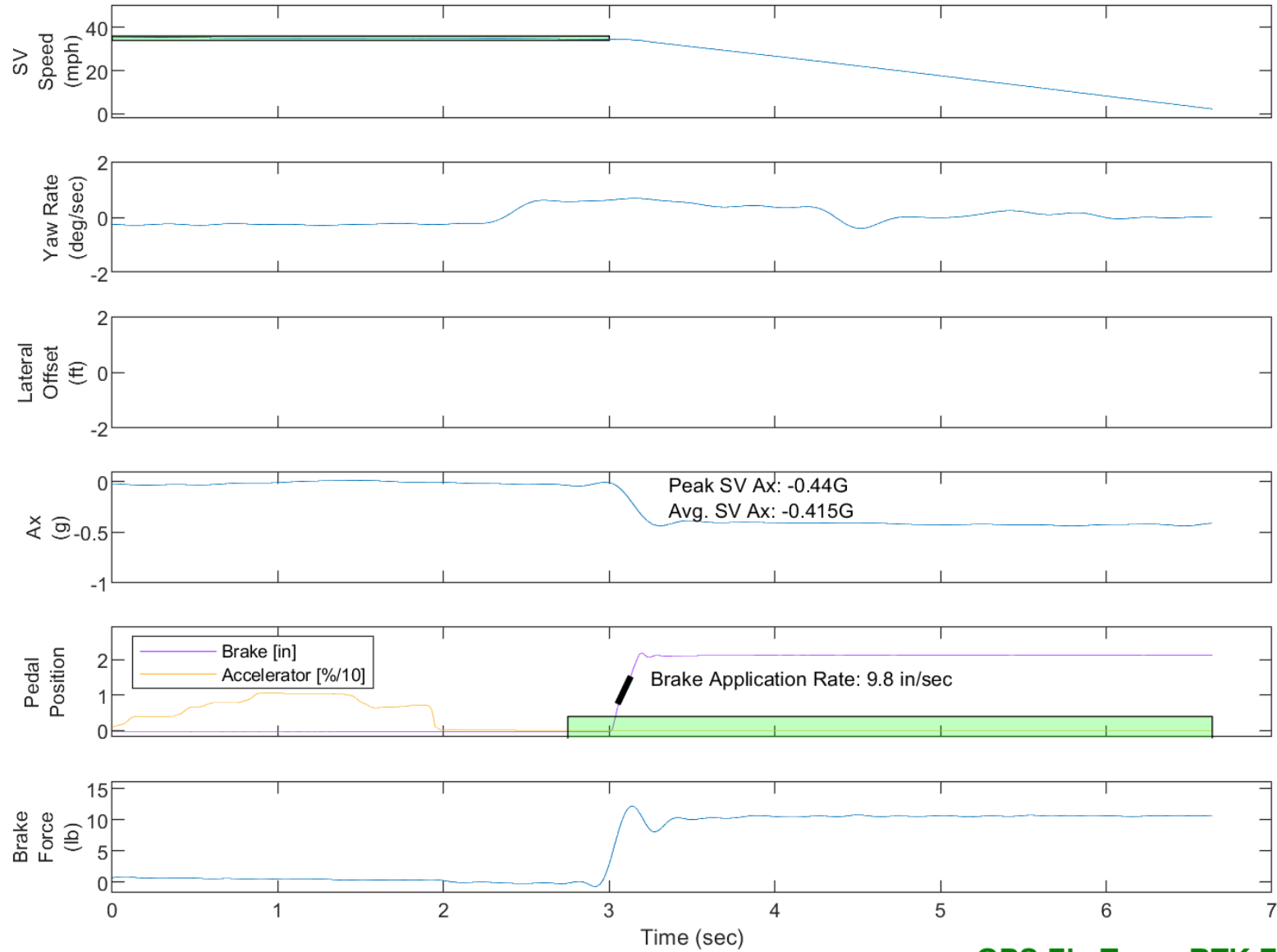
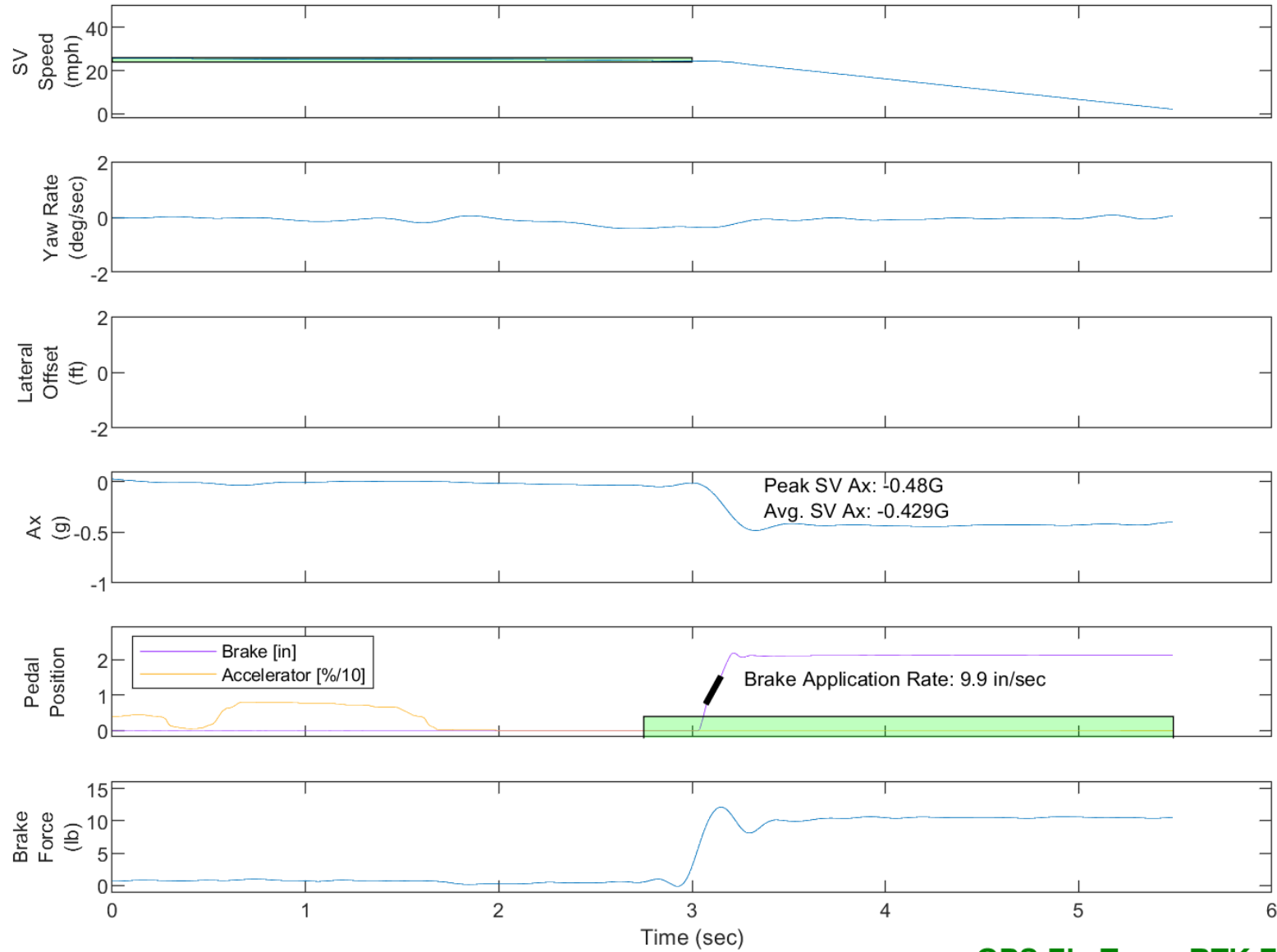


