

**NEW CAR ASSESSMENT PROGRAM
DYNAMIC BRAKE SUPPORT SYSTEM CONFIRMATION TEST
NCAP-DRI-DBS-22-18**

2022 Volkswagen Taos

DYNAMIC RESEARCH, INC.

355 Van Ness Avenue
Torrance, California 90501



6 May 2022

Final Report

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Prepared By:	<u>Stephen Rhim</u>	and	<u>Anthony Saldana</u>
	<u>Senior Engineer</u>		<u>Staff Engineer</u>
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16. Abstract These tests were conducted on the subject 2022 Volkswagen Taos in accordance with the specifications of the New Car Assessment Program's (NCAP's) 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 and all speeds.			
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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 (SV) 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 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 2022 Volkswagen Taos. This test to assess Dynamic Brake Support systems is sponsored by the National Highway Traffic Safety Administration under Contract No. DTNH22-14-D-00333 with the New Car Assessment Program (NCAP).

Section II

DATA SHEETS

DYNAMIC BRAKE SUPPORT
DATA SHEET 1: TEST RESULTS SUMMARY

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2022 Volkswagen Taos

VIN: 3VVSX7B23NM05xxxx

Test start date: 5/4/2022

Test end date: 5/4/2022

Dynamic Brake Support System settings: Early

Test 1 - Subject Vehicle Encounters Stopped Principal Other Vehicle

SV 25 mph: Pass

Test 2 - Subject Vehicle Encounters Slower Principal Other Vehicle

SV 25 mph POV 10 mph: Pass

SV 45 mph POV 20 mph: Pass

Test 3 - Subject Vehicle Encounters Decelerating Principal Other Vehicle

SV 35 mph POV 35 mph: 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)

2022 Volkswagen Taos

TEST VEHICLE INFORMATION

VIN: 3VVSX7B23NM05xxxx

Body Style: SUV

Color: Platinum Gray Metallic

Date Received: 4/25/2022

Odometer Reading: 54 mi

DATA FROM VEHICLE'S CERTIFICATION LABEL

Vehicle manufactured by: VOLKSWAGEN DE MEXICO S.A. DE C.V.
MEXICO

Date of manufacture: 03/22

Vehicle Type: MPV

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: 215/50R18

Rear: 215/50R18

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

Rear: 250 kPa (36 psi)

TIRES

Tire manufacturer and model: Bridgestone Turanza LS100

Front tire specification: 215/50R18 92H

Rear tire specification: 215/50R18 92H

Front tire DOT prefix: DOT 1V6 YKL10A

Rear tire DOT prefix: DOT 1V6 YKL10A

DYNAMIC BRAKE SUPPORT
DATA SHEET 3: TEST CONDITIONS

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2022 Volkswagen Taos

GENERAL INFORMATION

Test start date: 5/4/2022

Test start date: 5/4/2022

AMBIENT CONDITIONS

Air temperature: 27.8 C (82 F)

Wind speed: 2.1 m/s (4.6 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: 250 kPa (36 psi)

Rear: 250 kPa (36 psi)

DYNAMIC BRAKE SUPPORT
DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2022 Volkswagen Taos

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front: 486.7 kg (1073 lb)

Right Front: 449.5 kg (991 lb)

Left Rear: 329.8 kg (727 lb)

Right Rear: 328.4 kg (724 lb)

Total: 1594.4 kg (3515 lb)

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

(Page 1 of 3)

2022 Volkswagen Taos

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

Front Assist (Forward Collision Warning & Autonomous Emergency Braking w/
Pedestrian Monitoring)

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

The AEB system uses a radar located behind the Volkswagen emblem in the
front grille.

System settings used for test (if applicable):

Early

Brake application mode used for test: Hybrid control

Over what speed range is the system operational?

The AEB system is operational between 5-250 km/h (3-155 mph) per
manufacturer supplied information.

Does the vehicle system require an initialization sequence/procedure? X Yes
 No

If yes, please provide a full description.

The vehicle must be driven past 5 to 10 metallic objects spaced 5 m apart before
and during each run to initialize the system and prevent radar blindness.

Will the system deactivate due to repeated AEB activations, impacts or
near-misses? Yes
 X No

If yes, please provide a full description.

DYNAMIC BRAKE SUPPORT

DATA SHEET 4: DYNAMIC BRAKE SUPPORT SYSTEM OPERATION

(Page 2 of 3)

2022 Volkswagen Taos

How is the Forward Collision Warning presented to the driver? ☒ Warning light
(Check all that apply) ☒ Buzzer or auditory 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, auditory, vibration, or combination), etc.

The AEB system alerts the driver with a visual and auditory alert. The visual alert consists of an orange vehicle between lane lines, with waves emanating to the front and sides. The auditory alert consists of a constant tone with a primary frequency of 2500 Hz.

Is there a way to deactivate the system? ☒ Yes
☐ No

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

The AEB system can be turned on/off using the touch screen display on the center dash using the following procedure:

1. Select "Menu" to bring up the setup menu.
2. Select "Assistance Systems" -> "Front Assist" -> "Advance Warning".
3. Select between the range settings options and "Off" to turn the AEB system on/off.

Additionally, the AEB system can be turned on/off using the button located on the turn signal lever to access the Assist Systems menu in the instrument panel. Use the controls on the right side of the steering wheel to select "Front Assist" and select the "OK" button to turn the system on/off. When the AEB system is turned off, a warning light illuminates. The system is automatically enabled each time the engine switch is turned on.

DYNAMIC BRAKE SUPPORT

DATA SHEET 4: DYNAMIC BRAKE SUPPORT SYSTEM OPERATION

(Page 3 of 3)

2022 Volkswagen Taos

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

If yes, please provide a full description.

The range setting can be adjusted using the touch screen display on the center dash. The procedure is as follows:

1. Select "Menu" to bring up the setup menu.

2. Select "Assistance Systems" -> "Front Assist" -> "Advance Warning".

3. Select between "Early", "Medium", and "Late".

The warning timing setting is retained when the engine switch is turned off.

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

If yes, please provide a full description.

Refer to the owner's manual page 136 shown in Appendix B pages B-4.

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.

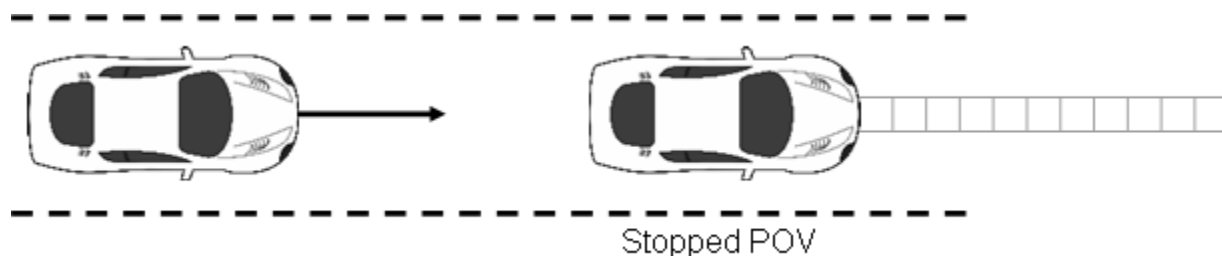


Figure 1. Depiction of Test 1

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 or SV brake application if no FCW alert was given. 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 lateral distance between the centerline of the SV to the center of the travel lane could not deviate more than ± 1 ft (0.3 m) during the validity period.
- The yaw rate of the SV could not deviate more than ± 1 deg/sec during the validity period.
- 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} or impact if no FCW alert was given.

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 \rightarrow t_{FCW}	187 ft (57 m) \rightarrow 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.

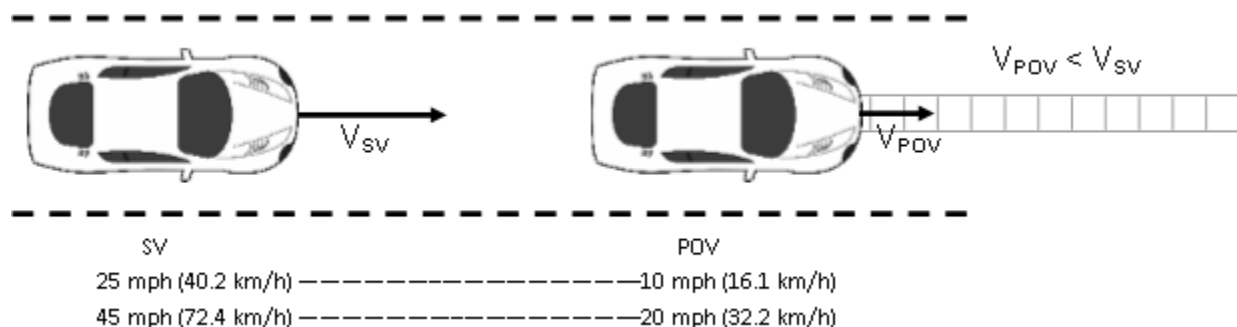


Figure 2. Depiction of Test 2

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 or SV brake application if no FCW alert was given. 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 SV and POV to the center of the travel lane could not deviate more than ± 1 ft (0.3 m) during the validity period.
- The yaw rate of the SV and POV could not deviate more than ± 1 deg/sec 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} or impact if no FCW alert was given.
- The POV speed could not deviate more than ± 1.0 mph (± 1.6 km/h) during the validity period.

Table 2. Nominal Slower-Moving POV DBS Test Choreography

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

b. Criteria

The performance requirement for this series of tests is that there be no SV-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.

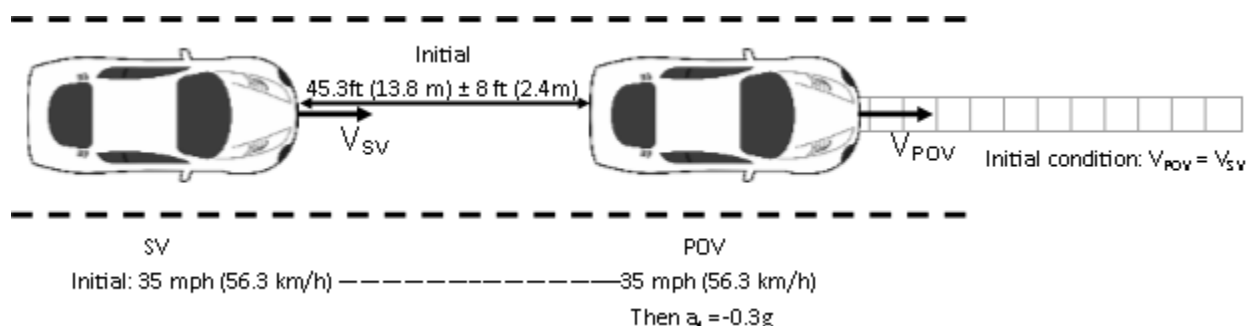


Figure 3. Depiction of Test 3

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 ± 0.03 g of deceleration within 1.5 ± 0.1 sec. The SV throttle pedal was released within 500 ms of t_{FCW} or SV brake application if no FCW alert was given. 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 SV and POV to the center of the travel lane could not deviate more than ± 1 ft (0.3 m) during the validity period.
- The yaw rate of the SV and POV could not deviate more than ± 1 deg/sec during the validity period.
- The SV speed could not deviate more than ± 1.0 mph (1.6 km/h) during an interval defined by 3.0 seconds before the onset of POV braking to t_{FCW} or impact if no FCW alert was given.
- The POV speed could not deviate more than ± 1.0 mph (1.6 km/h) during an interval of 3.0 seconds before the onset of POV braking.
- The SV- POV headway distance could not deviate more than ± 8 ft (2.4 m) during an interval defined by the onset of the validity period to the onset of POV braking.
- The average POV deceleration could not deviate by more than ± 0.03 g from the nominal 0.3 g deceleration during the interval beginning at 1.5 seconds after the onset of POV braking and ending either 250 ms prior to the POV coming to a stop or the SV coming into contact with the POV.

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 t_{FCW} 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 auditory, and the onset of the alert is determined by post-processing the test data.

For systems that implement auditory or haptic alerts, part of the pre-test instrumentation verification process is to determine the tonal frequency of the auditory 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 auditory 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. Auditory and Tactile Warning Filter Parameters

Warning Type	Filter Order	Peak-to-Peak Ripple	Minimum Stop Band Attenuation	Passband Frequency Range
Auditory	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, and immediately after 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.”

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 offset was adjusted to output zero, another pre-test static calibration data file was collected, and the test series was repeated.

