BLIND SPOT INTERVENTION SYSTEM CONFIRMATION TEST
NCAP-DRI-BSI-20-07

2020 Mercedes-Benz GLC 300 4Matic SUV

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21 December 2020

Final Report

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15. Supplementary Notes

16. Abstract

These tests were conducted on the subject 2020 Mercedes-Benz GLC 300 4Matic SUV in accordance with the specifications of the National Highway Traffic Safety Administration’s most current Test Procedure in docket NHTSA-2019-0102-0001, BLIND SPOT INTERVENTION SYSTEM CONFIRMATION TEST, to confirm the performance of a Blind Spot Intervention system. The vehicle met the requirements for the SV Lane Change False Positive scenario, but did not meet the requirements for the remaining scenarios.

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TABLE OF CONTENTS

SECTION		PAGE
I.	INTRODUCTION	1
II.	DATA SHEETS	2
	Data Sheet 1: Test Results Summary	3
	Data Sheet 2: Vehicle Data	4
	Data Sheet 3: Test Conditions	5
	Data Sheet 4: Blind Spot Intervention System Operation	7
III.	TEST PROCEDURES	11
	A. Test Procedure Overview	11
	B. General Information	28
	C. Principal Other Vehicle	29
	D. Throttle Controller	30
	E. Instrumentation	30
APPENDIX A	Photographs	A-1
APPENDIX B	Excerpts from Owner's Manual	B-1
APPENDIX C	Run Log	C-1
APPENDIX D	Time History Plots	D-1

Section I

INTRODUCTION

There are presently two commercially available crash avoidance technologies designed to directly address the “changing lanes/same direction” pre-crash scenario: Blind Spot Detection (BSD) and Blind Spot Intervention (BSI). BSD is a warning-based passive technology designed to help the driver recognize that another vehicle is approaching, or being operated within, the blind spot of their vehicle in an adjacent lane. Should the driver initiate a lane change towards this other vehicle, the BSD presents an alert before a collision is expected to occur. BSI systems are designed to actively help the driver avoid a collision with another vehicle that is approaching, or being operated within, the blind spot of their vehicle in an adjacent lane.

This research test evaluates BSI systems on light vehicles with SAE automation levels 0, 1, 2, or 3, as specified in the National Highway Traffic Safety Administration’s “Blind Spot Intervention System Confirmation Test”, July 2019. The subject light vehicles have gross vehicle weight ratings (GVWR) under 10,000 pounds. BSI technology uses sensors to detect the presence of other vehicles in the equipped vehicle’s left and right blind spot and then intervene to avoid a collision. The procedures described herein emulate three straight-road, real-world scenarios in which the Subject Vehicle (SV) operating under SAE automation levels 0, 1, 2, or 3 attempts to perform a lane change. The adjacent destination lane is occupied by a single Principal Other Vehicle (POV) in the first two scenarios, and not in the third. Although it is impossible to predict what technologies could be used by future BSI systems, it is believed that minor modifications to these procedures, when deemed appropriate, could be used to accommodate the evaluation of alternative or more advanced BSI systems.

Section II

DATA SHEETS

BLIND SPOT INTERVENTION

DATA SHEET 1: TEST RESULTS SUMMARY

(Page 1 of 1)

2020 Mercedes-Benz GLC 300 4Matic SUV

VIN: *WDC0G8EB8LF72xxxx*

Test Date: *9/4/2020*

System Setting(s): *System on*

		Number of valid test runs for which acceptability[1] criteria were: Met	Not met	Valid trials
Test 1 -	**Subject Vehicle Lane Change, Constant Headway**	*0*	*5*	*5*
Test 2 -	**Subject Vehicle Lane Change, Closing Headway**	*0*	*3*	*3*
Test 3 -	**Subject Vehicle Lane Change, Constant Headway, False Positive**	*7*	*0*	*7*
	Overall:	***7***	***8***	***15***

Notes: *All tests were performed at Level 0 automation.*

[1] The acceptability criteria listed herein are used only as a guide to gauge system performance, and are identical to the Pass/Fail criteria given in NHTSA's most current Test Procedure in docket NHTSA-2019-0102-0001, BLIND SPOT INTERVENTION SYSTEM CONFIRMATION TEST.

BLIND SPOT INTERVENTION

DATA SHEET 2: VEHICLE DATA

(Page 1 of 1)

2020 Mercedes-Benz GLC 300 4Matic SUV

TEST VEHICLE INFORMATION

VIN: *WDC0G8EB8LF72xxxx*

Body Style: *SUV* Color: *Brilliant Blue Metallic*

Date Received: *6/1/2020* Odometer Reading: *94 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *Daimler AG Stuttgart*

Date of manufacture: *09/19*

Vehicle Type: *MPV*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *235/60R18*

Rear: *235/60R18*

Recommended cold tire pressure: Front: *270 kPa (39 psi)*

Rear: *320 kPa (46 psi)*

TIRES

Tire manufacturer and model: *Pirelli Scorpion Verde All Season*

Front tire size: *235/60R18 103H*

Rear tire size: *235/60R18 103H*

Front tire DOT prefix: *93 K3 T899*

Rear tire DOT prefix: *93 K3 T899*

BLIND SPOT INTERVENTION

DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2020 Mercedes-Benz GLC 300 4Matic SUV

GENERAL INFORMATION

Test date: *9/4/2020*

AMBIENT CONDITIONS

Air temperature: *31.1 C (88 F)*

Wind speed: *4.1 m/s (9.2 mph)*

X Windspeed ≤ 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.

All tests were also conducted such that there were no overhead signs, bridges, or other significant structures over, or near, the testing site. Except for the POV, each trial shall be conducted with no vehicles, obstructions, or stationary objects within one lane width of either side the SV path.

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: *270 kPa (39 psi)*

Rear: *320 kPa (46 psi)*

2020 Mercedes-Benz GLC 300 4Matic SUV

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front:	*521.2 kg (1149 lb)*	Right Front:	*530.7 kg (1170 lb)*
Left Rear:	*484.9 kg (1069 lb)*	Right Rear:	*472.2 kg (1041 lb)*
		Total:	*2009.0 kg (4429 lb)*

BLIND SPOT INTERVENTION

DATA SHEET 4: BLIND SPOT INTERVENTION SYSTEM OPERATION

(Page 1 of 4)

2020 Mercedes-Benz GLC 300 4Matic SUV

General Information

Name of the BSI option, option package, etc., as shown on the Monroney label:

Active Blind Spot Assist - provided as part of the DA2 Driver Assistance Package. It is an available option on all trim levels.

Type and location of sensors the system uses:

Blind Spot Assist and Active Blind Spot Assist use two lateral, rear-facing radar sensors mounted at the rear bumper corners.

System setting used for test (if applicable):

System on

Method(s) by which the driver is alerted

X Visual

	Type	Location	Description
X	Symbol	*Inset in the outside mirror glass*	*Triangle, shows red alert*
____	Word		
____	Graphic		

X Audible - Description

Repeated beep

____ Haptic

____	Steering Wheel	____	Seatbelt
____	Pedals	____	Steering Torque
____	Seat	____	Brake Jerk

Description of alert:

If a vehicle is detected at speeds above approximately 8 mph (12 km/h) and this vehicle subsequently enters the monitoring range directly next to your vehicle, the warning lamp in the outside mirror lights up red.

If a vehicle is detected close to the side of your vehicle, the red warning lamp in the outside mirror flashes. If you switch on the turn signal indicator in the corresponding direction, a warning tone sounds once. If the turn signal indicator remains switched on, all other detected vehicles are indicated only by the flashing of the red warning lamp.

The alert location is shown in Appendix A, Figure A15.

Please describe the method of intervention for the BSI system. For example, if the intervention is turning of the steering wheel, application of braking to one or more wheels of the vehicle, or a combination. If the intervention has different phases, please describe and provide information for each of these.

If Active Blind Spot Assist detects a risk of a side impact in the monitoring range, a course-correcting brake application is carried out. If a course-correcting brake application occurs, the red warning lamp flashes in the outside mirror and a warning tone sounds. In addition, a display indicating the danger of a side collision appears in the multifunction display.

System Function

What is the speed range over which the system operates?

Minimum: *30 km/h (20 mph)*

Maximum: *200 km/h (125 mph)*

If the system requires an initialization sequence/procedure, please provide a description of the process required to initialize the system.

Manufacturer specified proprietary calibration procedure (confidential).

If the system requires the driver to operate their turn signal indicator during lane change in order to activate, please provide a description.

> *If a vehicle is detected at speeds above approximately 8 mph (12 km/h) and this vehicle subsequently enters the monitoring range directly next to your vehicle, the warning lamp in the outside mirror lights up red.*
>
> *If a vehicle is detected close to the side of your vehicle, the red warning lamp in the outside mirror flashes. If you switch on the turn signal indicator in the corresponding direction, a warning tone sounds once. If the turn signal indicator remains switched on, all other detected vehicles are indicated only by the flashing of the red warning lamp.*

If the vehicle is equipped with a method to activate/deactivate the system(s) please provide a description of how this is accomplished. If the system is deactivated by this method, does it reactivate upon each ignition cycle?

> *Controls on the right side of the steering wheel or a touch pad located in the center console can be used to interact with the multimedia system menus. The hierarchy is:*
>
> *Settings*
>
> - *Assistance*
>   - *Active Blind Spot Assist*
>   - *Select or deselect*
>
> *See Appendix A, Figures A13 and A14, and Owner's Manual, page 245 shown in Appendix B, Figure B-5.*
>
> *System does not automatically reactivate upon each ignition cycle.*

If the vehicle is equipped with a method to adjust the range setting/sensitivity or otherwise influence the operation of BSI, please provide a description.

> *No adjustments are provided.*

2020 Mercedes-Benz GLC 300 4Matic SUV

If the system deactivates due to damage to the sensors, how is this indicated to the driver?

> *If the system is unavailable, the display appears in the multifunction display.*

If the system deactivates due to repeated BSI activations:

- How is this indicated to the driver?
- Can deactivation be avoided (e.g., by cycling the ignition after each BSI activation)?
- How can the system be reactivated?

> *The system does not deactivate due to repeated activations.*

If the system deactivates or its effectiveness is reduced due to periods of inactivity:

- How is this indicated to the driver?
- Can deactivation be avoided?
- How can the system be reactivated?

> *If the system is unavailable, the message appears in the multifunction display.*

If there are other driving modes or conditions (such as weather) that render the system inoperable or reduce its effectiveness please provide a description.

> *System limitations are described on page 243 and 245 of the Owner's Manual, shown in Appendix B, page B-3 and B-5.*

Notes:

Section III

TEST PROCEDURES

A. Test Procedure Overview

Three test scenarios were used, as follows:

Test 1.	SV Lane Change with Constant Headway
Test 2.	SV Lane Change with Closing Headway
Test 3.	SV Lane Change with Constant Headway, False Positive

An overview of each of the test procedures follows.

1. TEST 1 – SV LANE CHANGE WITH CONSTANT HEADWAY

The SV Lane Change with Constant Headway (SVLC_Constant_HW) test evaluates the ability of the BSI system to detect and respond to a POV in an adjacent lane blind spot by preventing the SV from changing lanes or colliding with the POV. For this scenario, the POV resides in the SV blind spot with a constant headway. This test scenario is depicted in Figure 1.

The test begins with the POV in the left lane adjacent to the SV. After both vehicles have reached their designated speeds and headway overlap, the SV driver engages the left turn signal indicator and initiates a single lane change maneuver into the lane occupied by the POV. Specific details of the lane change method depended on the automation level as summarized in Table 1. The BSI system was then expected to intervene and prevent the SV from contacting the POV.

This test scenario was performed with the highest available SV automation level (0, 1, 2, or 3).

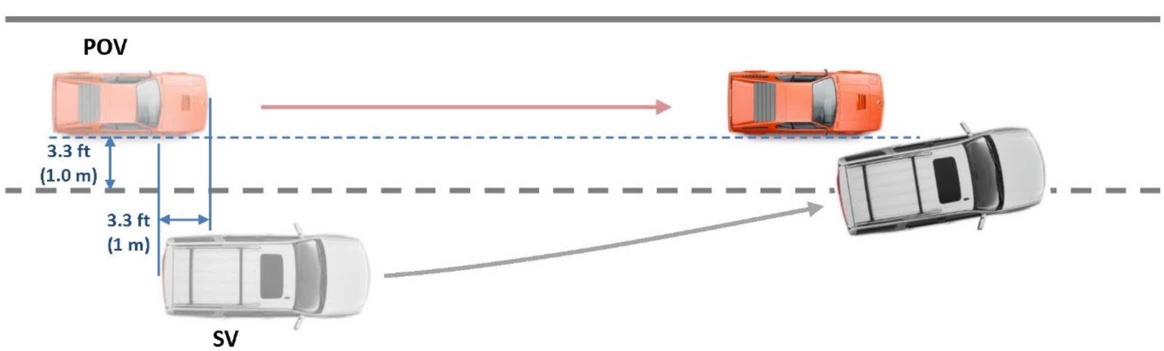


Figure 1. SV Lane Change with Constant Headway Test Scenario

a. Procedure for Automated Vehicle Level 0 or 1 Operation

The tests with SV automated vehicle level 0 or 1 were performed with manual steering input from a robotic steering controller. The SV and POV began in their respective travel lanes with their longitudinal axes oriented parallel to the roadway edge. The initial SV path was offset in the lane as shown in Figure 2 . Both vehicles then accelerated to an initial speed of 45 mph (72.4 km/h). This speed and specified headway overlap between the front-most point of the POV and the rear-most point of the SV were maintained throughout the test. The headway overlap is specified with the front bumper of the POV located 1.0 ± 0.5 m (3.3 ± 1.6 ft) ahead of the rear of the SV (therefore the specified headway distance is a negative value indicating longitudinal overlap).

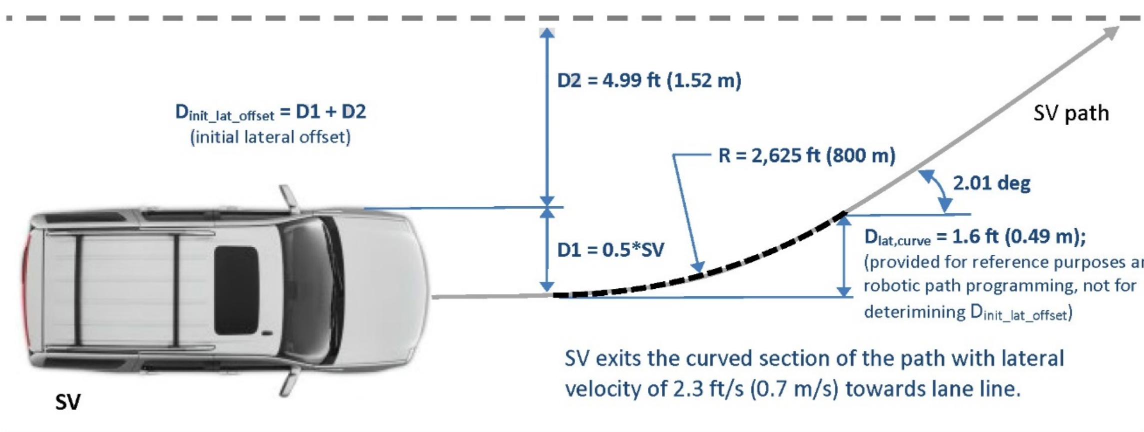


Figure 2. Input Parameters Used to Define the SV Path During the SV Level 0 and 1 Lane Change with Constant Headway Scenario

Once the speeds of both vehicles and the specified headway overlap were stabilized, the vehicles held this formation from the beginning of the test validity period until the SV lane change was initiated, as follows. After at least 3 seconds from the onset of the validity period, the SV driver activated the left turn signal indicator. Then within 1 ± 0.5 seconds after the turn signal was activated, the SV robotic steering controller began the lane change shown in Figure 2. The steer torque applied by the SV robotic steering controller stopped[2] within 250 ms of achieving the desired SV heading angle after the SV exited the 2,625 ft (800 m) radius curve during the lane change. The POV used open loop control to maintain the initial speed indicated in Table 1 (i.e., 45 mph).

[2] To emulate the situation where a human driver is operating the vehicle with their hands removed from the steering wheel.

b. Validity Period

The valid test interval began 3 seconds before the SV driver activated the left turn signal indicator.

For trials where the BSI system intervened, the valid test interval ended when one of the following conditions occurred:

- The SV impacted the POV; or
- five seconds after the SV had established a heading away from the POV and was completely within its original travel lane; or
- one second after the SV traveled ≥ 1 ft (0.3 m) beyond the inboard edge of the lane line separating the SV travel lane from the lane adjacent and to the right of it, as shown in Figure 3.

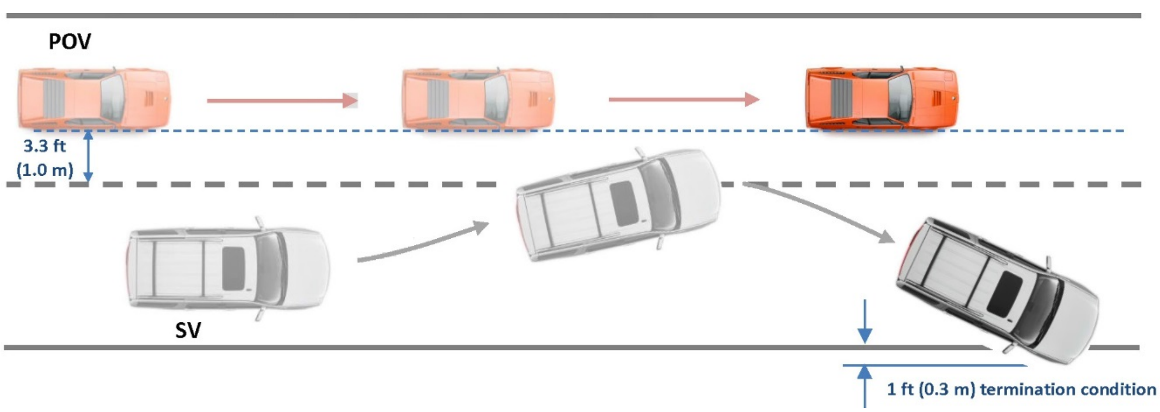


Figure 3. Valid SV Lane Change Intervention Test Interval End Condition 3

For trials where the BSI did not intervene, the valid test interval ended when the SV impacted the POV.

In addition to the procedure and timing described above, for an individual test trial to be valid, the following was required throughout the test:

- The general test validity criteria specified in Section III.B.1 were satisfied.
- The test parameters specified in Table 1 were within the allowable limits specified in Table 1 during the entire test interval or the epoch indicated.
- After initiation of the SV lane change, the POV used open-loop control to maintain the constant speed specified in Table 1.

After the test validity period ended, the SV driver manually applied force to the brake pedal, bringing the vehicle to a stop, and placed the transmission in park. The POV also braked to a stop, and the SVLC_Constant_HW test trial was complete.

c. Number of Test Trials

Seven valid SVLC_Constant_HW test trials were performed for the SV automation condition listed in Data Sheet 1.

If no intervention was detected on the first three of the seven valid trials, testing was stopped after three trials in order to mitigate damage to both the POV and SV.

d. Evaluation Criteria

The BSI system performance requirements for the SVLC_Constant_HW tests depended on the level of automation the SV was operating in during that trial. Passing BSI test criteria were:

- The SV did not impact the POV during any valid test performed in automation level 0 or 1 (i.e., those performed with the timing and inputs described in Section III.A.1.a), or

- the SV did not initiate the lane change commanded by the turn signal indicator during any valid test performed with automation level 2 or 3 (i.e., those described in Section III.A.1.b), and

- the SV BSI intervention did not cause the SV to travel ≥ 1 ft (0.3 m) beyond the inboard edge of the lane line separating the SV travel lane from one adjacent and to the right of it within the validity period defined in Section III.A.1.c during any valid test (i.e., with automation level 1, 2, or 3).

Table 1. SV Lane Change with Constant Headway Test Specifications

<table>
<tr><th rowspan="2">SV Automation Condition</th><th colspan="2">Initial Speed</th><th colspan="2">Lateral Lane Position</th><th rowspan="2">SV-to-POV Longitudinal Orientation</th><th rowspan="2">SV Left Turn Signal Activation</th><th colspan="3">SV Lane Change</th><th rowspan="2">SV Path Tolerance</th><th rowspan="2">Number of Trials</th></tr>
<tr><th>SV</th><th>POV</th><th>SV</th><th>POV</th><th>Initiation Timing</th><th>Steering Release Timing</th><th>Lateral Velocity</th></tr>
<tr><td>Manual speed control, LCC off (Level 0)</td><td rowspan="3">45 ± 1 mph (72.4±1.6 km/h)</td><td rowspan="3">45 ± 1 mph (72.4±1.6 km/h)</td><td rowspan="3">Manually offset within travel lane, then manual lane change towards left adjacent lane</td><td rowspan="3">Constant; 3.3 ± 0.8 ft (1 ± 0.25 m) from the right side of the POV to the inboard edge of the lane line immediately to its right</td><td rowspan="3">Constant; front-most point of the POV 3.3 ± 1.6 ft (1 ± 0.5 m) ahead of the rear-most point of the SV</td><td rowspan="3">At least 3 seconds after all pre-SV lane change test validity criteria have been satisfied</td><td rowspan="3">1.0 ± 0.5 s after the SV turn signal is activated</td><td rowspan="3">Within 250 ms of achieving desired SV heading angle after exiting the 2,625 ft (800 m) radius curve during the lane change</td><td rowspan="3">2.3±0.3 ft/s (0.7±0.1 m/s)</td><td rowspan="3">±0.8 ft (±0.25 m) until SV steering wheel is released</td><td>7</td></tr>
<tr><td>Cruise control, LCC off (Level 0)</td><td>7</td></tr>
<tr><td>ACC on, LCC off (Level 1)</td><td>7</td></tr>
</table>

2. <u>TEST 2 – SV LANE CHANGE WITH CLOSING HEADWAY</u>

The SV Lane Change with Closing Headway (SVLC_Closing_HW) test evaluates the ability of the BSI system to detect a POV approaching a blind spot in an adjacent lane and prevent the SV from changing lanes and colliding with it. The POV is approaching the SV blind spot from the rear, as depicted in Figure 4. In this scenario, the test begins with the POV in the left lane adjacent to the SV. After both vehicles have reached their designated speeds, the SV driver engages the left turn signal indicator and initiates a single lane change maneuver into the lane occupied by the POV. Specific details of the lane change method depended on the automation level as summarized in Table 2. The BSI system was then expected to intervene and prevent the SV from contacting the POV.

This test scenario was performed with the highest available SV automation level (0, 1, 2, and 3).