Figure E74. Time History for DBS Run 7, Brake Characterization Determination, Displacement Mode, 35 mph

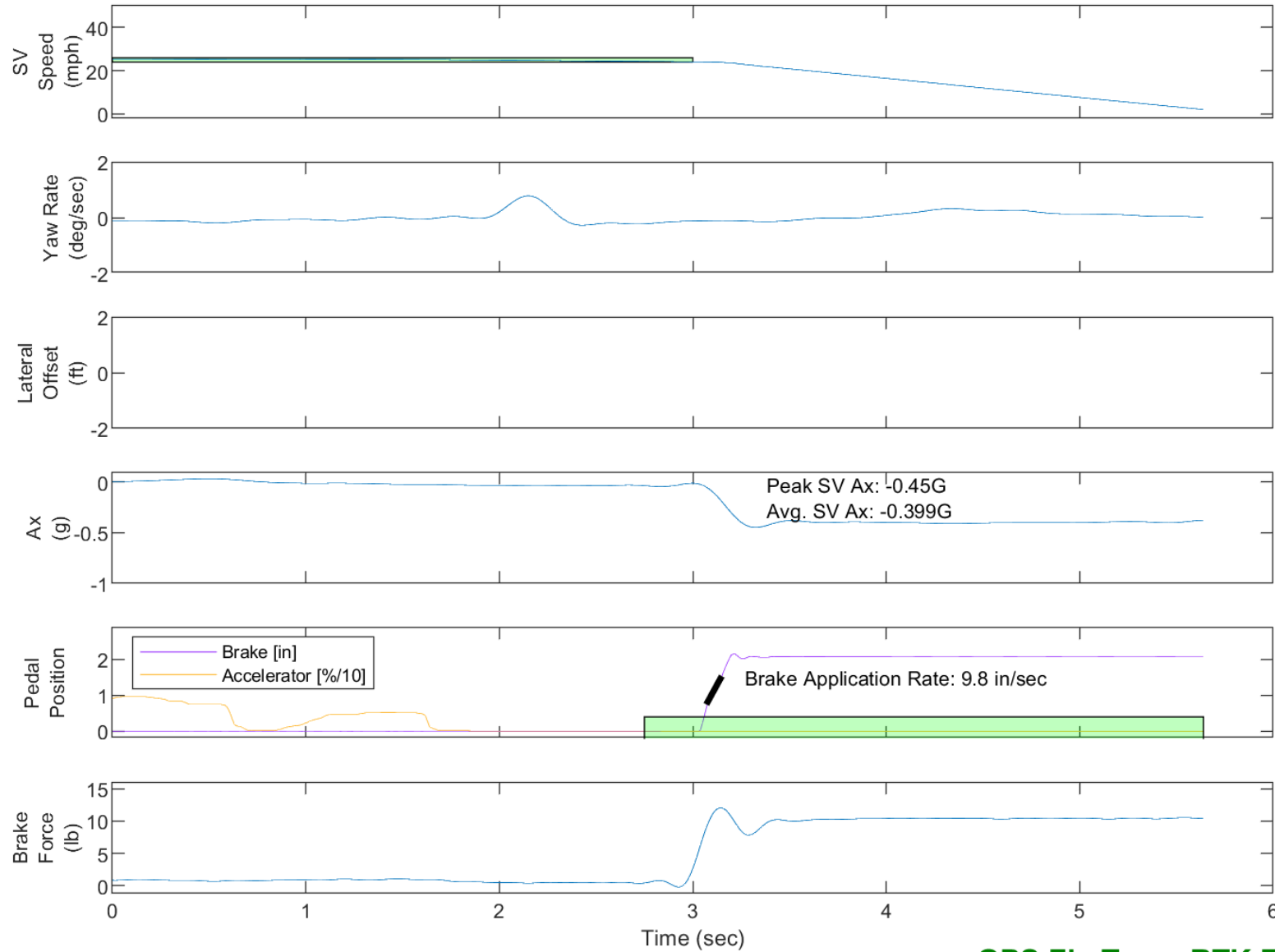
DBS Test: Brake Characterization Determination 25 mph
K5DBS-008