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: 10/5/2021 Due: 10/5/2022
Platform Scales	Vehicle Total, Wheel, and Axle Load	2200 lb/platform	0.1% of reading	Intercomp SW wireless	0410MN20001	By: DRI Date: 2/11/2022 Due: 2/11/2023
Linear (string) encoder	Throttle pedal travel	50 in	0.05 in	TE Connectivity SE1-50	K3161858	By: DRI Date: 1/18/2022 Due: 1/18/2023
Load Cell	Force applied to brake pedal					By: DRI
		0-250 lb	0.05% FS	Stellar Technology PNC700	2002506	Date: 2/25/2022 Due: 2/25/2023
		0-250 lb	0.05% FS	Stellar Technology PNC700	2002505	Date: 3/30/2022 Due: 3/30/2023
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; Lateral, Longitudinal and Vertical Velocities; Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles	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
					2176	Date: 6/26/2020 Due: 6/26/2022
					2258	Date: 4/28/2021 Due: 4/28/2023
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	± 0.0020 in. ± 0.051 mm (Single point articulation accuracy)	Faro Arm, Fusion	UO8-05-08-06636	By: DRI Date: 1/6/2022 Due: 1/6/2023
Type	Description			Mfr, Model		Serial Number
Data Acquisition System	Data acquisition is achieved using a dSPACE MicroAutoBox II. Data from the Oxford IMU, including Longitudinal, Lateral, and Vertical Acceleration, Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle are sent over Ethernet to the MicroAutoBox. The Oxford IMUs are calibrated per the manufacturer's recommended schedule (listed above).			dSPACE Micro-Autobox II 1401/1513		
				Base Board		549068
				I/O Board		588523

APPENDIX A

Photographs

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Figure A1. Front View of Subject Vehicle



Figure A2. Rear View of Subject Vehicle

MFD BY VOLKSWAGEN DE MEXICO S.A. DE C.V. MEXICO 03/22

GVWR LBS 4343 KG 1970

GAWR FRONT LBS 2293, KG 1040

WITH 215/50 R18 TIRES,

7JX18 RIMS, AT 250 KPA, 36 PSI COLD

GAWR REAR LBS 2161, KG 0980

WITH 215/50 R18 TIRES,

7JX18 RIMS, AT 250 KPA, 36 PSI COLD

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

3VVSX7B23NM05

TYPE:MPV



0556223 3620

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/ARRIERE 3

THE COMBINED WEIGHT OF OCCUPANTS AND CARGO SHOULD NEVER EXCEED
LE POIDS TOTAL DES OCCUPANTS ET DU CHARGEMENT NE DOIT JAMAIS DEPASSER

425 KG OR 937 LBS
KG OU LB

TIRE PNEU	SIZE DIMENSIONS	COLD TIRE PRESSURE PRESSION DE PNEUS A FROID
FRONT/AVANT	215/50 R18	250 KPA / 36 PSI
REAR/ARRIERE	215/50 R18	250 KPA / 36 PSI
SPARE/DE SECOURS	125/70 R18	420 KPA / 60 PSI

SEE OWNER'S MANUAL
FOR ADDITIONAL
INFORMATION

VOIR LE MANUEL DE
L'USAGER POUR PLUS
DE RENSEIGNEMENTS



CDP-20

Figure A5. Tire Placard



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



Figure A7. Load Frame/Slider of SSV

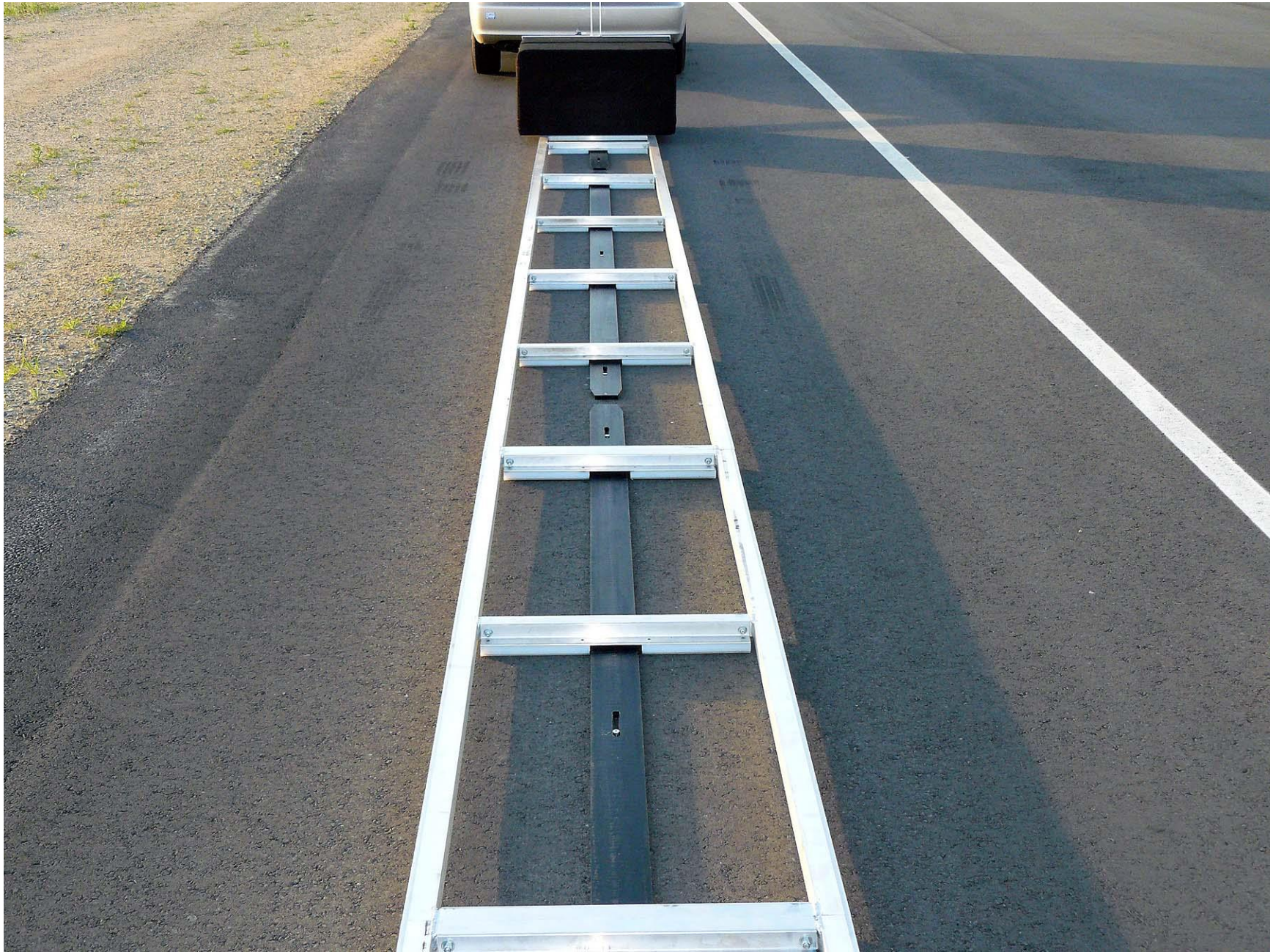


Figure A8. Two-Rail Track and Road-Based Lateral Restraint Track



Figure A9. Steel Trench Plate
A-11

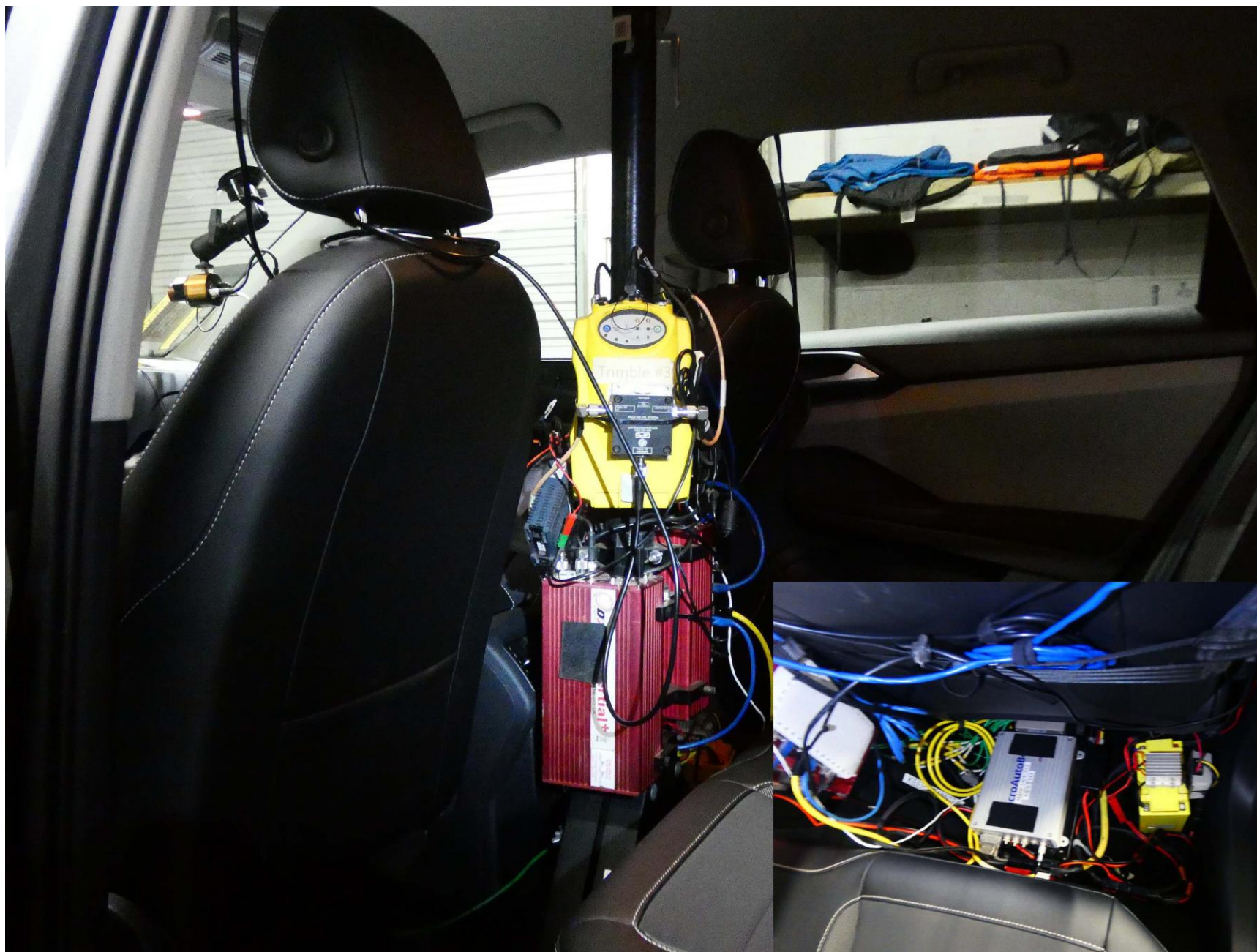


Figure A10. DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle

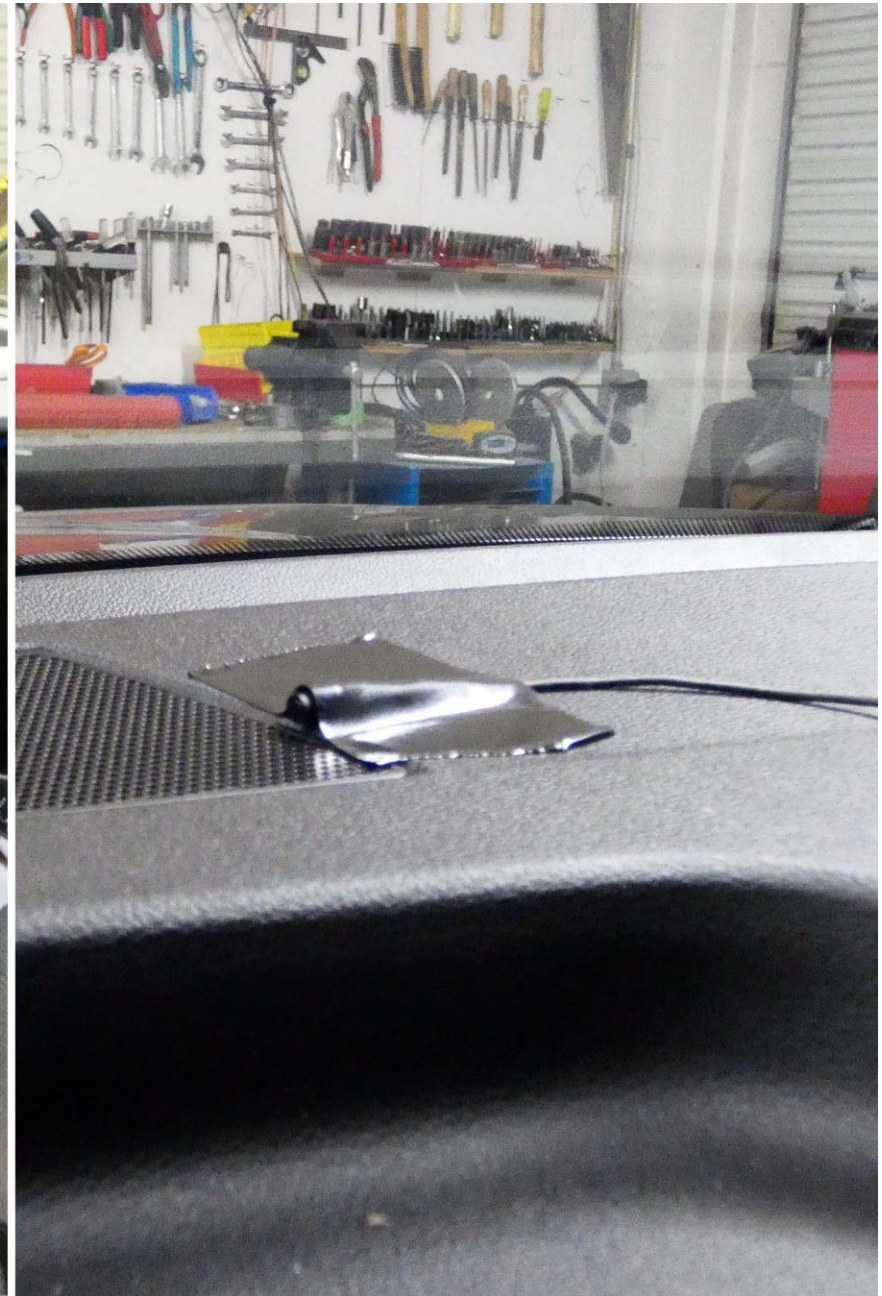
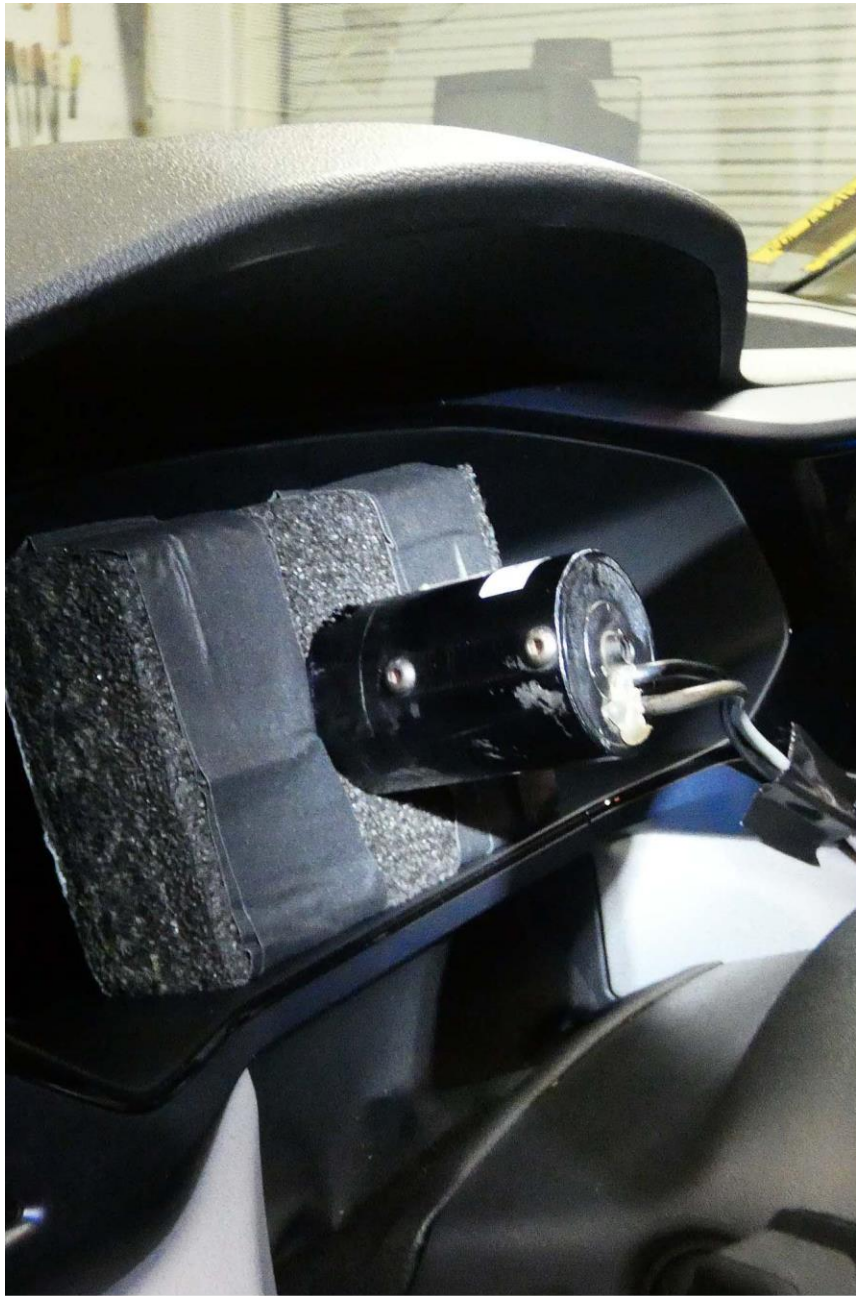