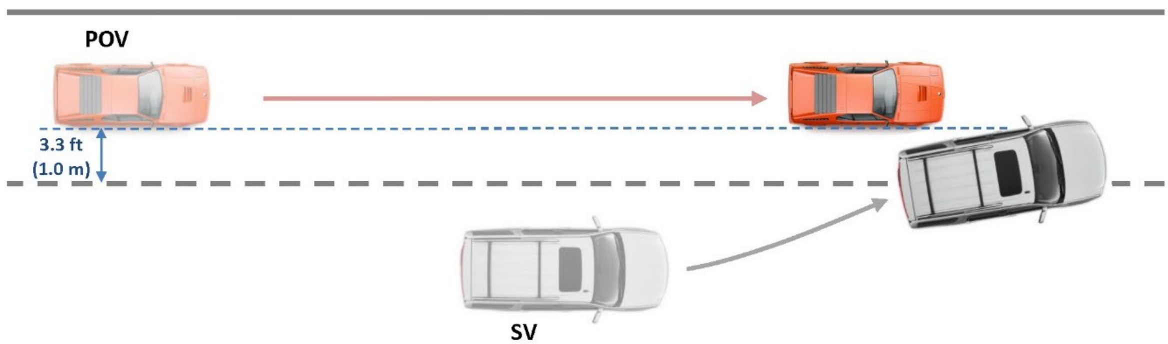


Figure 4. SV Lane Change with Closing Headway Test Scenario

a. Procedure for Automated Vehicle Level 0 or 1 operation

The tests with SV automated vehicle level 0 or 1 were performed with manual steering input from a robotic steering controller. The SV and POV began in their respective travel lanes with their longitudinal axes oriented parallel to the roadway edge, with the POV behind the SV as shown in Figure 4. The initial SV path was offset in the lane as shown in Figure 2 . The SV then accelerated to an initial speed of 45 mph (72.4 km/h) while the POV accelerated to an initial speed of 50 mph (80.5 km/h). These speeds were then maintained throughout the test.

The SV driver then activated the left SV turn signal indicator when the front of the POV was 4.9 ± 0.5 seconds from a vertical plane defined by the rear of the SV and perpendicular to the SV travel lane. This event nominally occurs when the longitudinal SV-to-POV headway is 35.6 ft (10.8 m) if the speed differential is 5 mph (8 km/h).

Then, when the POV is 3.9 ± 0.5 seconds from a vertical plane defined by the rear of the SV and perpendicular to the SV travel lane, the SV robotic steering controller began the lane change shown in Figure 2. This event nominally occurs when the longitudinal SV-to-POV headway is 28.2 ft (8.6 m) if the speed differential is 5 mph (8 km/h). The steer torque applied by the SV robotic steering controller stopped within 250 ms of achieving the desired SV heading angle after the SV exited the 2,625 ft (800 m) radius curve during the lane change. The POV used open loop control to maintain the initial speed indicated in Table 2 (i.e., 50 mph).

b. Validity Period

The valid test interval began 3 seconds before the SV driver activated the left turn signal indicator.

For trials where the BSI system intervened, the valid test interval ended when one of the following conditions occurred:

- The SV impacted the POV; or
- five seconds after the SV had established a heading away from the POV and was completely within its original travel lane; or
- one second after the SV traveled ≥ 1 ft (0.3 m) beyond the inboard edge of the lane line separating the SV travel lane from the lane adjacent and to the right of it, as shown in Figure 3.

For trials where the BSI did not intervene, the valid test interval ended when the SV impacted the POV.

In addition to the procedure and timing described above, for an individual test trial to be valid, the following was required throughout the test:

- The general test validity criteria specified in Section III.B.1 were satisfied.
- After the test validity period ended, the SV driver manually applied force to the brake pedal, bringing the vehicle to a stop, and placed the transmission in park. The POV was also braked to a stop, and the SVLC_Closing_HW test trial was complete.

c. Number of Test Trials

Seven valid SVLC_ Closing _HW test trial were performed for the SV automation condition listed in Data Sheet 1.

If no intervention was detected on the first three of the seven valid trials, testing was stopped after three trials in order to mitigate damage to both the POV and SV.

d. Evaluation Criteria

The BSI system performance requirements for the SVLC_Closing_HW tests depended on the level of automation the SV was operating in during that trial. Passing BSI test criteria were:

- The SV did not impact the POV during any valid test performed in automation level 0 or 1 (i.e., those performed with the timing and inputs described in Section III.A.2.a), or
- the SV did not initiate the lane change commanded by the turn signal indicator during any valid test performed with automation level 2 or 3 (i.e., those described in Section III.A.2.b), and
- the SV BSI intervention did not cause the SV to travel ≥ 1 ft (0.3 m) beyond the inboard edge of the lane line separating the SV travel lane from one adjacent and to the right of it within the validity period defined in III.A.2.c during any valid test (i.e., with automation level 1, 2, or 3).

Table 2. SV Lane Change with Closing Headway Test Specifications

<table>
<tr><th rowspan="2">SV Automation Condition</th><th colspan="2">Initial Speed</th><th colspan="2">Lateral Lane Position</th><th rowspan="2">SV-to-POV Longitudinal Orientation</th><th rowspan="2">SV Left Turn Signal Activation</th><th colspan="3">SV Lane Change</th><th rowspan="2">SV Path Tolerance</th><th rowspan="2">Number of Trials</th></tr>
<tr><th>SV</th><th>POV</th><th>SV</th><th>POV</th><th>Initiation Timing</th><th>Steering Release Timing</th><th>Lateral Velocity</th></tr>
<tr><td>Manual speed control, LCC off (Level 0)</td><td rowspan="3">45 ± 1 mph (72.4±1.6 km/h)</td><td rowspan="3">50 ± 1 mph (80.5±1.6 km/h)</td><td rowspan="3">Manually offset within travel lane, then manual lane change towards left adjacent lane</td><td rowspan="3">Constant; 3.3 ± 0.8 ft (1 ± 0.25 m) from the right side of the POV to the inboard edge of the lane line immediately to its right</td><td rowspan="3">POV approaches the rear of the SV with a constant 5 mph (8.1 km/h) relative velocity</td><td rowspan="3">When the front-most point of the POV is 4.9 ± 0.5 seconds from a vertical plane defined by the rear-most point of the SV and perpendicular to the SV travel lane</td><td rowspan="3">When the front-most point of the POV is 3.9 ± 0.5 seconds from a vertical plane defined by the rear-most point of the SV and perpendicular to the SV travel lane</td><td rowspan="3">Within 250 ms after exiting the 2,625 ft (800 m) radius curve during the lane change</td><td rowspan="3">2.3±0.3 ft/s (0.7±0.1 m/s)</td><td rowspan="3">±0.8 ft (±0.25 m) until SV steering wheel is released</td><td>7</td></tr>
<tr><td>Cruise control, LCC off (Level 0)</td><td>7</td></tr>
<tr><td>ACC on, LCC off (Level 1)</td><td>7</td></tr>
</table>

Note: Columns 3, 6, 7, and 8 in Table 2 are different from Table 1.

3. <u>TEST 3 – SV LANE CHANGE WITH CONSTANT HEADWAY, FALSE POSITIVE ASSESSMENT</u>

The SV Lane Change with Constant Headway, False Positive (SVLC_Constant_HW_FP) test assesses whether or not a BSI system detects and responds to a non-threatening POV during a single lane change. In this scenario, the POV is two lanes away from the SV, adjacent to the SV blind spot, and traveling with constant headway. This test scenario is depicted in Figure 5. In this scenario the test begins with the POV in the second lane to the left of the SV After both vehicles have reached their designated speeds and headway overlap, the SV driver engages the left turn signal indicator and initiates a single lane change maneuver into the lane between the initial SV and POV travel lanes. Specific details of the lane change method depended on the automation level as summarized in Tables 3a and 3b.

This test scenario was performed in two parts comprised of "baseline" and "evaluation" trials, with SV automation level 0, 1, 2, or 3 depending on the highest SAE automation level available on the SV. The main difference between the baseline and evaluation trials is that evaluation trials were performed with the POV present and the baseline trials were performed without the POV. The BSI system was expected to not respond any differently to the presence of the POV compared to a similar baseline test trial without the POV.

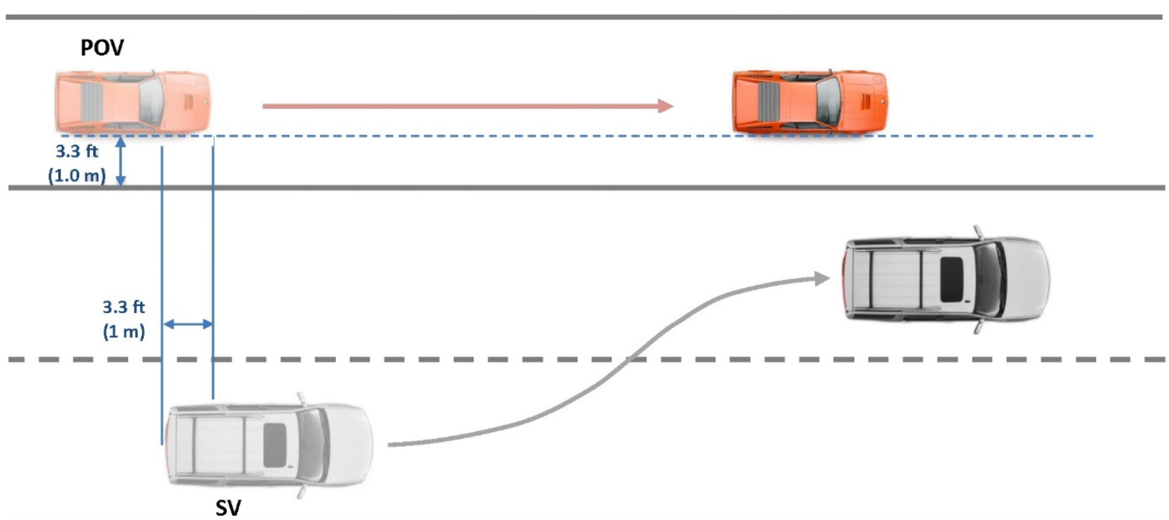


Figure 5. Lane Change with Constant Headway, False Positive Test Scenario

a. Procedure for Automated Vehicle Level 0 or 1 Operation

The SVLC_Constant_HW_FP tests with level 0 and 1 operation were performed in a similar manner as the SVLC_Constant_HW tests described in Section III.A.1.a with the following exceptions:

- The initial SV and POV lanes of travel were separated by a lane of travel in between them as shown in Figure 5.
- The SV driver did not release the steering wheel (or robotic steering control equivalent) at any time during the baseline test trial.
- The SV driver did not release the steering wheel (or robotic steering control equivalent) at any time during the evaluation test trial unless system intervention was detected.
- The manual steer input included a lane change completion phase as shown in Figure 6.
- The tests were conducted both with and without the POV present.
- There were 3 baseline trials without the POV, as specified in Table 3a. The SV was driven at the initial speed of 45 mph (72.4 km/h) either manually or using the cruise control after it was enabled and initialized. After maintaining this initial speed (there was no initial SV-POV vehicle formation as depicted in Figure 5 during the trial because the POV was not present), the SV driver engaged the left turn signal indicator and initiated the single lane change into the left adjacent lane. No BSI system interventions were expected in the baseline trials because no POV was present.
- There were 7 evaluation trials with the POV, as specified in Table 3b. The SV and POV were both driven at the initial speed of 45 mph (72.4 km/h) and established the initial longitudinal and lateral formation shown in Figure 5. The SV speed was achieved either manually or with the cruise control enabled and initialized. After maintaining the initial formation shown in Figure 5 for 3 seconds, the SV driver engaged the left turn signal indicator and initiated the single lane change into the left adjacent lane. No BSI system interventions were expected in the evaluation trial because a single lane change should not result in a collision with the POV.
- The validity period is defined in Section III.A.3.c.

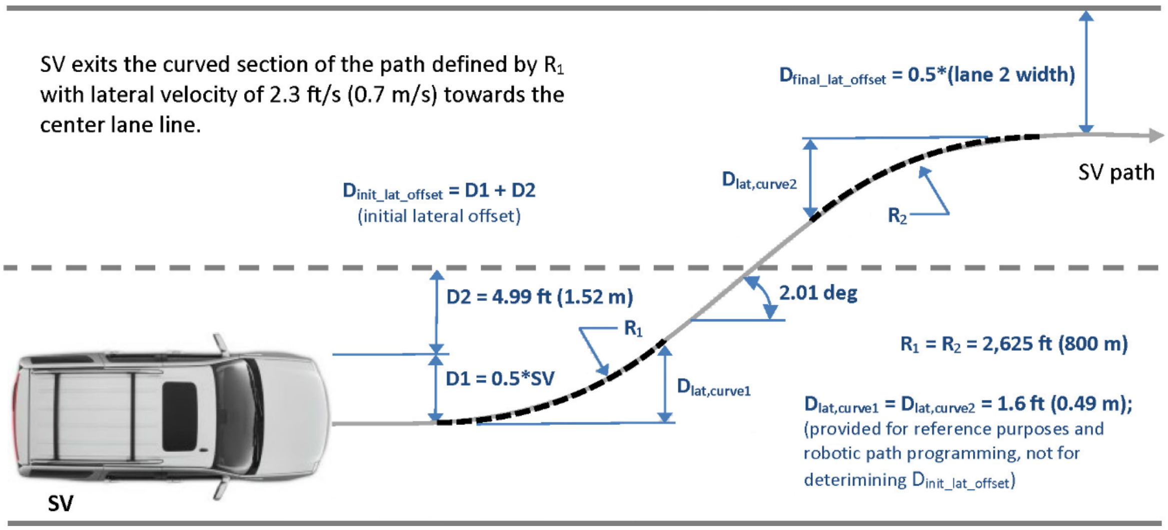


Figure 6. Input Parameters used to define the SV path during the SV Lane Change with Constant Headway, False Positive Scenario

b. Validity Period

The valid test interval began 3 seconds before the SV driver activated the left turn signal indicator.

The valid test interval ended when one of the following conditions occurred:

1. The SV impacted the POV; or

2. Five seconds after the SV had completed the single lane change into the left lane adjacent to the SV's original travel lane without a BSI intervention; or

3. One second after a BSI intervention caused the SV to travel ≥ 1 ft (0.3 m) beyond the inboard edge of the lane line separating the post lane change SV travel lane and the lane adjacent and to the right of it, as shown in Figure 7.

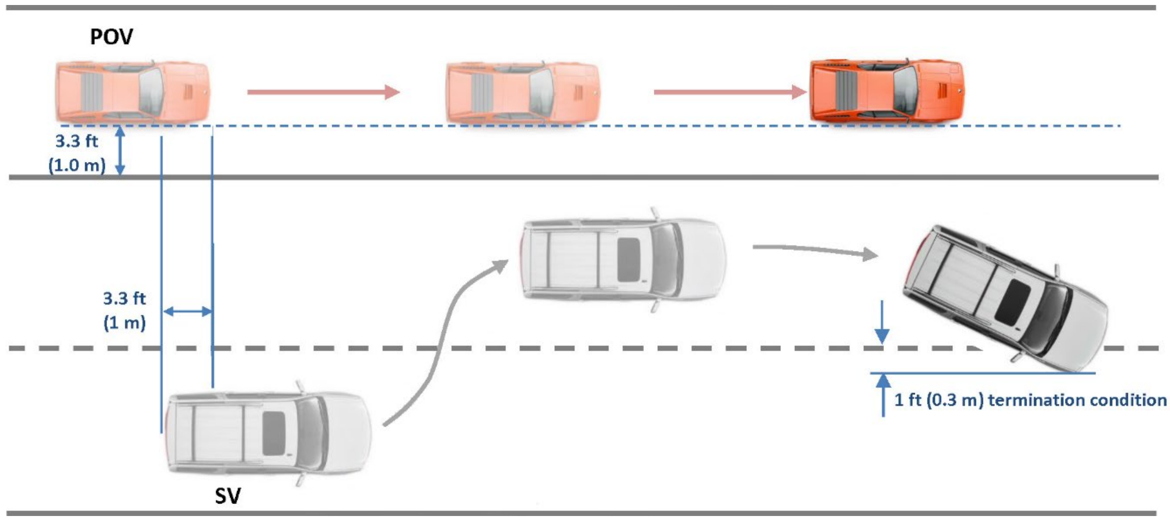


Figure 7. Valid SV Lane Change False Positive Test Interval End Condition 3

In addition to the procedure and timing described above, for an individual test trial to be valid, the following was required throughout the test:

- The general test validity criteria specified in Section III.B.1 were satisfied.
- The test parameters specified in Tables 3a and 3b were within the allowable limits specified in Tables 3a and 3b during the entire test interval or the epoch indicated.
- For evaluation trials, after initiation of the SV lane change, the POV used open-loop control to maintain the constant speed specified in Table 3b.

After the test validity period ended, the SV driver manually applied force to the brake pedal, bringing the vehicle to a stop, and placed the transmission in park. The POV was also braked to a stop for evaluation trials. The SVLC_Constant_HW_FP test trial was then complete.

c. Evaluation Method and Criteria

Determination of whether a false positive BSI intervention occurred during a SVLC_Closing_HW_FP evaluation required the comparison of the SV yaw rate data collected during the evaluation trial with the acceptability corridor defined by the corresponding composite data from the baseline trials. This was accomplished in two steps.

The first step was to determine an acceptable yaw rate time history corridor for each SV automation condition, as illustrated by the hypothetical example in Figure 8. The yaw rate time histories for the 3 baseline trials were first synchronized in time so that the onsets of the respective lane changes occurred within 20 ms of each other. The baseline composite yaw rate was then calculated by averaging the yaw rates from the 3 baseline trials, at each time point in the synchronized time history. The acceptability corridor was then the baseline composite yaw rate value ± 1 deg/s.

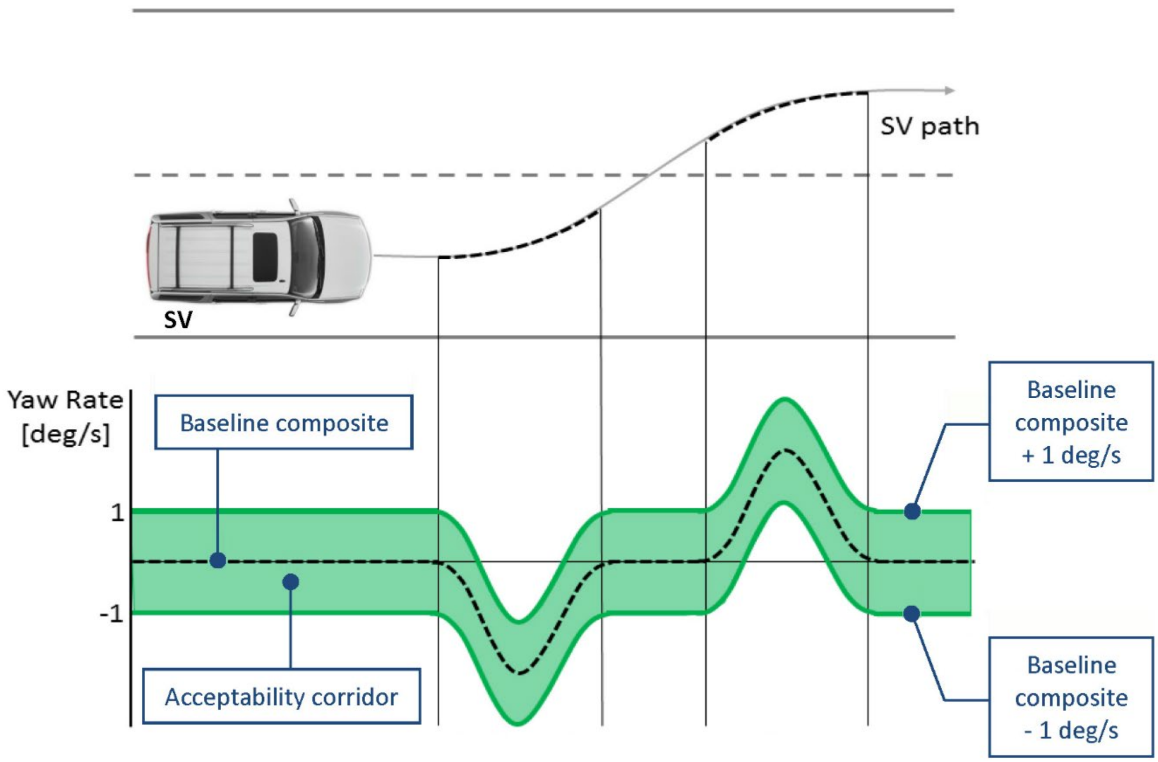


Figure 8. Definition of a Yaw Rate Acceptability Corridor

The second step was to compare the SV yaw rate from each evaluation trial to the acceptable yaw rate time history corridor, as illustrated by the hypothetical example in Figure 9. If, after data synchronization, the SV yaw rate exceeded the acceptability corridor any time during the test validity period defined in Section III.A.3.c, then a false positive intervention test result was determined to have occurred.