GPS Fix Type: RTK Fixed

Figure E75. Time History for DBS Run 8, Brake Characterization Determination, Displacement Mode, 25 mph

DBS Test: Brake Characterization Determination 25 mph K5DBS-009



GPS Fix Type: RTK Fixed

Figure E76. Time History for DBS Run 9, Brake Characterization Determination, Displacement Mode, 25 mph

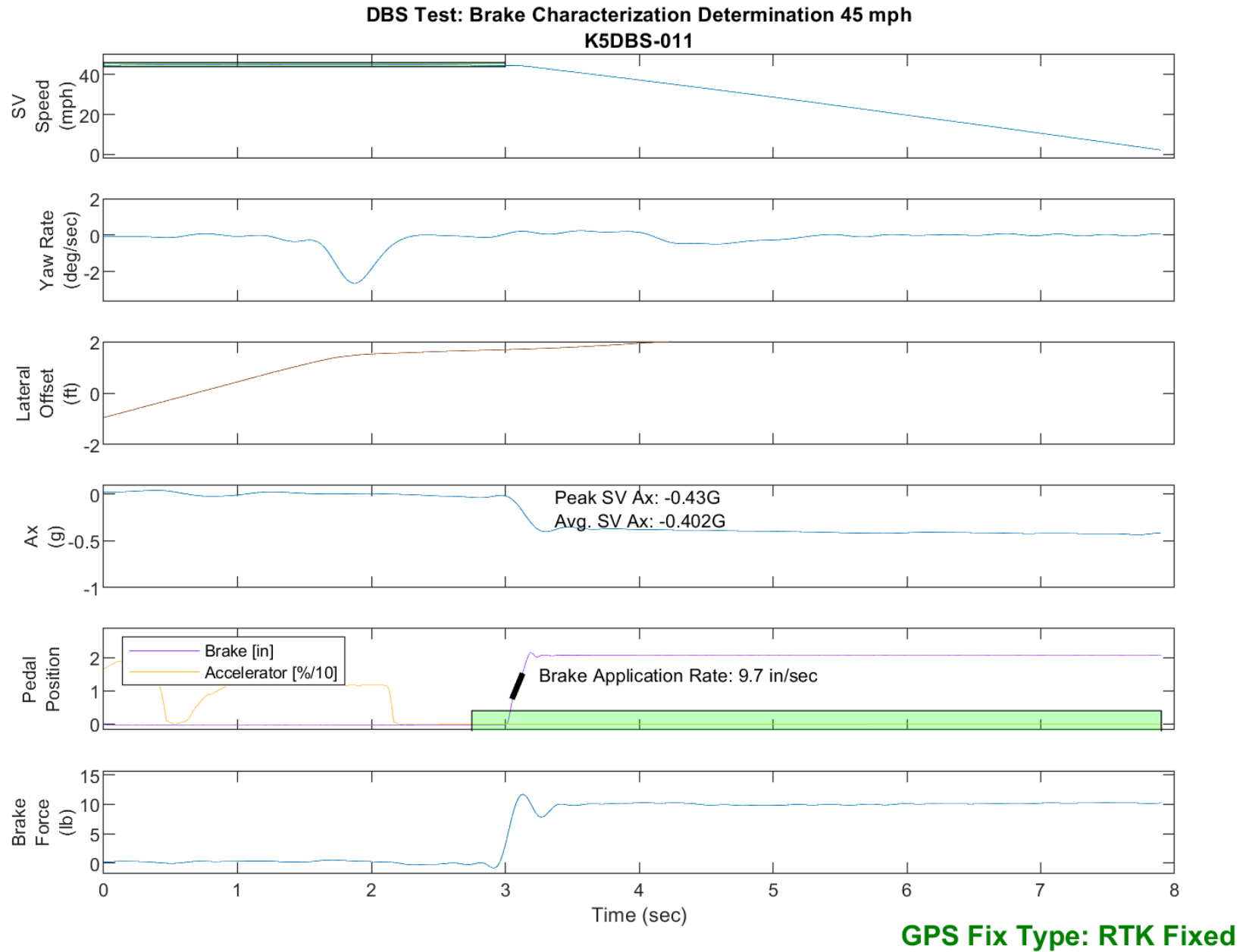


Figure E77. Time History for DBS Run 11, Brake Characterization Determination, Displacement Mode, 45 mph