Figure A11. Sensor for Detecting Auditory and Visual Alerts



Figure A12. Computer Installed in Subject Vehicle

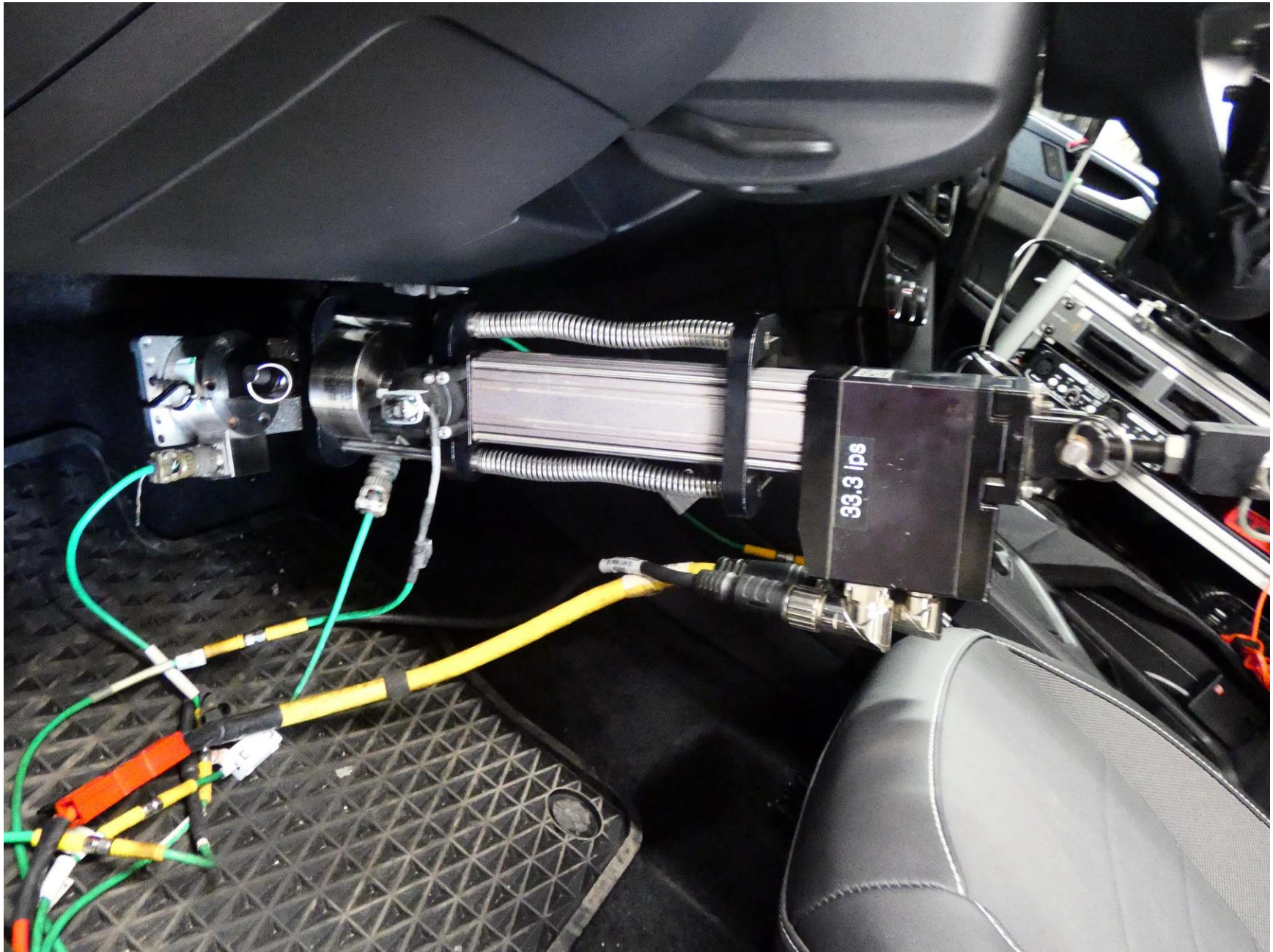


Figure A13. Brake Actuator Installed in Subject Vehicle



Figure A14. Brake Actuator Installed in POV System

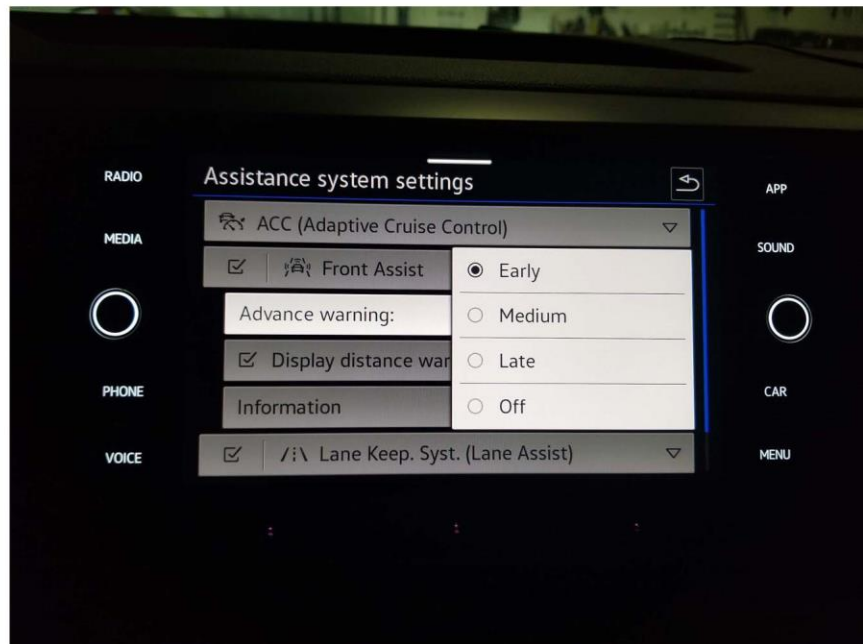
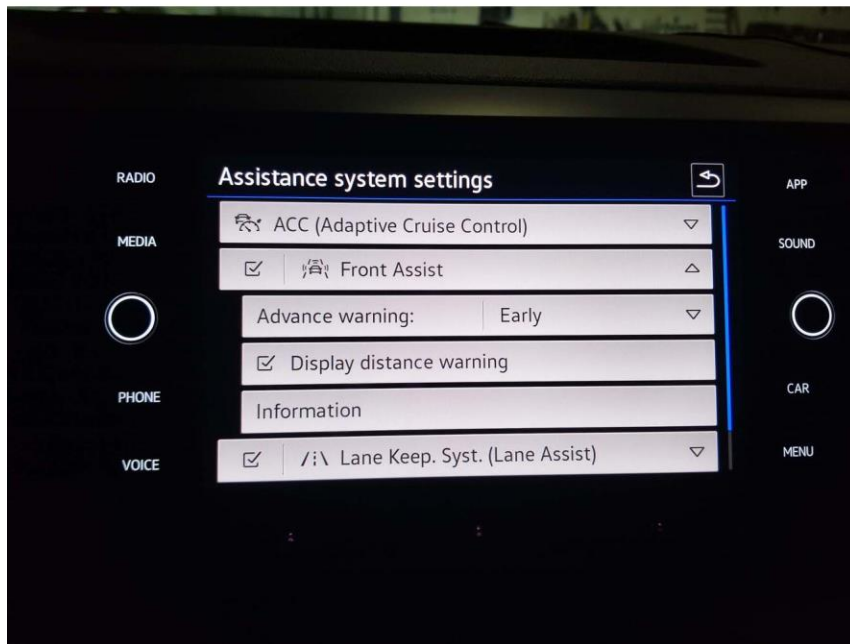
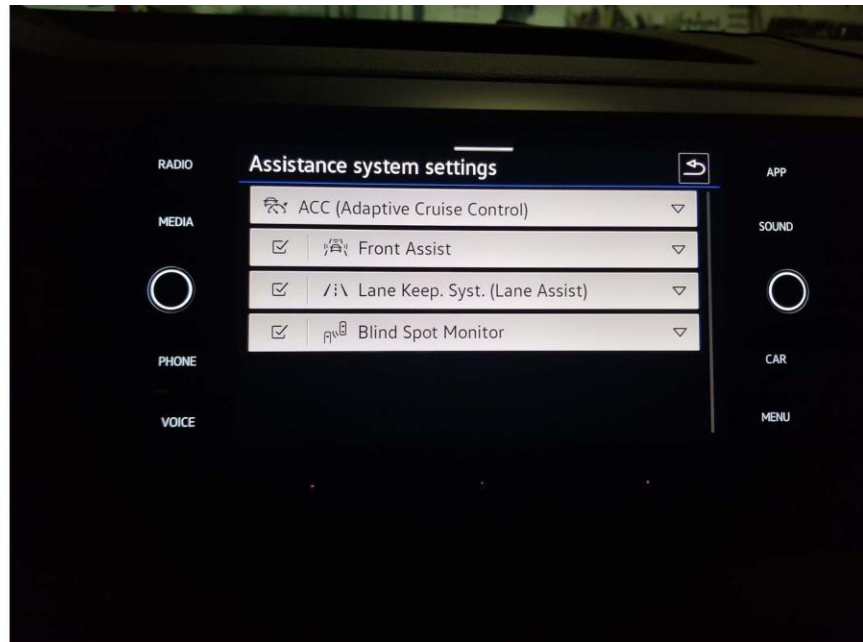


Figure A15. AEB System Warning Timing and On/Off Menu



Figure A16. AEB System Instrument Panel On/Off Menu



Figure A17. Turn Signal Lever Button



Figure A18. Steering Wheel Buttons



Figure A19. Visual Alert
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APPENDIX B

Excerpts from Owner's Manual

- *Vehicles without Driving Mode Selection:* Select the desired driving mode in the Assistance systems menu in the Infotainment system.

Deactivating Adaptive Cruise Control

1. Press the  button.
2. Select the speed regulation in the instrument cluster display.

Adaptive Cruise Control is deactivated. The vehicle only maintains the set speed.

- If the problem persists, contact an authorized Volkswagen dealer or authorized Volkswagen Service Facility.

The Adaptive Cruise Control cannot start

Make sure the following requirements are met:

- *Vehicles with an automatic transmission:* A gear is engaged for driving forward.
- The brake lights on the vehicle are functioning.
- ESC is not regulating.
- The brake pedal is not being pressed.

Unusual noises during automatic braking

- This is normal and not a cause for concern.

Troubleshooting

 Please read the introductory information and heed the Warnings and Notice  on page 130.

ACC is not available

The yellow indicator light turns on.

- The radar sensor is dirty. Clean the radar sensor → page 270.
- The visibility of the radar sensor is limited due to weather conditions, such as snow, or from soap residue or coatings. Clean the radar sensor → page 270.
- Radar sensor visibility is limited by attachments, decorative frames on license plate holders, or stickers. Clear the area around the radar sensor.
- The radar sensor is misaligned or damaged, for example as a result of damage to the front of the vehicle. Check if there is noticeable damage → page 275.
- Malfunction or fault. Stop the engine and restart.
- Painting work was carried out on or structural modifications were made to the front of the vehicle.
- The original Volkswagen emblem is not used.
- If the problem persists, contact an authorized Volkswagen dealer or authorized Volkswagen Service Facility.

ACC is not functioning as expected

- The radar sensor is dirty. Clean the radar sensor → page 270.
- The system limitations are not adhered to → page 131.
- The brakes are overheated, and the control has been automatically interrupted. Let the brakes cool down and check the function again.

Front Assist

Introduction

Front Assist can recognize impending forward collisions and warn the driver. In addition, the system can provide support when braking and initiate an automatic braking maneuver.

The Front Assist system can help to avoid accidents but cannot replace the driver's attention.

Front Assist works solely within the system limitations. Warning times vary depending on the Traffic Situation and the driving behavior.

Range of functions

Autonomous Emergency Braking (Front Assist) includes the following extended functions, depending on the vehicle equipment and the country:

- Pedestrian Monitoring.

The functions named are (if available) automatically active if Front Assist is switched on.

Recognizable objects

Autonomous Emergency Braking (Front Assist) can recognize the following objects, depending on the vehicle equipment and the country:

- Vehicles.
- Bikes.
- Pedestrians.

Driving with Front Assist

You can cancel automatic braking interventions by moving the steering wheel or pressing the accelerator pedal.



Automatic braking

The Front Assist can brake to a stop. The vehicle will not be held at a stop after that. Press the brake pedal.

The brake pedal feels more firm during an automatic braking maneuver.