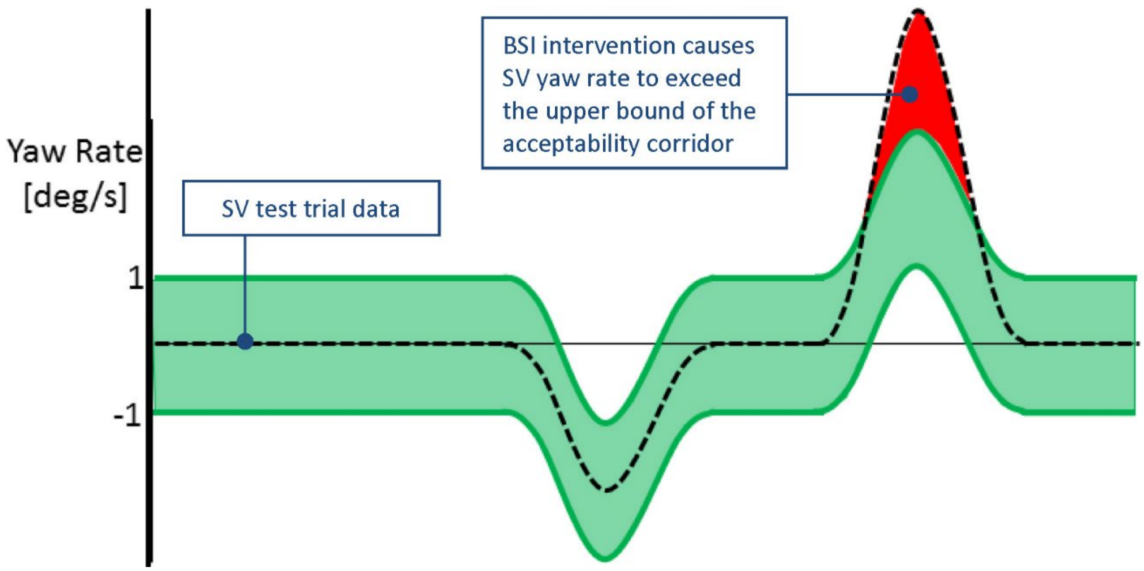


Figure 9. BSI False Positive Example

Table 3a. SV Lane Change with Constant Headway, False Positive Test Specifications (Baseline Trials)

SV Automation Condition	Initial Speed		Lateral Lane Position		SV-to-POV Longitudinal Orientation	SV Left Turn Signal Activation	SV Lane Change			SV Path Tolerance	Number of Trials
	SV	POV	SV	POV			Initiation Timing	Steering Release Timing	Lateral Velocity		
Manual speed control, LCC off (Level 0)	45 ± 1 mph (72.4±1.6 km/h)	N/A	Manually offset within travel lane, then manual lane change into a lane left and adjacent to that of the SV	N/A	N/A	At least 3 seconds after all pre-SV lane change test validity criteria have been satisfied	1.0±0.5 s after the SV turn signal is activated	N/A (the SV driver does not release the steering wheel)	2.3±0.3 ft/s (0.7±0.1 m/s)	±0.8 ft (±0.25 m)	3
Cruise control, LCC off (Level 0)											3
ACC on, LCC off (Level 1)											3

Table 3b. SV Lane Change with Constant Headway, False Positive Test Specifications (Evaluation Trials)

SV Automation Condition	Initial Speed		Lateral Lane Position		SV-to-POV Longitudinal Orientation	SV Left Turn Signal Activation	SV Lane Change			SV Path Tolerance	Number of Trials
	SV	POV	SV	POV			Initiation Timing	Steering Release Timing	Lateral Velocity		
Manual speed control, LCC off (Level 0)	45 ± 1 mph (72.4±1.6 km/h)	45 ± 1 mph (72.4±1.6 km/h)	Manually offset within travel lane, then manual lane change into a lane left and adjacent to that of the SV	Constant; 3.3 ± 0.8 ft (1.0±0.25 m) from the right side of the POV to the inboard edge of the lane line immediately to its right Note: the POV travel lane is two lanes to the left of the initial SV travel lane.	Constant; POV front located 3.3 ± 1.6 ft (1 ± 0.5 m) ahead of the SV rear	At least 3 seconds after all pre-SV lane change test validity criteria have been satisfied	1.0 ± 0.5 s after the SV turn signal is activated	N/A (SV driver does not release the steering wheel)	2.3 ± 0.3 ft/s (0.7 ± 0.1 m/s)	± 0.8 ft (± 0.25 m) unless a BSI intervention occurs	7
Cruise control, LCC off (Level 0)											7
ACC on, LCC off (Level 1)											7

B. General Information

1. 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.
- When operating the SV in automation level 0 within the validity period, SV speed was maintained by (1) the SV driver manually modulating the SV accelerator pedal, or (2) use of conventional cruise control unless the SV BSI system automatically terminated its operation.
- Operating the SV in automation level 1 required the SV ACC (i.e., not the vehicle's lane centering system) to be enabled and in operation unless the SV BSI system automatically terminated its operation.
- Operating the SV in automation level 2 or 3 required the SV ACC and lane centering systems both be enabled and in operation.
- The SV driver did not provide manual inputs to the SV accelerator or brake pedals while the SV was being operated in automation level 1 (i.e., while ACC was actively modulating the SV speed), 2, or 3.
- The POV was driven at constant speed.
- The lateral distance between the right side of the POV and the inboard edge of the lane line immediately to its right was 3.3 ± 0.8 ft (1.0 ± 0.25 m).
- When the SV was being operated in automation level 0 or 1, the SV yaw rate did not exceed ± 1.0 deg/s from the onset of the validity period until the initiation of the SV lane change.

2. PRE-TEST INITIALIZATION AND CALIBRATION

A zero calibration was performed to align the lateral and longitudinal zero for the vehicles immediately before and after testing. The "zero position" was determined by positioning the SV and POV such that the centerline of the front-most location of the POV is aligned with the centerline of the rear-most location of the SV. Longitudinally, the front of the front bumper of the POV was placed at the rear of the rear bumper of the SV.

Static calibrations were then performed by placing the SV and POV transmissions in park, or with the system brake enabled, where applicable. Data were then collected for approximately 10 seconds using data from at least six GPS satellites.

C. Principal Other Vehicle

For tests in which a vehicle-to-vehicle collision will not occur, such as the False Positive tests, a high production, mid-sized passenger car was used as the POV. The tests reported herein made use of a 2006 Acura RL.

For tests in which a collision may occur, BSI 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 Global Vehicle Target (GVT) secured to a low-profile robotic vehicle (LPRV).

This GVT system was designed for a wide range of pre-crash scenarios including scenarios which BSI systems address. The key components of the GVT system are:

- A soft GVT, which is visually and dimensionally similar to a 2013 Ford Fiesta hatchback. It is designed to appear realistic to the sensors used by automotive safety systems and automated vehicles: radar, camera, and lidar. Appropriate radar characteristics are achieved by using a combination of radar-reflective and radar-absorbing material enclosed within the GVT's vinyl covers. Internally, the GVT consists of a vinyl-covered foam structure. If a test vehicle impacts the GVT at low speeds, it is designed to separate, and is typically pushed off and away from the supporting LPRV platform. At higher impact speeds, the GVT breaks apart as the SV essentially drives through it. The GVT can be repeatedly struck from any approach angle without harm to those performing the tests or the vehicles being evaluated. Reassembly of the GVT occurs on top of the robotic platform and takes a team of 3 to 5 people approximately 7 to 10 minutes to complete.
- An LPRV platform that supports the GVT and provides for precisely controlled GVT motion. The LPRV contains the batteries, drive motors, GPS receiver, and the control electronics for the system. It has a top speed of 50 mph (80 km/h); a maximum longitudinal acceleration and deceleration of 0.12 g (1.18 m/s^2) and 0.8 g (7.8 m/s^2), respectively; and a maximum lateral acceleration of 0.5 g (4.9 m/s^2). The LPRV is preprogrammed and allows the GVT's movement to be accurately and repeatedly choreographed with the test vehicle and/or other test equipment required by a pre-crash scenario using closed-loop control. The LPRV is designed to be safely driven over by the SV without damage if the GVT is struck by the SV.

The key requirements of the POV element are to:

- Provide an accurate representation of a real vehicle to BSI and BSD 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 50 mph (80 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 GVT body is attached to LPRV using Velcro hook and loop fasteners. The GVT and LPRV are designed to separate if the GVT is struck by the SV. The GVT/LPRV system is shown in Figures A6 and A7 in Appendix A and a detailed description can be found in the NHTSA report: "A Test Track Comparison of the Global Vehicle Target (GVT) and NHTSA's Strikeable Surrogate Vehicle (SSV)".[3]

D. Throttle Controller

The actual vehicle POV was equipped with a programmable throttle controller, which was used for the False Positive Assessment test scenario to modulate the speed and headway overlap. The throttle controller system consisted of the following components:

- Electronically controlled servo motor, mounted on an aluminum rail system and installed in the vehicle.
- Real time computer (Arduino).

E. Instrumentation

Table 4 lists the sensors, signal conditioning, and data acquisition equipment used for these tests.

[3] Snyder, A.C., Forkenbrock, G.J., Davis, I.J., O'Harra, B.C., and Schnelle, S.C., A Test Track Comparison of the Global Vehicle Target (GVT) and NHTSA's Strikeable Surrogate Vehicle (SSV), DOT HS 812 698, Vehicle Research and Test Center, National Highway Traffic Safety Administration, Washington, DC, July 2019.

Table 4. Test Instrumentation and Equipment

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Differential Global Positioning System	Position, Velocity	Latitude: ±90 deg Longitude: ±180 deg Altitude: 0-18 km Velocity: 0-1000 knots	Horizontal Position: ±1 cm Vertical Position: ±2 cm Velocity: 0.05 km/h	Trimble GPS Receiver, 5700 (base station and in-vehicle)	00440100989	N/A
Multi-Axis Inertial Sensing System	Position; Longitudinal, Lateral, and Vertical Accels; Lateral, Longitudinal and Vertical Velocities; Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles	Accels ± 10g, Angular Rate ±100 deg/s, Angle >45 deg, Velocity >200 km/h	Accels .01g, Angular Rate 0.05 deg/s, Angle 0.05 deg, Velocity 0.1 km/h	SV IMU#1 Oxford Inertial +	2258	By: Oxford Technical Solutions Date: 5/3/2019 Due: 5/3/2021
				SV IMU#2 Oxford xNAV 550	015386	Date: 8/8/2019 Due: 8/8/2021
				POV IMU Oxford Inertial +	2182	Date: 9/16/2019 Due: 9/16/2021
				LPRV IMU Oxford RT3000 v3	40213	Date: 3/23/2020 Due: 3/23/2022
Real-Time Calculation of Position and Velocity Relative to Lane Markings (LDW) and POV (FCW)	Distance and Velocity to lane markings (LDW) and POV (FCW)	Lateral Lane Dist: ±30 m Lateral Lane Velocity: ±20 m/sec Longitudinal Range to POV: ±200 m Longitudinal Range Rate: ±50 m/sec	Lateral Distance to Lane Marking: ±2 cm Lateral Velocity to Lane Marking: ±0.02m/sec Longitudinal Range: ±3 cm Longitudinal Range Rate: ±0.02 m/sec	Oxford Technical Solutions (OXTS), RT-Range	97	N/A

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Microphone	Sound (to measure time at alert)	Frequency Response: 80 Hz – 20 kHz	Signal-to-noise: 64 dB, 1 kHz at 1 Pa	Audio-Technica AT899	N/A	N/A
Light Sensor	Light intensity (visual alert)	Spectral Bandwidth: 440 - 800 nm	Rise Time < 10 ms	DRI designed and developed light sensor	N/A	N/A
Accelerometer	Acceleration (to measure time at alert)	±5g	≤ 3% of full range	Silicon Designs, 2210-005	N/A	N/A
Tire Pressure Gauge	Vehicle Tire Pressure	0-100 psi	< 1% error between 20 and 100 psi	Omega DPG8001	18111410000	Date: 5/4/2020 Due: 5/4/2021
Platform Scales	Vehicle Total, Wheel, and Axle Load	2200 lb/platform	0.1% of reading	Intercomp SW wireless	0410MN20001	Date: 4/20/2020 Due: 4/20/2021
Coordinate Measurement Machine	Point x,y,z location	0-8 ft 0-2.4 m	±.0020 in. ±.051 mm (Single point articulation accuracy)	Faro Arm, Fusion	UO8-05-08-06636	Date: 1/6/2020 Due: 1/6/2021

Type	Description	Mfr, Model	Serial Number
Data Acquisition System	Data acquisition is achieved using a dSPACE MicroAutoBox II. Data from the Oxford IMU, including Longitudinal, Lateral, and Vertical Acceleration, Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle are sent over Ethernet to the MicroAutoBox.	dSPACE Micro-Autobox II 1401/1513	
		Base Board	549068
		I/O Board	588523
Steering Controller	Precise controlled steering is accomplished using a steering machine designed and constructed by DRI. DRI has used its Automated Vehicle Controller (AVC) steering machine for many vehicle tests including FMVSS 126 tests. It can provide up to 65 ft-lb torque and rates over 1300 deg/sec. The integrated angle encoder has an unlimited range with a resolution of 0.045 degrees and an accuracy of ±0.045 degrees. The steering motor is controlled by a MicroAutoBox II from dSPACE, which also acts as the data acquisition system.	DRI developed	N/A
Throttle Controller	Arduino based, servo actuated controller for managing POV speed	DRI developed	N/A

APPENDIX A

Photographs

LIST OF FIGURES

		Page
A1.	Front View of Subject Vehicle	A-3
A2.	Rear View of Subject Vehicle	A-4
A3.	Window Sticker (Monroney Label)	A-5
A4.	Vehicle Certification Label	A-6
A5.	Tire Placard	A-7
A6.	Front View of Principal Other Vehicle - GVT (Tests 1 and 2)	A-8
A7.	Rear View of Principal Other Vehicle - GVT (Tests 1 and 2)	A-9
A8.	Front View of Principal Other Vehicle (Test 3)	A-10
A9.	Rear View of Principal Other Vehicle (Test 3)	A-11
A10.	Sensor for Detecting Visual Alerts	A-12
A11.	DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle	A-13
A12.	Computer and Steering Controller Installed in Subject Vehicle	A-14
A13.	System Setup Menus	A-15
A14.	Controls for Accessing Driver Assistance Settings Menus	A-16
A15.	Visual Alerts	A-17

Figure A1. Front View of Subject Vehicle

Figure A2. Rear View of Subject Vehicle

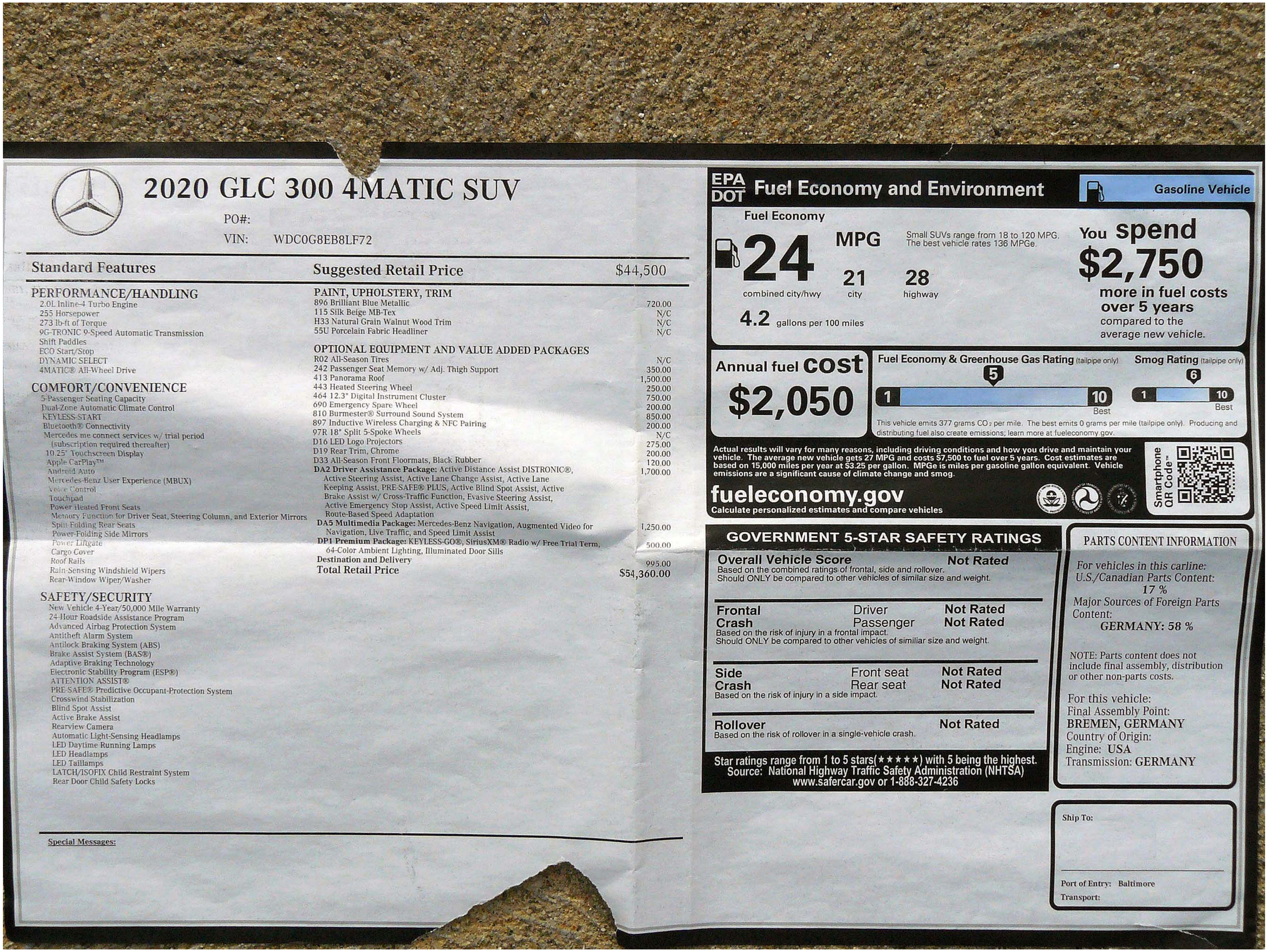


Figure A3. Window Sticker (Monroney Label)

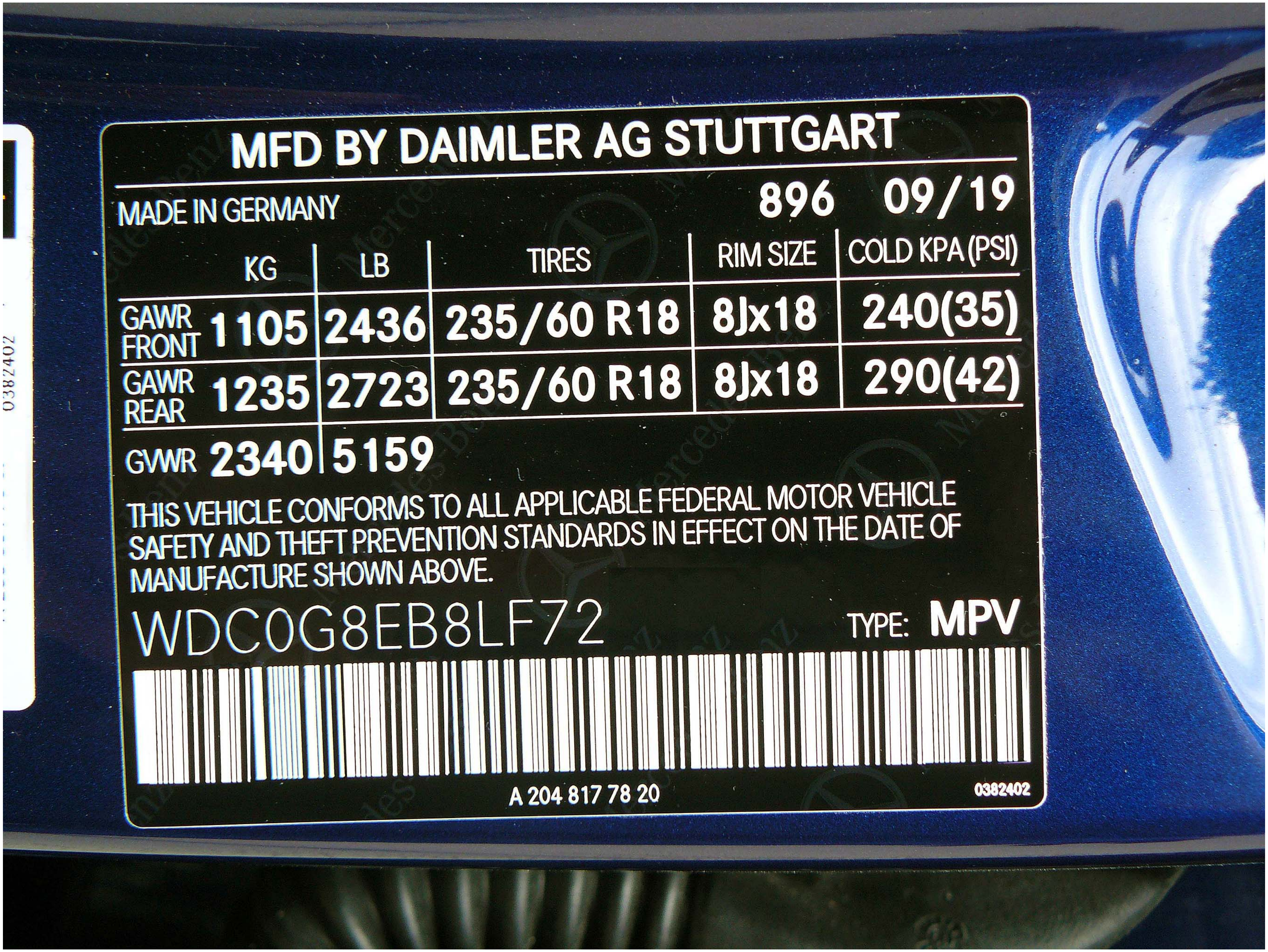


Figure A4. Vehicle Certification Label

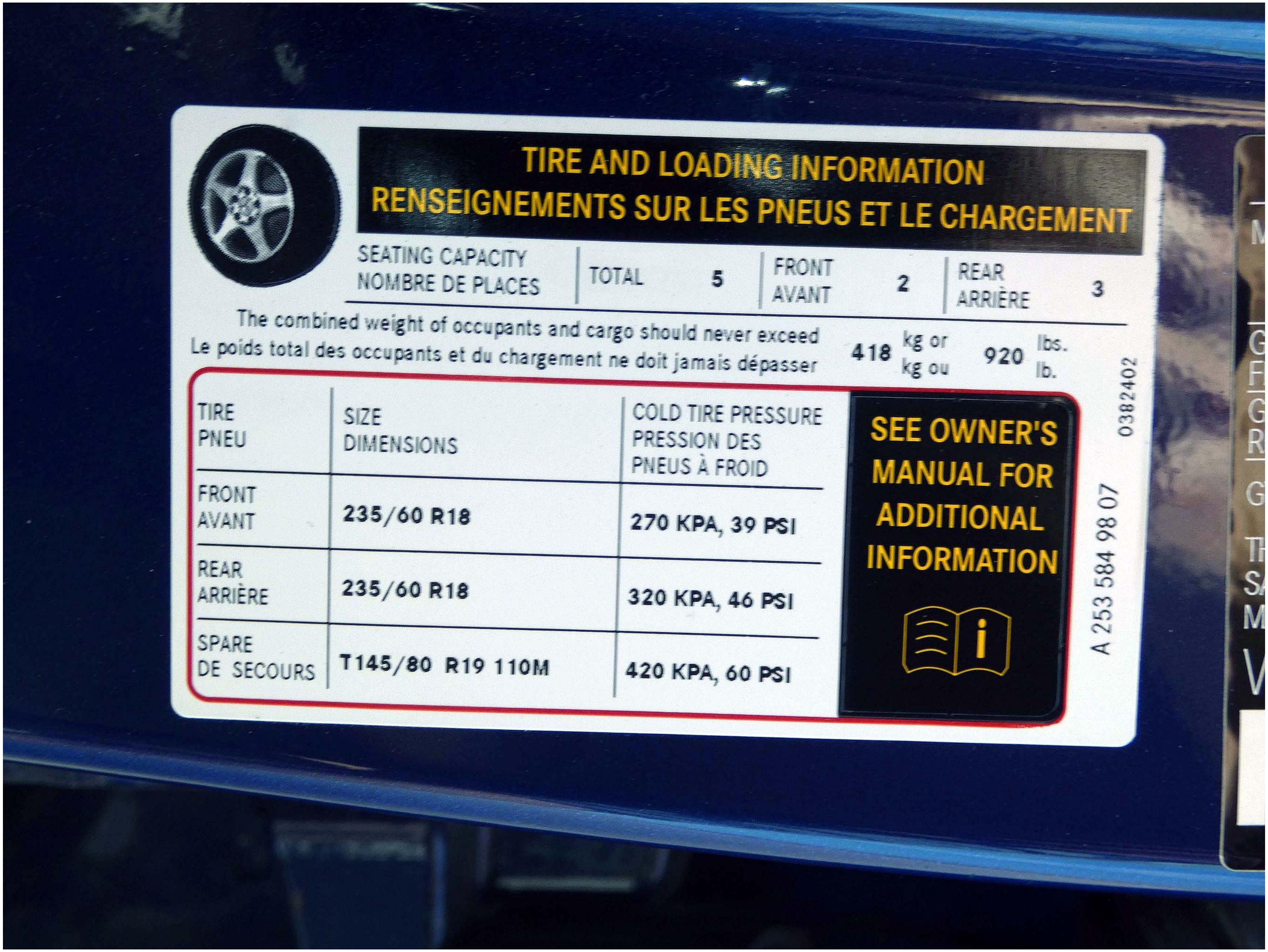


Figure A5. Tire Placard

Figure A6. Front View of Principal Other Vehicle - GVT (Tests 1 and 2)