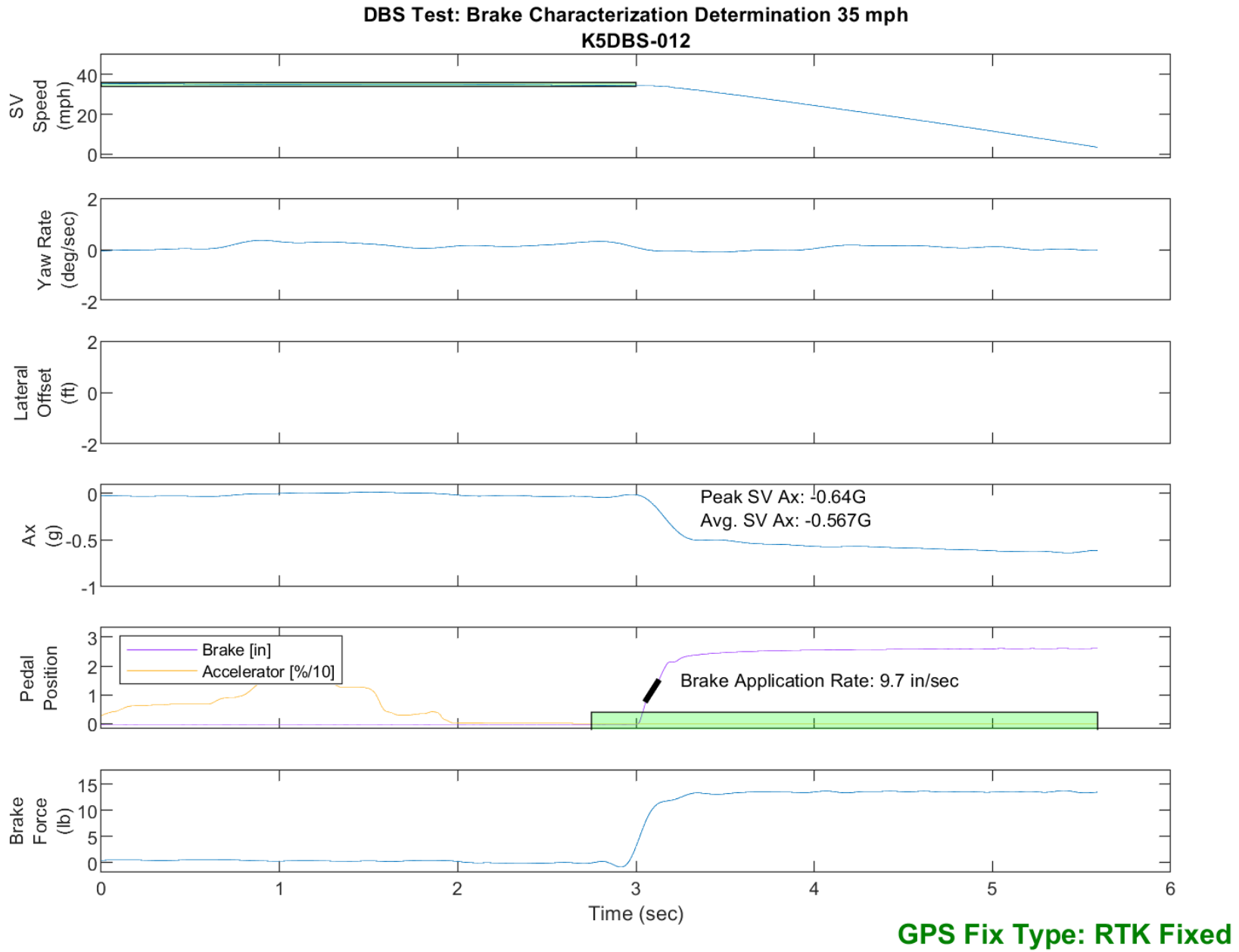
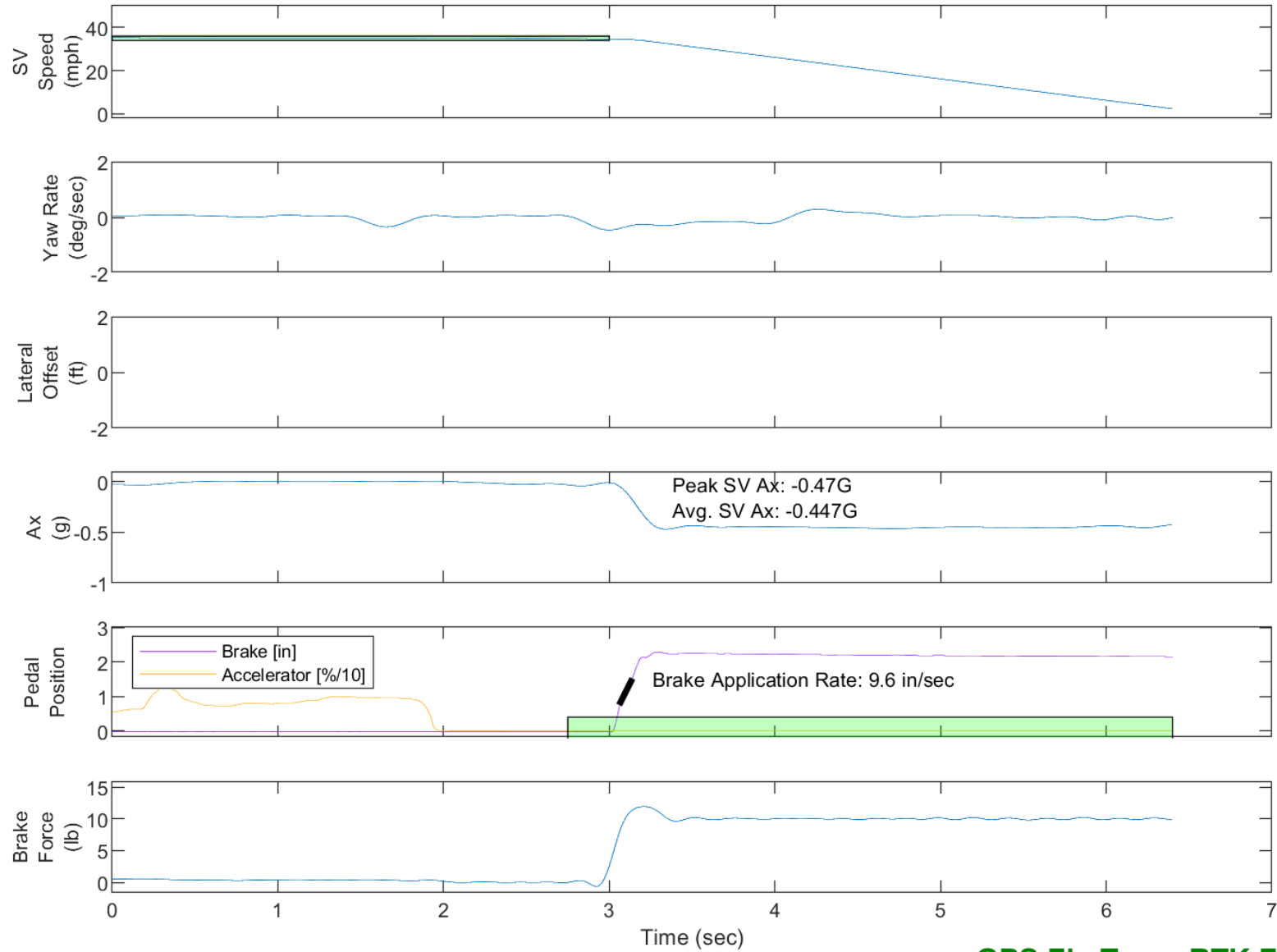