Detecting the driving situation

Front Assist detects driving situations using radar sensors in the front of the vehicle. The range of the radar sensor is up to approximately 400 ft (120 m).

WARNING

The intelligent technology of Front Assist cannot overcome the natural laws of physics and it can only operate within the limits of the system. Do not allow the increased convenience provided by the Front Assist system to tempt you into taking risks. The Front Assist system cannot prevent accidents and severe injuries automatically. The driver is always responsible for control of the vehicle.

- Always adapt your speed and remain a safe distance to vehicles driving ahead according to the visual, weather, road, and traffic conditions.
- Please be aware that Autonomous Emergency Braking (Front Assist) cannot detect all objects in the speed range → page 136.
- When Front Assist warns you, brake the vehicle immediately or maneuver around the obstacle, depending on the driving situation.
- Autonomous Emergency Braking (Front Assist) may intervene when not desired, e.g. when the function is limited. Therefore, consider interrupting automatic Autonomous Emergency Braking (Front Assist) interventions if necessary.
- If you are unsure which functions the vehicle has included, consult an authorized Volkswagen dealer or authorized Volkswagen Service Facility before starting your journey.

- Response to pedestrians: Approx. 3 mph (approx. 5 km/h) to approx. 40 mph (approx. 65 km/h).

The support system can involve an advance warning, an immediate warning, automatic braking or braking support. A distance warning may also be displayed.

Influencing factors


Whether and in which speed range Autonomous Emergency Braking (Front Assist) reacts to the named objects is dependent on the following factors:

- Type of object.
- Movement direction of the object.
- Speed of the object.
- Speed of the vehicle.


The work area can therefore be limited if the vehicle approaches an object very quickly and thus has little time to react.

Furthermore, not all warning levels are passed through in all situations. Depending on the speed, there may not be, for example, an advance warning or immediate warning, but rather an automatic braking maneuver that occurs straight away, so as to best protect the detected object.

Distance warning

 Front Assist detects if there is a safety hazard from following the vehicle ahead too closely. The indicator light turns on. Increase the distance.

Advance warning

 Front Assist detects a possible collision and prepares the vehicle for possible emergency braking.

A warning tone sounds and the warning light turns on. Apply the brakes or maneuver to avoid the collision.



Immediate warning

If you do not respond to the advance warning, the brakes may be applied briefly to indicate the increasing risk of a collision. Apply the brakes or maneuver to avoid the collision.

Automatic braking

Autonomous Emergency Braking (Front Assist) can brake the vehicle automatically in several stages of increasing braking force. Reducing the vehicle speed may help to reduce the damage resulting from a collision.

Warning levels and braking support

 Please read the introductory information and heed the Warnings and Notice  on page 134.

Speed ranges

Autonomous Emergency Braking (Front Assist) provides maximum support within these speed ranges:

- Response to vehicles: Approx. 3 mph (approx. 5 km/h) to approx. 155 mph (approx. 250 km/h).
- Response to bikes: Approx. 3 mph (approx. 5 km/h) to approx. 155 mph (approx. 250 km/h).



2GJ0127235A




Braking support

If the system detects that you are not braking enough before an impending collision, Front Assist can increase the braking force and thus help to reduce the risk of a collision. The braking support is only active as long as you are firmly pressing the brake pedal.

Front Assist limitations

 Please read the introductory information and heed the Warnings and Notice  on page 134.

 Autonomous Emergency Braking is not available or availability is limited directly after starting the vehicle or after restarting the system. During this time, the indicator light in the instrument cluster display comes on.

Front Assist has physical and system limitations. Therefore, always pay attention and be ready to intervene as necessary.

Delayed reaction

If the radar sensor is exposed to environmental conditions that limit its function, the system may have a delayed response to this. Therefore, the display that indicates that functions are restricted may be delayed when you first start driving or while driving → page 134.

Unrecognizable objects

Autonomous Emergency Braking (Front Assist) may not react or may react with a delay to the following objects:


- If vehicles are driving close to your vehicle but outside of the sensor range, for example vehicles that are staggered around your vehicle or motorcycles
- If vehicles change to your lane close in front of your vehicle
- If vehicles have objects or accessories projecting out of the vehicle
- If there are oncoming vehicles or vehicles crossing the street
- Stationary or oncoming pedestrians; generally no reaction to people without Pedestrian Monitoring.
- Stationary cyclists, oncoming cyclists or cyclists crossing the street.
- Pedestrians and cyclists who are not detected as such, for example because they are fully or partially hidden.

Functional limitations

Front Assist may not react, may react with a delay, or may react in a way that is not desired in the following situations:

- When driving around tight curves
- When driving in heavy rain, snow, or spray
- When driving in parking garages or tunnels.
- When driving on roads with embedded metal objects, such as railroad tracks
- When driving in reverse
- If ESC is active
- If the **Offroad** driving mode is switched on (depending on the vehicle equipment).
- If the radar sensor is dirty or obstructed
- If multiple brake lights on the vehicle are malfunctioning.
- If the vehicle is accelerating very quickly or the accelerator pedal is pressed all the way down
- In complex driving situations, such as around traffic islands
- In unclear traffic situations, for example if vehicles driving ahead are braking quickly or are turning
- If Front Assist is malfunctioning

Switching off Front Assist

Depending on the system, Front Assist may not be suitable in the following situations and must be switched off if they occur → :

- If the vehicle is not being driven on public roads, for example during off-road driving or on a race-track.
- If the vehicle is being towed or transported
- If add-ons such as auxiliary headlights cover the radar sensor.
- If the radar sensor is malfunctioning
- If there is a strong impact against the radar sensor, for example after a rear-end collision
- If there are multiple unwanted activations

WARNING

If you do not switch off Front Assist in the these situations, accidents and serious injuries could occur.

Using Front Assist

📖 Please read the introductory information and heed the Warnings and Notice ⚠ on page 134.

When you switch on the ignition, Front Assist and the advance warning (depending on the country) are automatically switched on.

⚠ However, Front Assist is not available or its availability is restricted while the indicator light is turned on.

Volkswagen recommends always leaving Front Assist, distance warning, and advance warning switched on. For exceptions to this, see → page 136.

Switching on and off

- Switch Front Assist on or off in the Assistance systems menu in the Infotainment system → page 28.

OR: switch the Front Assist on or off in the instrument cluster menu → page 26.

⚠ If you switch off Front Assist, the advance warning and distance warning will also be switched off. The yellow indicator light turns on in the instrument cluster display.

Adjusting the distance and advance warning setting

If Front Assist is switched on, you can adjust the distance and advance warning setting as follows:

- Switch the function you require on or off in the Assistance systems menu in the Infotainment system → page 28.

Depending on the equipment, you can also adjust the warning time setting for the advance warning. ◀

Troubleshooting

📖 Please read the introductory information and heed the Warnings and Notice ⚠ on page 134.

⚠ **Autonomous Emergency Braking starts**

The white indicator light comes on.

- Autonomous Emergency Braking (Front Assist) is temporarily not available or has limited availability. After driving straight for a short distance, Autonomous Emergency Braking is available again and the indicator light goes out. If the vehicle does not drive, the indicator light stays on.

Front Assist is not available, and the radar sensor does not have sufficient visibility

- The radar sensor is dirty. Clean the radar sensor → page 270.
- The visibility of the radar sensor is limited due to weather conditions, such as snow, or from soap residue or coatings. Clean the radar sensor → page 270.
- Radar sensor visibility is limited by attachments, decorative frames on license plate holders, or stickers. Clear the area around the radar sensor.
- The radar sensor is misaligned or damaged, for example as a result of damage to the front of the vehicle. Check if there is noticeable damage → page 275.
- Painting work was carried out on or structural modifications were made to the front of the vehicle.
- The original Volkswagen emblem is not used.
- If the problem persists, turn off the Front Assist and contact an authorized Volkswagen dealer or authorized Volkswagen Service Facility.

Front Assist is not functioning as expected or has been triggered multiple times unnecessarily

- The radar sensor is dirty. Clean the radar sensor → page 270.
- The system limitations are not adhered to → page 136.
- If the problem persists, turn off the Front Assist and contact an authorized Volkswagen dealer or authorized Volkswagen Service Facility. ◀

Lane Keeping System (Lane Assist)

Introduction

Lane Assist helps the driver to stay in a lane, within the system limitations. This function is not suitable for, and not designed for, autonomously keeping your vehicle in a lane.

Lane Assist detects the lane markers using a camera on the windshield. If the system detects that the vehicle is coming too close to a lane marker, the system warns the driver with corrective steering. The driver can override the corrective steering at any time.

APPENDIX C

Run Log

Subject Vehicle: **2022 Volkswagen Taos**

Test start date: **5/4/2022**

Principal Other Vehicle: **SSV**

Test end date: **5/4/2022**

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
	Brake characterization and determination						See Appendix D
15	Static Run						
16	Stopped POV	Y	2.51	1.04	0.80	Pass	
17		N					SV Speed, Throttle Drop
18		Y	2.60	1.22	0.92	Pass	
19		Y	2.57	0.00	0.70	Fail	
20		N					Yaw
21		Y	2.60	1.32	0.72	Pass	
22		N					Brake Force
23		Y	2.56	1.23	0.73	Pass	
24		Y	2.60	1.82	0.76	Pass	
25		Y	2.54	1.36	0.74	Pass	
26	Static Run						
27	Slower POV, 25 vs 10	Y	2.15	11.73	0.96	Pass	
28		Y	2.19	11.58	0.97	Pass	
29		Y	2.21	10.72	1.02	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
30		Y	2.22	11.16	0.96	Pass	
31		Y	2.04	10.36	0.98	Pass	
32		Y	2.15	11.16	0.92	Pass	
33		Y	1.96	11.25	0.99	Pass	
34	Static run						
35	Slower POV, 45 vs 20	Y	2.50	8.90	0.90	Pass	
36		Y	2.64	7.12	0.96	Pass	
37		N					Yaw
38		Y	2.65	9.43	0.89	Pass	
39		Y	2.54	7.57	0.87	Pass	
40		Y	2.57	8.28	0.87	Pass	
41		Y	2.52	7.51	0.87	Pass	
42		Y	2.58	9.69	0.90	Pass	
43	Static run						
44	Decelerating POV, 35	N					Throttle Drop
45		N					Throttle Drop
46		N					Throttle Drop
47		N					Throttle Drop

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
48		Y	1.40	0.00	0.94	Fail	
49		Y	1.45	1.29	0.52	Pass	
50		Y	1.41	3.68	0.58	Pass	
51		Y	1.44	3.77	0.59	Pass	
52		Y	1.42	7.36	0.66	Pass	
53		N					Brake Timing
54		N					Brake Timing
55		N					SV Speed, Brake Timing
56		N					Brake Timing
57		Y	1.54	4.35	0.63	Pass	
58		Y	1.37	3.96	0.56	Pass	
59	Static run						
60	STP - Static run						
61	Baseline, 25	Y			0.51		
62		Y			0.50		
63		Y			0.54		
64		Y			0.54		
65		Y			0.54		
66		N					Throttle Drop, Brake Onset

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
67		Y			0.54		
68		Y			0.53		
69	STP - Static run						
70	Baseline, 45	Y			0.46		
71		Y			0.49		
72		Y			0.52		
73		Y			0.56		
74		Y			0.53		
75		Y			0.53		
76		Y			0.55		
77	STP - Static run						
78	STP False Positive, 25	Y			0.55	Pass	
79		Y			0.58	Pass	
80		Y			0.55	Pass	
81		Y			0.53	Pass	
82		Y			0.55	Pass	
83		Y			0.57	Pass	
84		Y			0.54	Pass	

Run	Test Type	Valid Run?	FCW TTC (s)	Minimum Distance (ft)	Peak Deceleration (g)	Pass/Fail	Notes
85	STP - Static run						
86	STP False Positive, 45	Y			0.54	Pass	
87		N					SV Speed
88		Y			0.54	Pass	
89		Y			0.55	Pass	
90		Y			0.55	Pass	
91		Y			0.54	Pass	
92		Y			0.58	Pass	
93		Y			0.45	Pass	
94	STP - Static run						

APPENDIX D

Brake Characterization

Subject Vehicle: **2022 Volkswagen Taos**

Test start date: **5/4/2022**

Test end date: **5/4/2022**

DBS Initial Brake Characterization				
Run Number	Stroke at 0.4 g (in)	Force at 0.4 g (lb)	Slope	Intercept
1	1.67	15.51	0.80	-0.32
2	1.77	15.47	0.79	-0.32
3	1.66	14.76	0.77	-0.25

DBS Brake Characterization Determination								
Run	DBS Mode	Speed	Valid Run	Average Decel. (g)	0.4 g Stroke Value (in)	0.4 g Force Value (lb)	Stroke/Force Calculator (in)	Notes
4	Displacement	35	Y	0.514	1.74		1.35	
5		35	Y	0.314	1.35		1.72	
6		35	Y	0.365	1.50		1.64	
7		35	Y	0.400	1.55		1.55	
8		25	Y	0.379	1.55		1.64	
9		45	Y	0.417	1.55		1.49	

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
10	Hybrid	35	Y	0.554	1.55	14.71	10.62	
11		35	Y	0.497	1.55	11.00	8.85	
12		35	Y	0.410	1.55	9.25	9.02	
13		25	Y	0.397	1.55	9.25	9.32	
14		45	Y	0.422	1.55	9.25	8.77	

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 auditory, 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 auditory 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 performed in Hybrid mode, the brake force plot shows a short, solid black line at 2.5 lbs representing the required brake force onset and TTC of the brake actuator. A green dot is displayed if the actuator applied a force at the correct time. If not, a red asterisk is displayed.
- There is also 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
 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.
- Brk – Indicates that the requirements for the brake application rate 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.

Notes

For valid runs, plots are shown for all warning types. In some cases, one of the plots may indicate that a run was invalid, but if the run was valid for either warning type it is considered valid. The companion plots are shown for the sake of completeness.