Figure A7. Rear View of Principal Other Vehicle - GVT (Tests 1 and 2)

Figure A8. Front View of Principal Other Vehicle (Test 3)

Figure A9. Rear View of Principal Other Vehicle (Test 3)

Figure A10. Sensor for Detecting Visual Alerts

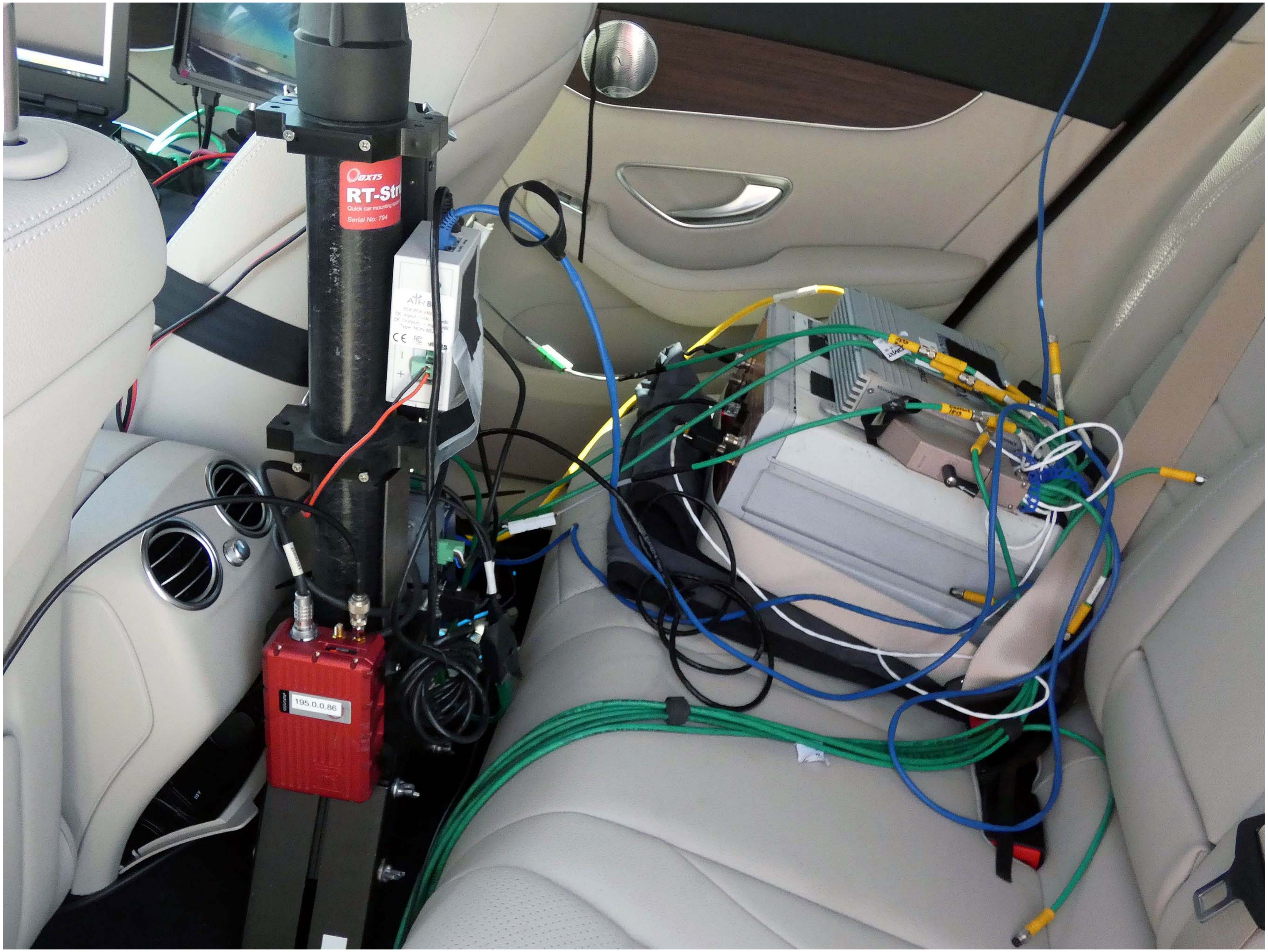


Figure A11. DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle

Figure A12. Computer and Steering Controller Installed in Subject Vehicle

Figure A13. System Setup Menus

Figure A14. Controls for Accessing Driver Assistance Settings Menus

Figure A15. Visual Alerts

APPENDIX B

Excerpts from Owner's Manual

Multimedia system:

↳ [home] » Settings » Assistance
» Traffic Sign Assist

Activating/deactivating automatic adoption of speed limits (only vehicles with Driving Assistance Package)

▶ Select Limit Adoption.

▶ Activate or deactivate the function.
The speed limits detected by Traffic Sign Assist are automatically adopted by Active Distance Assist DISTRONIC.

ⓘ If one of the following systems is activated, the speed detected can be manually adopted as the speed limit:

- Active Distance Assist DISTRONIC
- Cruise control
- Variable limiter

Further information (→ page 203).

Displaying detected traffic signs in the media display

▶ Select Display in Central Display.

▶ Activate or deactivate the function.

Adjusting the type of warning

▶ Select Visual & Audible, Visual or Off.

Adjusting the warning threshold
This value determines the speed at which a warning is issued when exceeded.

▶ Select Warning Threshold.

▶ Set the desired speed.

Blind Spot Assist and Active Blind Spot Assist with exit warning

Function of Blind Spot Assist and Active Blind Spot Assist with exit warning
Blind Spot Assist and Active Blind Spot Assist use two lateral, rear-facing radar sensors to monitor the area up to 130 ft (40 m) behind and 10 ft (3 m) next to your vehicle.

If a vehicle is detected at speeds above approximately 8 mph (12 km/h) and this vehicle subsequently enters the monitoring range directly next to your vehicle, the warning lamp in the outside mirror lights up red.

If a vehicle is detected close to the side of your vehicle, the red warning lamp in the outside mirror flashes. If you switch on the turn signal indicator in the corresponding direction, a warning tone sounds once. If the turn signal indicator remains switched on, all other detected vehicles are indicated only by the flashing of the red warning lamp.

If you overtake a vehicle quickly, no warning is given.

⚠ **WARNING** Risk of accident despite Blind Spot Assist

Blind Spot Assist does not react to vehicles approaching and overtaking you at a greatly different speed.

As a result, Blind Spot Assist cannot warn drivers in this situation.

▶ Always pay careful attention to the traffic situation and maintain a safe distance at the side of the vehicle.

Blind Spot Assist and Active Blind Spot Assist are only aids. They may fail to detect some vehicles and are no substitute for attentive driving. Always ensure that there is sufficient distance to the side for other road users and obstacles.

Exit warning

The exit warning is an additional function of Blind Spot Assist and can warn vehicle occupants about approaching vehicles when leaving the vehicle when stationary.

⚠ **WARNING** Risk of accident despite exit warning

The exit warning reacts neither to stationary objects nor to vehicles approaching you at a greatly different speed.

As a result, the exit warning cannot warn drivers in these situations.

▶ Always pay particular attention to the traffic situation when opening the doors and make sure there is sufficient clearance.

If there is a vehicle in the monitoring range, this is indicated in the outside mirror. If a vehicle occupant opens the door on the side with the warning, a warning tone sounds and the warning lamp in the outside mirror starts to flash.

This additional function is only available when Blind Spot Assist is activated and up to a maximum of three minutes after the ignition has been switched off. The exit warning is no longer available once the warning lamp in the outside mirror flashes three times.

The exit warning is only an aid and not a substitute for the attention of vehicle occupants. The responsibility for opening and closing the doors and for leaving the vehicle remains with the vehicle occupants.

System limits

Blind Spot Assist and Active Blind Spot Assist may be limited in the following situations:

- If there is dirt on the sensors or the sensors are obscured
- In poor visibility, e.g. due to fog, heavy rain or snow
- If there are narrow vehicles, e.g. bicycles or motorbikes
- If the road has very wide or narrow lanes
- If vehicles are not driving in the middle of their lane

Warnings may be issued in error when driving close to crash barriers or similar solid lane borders. Always make sure that there is sufficient distance to the side for other traffic or obstacles.

Warnings may be interrupted when driving alongside long vehicles, for example trucks, for a prolonged time.

Blind Spot Assist is not operational when reverse gear is engaged.

Blind Spot Assist is not operational when a trailer is coupled to the vehicle and the electrical connection has been correctly established.

The exit warning may be limited in the following situations:

- When the sensors are covered by adjacent vehicles in narrow parking spaces
- When people approach the vehicle
- In the event of stationary or slowly moving objects

Function of brake application (Active Blind Spot Assist)

ⓘ The brake application function is only available for vehicles with a Driving Assistance Package.

If Active Blind Spot Assist detects a risk of a side impact in the monitoring range, a course-correcting brake application is carried out. This is designed to help you avoid a collision.

The course-correcting brake application is available in the speed range between approximately 20 mph (30 km/h) and 125 mph (200 km/h).

WARNING Risk of accident despite brake application of Active Blind Spot Assist

A course-correcting brake application cannot always prevent a collision.

▶ Always steer, brake or accelerate yourself, especially if Active Blind Spot Assist warns you or makes a course-correcting brake application.

▶ Always maintain a safe distance at the sides.

WARNING Risk of accident despite Active Blind Spot Assist

Active Blind Spot Assist does not react to the following:

- If vehicles overtake too closely on the side, placing them in the blind spot area
- Vehicles approaching and overtaking you at a greatly different speed

As a result, Active Blind Spot Assist may neither give warnings nor intervene in such situations.

▶ Always pay careful attention to the traffic situation and maintain a safe distance at the side of the vehicle.

If a course-correcting brake application occurs, the red warning lamp flashes in the outside mirror and a warning tone sounds. In addition, a display ① indicating the danger of a side collision appears in the multifunction display.

In rare cases, the system may make an inappropriate brake application. This brake application may be interrupted at any time if you steer slightly in the opposite direction or accelerate.

System limits

Either a course-correcting brake application appropriate to the driving situation, or none at all, may occur in the following situations:

- Vehicles or obstacles, e.g. crash barriers, are located on both sides of your vehicle.
- A vehicle approaches too closely on the side.
- You have adopted a sporty driving style with high cornering speeds.
- You brake or accelerate significantly.
- A driving safety system intervenes, e.g. ESP® or Active Brake Assist.
- ESP® is deactivated.
- A loss of tire pressure or a faulty tire is detected.
- You are driving with a trailer and the electrical connection to the trailer hitch has been correctly established.

Activating/deactivating Blind Spot Assist or Active Blind Spot Assist

Multimedia system:

→ ⌂ » Settings » Assistance

▶ Activate or deactivate Blind Spot Assist.

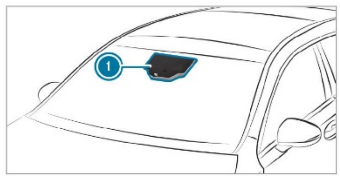
or

▶ Activate or deactivate Act. Blind Spot Assist.

ⓘ Depending on the vehicle's equipment, Blind Spot Assist or Active Blind Spot Assist is available.

Active Lane Keeping Assist

Function of Active Lane Keeping Assist



Active Lane Keeping Assist monitors the area in front of your vehicle by means of multifunction camera 1. It serves to protect you against unintentionally leaving your lane. You will be warned by vibration pulses in the steering wheel and guided by a course-correcting brake application back into your lane.

You are warned by vibration pulses in the steering wheel in the following circumstances:

- Active Lane Keeping Assist detects a lane marking.
- A front wheel drives over this lane marking.

You will also be guided back into your lane by means of a course-correcting brake application if the following conditions are met:

- Active Lane Keeping Assist detects lane markings on both edges of the lane.
- A front wheel drives over a solid lane marking.

You can activate or deactivate the Active Lane Keeping Assist warning.

Active Lane Keeping Assist can neither reduce the risk of an accident if you fail to adapt your

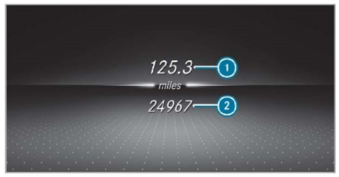
Status displays on the assistant display:

- ATTENTION ASSIST: deactivated
- Light lane markings: Active Lane Keeping Assist enabled
- Green lane markings: Active Lane Keeping Assist active
- Gray radar waves next to vehicle: Blind Spot Assist or Active Blind Spot Assist enabled
- Green radar waves next to vehicle: Blind Spot Assist or Active Blind Spot Assist active
- Active Distance Assist DISTRONIC displays (→ page 201)
- Active Lane Change Assist displays (→ page 209)

Calling up displays on the Trip menu

On-board computer:

→ Trip



Standard display (example)

1. Trip distance
2. Total distance

Trip computer (example)

1. Total distance
2. Driving time
3. Average speed
4. Average fuel consumption

ⓘ You can view information about the journey in the left-hand area of the Instrument Display.

▶ **To select a display:** swipe upwards or downwards on the left-hand Touch Control.

Displays on the Trip menu:

- Standard display
- Range and current fuel consumption

Display messages	Possible causes/consequences and ▶ Solutions
Active Lane Keeping Assist Inoperative	* Active Lane Keeping Assist is malfunctioning. ▶ Consult a qualified specialist workshop.
Blind Spot Assist Currently Unavailable See Operator's Manual	* Blind Spot Assist is temporarily unavailable. The system limits have been reached (→ page 242). ▶ Drive on. Once the cause of the problem is no longer present, the system will be available again. or ▶ If the display message does not disappear, stop the vehicle in accordance with the traffic conditions and restart the engine. ▶ If necessary, clean the rear bumper. If the bumper is especially dirty, the sensors in the bumper may be malfunctioning.
Blind Spot Assist Inoperative	* Blind Spot Assist is malfunctioning. ▶ Consult a qualified specialist workshop.
Blind Spot Assist Not Available When Towing a Trailer See Operator's Manual	* When you establish the electrical connection to the trailer, Blind Spot Assist is unavailable. ▶ Press the left-hand Touch Control and acknowledge the display message.
Active Blind Spot Assist Currently Unavailable See Operator's Manual	* Active Blind Spot Assist is temporarily unavailable. The system limits have been reached (→ page 242).

Display messages	Possible causes/consequences and ▶ Solutions
	▶ Drive on. Once the cause of the problem is no longer present, the system will be available again. or ▶ If the display message does not disappear, stop the vehicle in accordance with the traffic conditions and restart the engine.
Active Blind Spot Assist Inoperative	* Active Blind Spot Assist is malfunctioning. ▶ Consult a qualified specialist workshop.
Active Blind Spot Asst. Not Available When Towing a Trailer See Operator's Manual	* When you establish the electrical connection to the trailer, Active Blind Spot Assist is unavailable. ▶ Press the left-hand Touch Control and acknowledge the display message.
Traffic Sign Assist Currently Unavailable See Operator's Manual	* Traffic Sign Assist is temporarily unavailable. ▶ Drive on. Once the cause of the problem is no longer present, the system will be available again.
Traffic Sign Assist Inoperative	* Traffic Sign Assist is malfunctioning. ▶ Stop the vehicle in accordance with the traffic conditions and restart the engine. ▶ If the display message continues to be displayed, consult a qualified specialist workshop.

APPENDIX C

Run Log

Subject Vehicle: **2020 Mercedes-Benz GLC 300 4Matic SUV** Date: **9/4/2020**

Test Engineer: **A. Ricci**

Run	Test Type	Valid Run	Minimum Distance to POV (ft)	Minimum Distance to Left Lane Edge (ft)	BSI Activated (Y/N)	Contact (Y/N)	Meets Criteria [4]	Notes
37	Static Run - GST							
38	**SV Lane Change Constant Headway**	N						POV speed
39		N						POV lateral position
40		N						POV lateral position
41		Y	0.00	-3.36	Y	Yes	No	SV speed drops due to BSI braking
42		Y	0.00	-3.42	Y	Yes	No	SV speed drops due to BSI braking
43		N						Lane early
44		N						Lane early
45		Y	0.00	-3.40	Y	Yes	No	SV speed drops due to BSI braking
46		Y	0.00	-3.42	Y	Yes	No	
47		Y	0.00	-3.46	Y	Yes	No	SV speed drops due to BSI braking
48	Static Run - GST							

[4] The acceptability criteria listed herein are used only as a guide to gauge system performance, and are identical to the Pass/Fail criteria given in NHTSA's most current Test Procedure in docket NHTSA-2019-0102-0001, BLIND SPOT INTERVENTION SYSTEM CONFIRMATION TEST.

Run	Test Type	Valid Run	Minimum Distance to POV (ft)	Minimum Distance to Left Lane Edge (ft)	BSI Activated (Y/N)	Contact (Y/N)	Meets Criteria [4]	Notes
49	**SV Lane Change Closing Headway**	Y	0.00	-3.25	N	Yes	No	
50		Y	0.00	-3.13	N	Yes	No	
51		N						Driver turned away
52		Y	0.00	-3.17	N	Yes	No	
1	**SV Lane Change Constant Headway False Positive Baseline**	N						Yaw rate, SV speed, ran out of track
2		Y						
3		Y						
4		N						SV distance to lane edge
5		Y						
6		N						SV distance to lane edge
7		Y						
8		N						SV path deviation
9		Y						
10		N						Avg lateral velocity high
11		Y						
12		N						SV path deviation
13		Y						
14	Static Run RL							

Run	Test Type	Valid Run	Minimum Distance to POV (ft)	Minimum Distance to Left Lane Edge (ft)	BSI Activated (Y/N)	Contact (Y/N)	Meets Criteria [4]	Notes
15	**SV Lane Change Constant Headway False Positive Assessment**	N						Wrong POV type selected
16		N						POV lane position, late turn signal
17		N						SV lane position
18		Y					Yes	
19		N						POV lane position, late turn signal
20		N						POV lane position
21		N						SV and POV lane position
22		N						SV and POV lane position
23		N						SV and POV lane position
24		N						POV lane position
25		N						POV lane position
26		N						GPS fix type
27		N						SV lane position, late turn signal
28		Y					Yes	
29		N						POV lane position
30		Y					Yes	
31		N						POV lane position
32		Y					Yes	
33		Y					Yes	
34		Y					Yes	
35		N						POV lane position
36		Y					Yes	

Appendix D

TIME HISTORY PLOTS

LIST OF FIGURES

Page
Figure D1. Example Time History for False Positive Evaluation, Passing D-7
Figure D2. Example Time History for Subject Vehicle with Closing Headway Test, Failing D-8
Figure D3. Example Time History for Subject Vehicle with Constant Headway Test, Invalid POV Speed Criteria D-9
Figure D4. BSI Run 41, Subject Vehicle Lane Change with Constant Headway D-10
Figure D5. BSI Run 42, Subject Vehicle Lane Change with Constant Headway D-11
Figure D6. BSI Run 45, Subject Vehicle Lane Change with Constant Headway D-12
Figure D7. BSI Run 46, Subject Vehicle Lane Change with Constant Headway D-13
Figure D8. BSI Run 47, Subject Vehicle Lane Change with Constant Headway D-14
Figure D9. BSI Run 49, Subject Vehicle Lane Change with Closing Headway D-15
Figure D10. BSI Run 50, Subject Vehicle Lane Change with Closing Headway D-16
Figure D11. BSI Run 52, Subject Vehicle Lane Change with Closing Headway D-17
Figure D12. BSI Run 2, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline D-18
Figure D13. BSI Run 3, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline D-19
Figure D14. BSI Run 7, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline D-20
Figure D15. BSI Run 9, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline D-21
Figure D16. BSI Run 11, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline D-22
Figure D17. BSI Run 13, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline D-23
Figure D18. BSI Run 18, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-24
Figure D19. BSI Run 28, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-25
Figure D20. BSI Run 30, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-26
Figure D21. BSI Run 32, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-27
Figure D22. BSI Run 33, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-28
Figure D23. BSI Run 34, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-29
Figure D24. BSI Run 36, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation D-30

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 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.

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:

- SV Lane Change with Constant Headway
- SV Lane Change with Closing Headway
- SV Lane Change with Constant Headway, False Positive Assessment – Baseline
- SV Lane Change with Constant Headway, False Positive Assessment – Evaluation

Time history figures include the following sub-plots:

- SV Turn Signal – Displays the cycling of the SV turn signal indicator. The bold vertical line indicates the time at which the turn signal is activated.

- Headway (ft) – Longitudinal separation between the rear of the SV and the front of the POV. A negative value for headway indicates that the front-most point of the POV is forward relative to the rear-most point of the SV.

- SV/POV Speed (mph) – Indicates the speed of the SV and POV.

- SV Ax (g) (Vehicles for which the BSI system operates using a brake intervention.) – Displays the SV lateral acceleration. A vertical bold line marked “BSI Onset” indicates the time at which BSI intervention first occurred.

- SV SWA (deg) (Vehicles for which the BSI system operates using a steering intervention.) – Displays the SV steer wheel angle as measured by a steer wheel encoder. A vertical bold line marked “BSI Onset” indicates the time at which the BSI intervention first occurred.

- Yaw Rate (deg/sec) – Yaw rate of the SV. A vertical bold line marked “SW Release” indicates the point at which the control of the steering wheel by the robotic controller is released allowing for free response of the vehicle. If the BSI system operates using a steering wheel input, a vertical bold line marked “BSI Onset” indicates the time at which BSI intervention first occurred.

- Lateral Velocity (ft/s) – Lateral velocity of the SV. For the False Positive scenario, the average lateral velocity calculated from half a second before the lane line crossing to half a second after the lane line crossing is noted. For the other scenarios, the lateral velocity at the time of steering wheel release is noted.

- Distance to Lane Line (ft) – For both the SV and POV, the distance from the outer-most (not including side mirrors) part of the vehicle to the edge of the lane line. The minimum distance from the left side of the SV to the adjacent left side lane is shown. A negative value indicates that the SV has crossed over the left side lane line.

- Minimum Distance (ft) – Distance between the outer-most (not including side mirrors) parts of the SV and POV. The minimum distance between the SV and POV is shown on the right of the plot. Note that this is not shown for False Positive Baseline cases.

- SV Path Deviation (ft) – The SV deviation from its intended path.

Envelopes and Thresholds

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

For plots with yellow envelopes, the yellow envelope is used to signify an area of interest over which the data is being averaged. The data may exceed the envelope at any point during this envelope with no impact on the test validity.