Figure E78. Time History for DBS Run 12, Brake Characterization Determination, Hybrid Mode, 35 mph

DBS Test: Brake Characterization Determination 35 mph K5DBS-013



GPS Fix Type: RTK Fixed

Figure E79. Time History for DBS Run 13, Brake Characterization Determination, Hybrid Mode, 35 mph

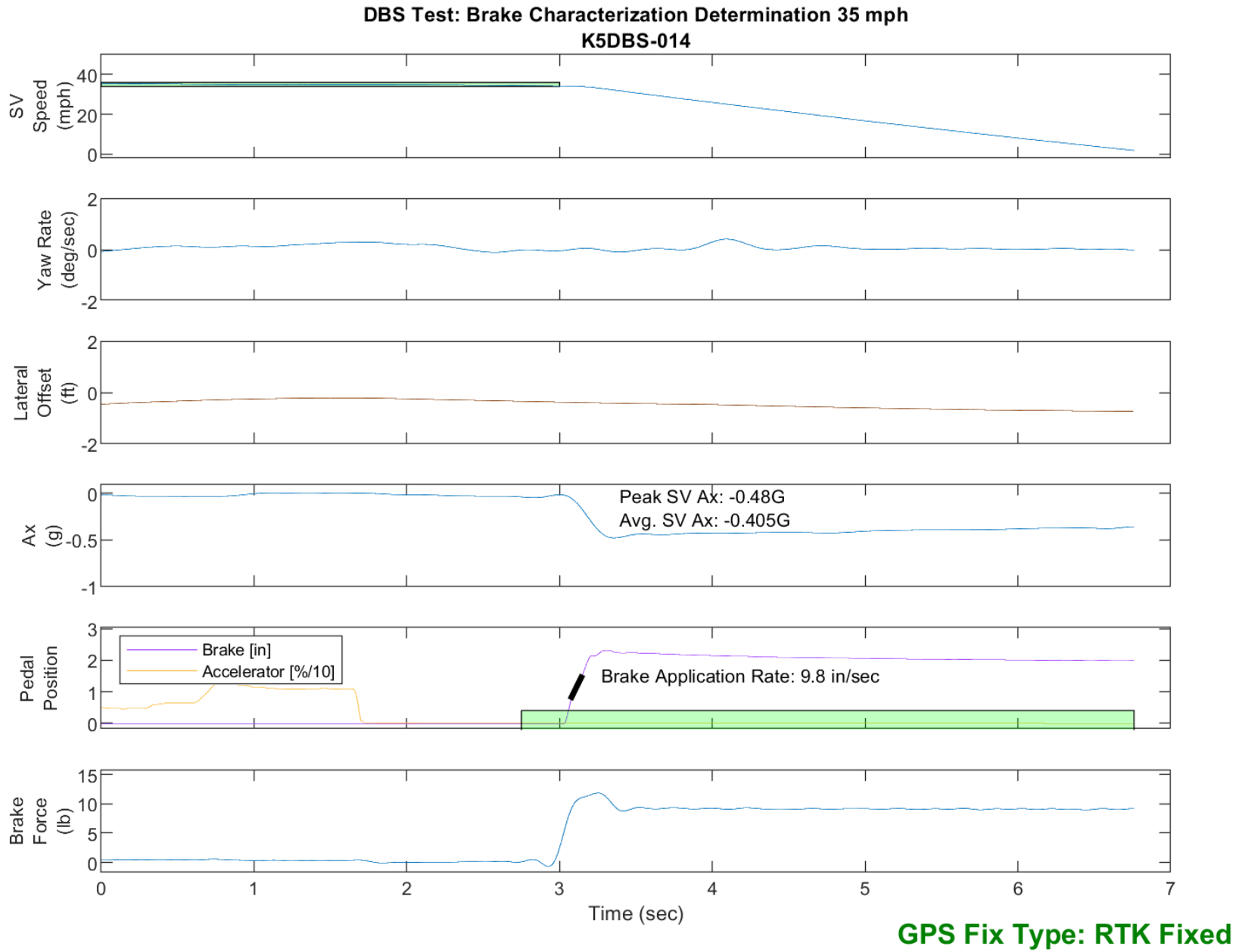