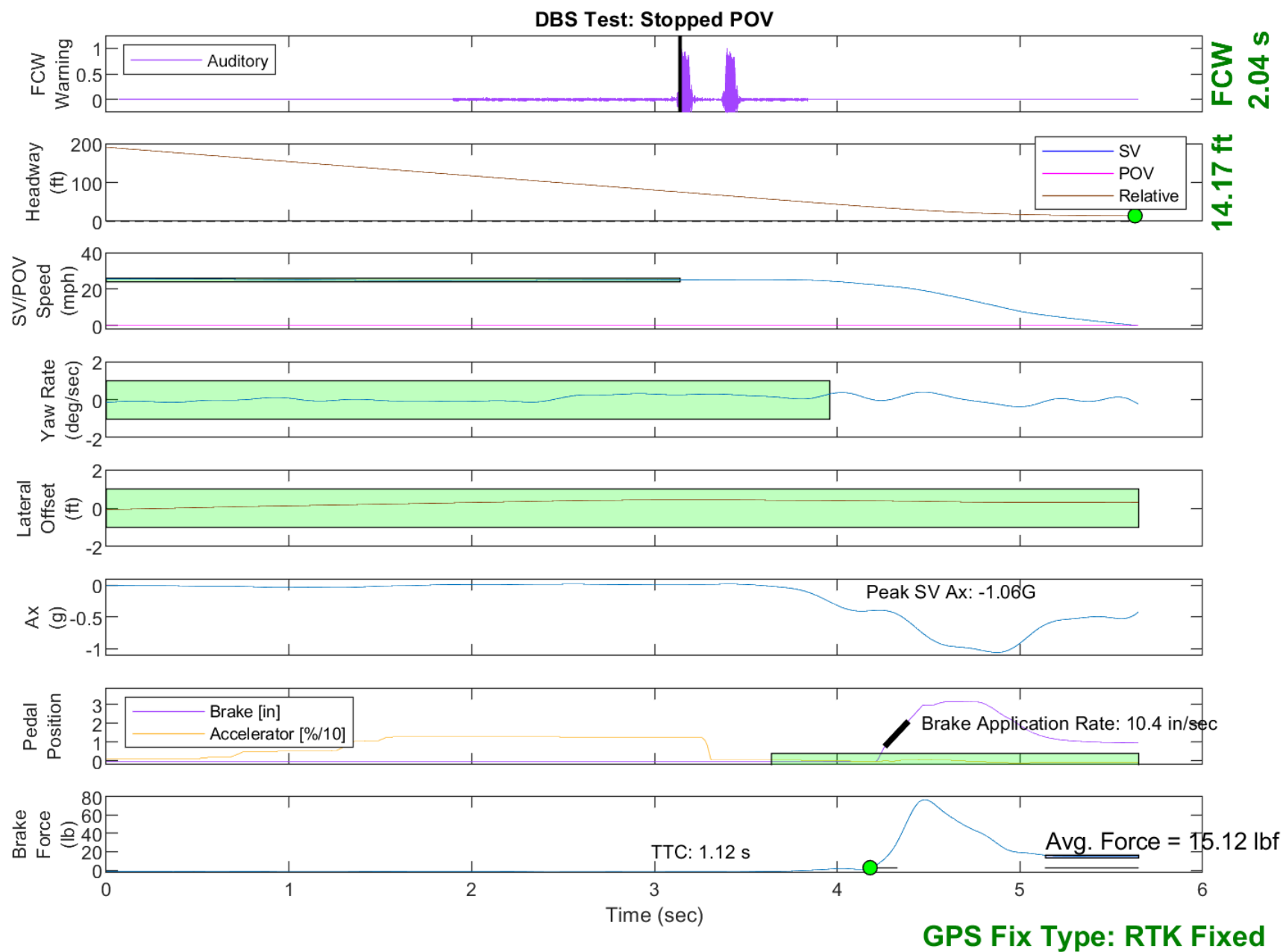


Figure E1. Example Time History for Stopped POV, Passing

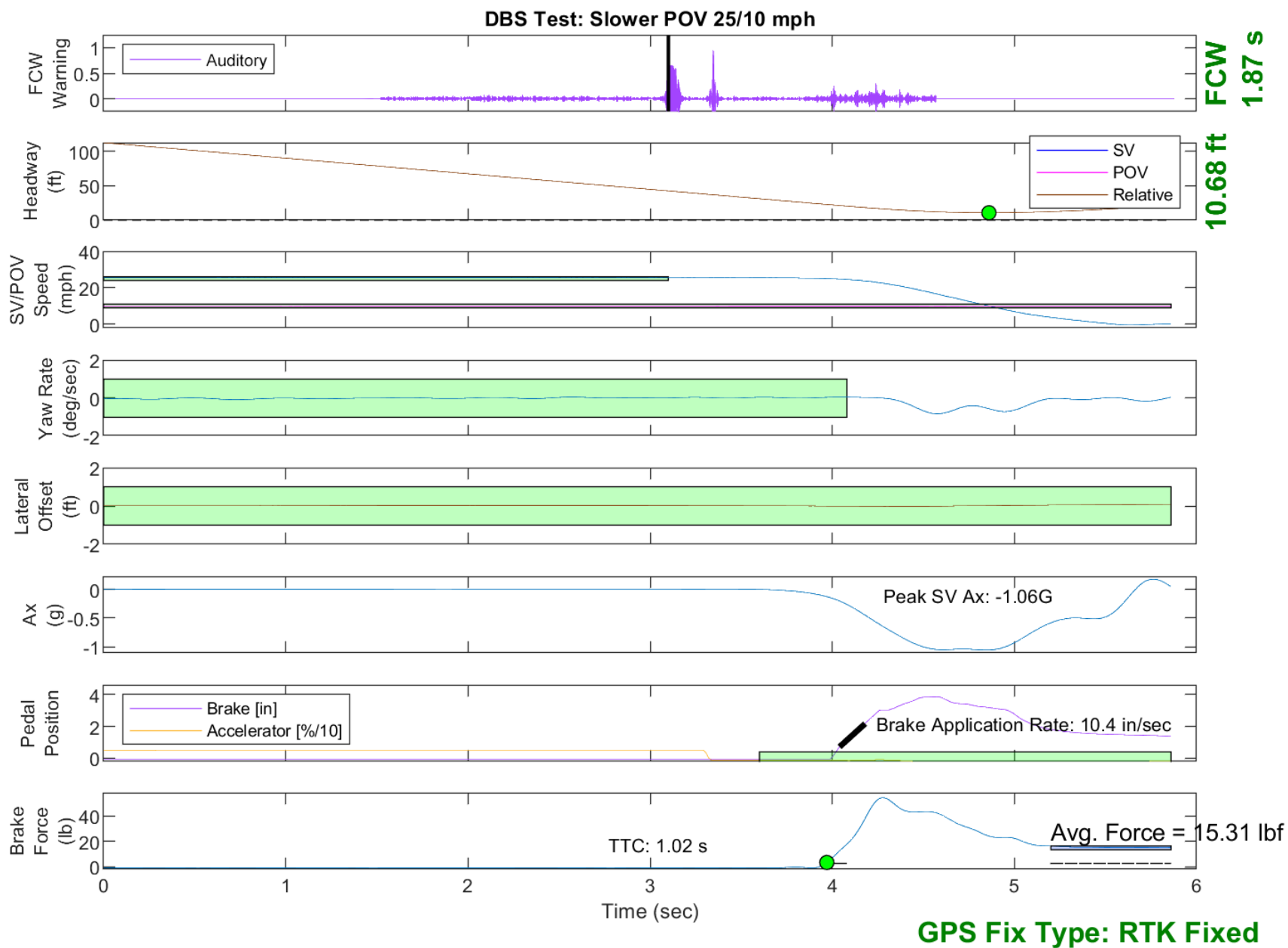


Figure E2. Example Time History for Slower POV 25 vs. 10, Passing

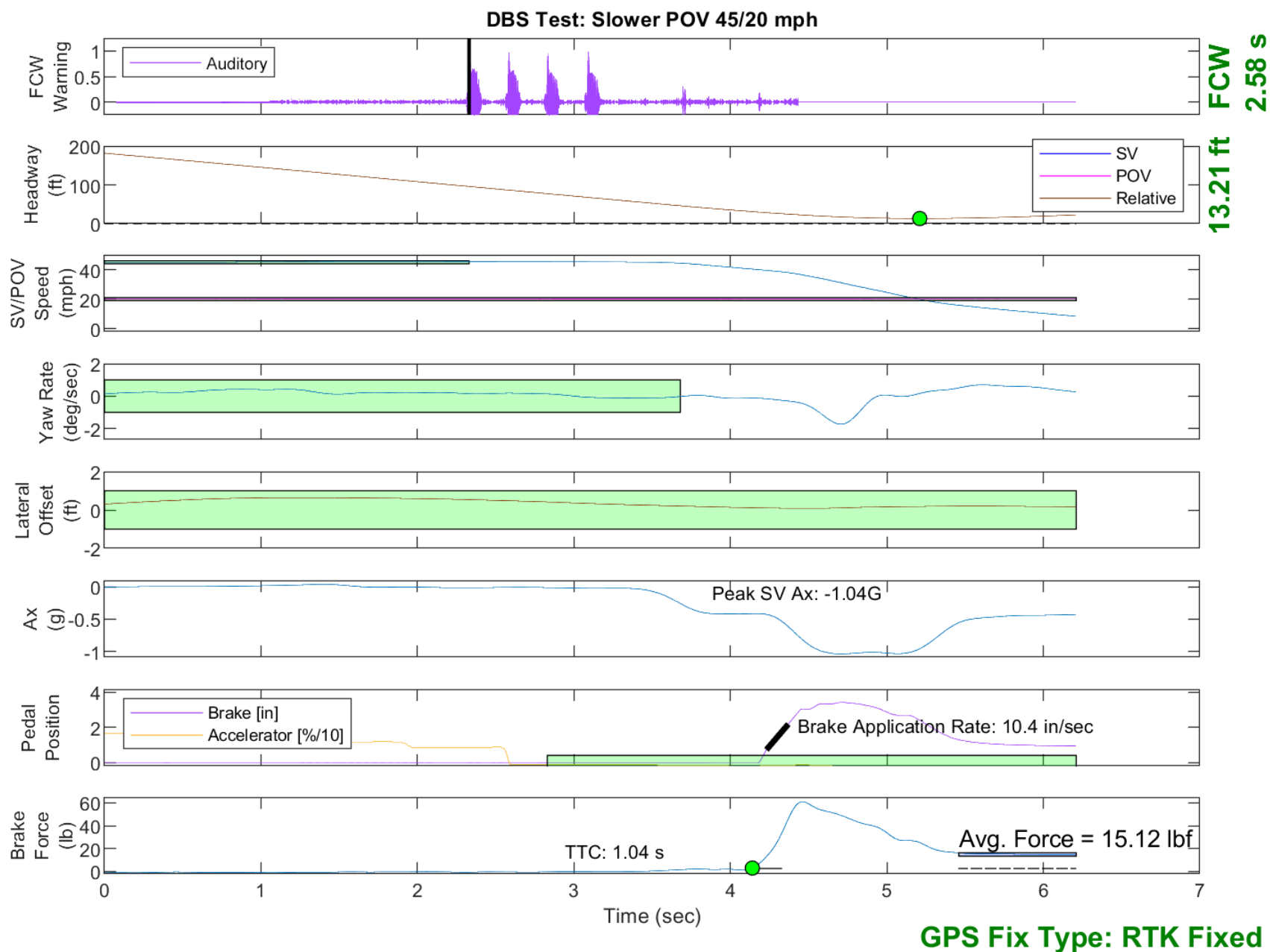


Figure E3. Example Time History for Slower POV 45 vs. 20, Passing

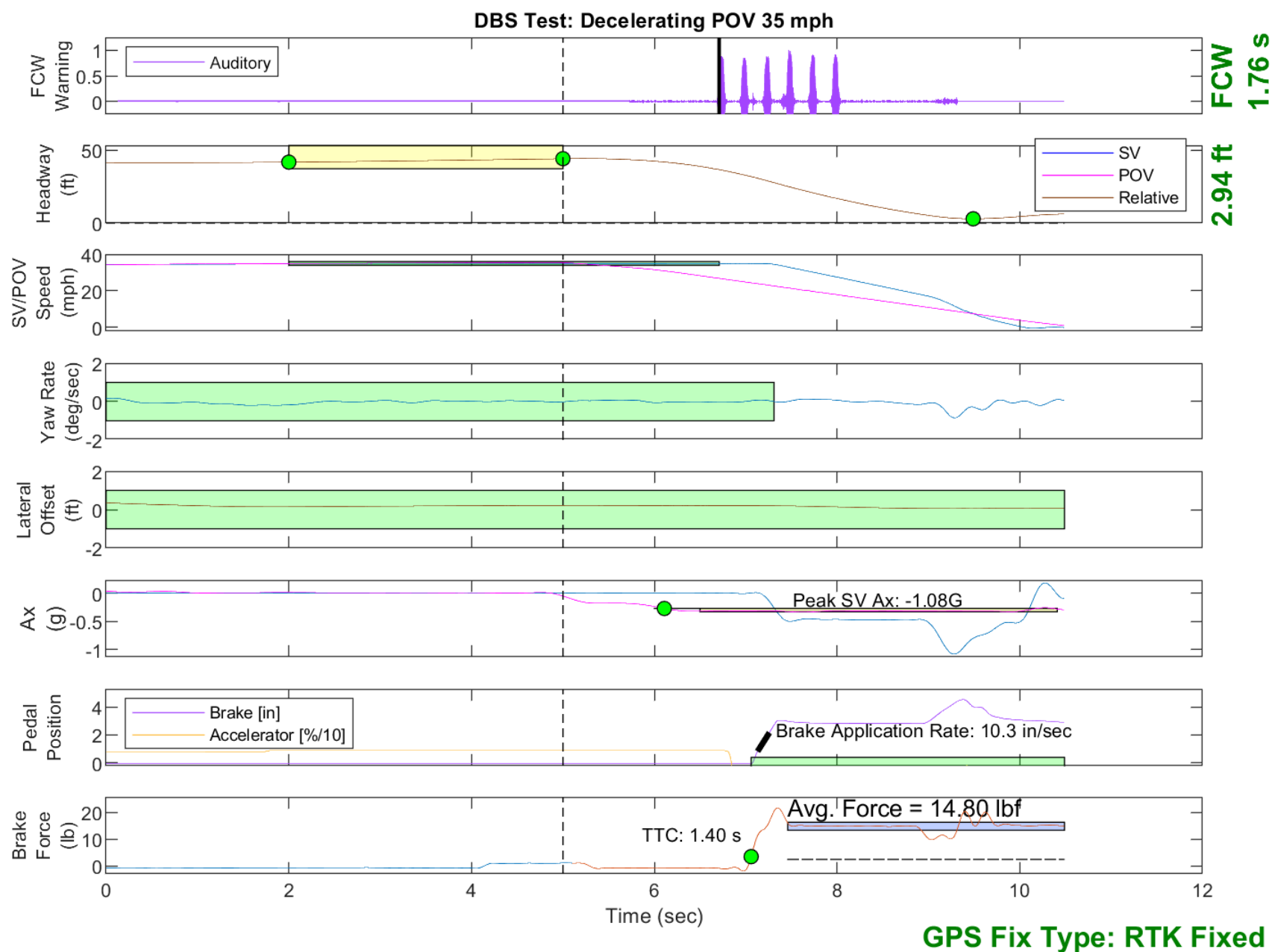


Figure E4. Example Time History for Decelerating POV 35, Passing