For SV Lane Change with Constant Headway, False Positive – Evaluation tests only, a dashed boundary line is shown on the yaw rate plot. This dashed boundary line indicates the allowable yaw rate threshold used to determine the presence of a BSI intervention as defined in the test procedure. Exceedances of this boundary will display red text to the right of the plot.

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 distance 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
   - Black threshold (Solid) = define points of interest during the run (i.e., steering wheel release, BSI onset, etc.)

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”.
- 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.
- Lane Early – Indicates that the lane change was initiated too early relative to the timing criteria listed for the scenario.
- Lane Late – Indicates that the lane change was initiated too late relative to the timing criteria listed for the scenario.
- Collision – Indicates that the SV and POV collided.

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

Examples of time history plots for each test type (including passing, failing, and invalid runs) are shown in Figures D1 through D3. Time history data plots for the tests of the vehicle under consideration herein are provided beginning with Figure D4.

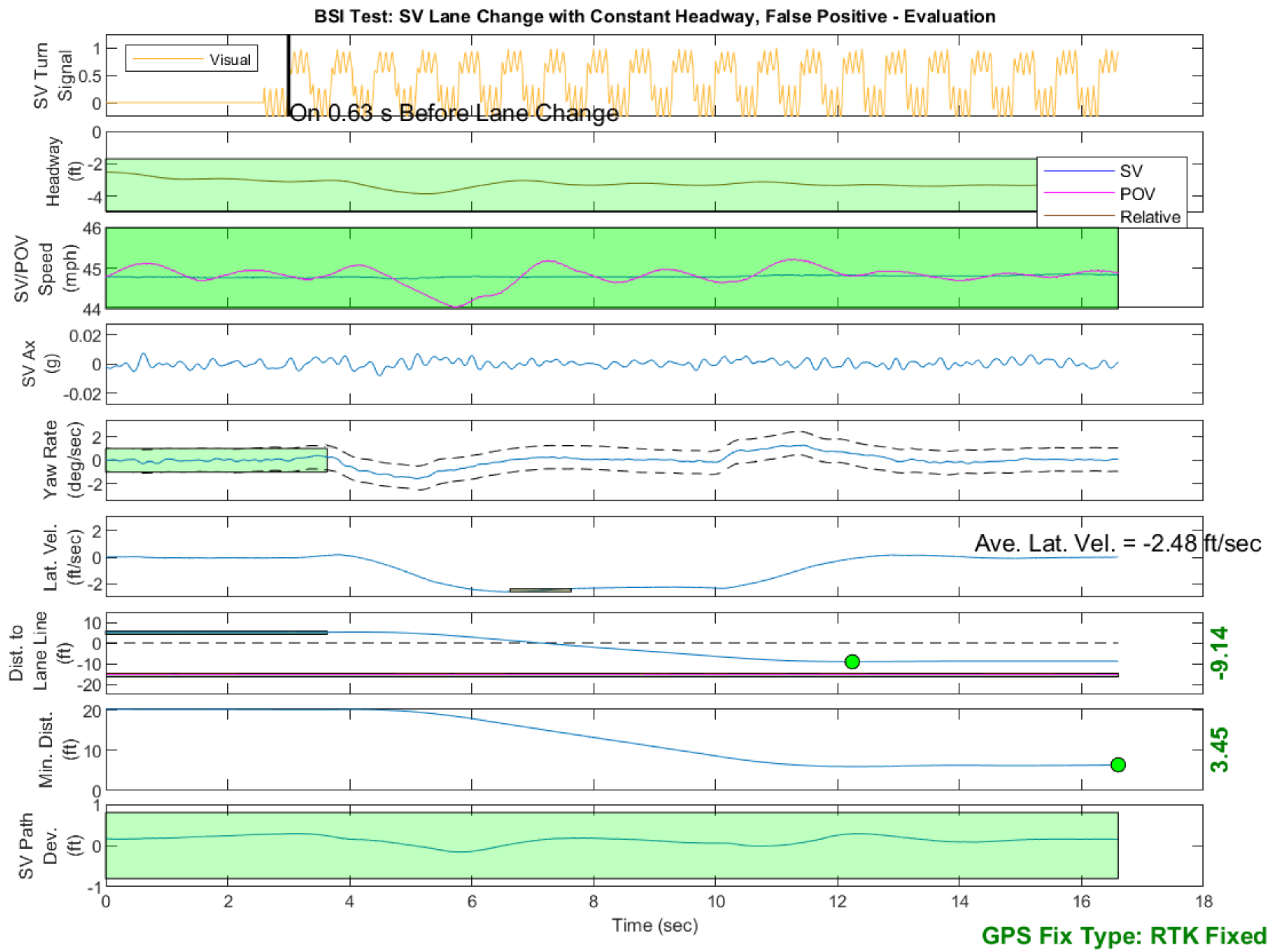


Figure D1. Example Time History for False Positive Evaluation, Passing

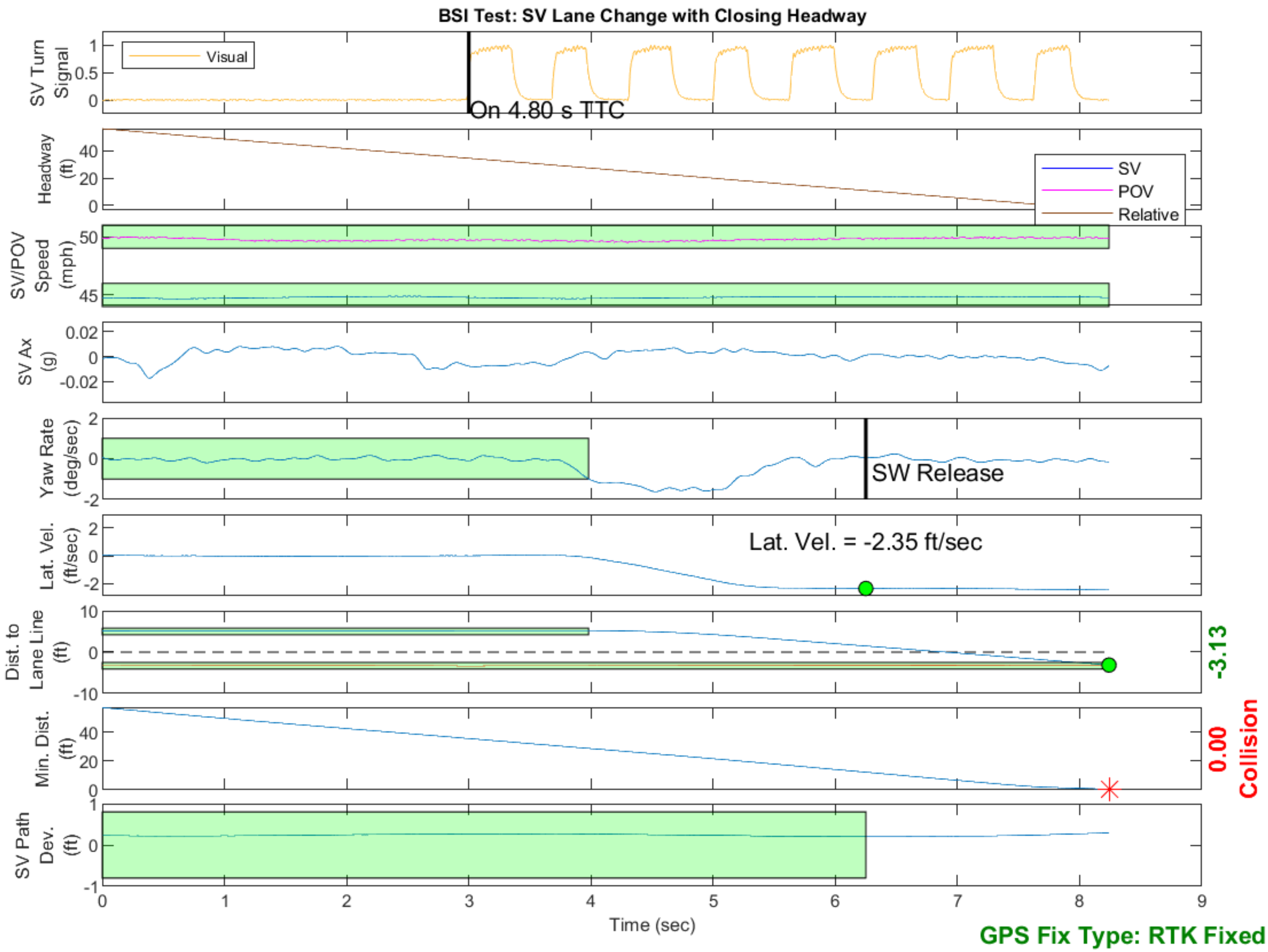


Figure D2. Example Time History for Subject Vehicle with Closing Headway Test, Failing

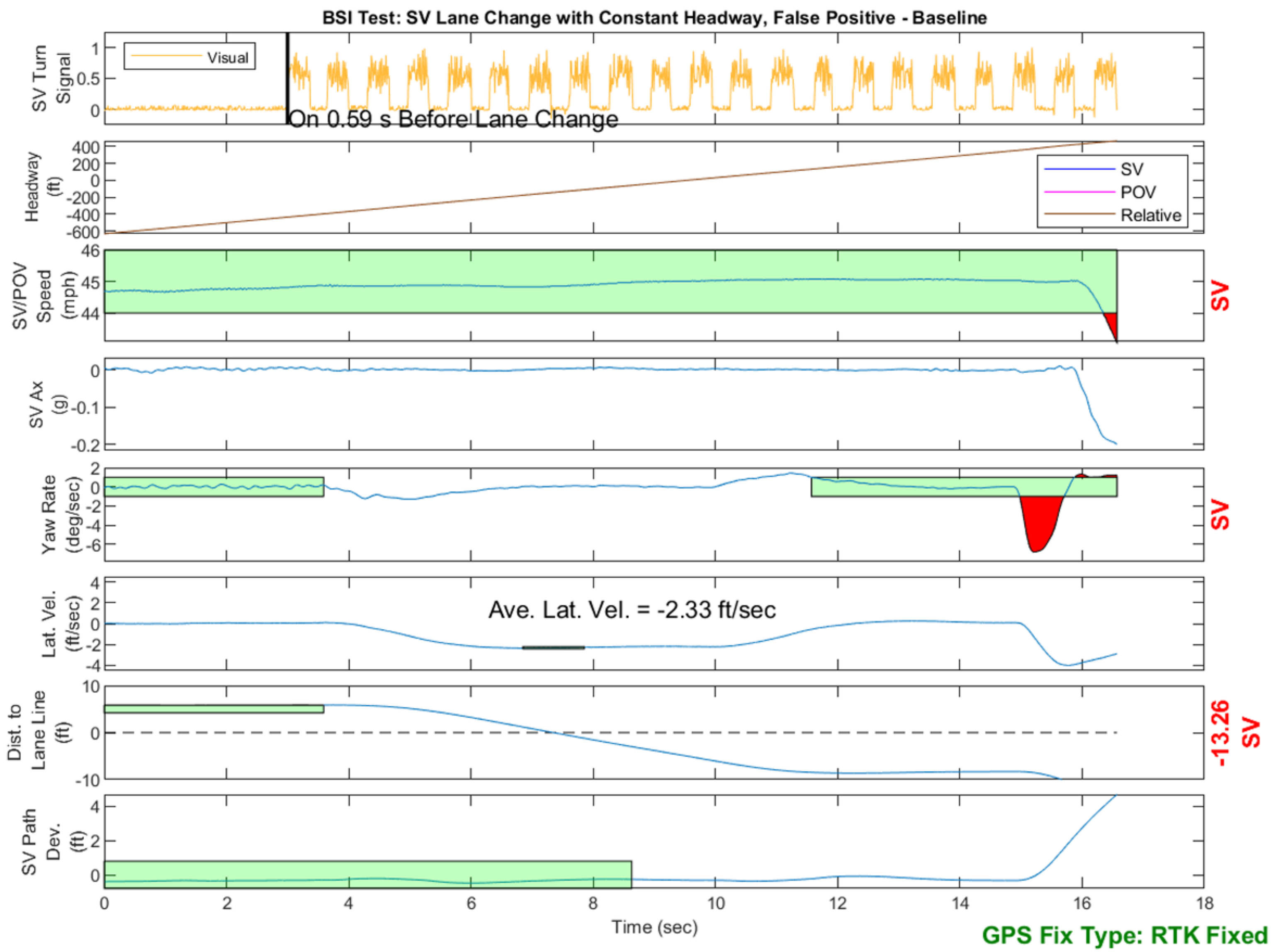


Figure D3. Example Time History for Subject Vehicle with Constant Headway Test, Invalid POV Speed Criteria