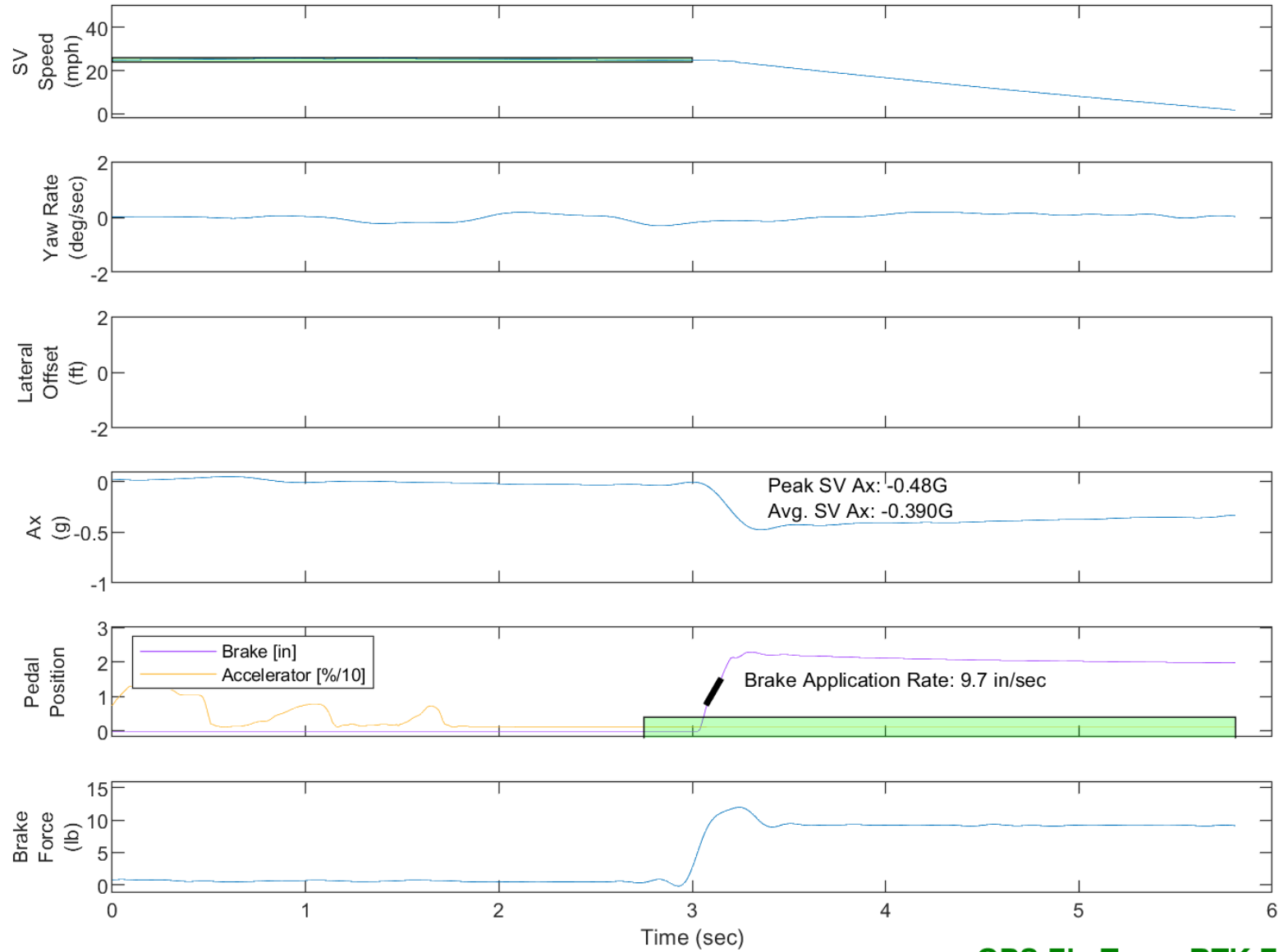


Figure E80. Time History for DBS Run 14, Brake Characterization Determination, Hybrid Mode, 35 mph

DBS Test: Brake Characterization Determination 25 mph
K5DBS-015



GPS Fix Type: RTK Fixed

Figure E81. Time History for DBS Run 15, Brake Characterization Determination, Hybrid Mode, 25 mph