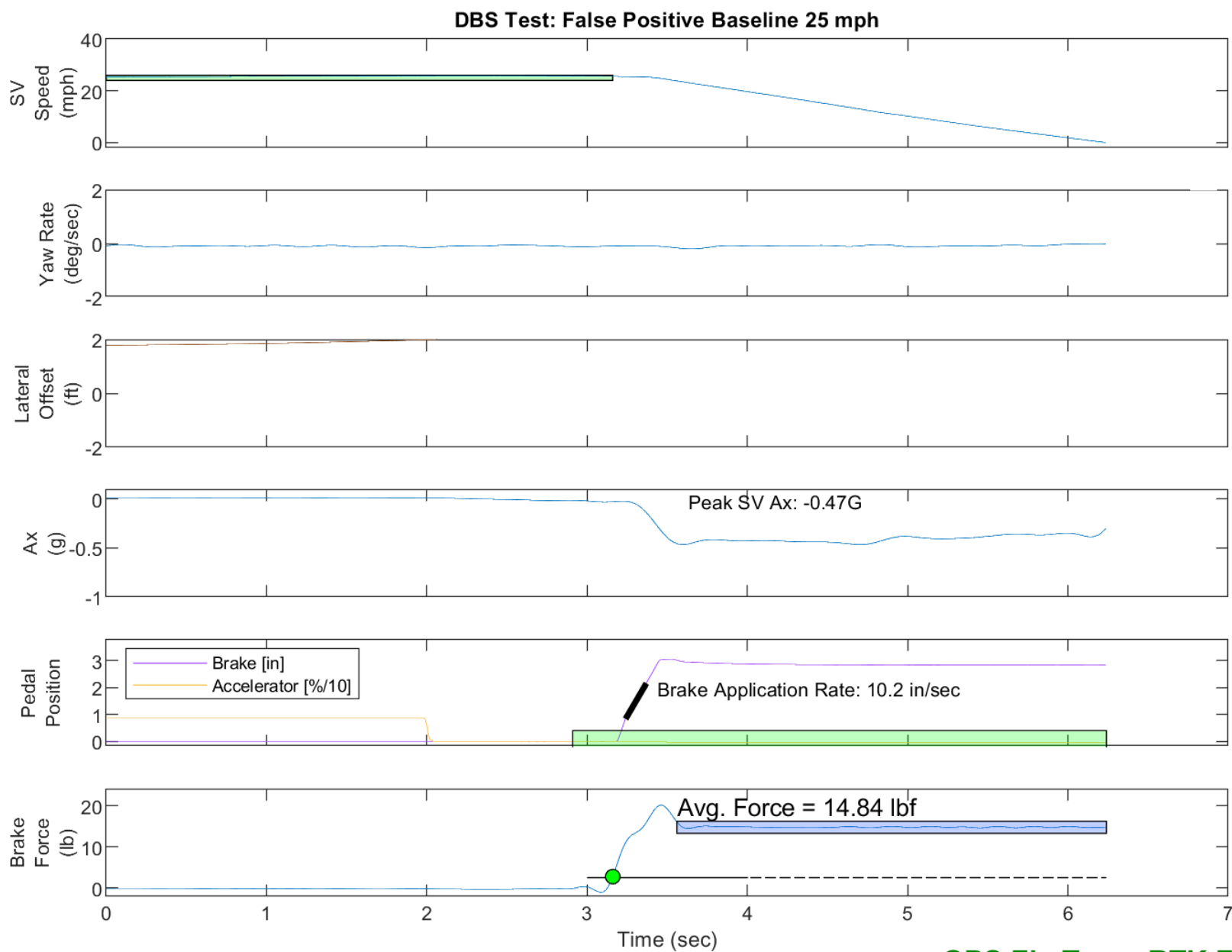


Figure E5. Example Time History for False Positive Baseline 25

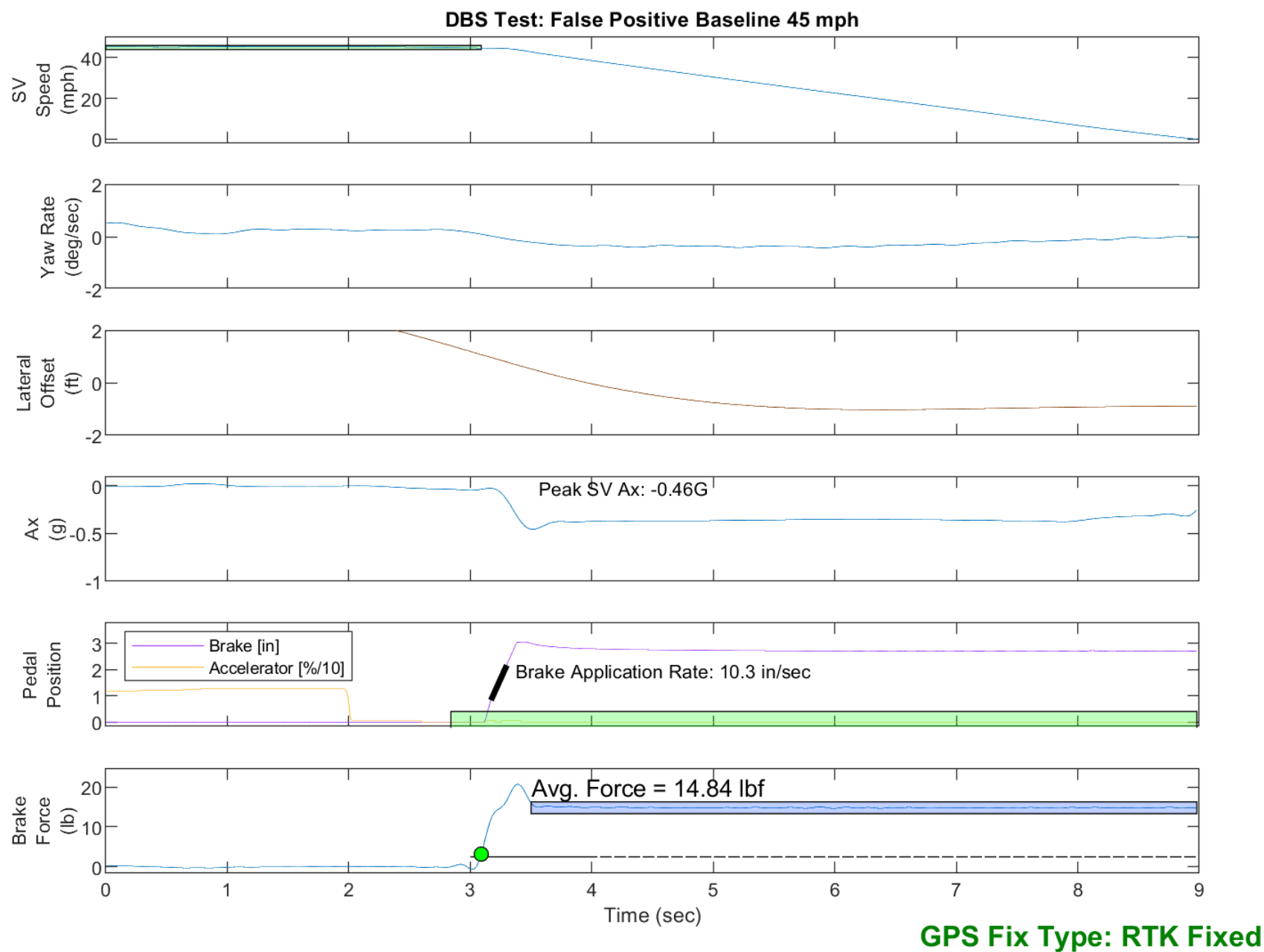


Figure E6. Example Time History for False Positive Baseline 45

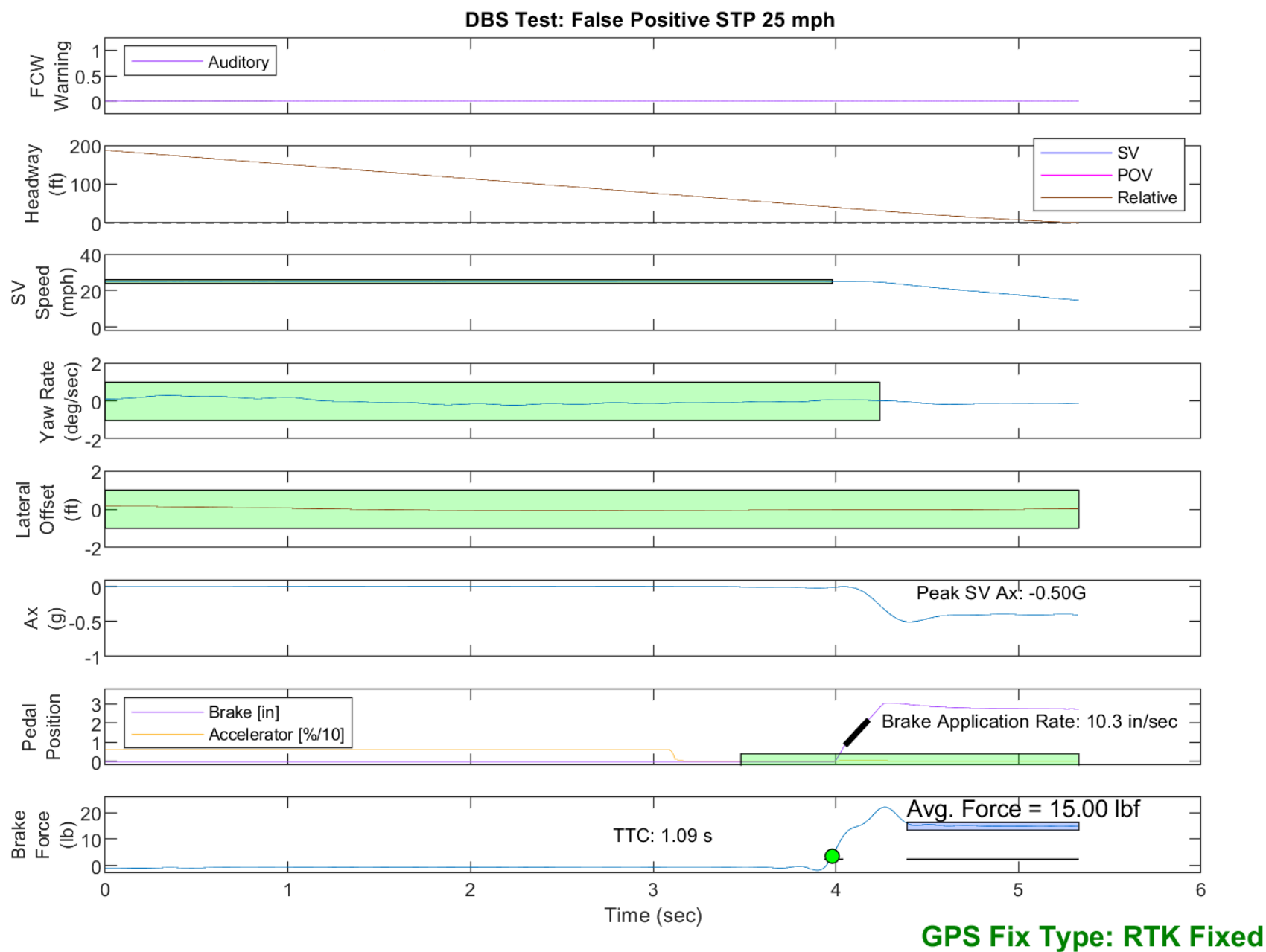


Figure E7. Example Time History for False Positive Steel Plate 25, Passing

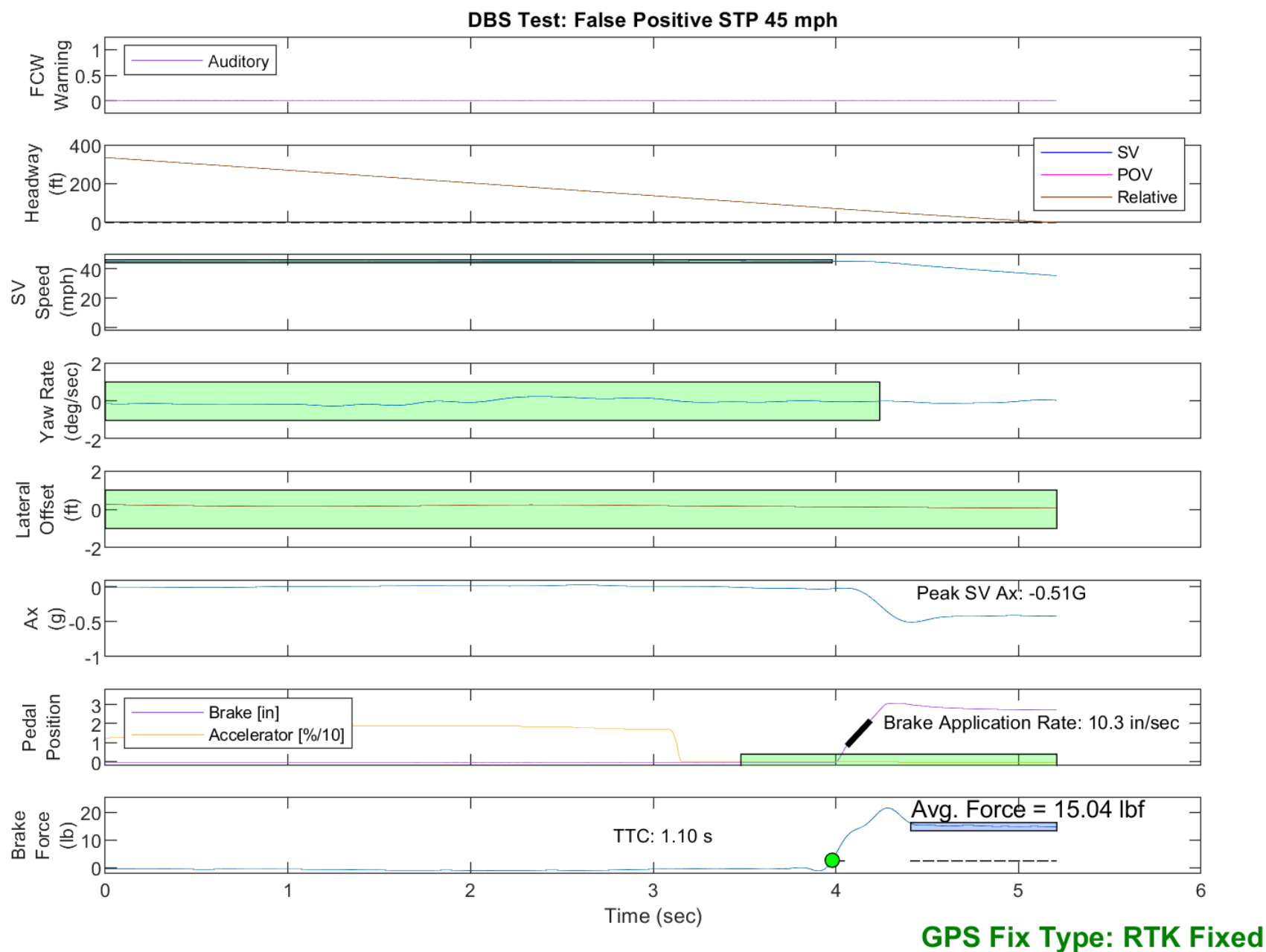