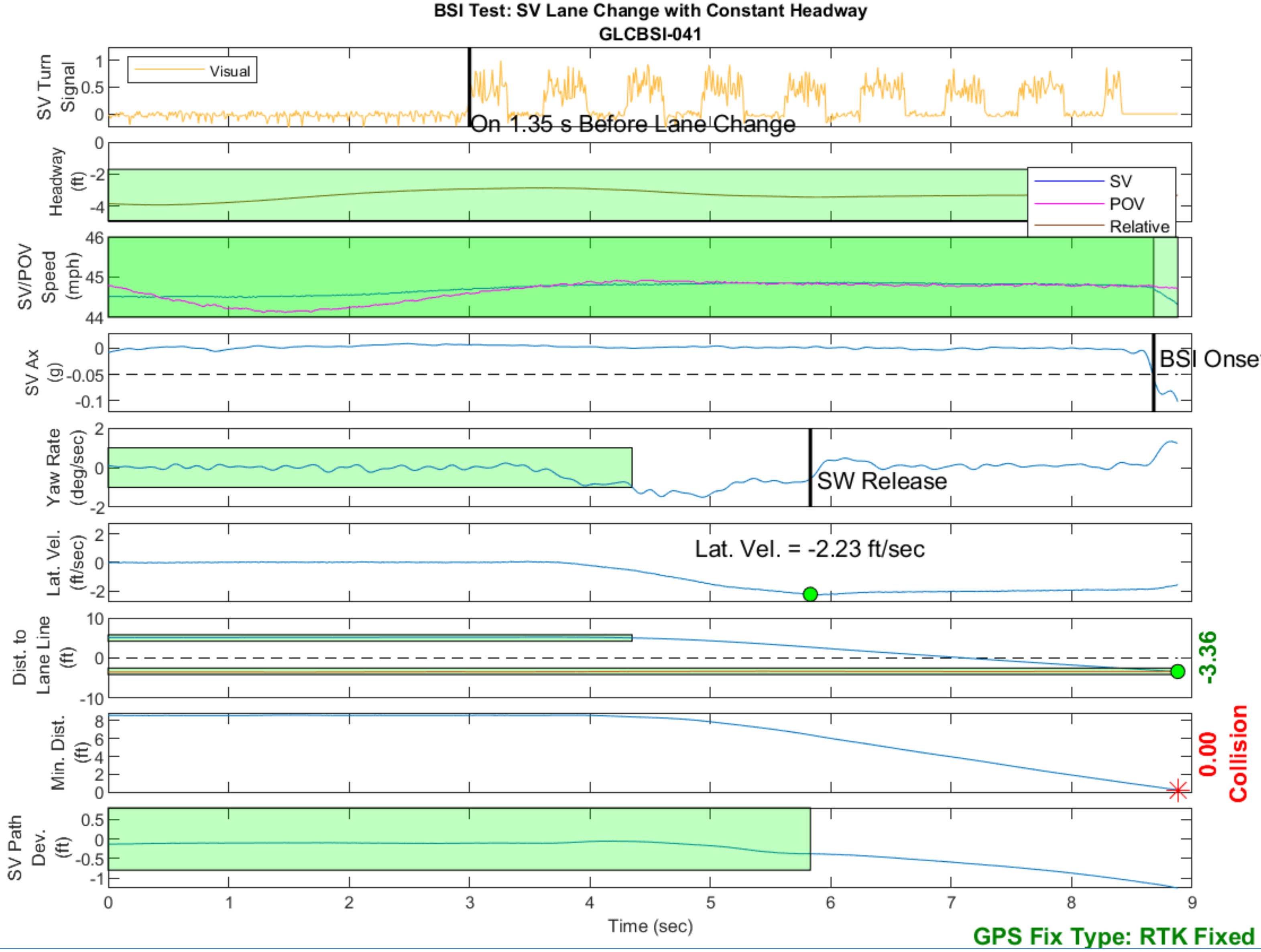


Figure D4. BSI Run 41, Subject Vehicle Lane Change with Constant Headway

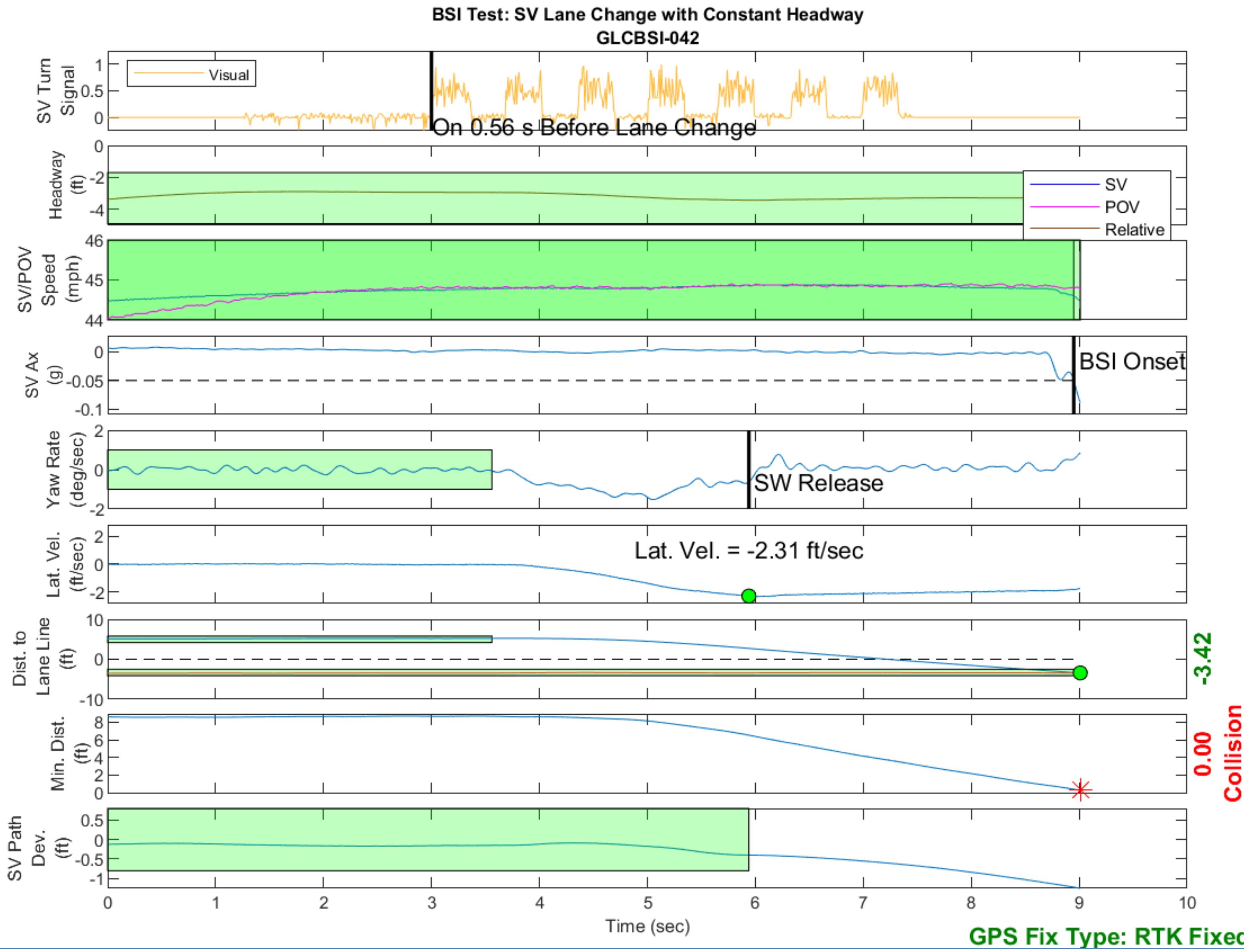


Figure D5. BSI Run 42, Subject Vehicle Lane Change with Constant Headway

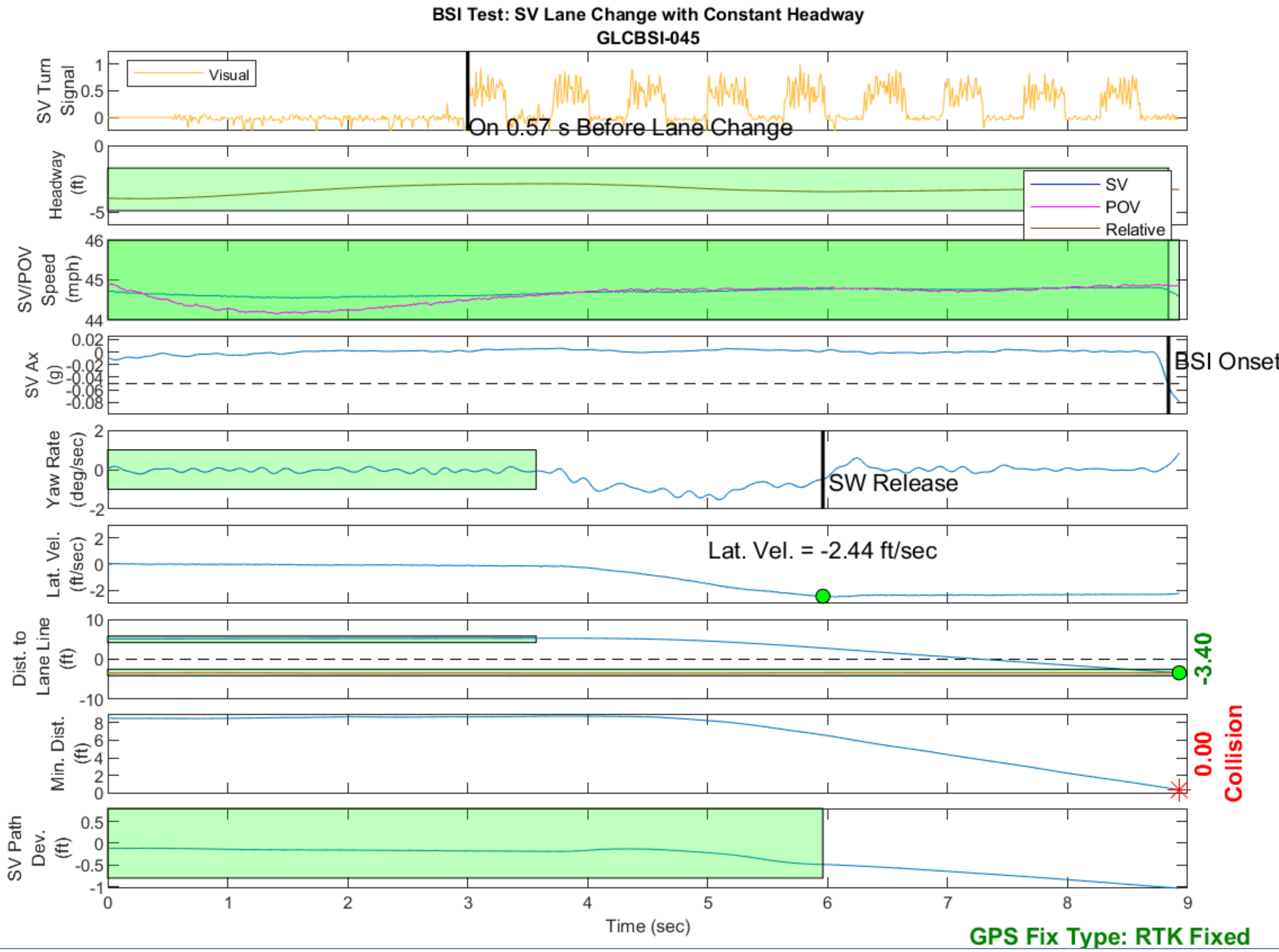


Figure D6. BSI Run 45, Subject Vehicle Lane Change with Constant Headway

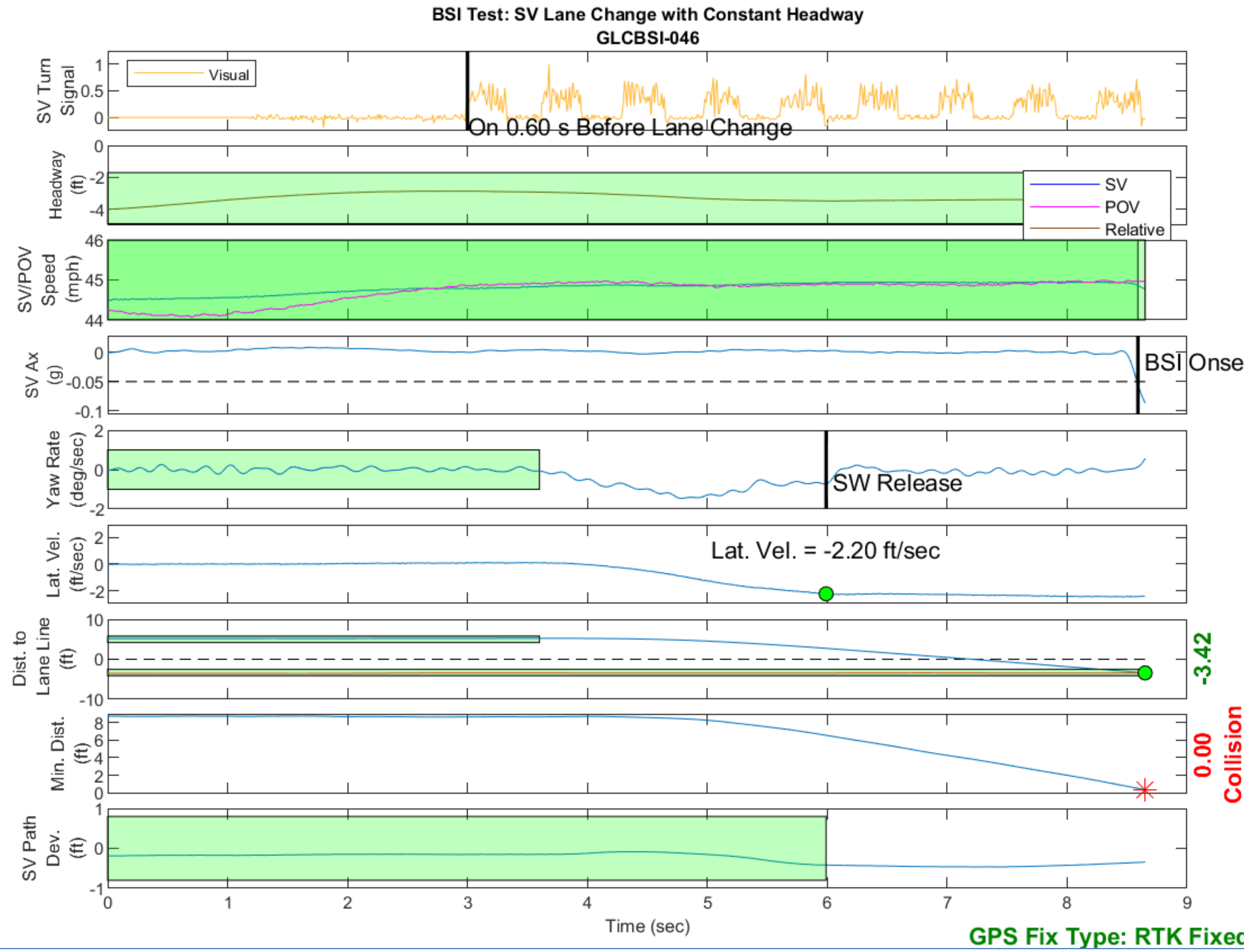


Figure D7. BSI Run 46, Subject Vehicle Lane Change with Constant Headway

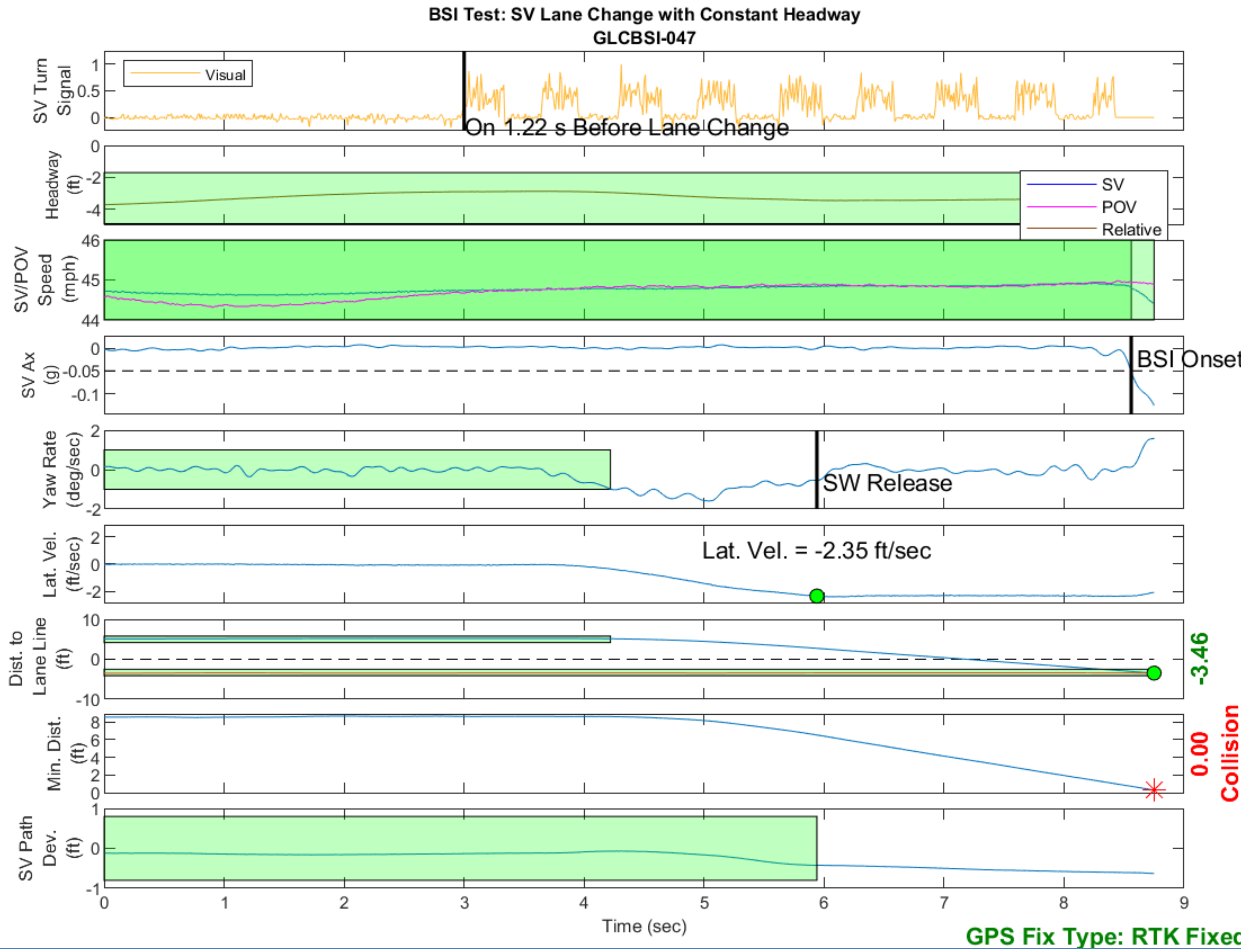


Figure D8. BSI Run 47, Subject Vehicle Lane Change with Constant Headway

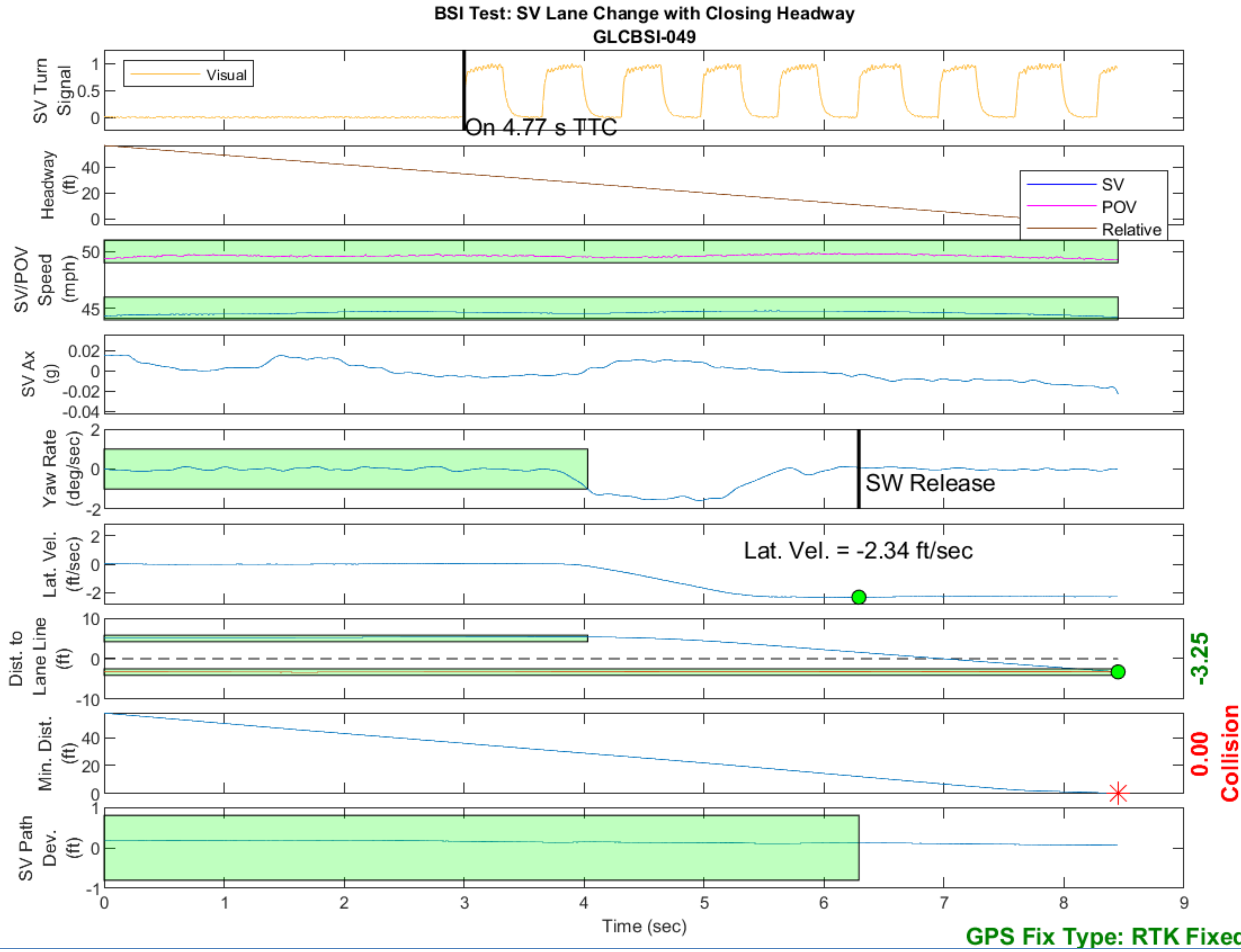


Figure D9. BSI Run 49, Subject Vehicle Lane Change with Closing Headway

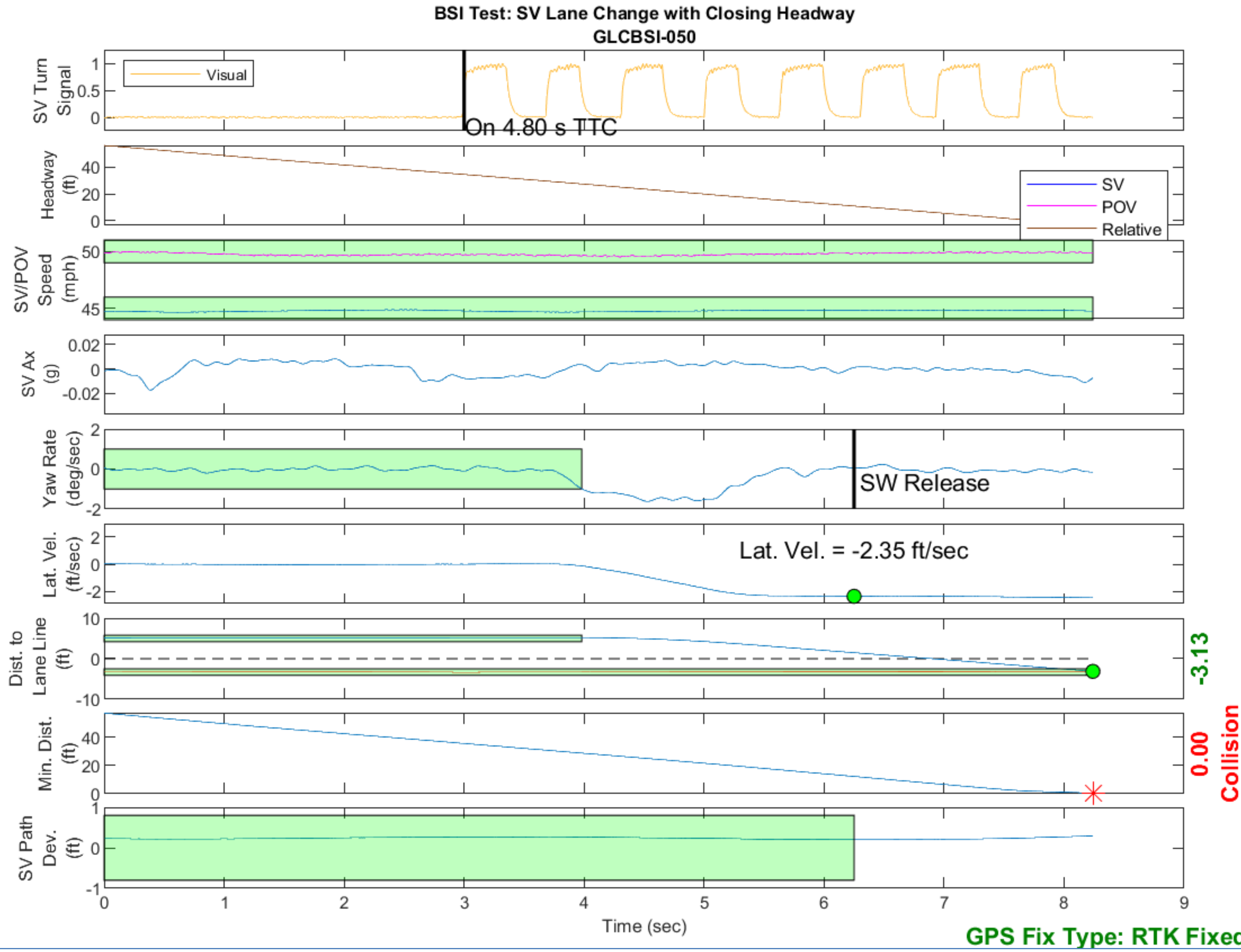


Figure D10. BSI Run 50, Subject Vehicle Lane Change with Closing Headway

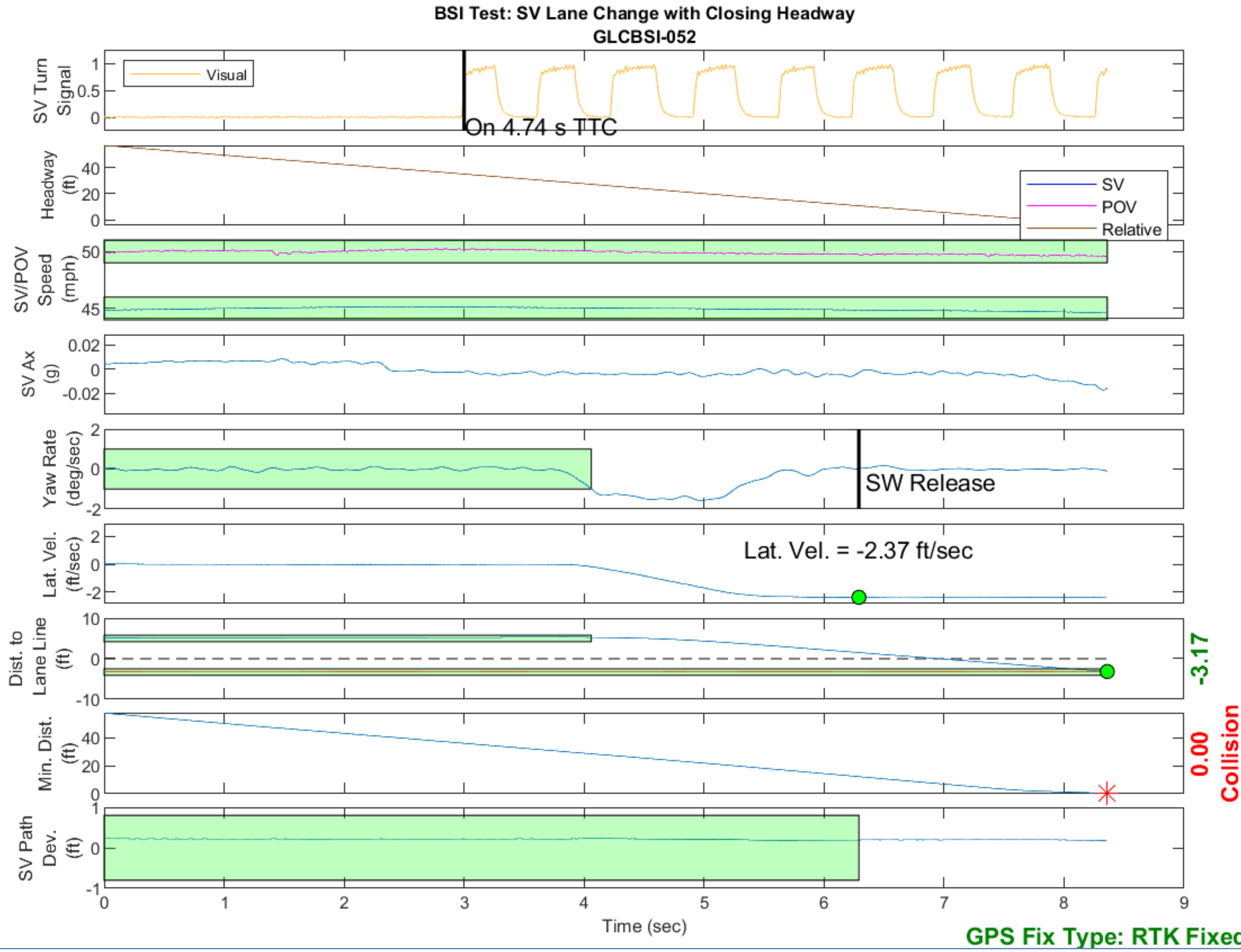


Figure D11. BSI Run 52, Subject Vehicle Lane Change with Closing Headway