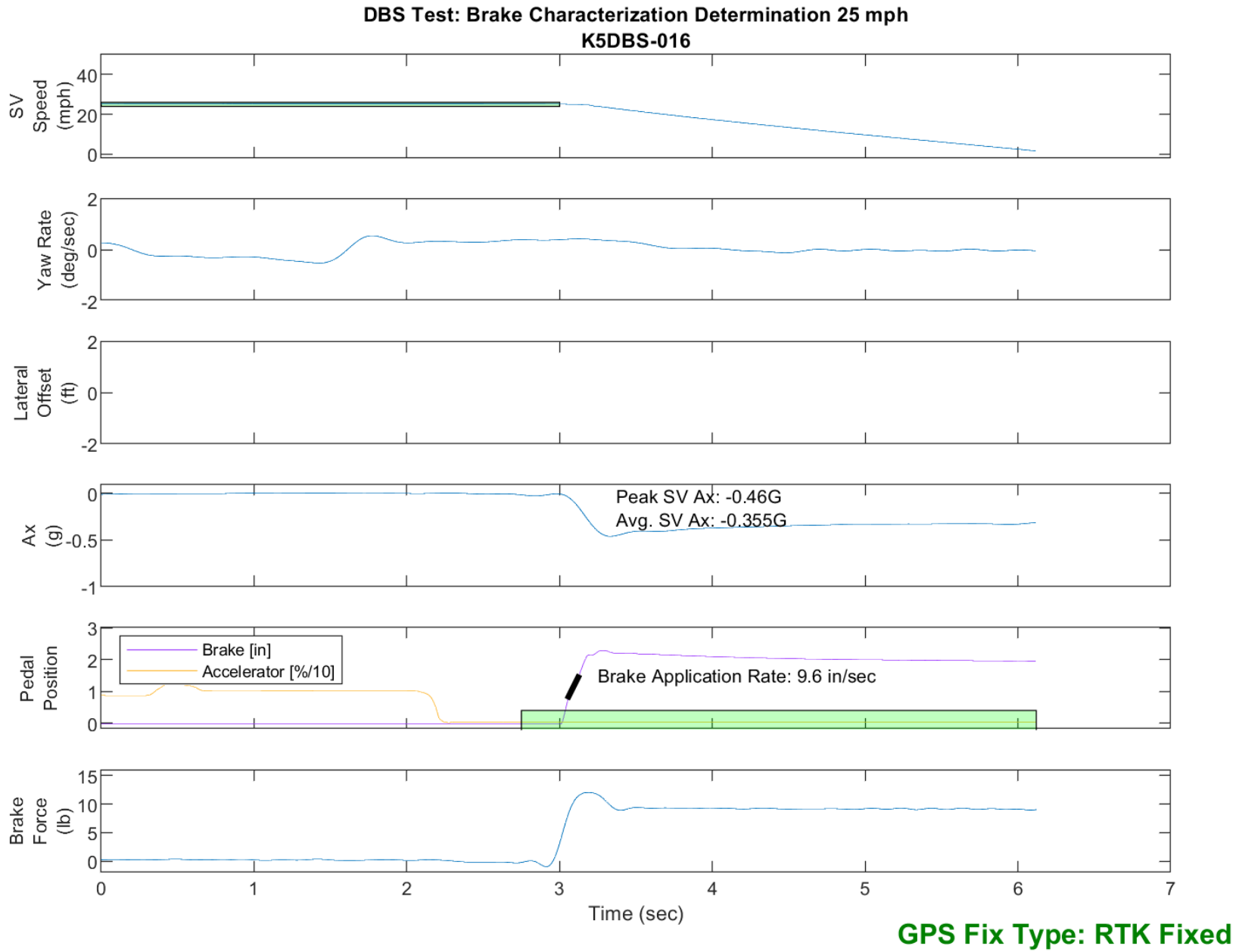
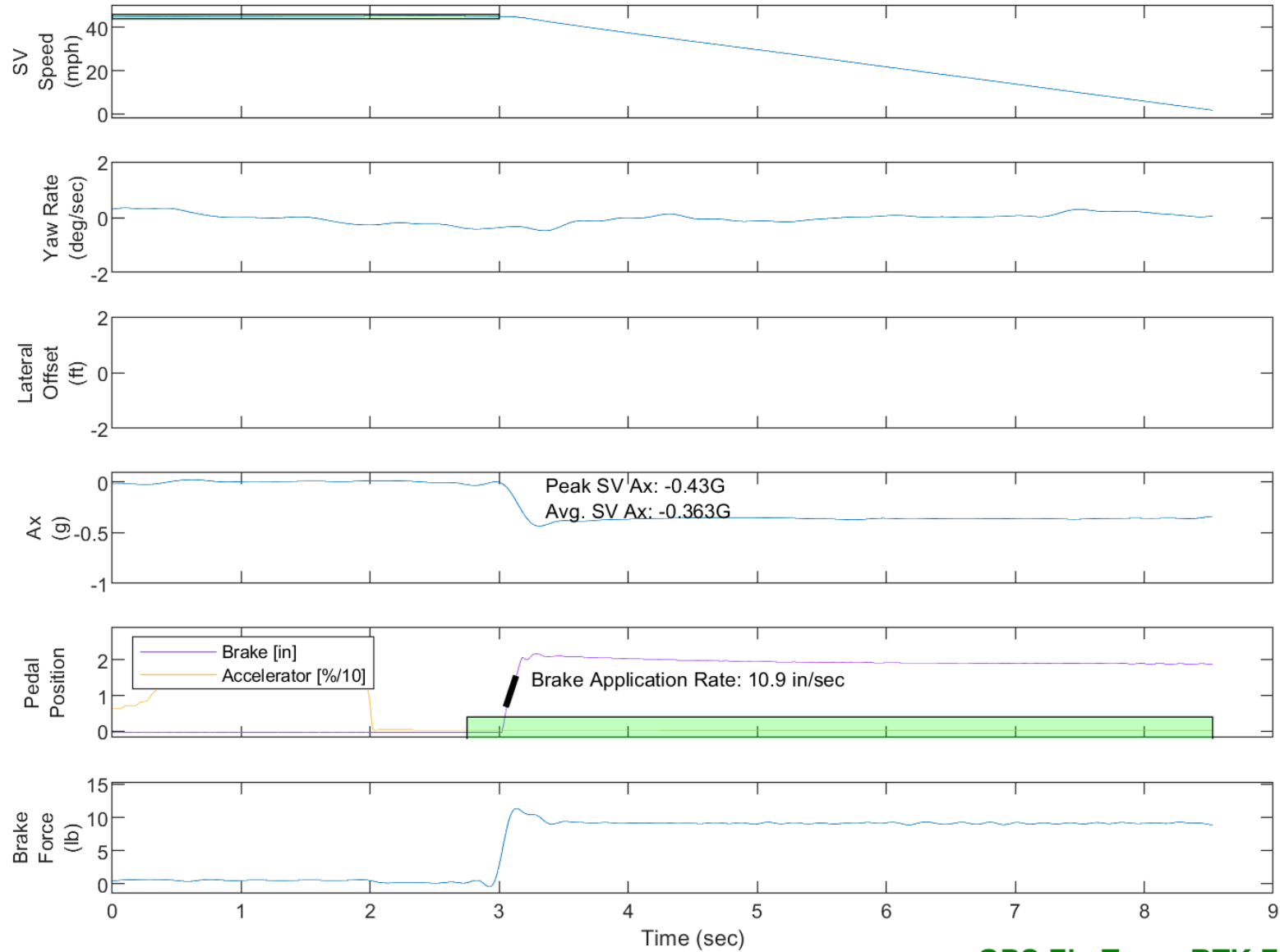