Figure E8. Example Time History for False Positive Steel Plate 45, Passing

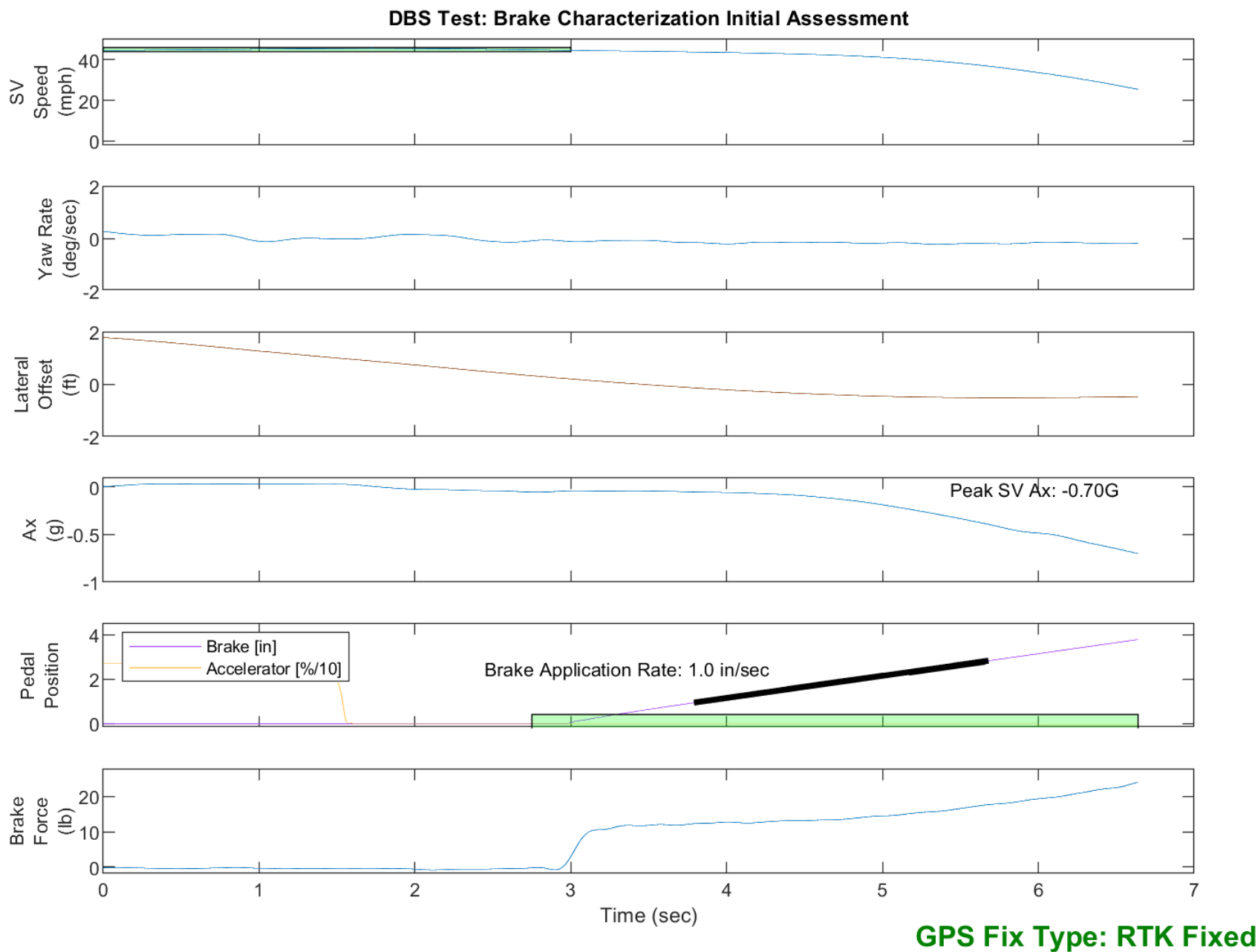


Figure E9. Example Time History for DBS Brake Characterization, Passing

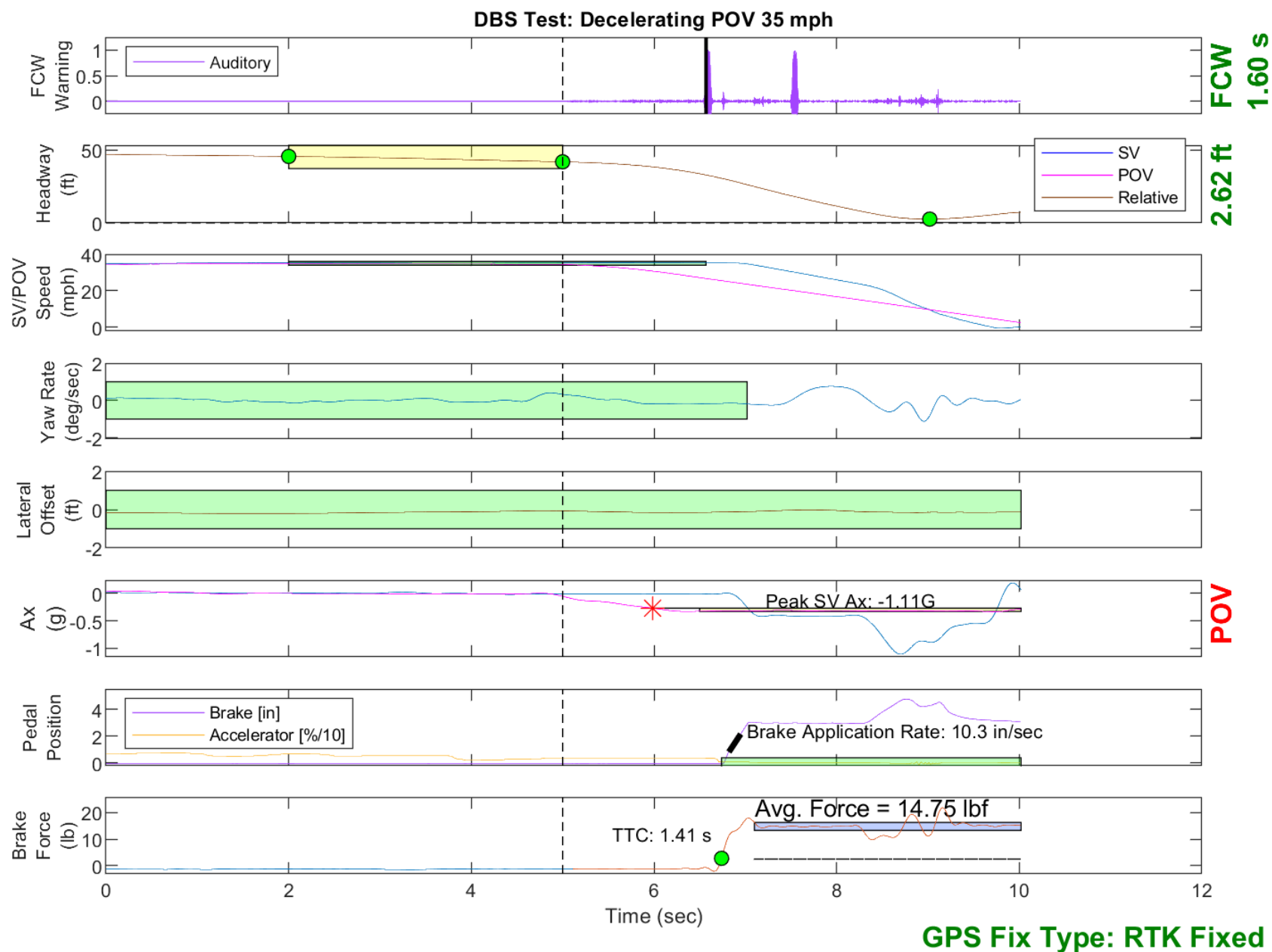


Figure E10. Example Time History Displaying Invalid POV Acceleration Criteria

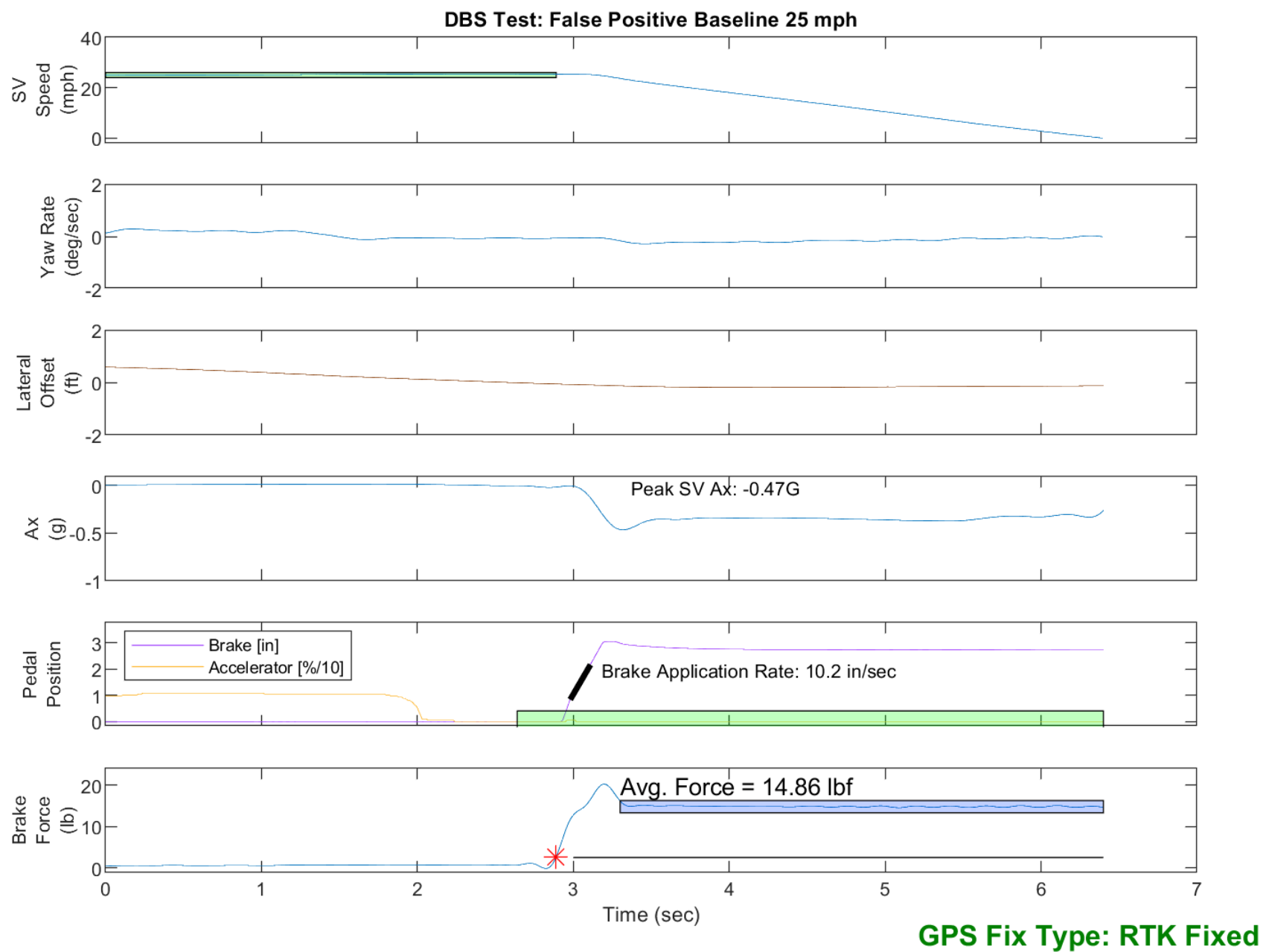


Figure E11. Example Time History Displaying Invalid Brake Force Criteria