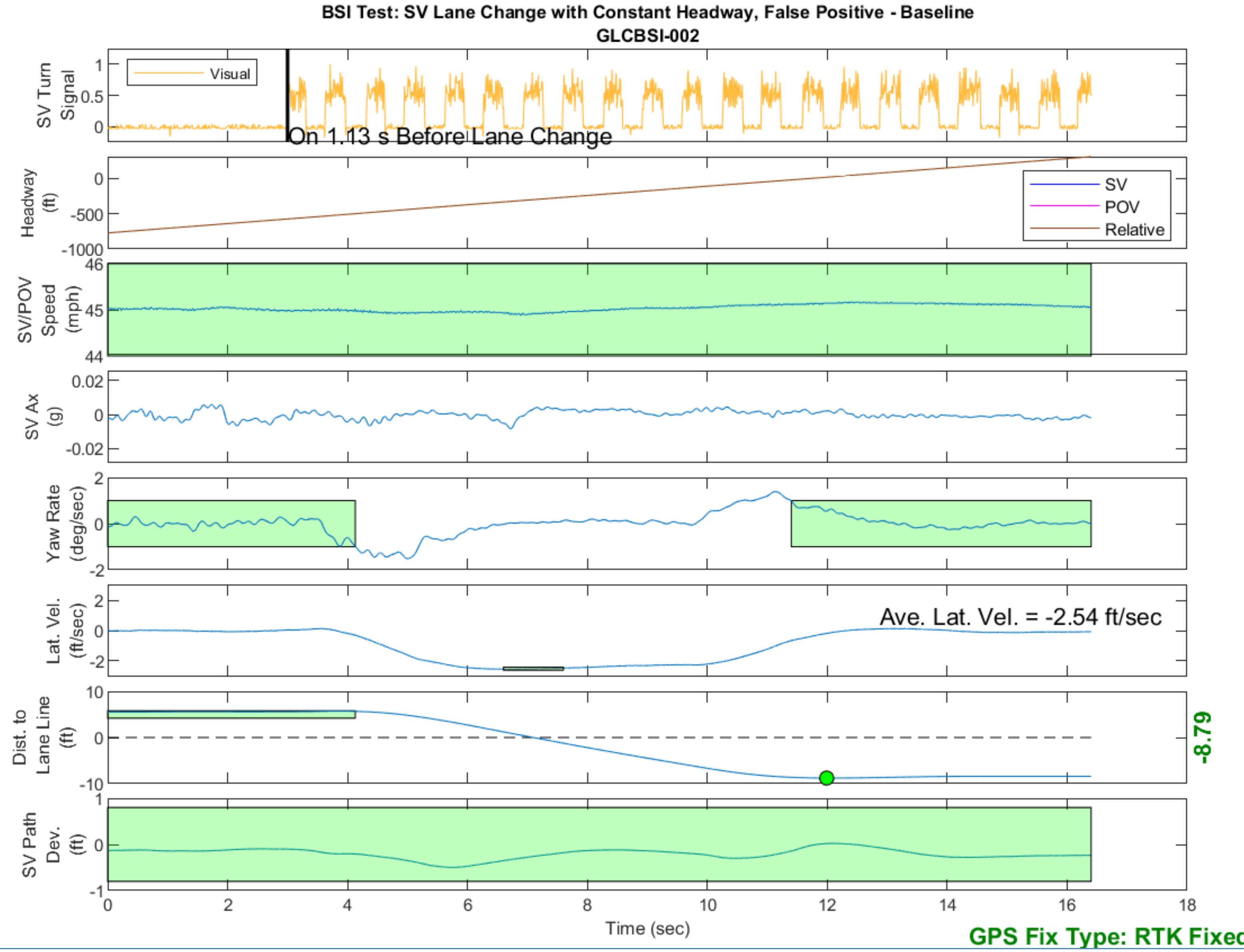


Figure D12. BSI Run 2, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline

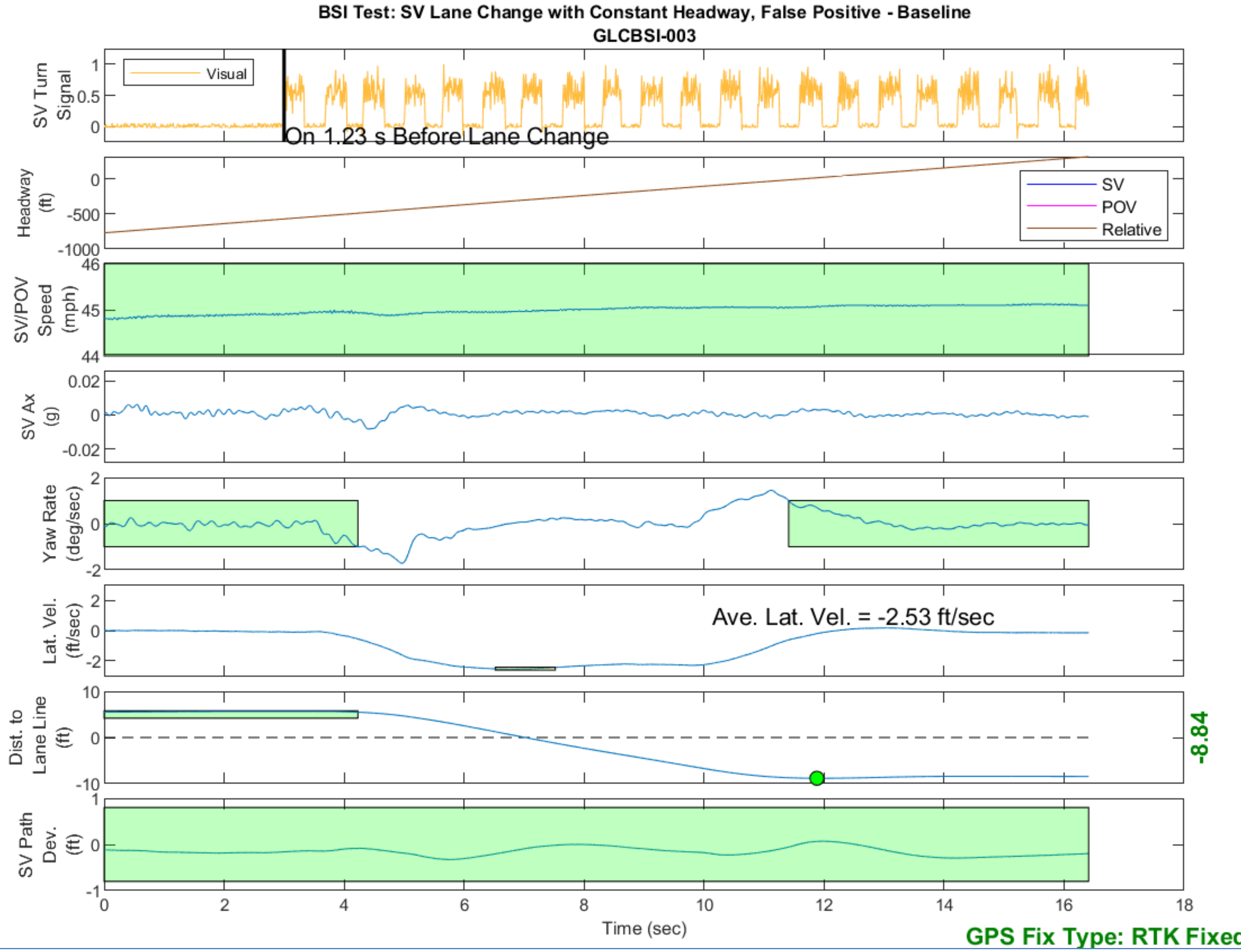


Figure D13. BSI Run 3, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline

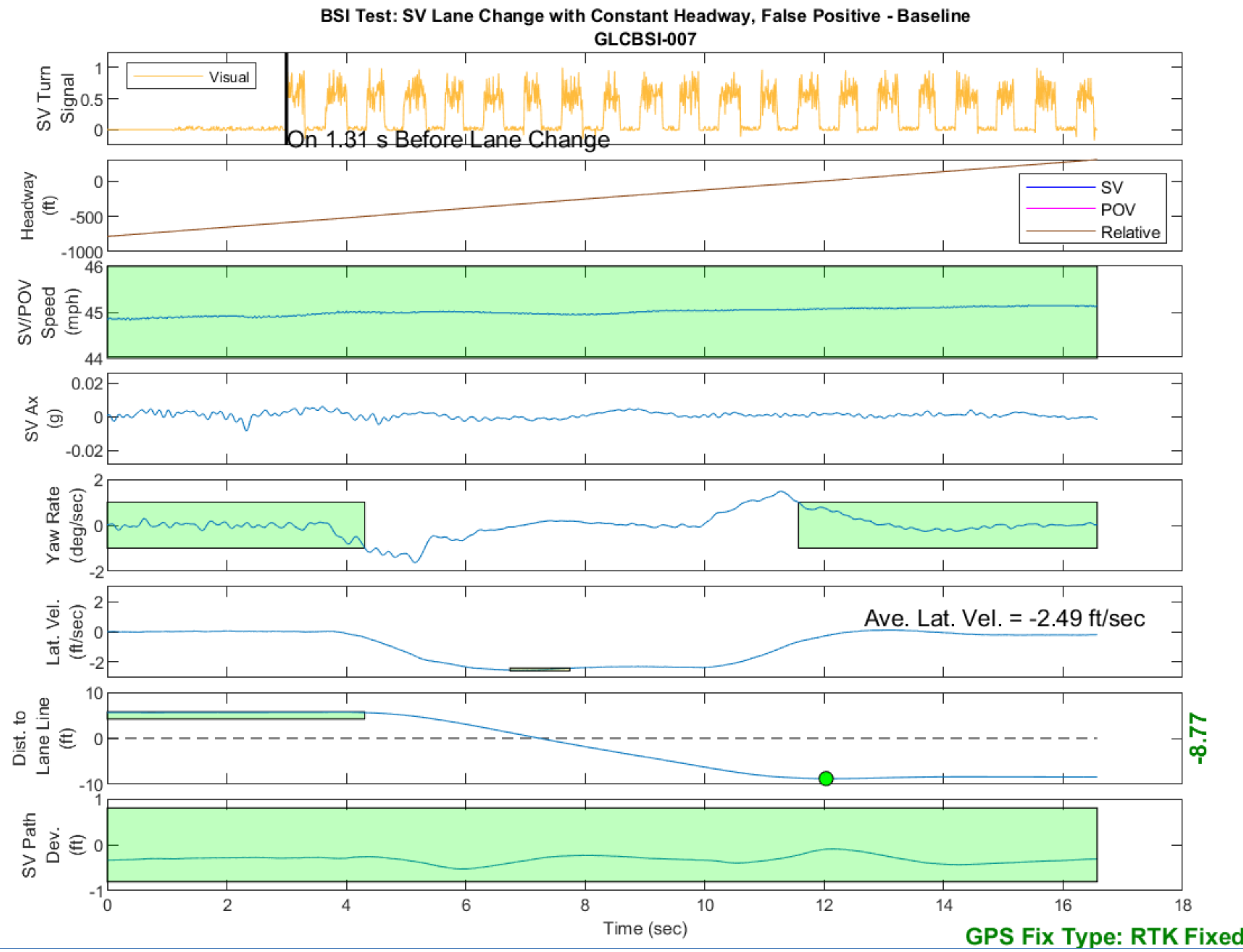


Figure D14. BSI Run 7, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline

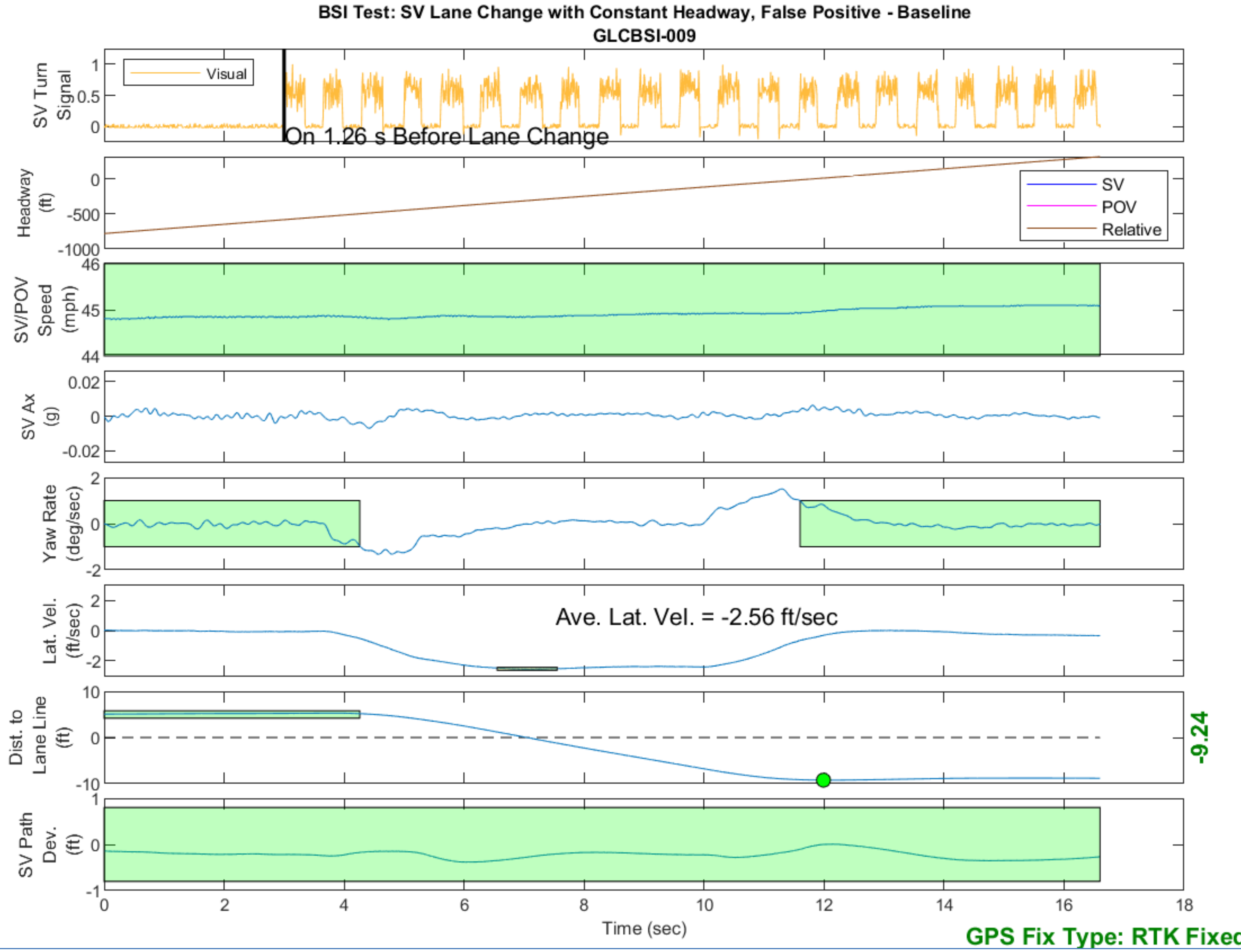


Figure D15. BSI Run 9, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline

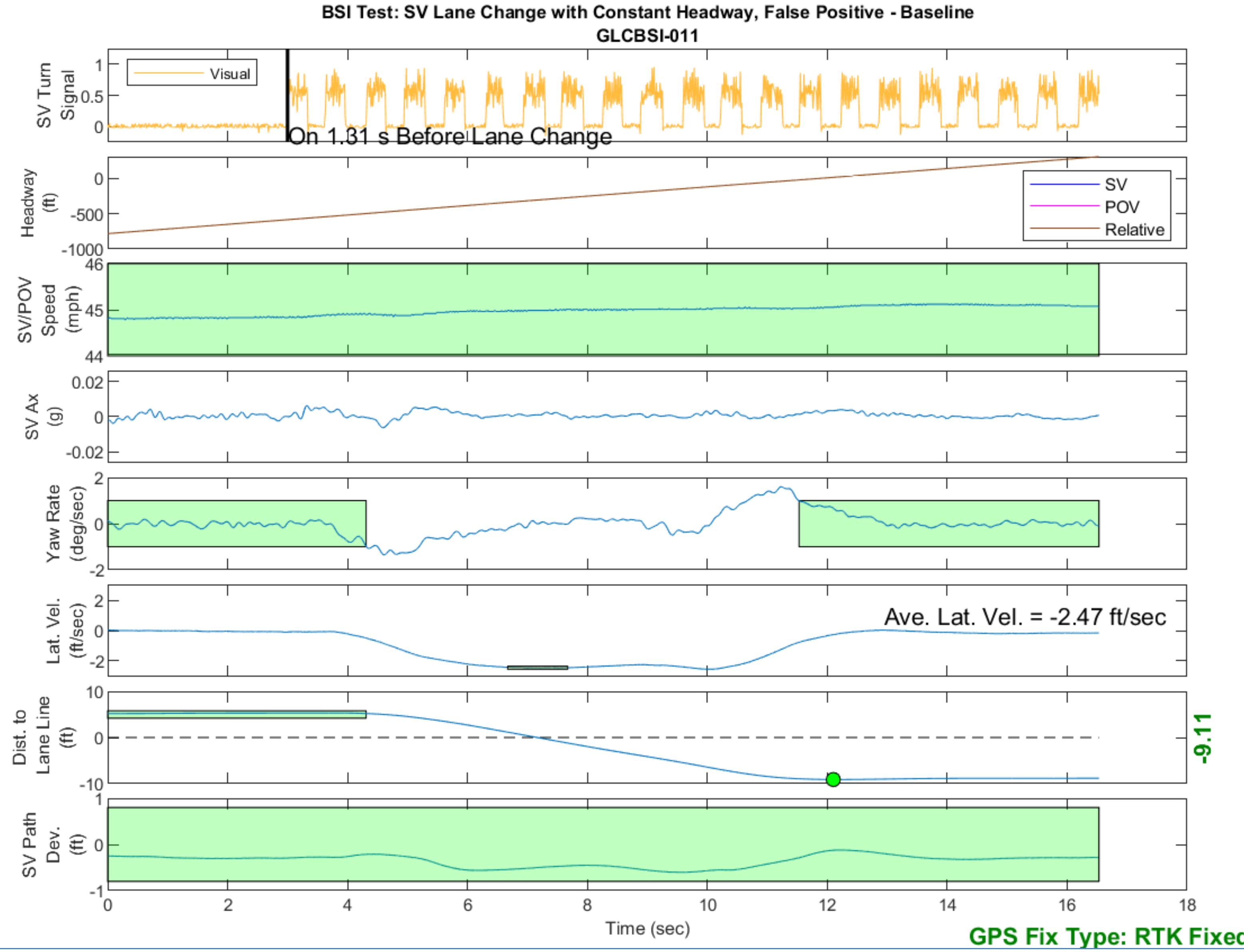


Figure D16. BSI Run 11, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline

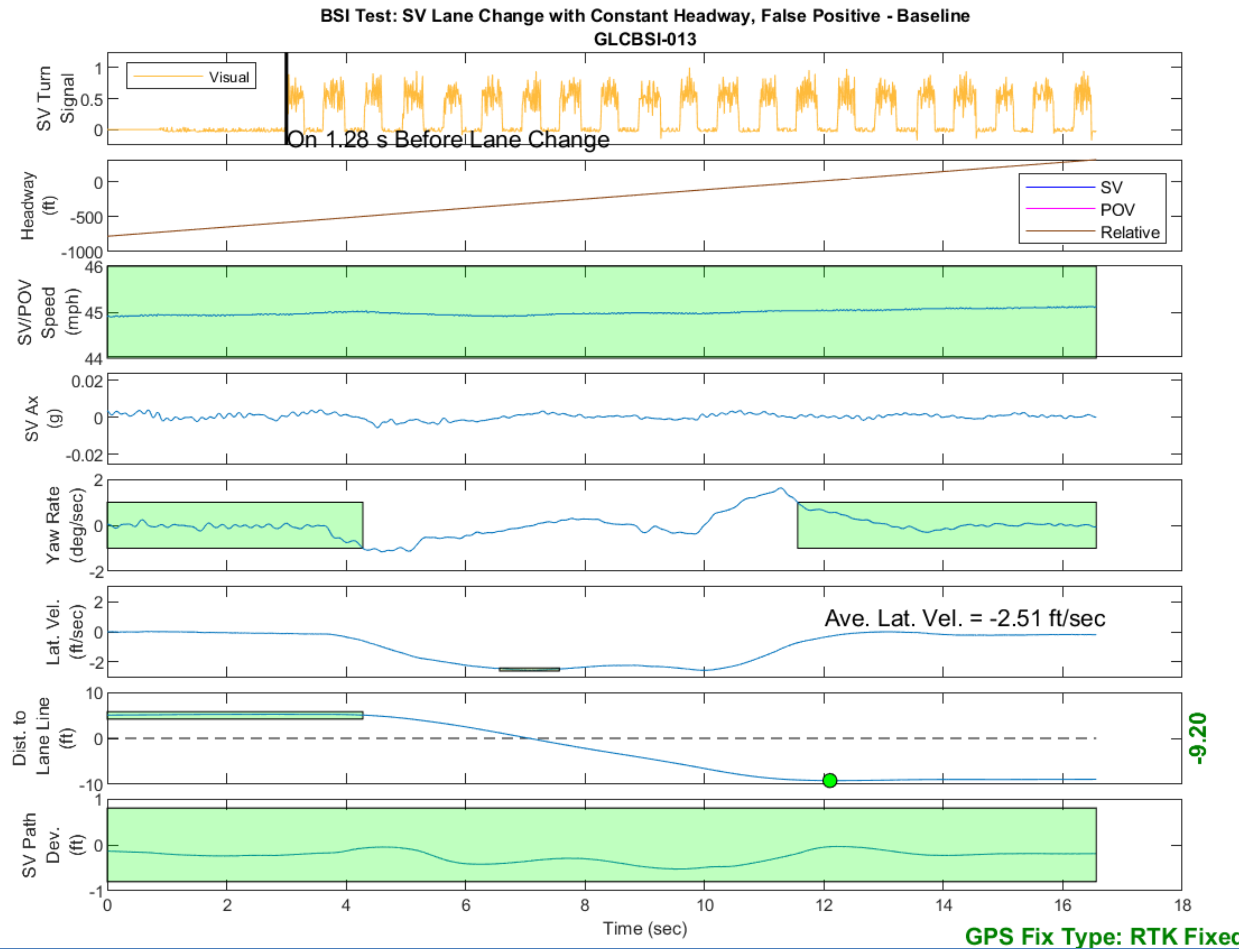


Figure D17. BSI Run 13, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Baseline

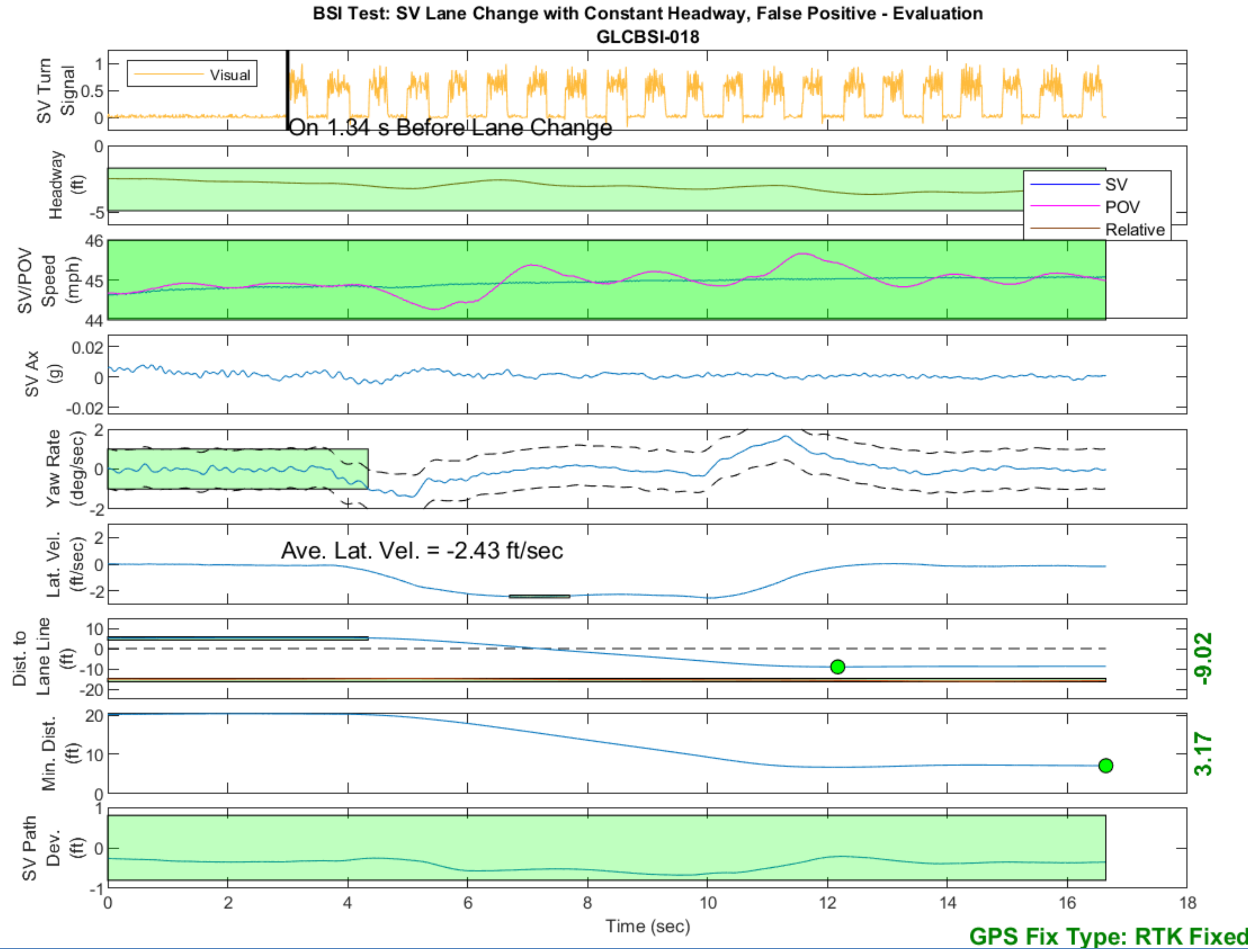


Figure D18. BSI Run 18, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation

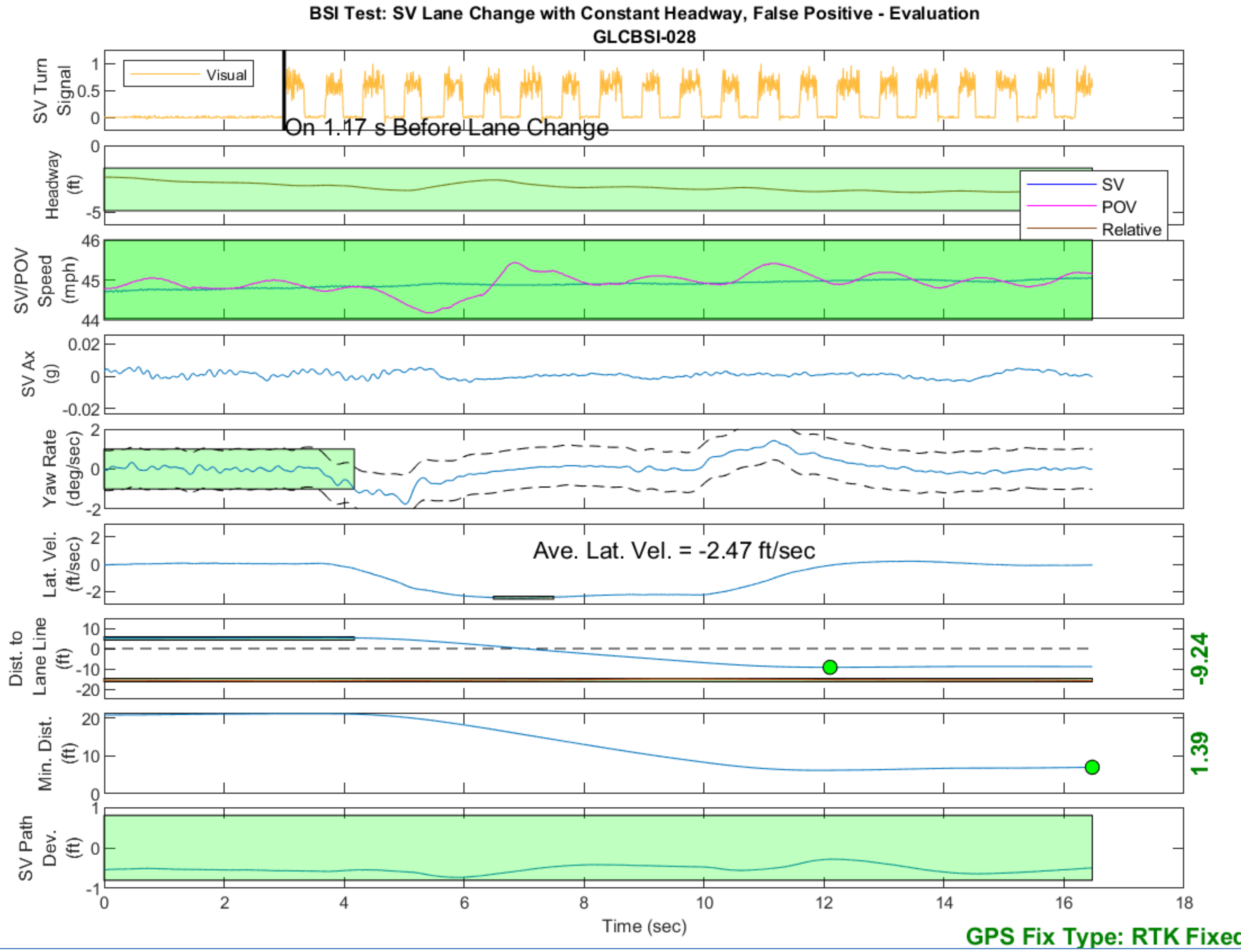


Figure D19. BSI Run 28, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation

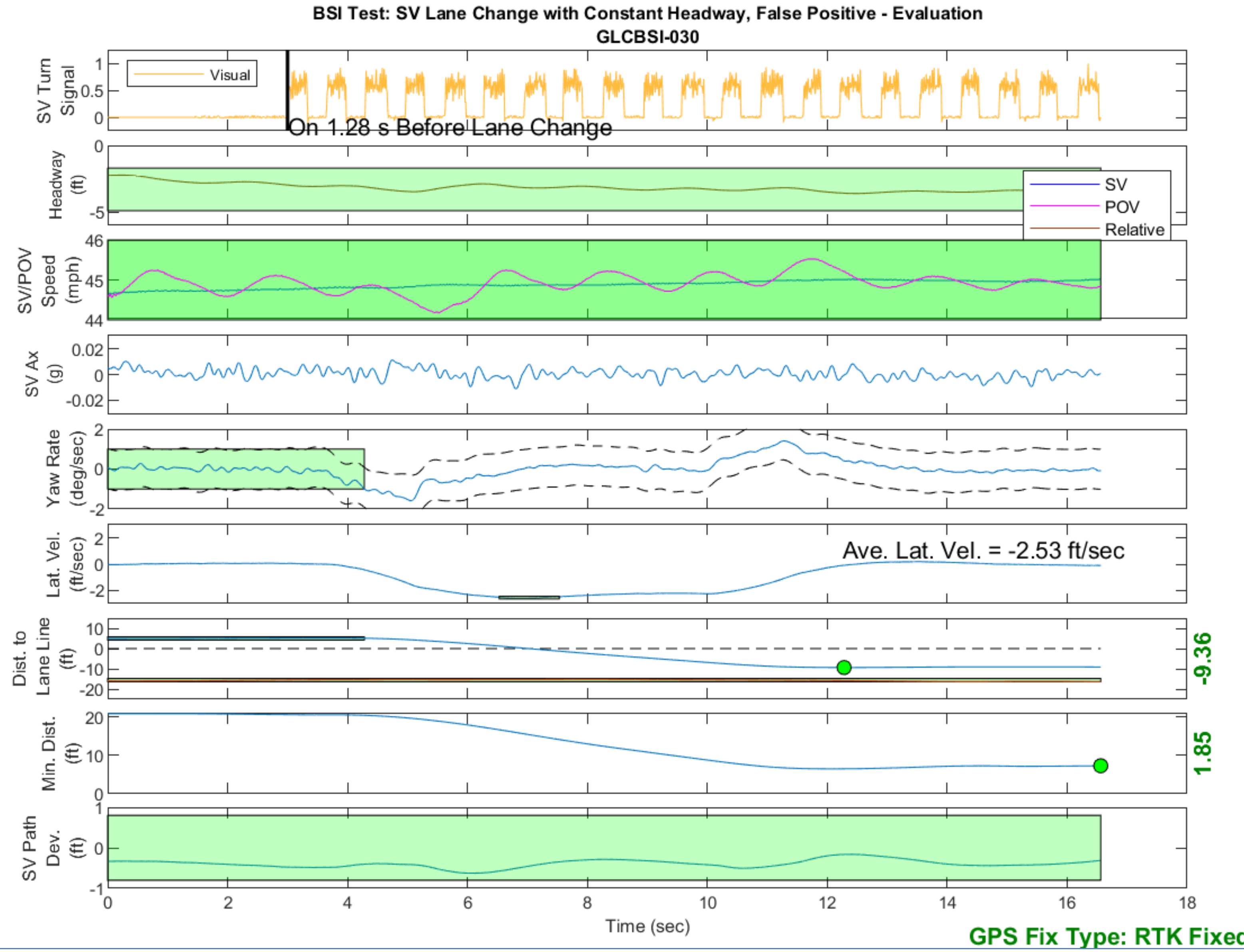


Figure D20. BSI Run 30, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation

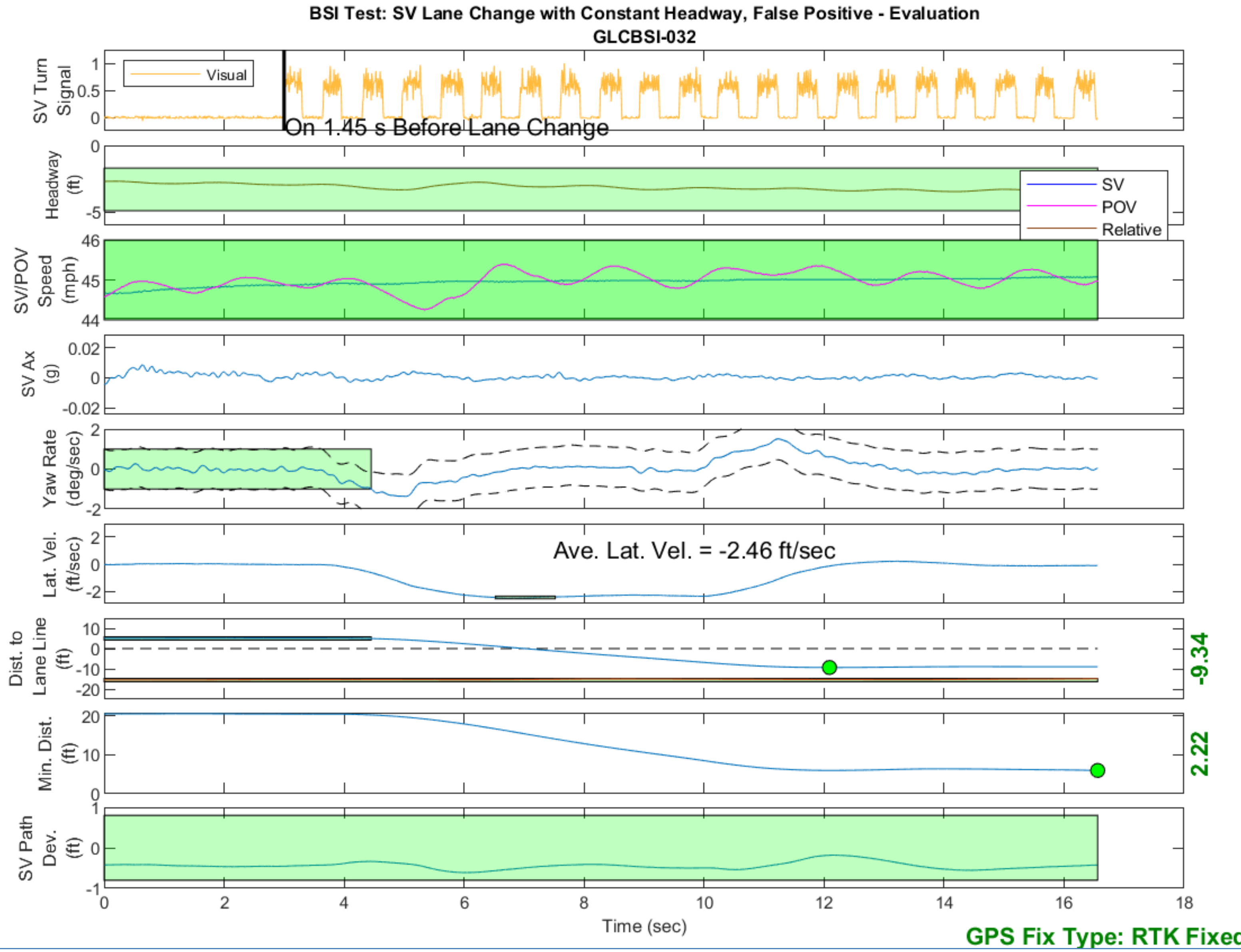


Figure D21. BSI Run 32, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation

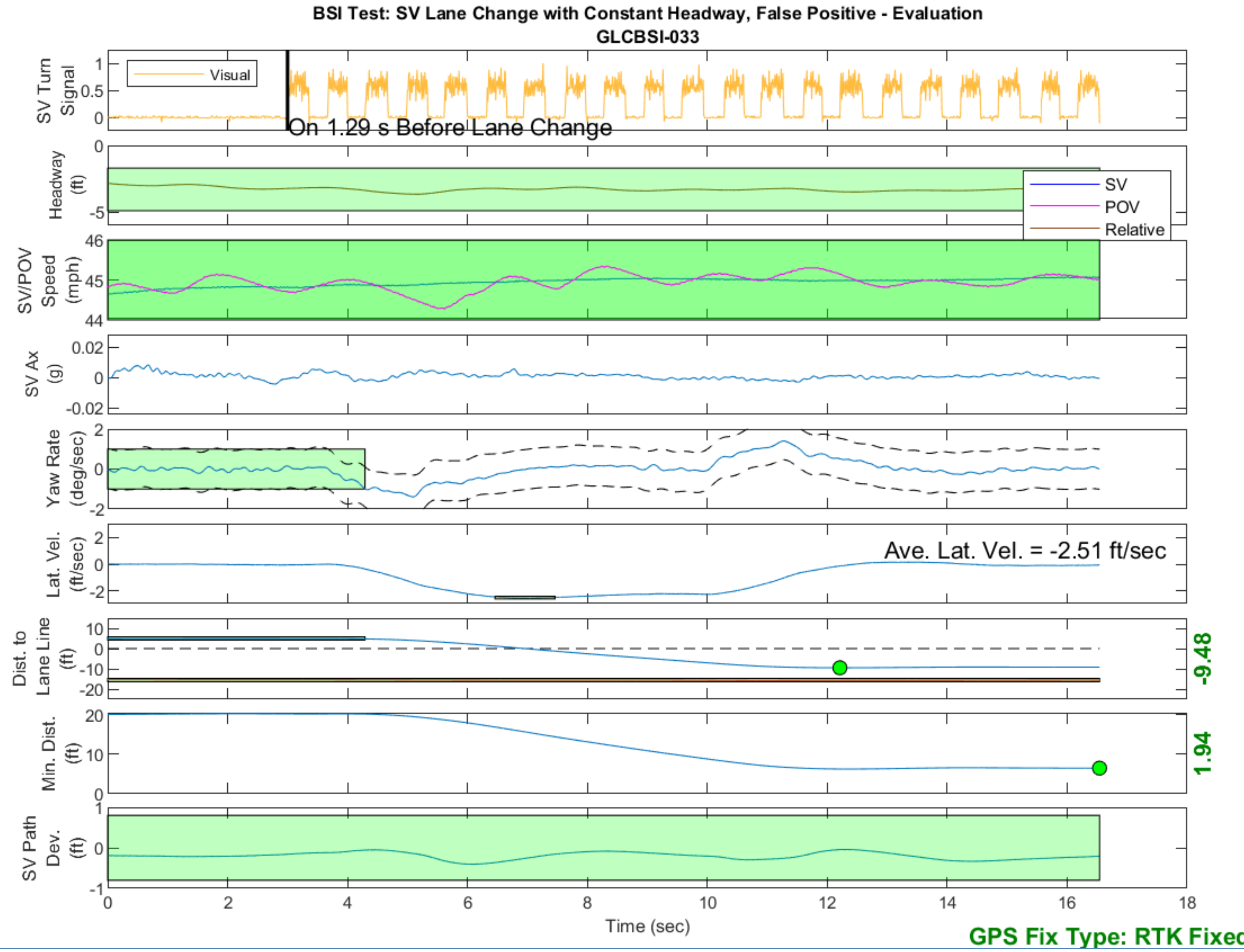


Figure D22. BSI Run 33, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation

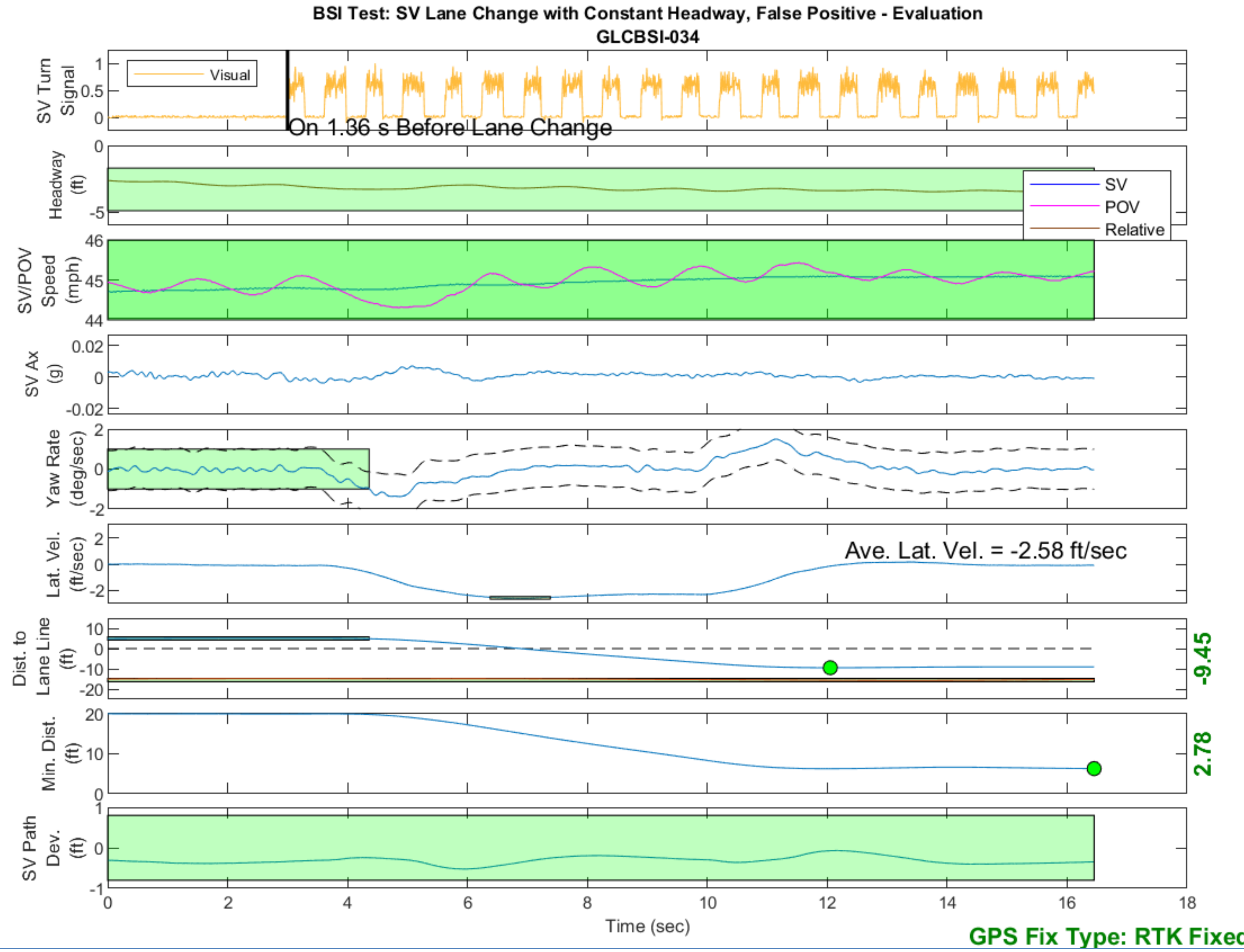


Figure D23. BSI Run 34, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation

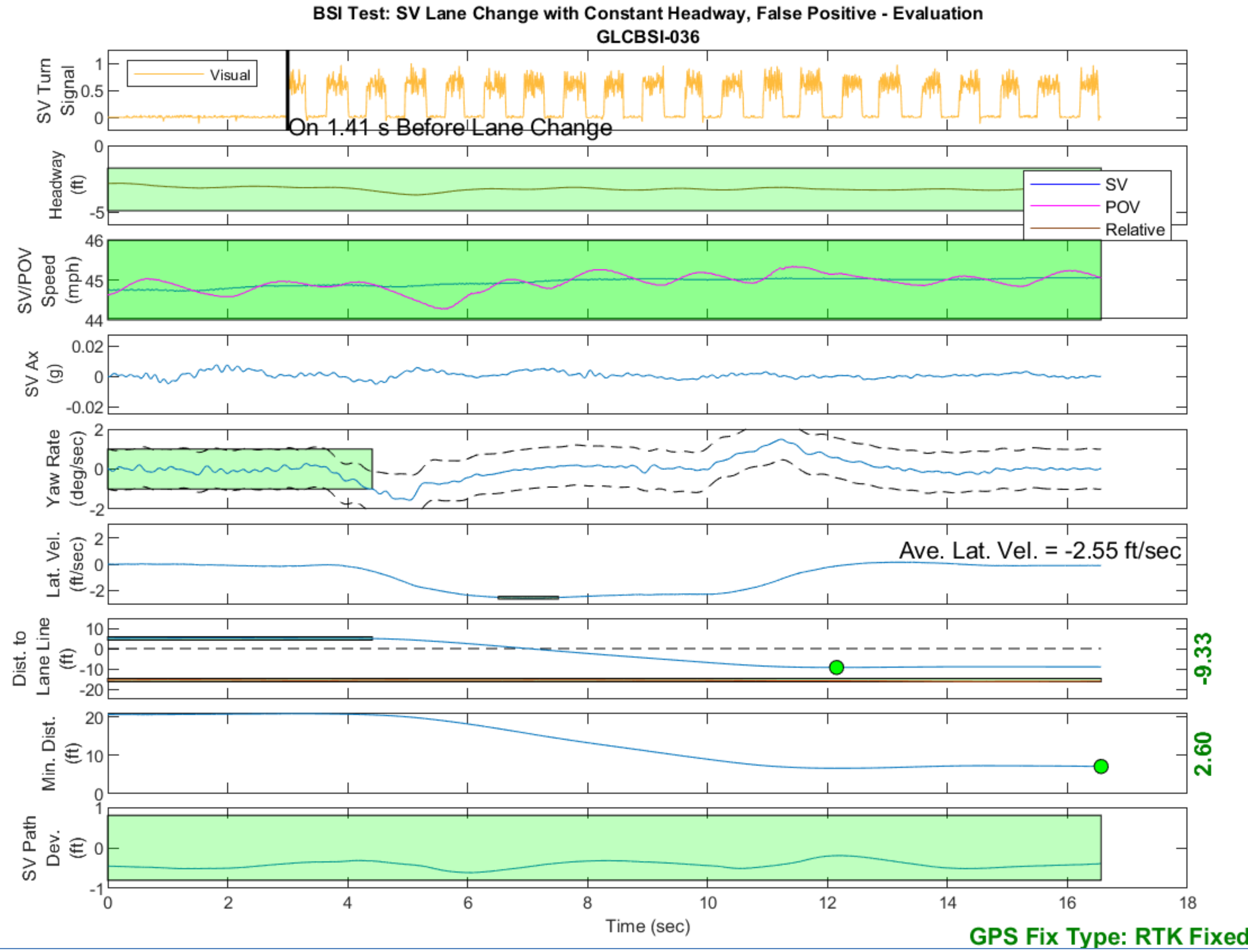


Figure D24. BSI Run 36, Subject Vehicle Lane Change with Constant Headway, False Positive Assessment - Evaluation