Figure E82. Time History for DBS Run 16, Brake Characterization Determination, Hybrid Mode, 25 mph

DBS Test: Brake Characterization Determination 45 mph
K5DBS-017



GPS Fix Type: RTK Fixed

Figure E83. Time History for DBS Run 17, Brake Characterization Determination, Hybrid Mode, 45 mph

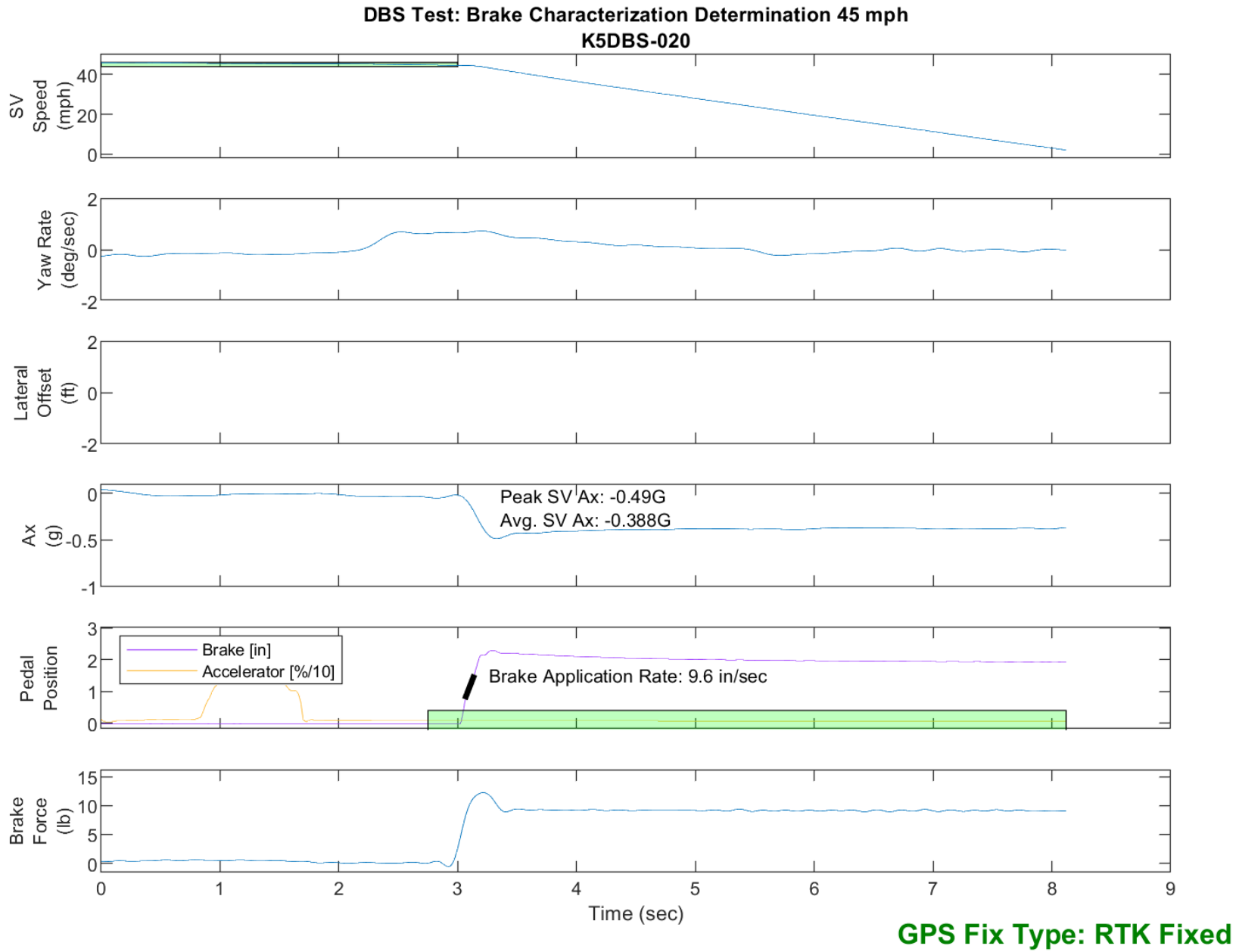


Figure E84. Time History for DBS Run 20, Brake Characterization Determination, Hybrid Mode, 45 mph