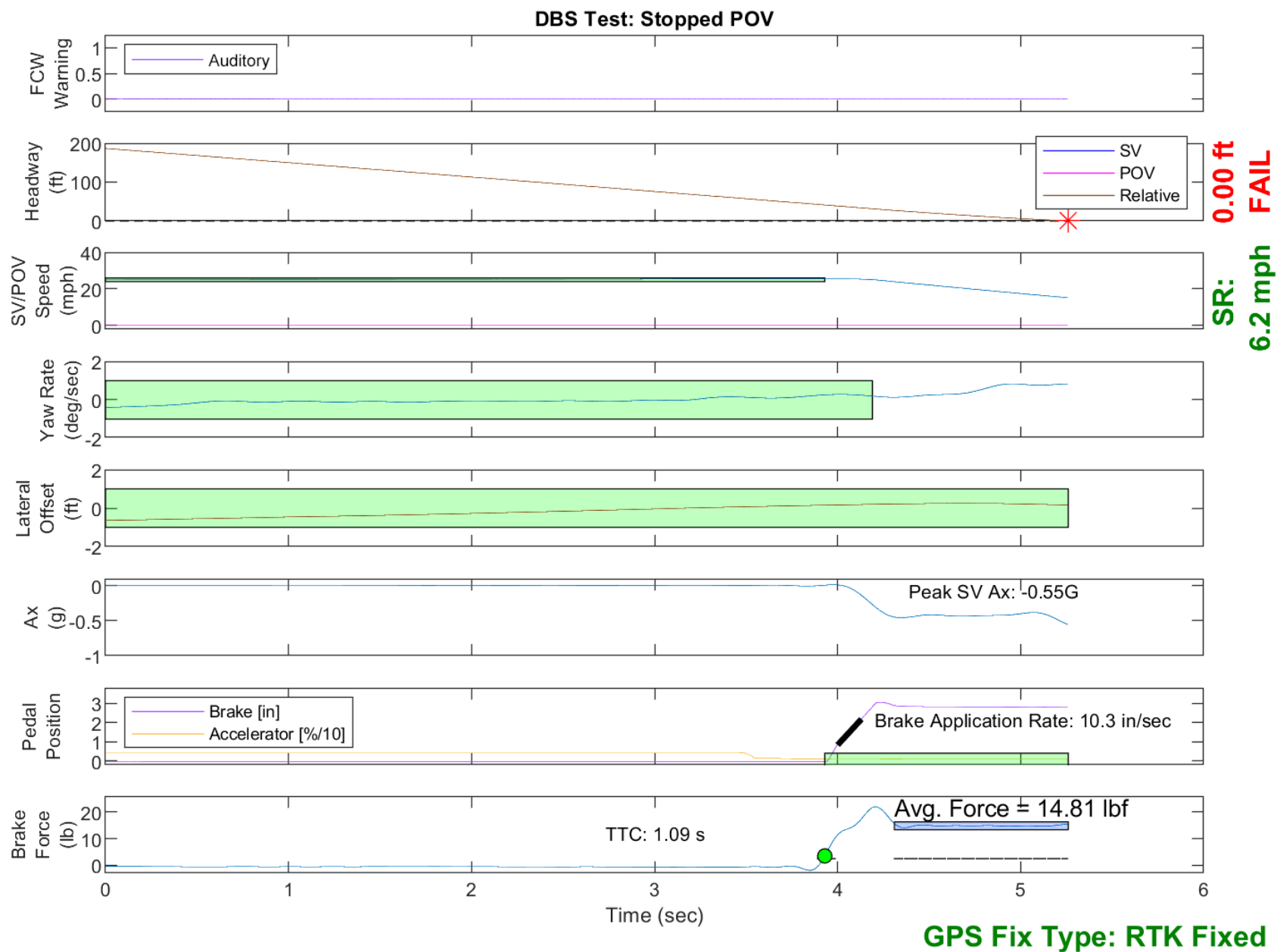


Figure E12. Example Time History for a Failed Run

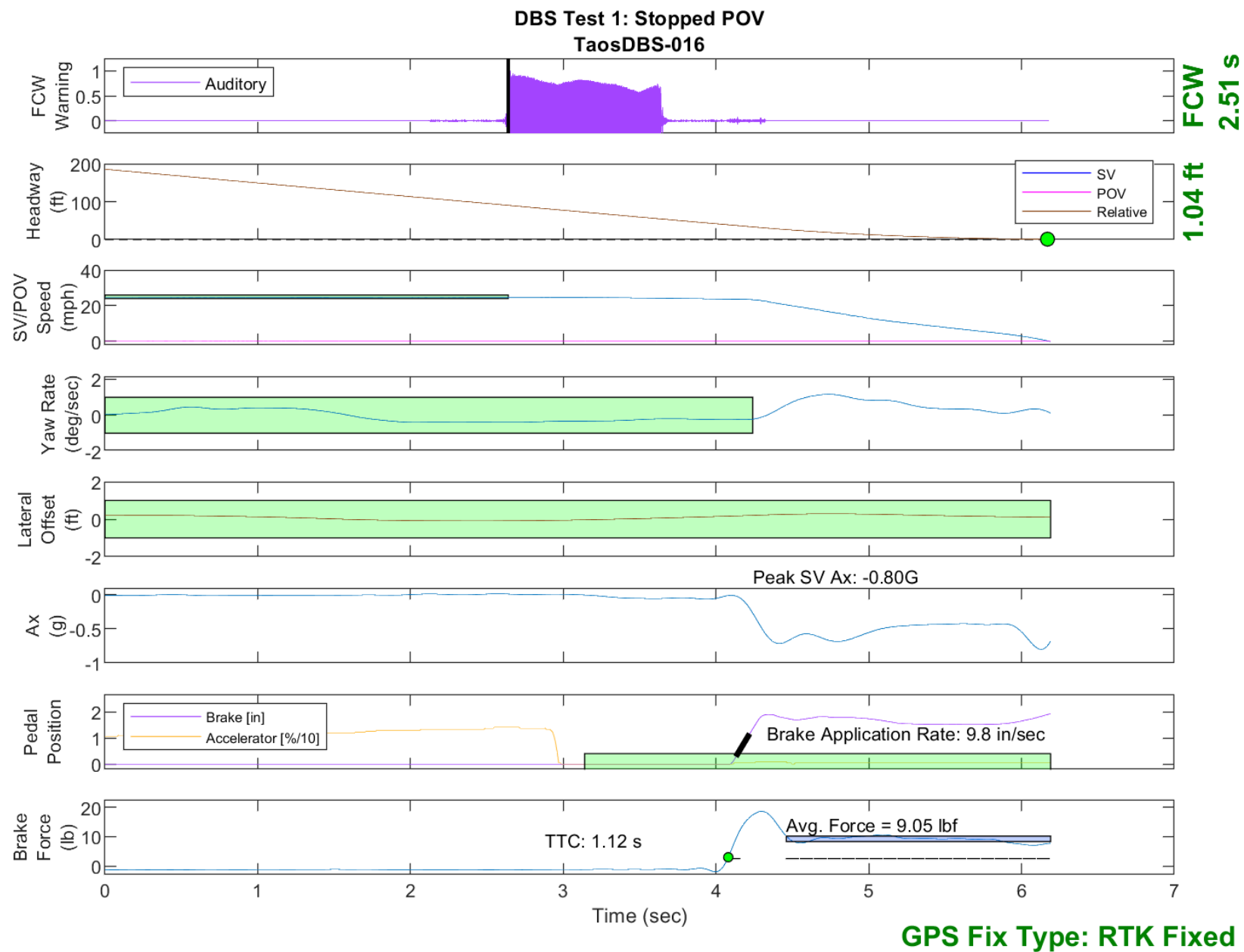


Figure E13. Time History for DBS Run 16, Test 1 - Stopped POV

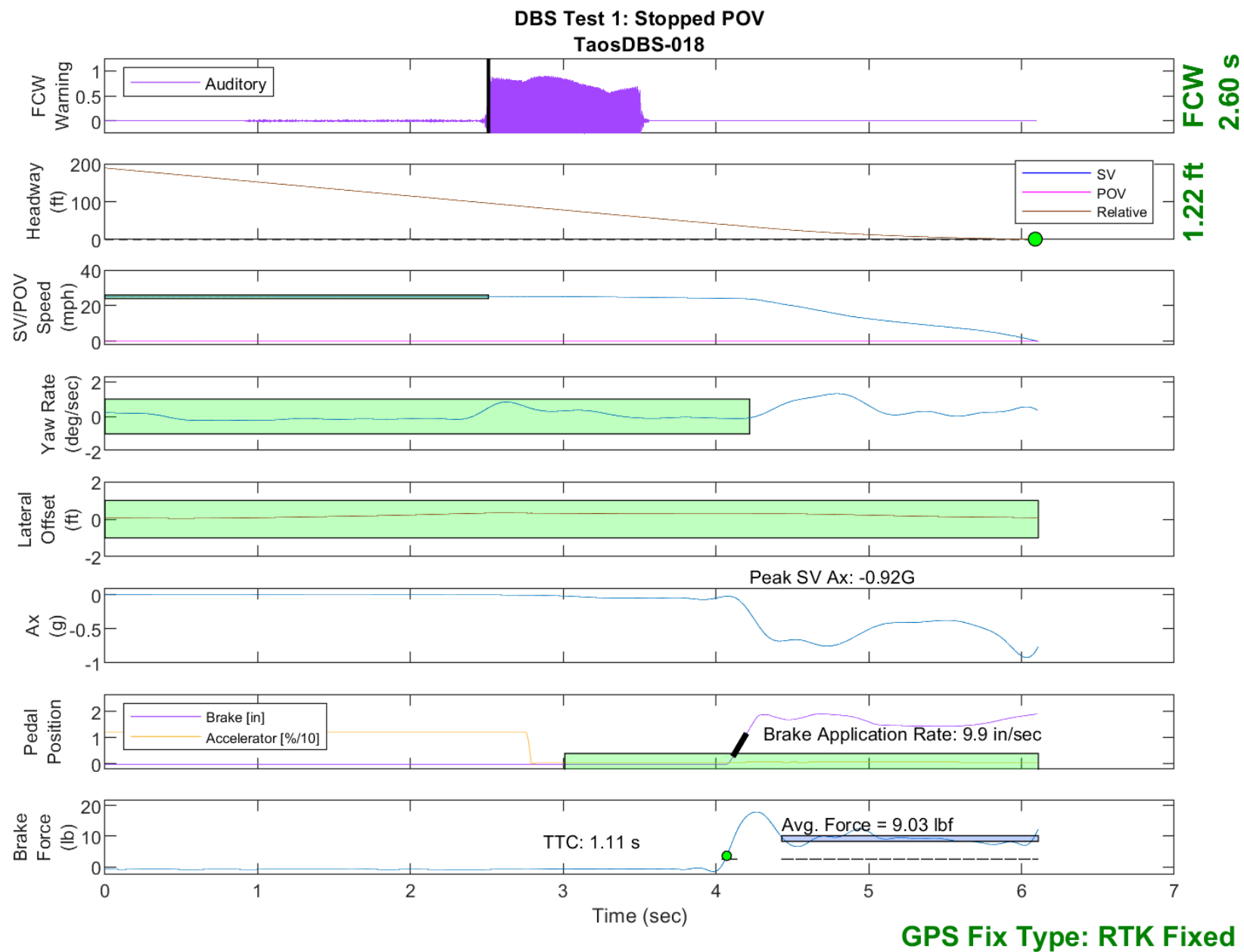


Figure E14. Time History for DBS Run 18, Test 1 - Stopped POV

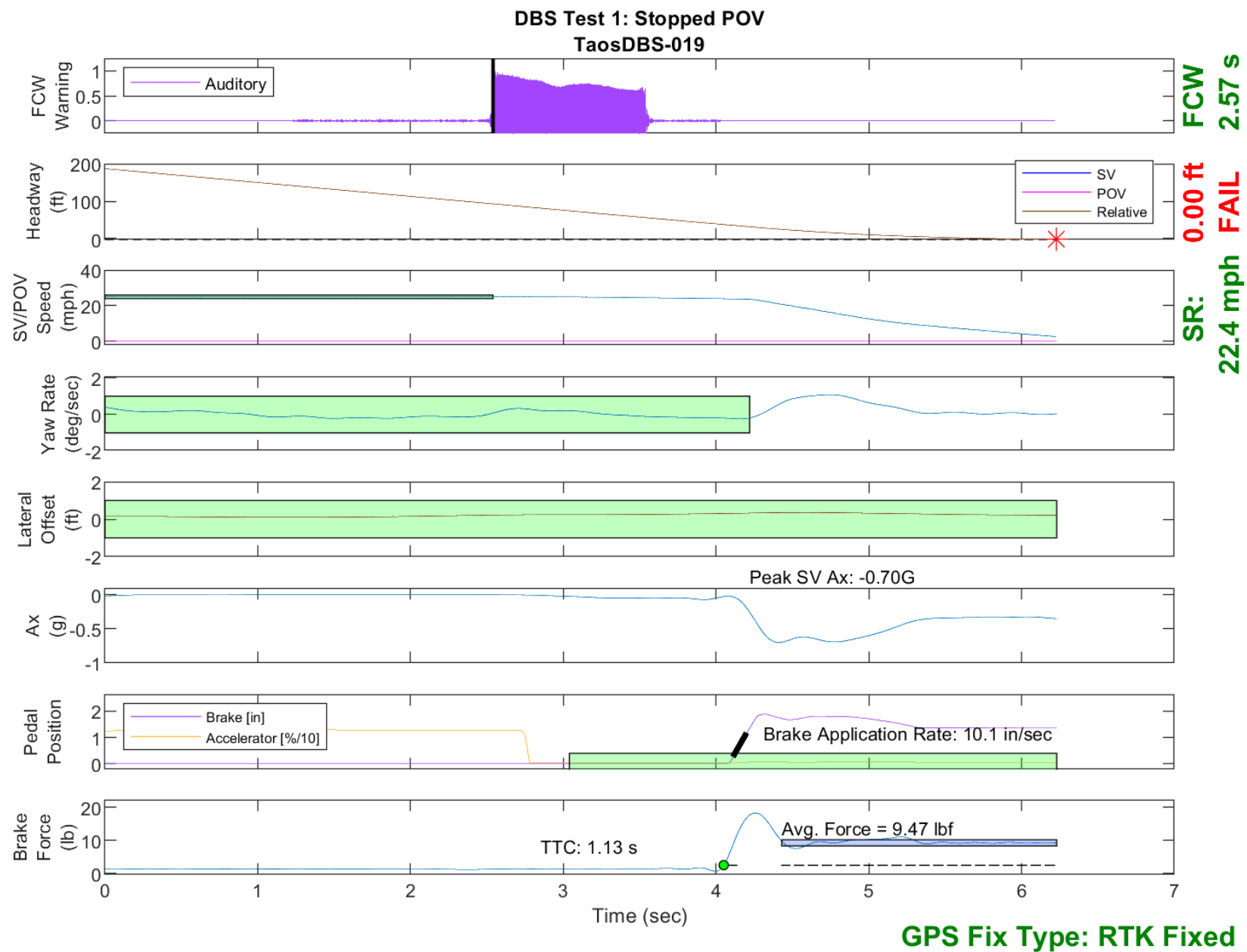


Figure E15. Time History for DBS Run 19, Test 1 - Stopped POV

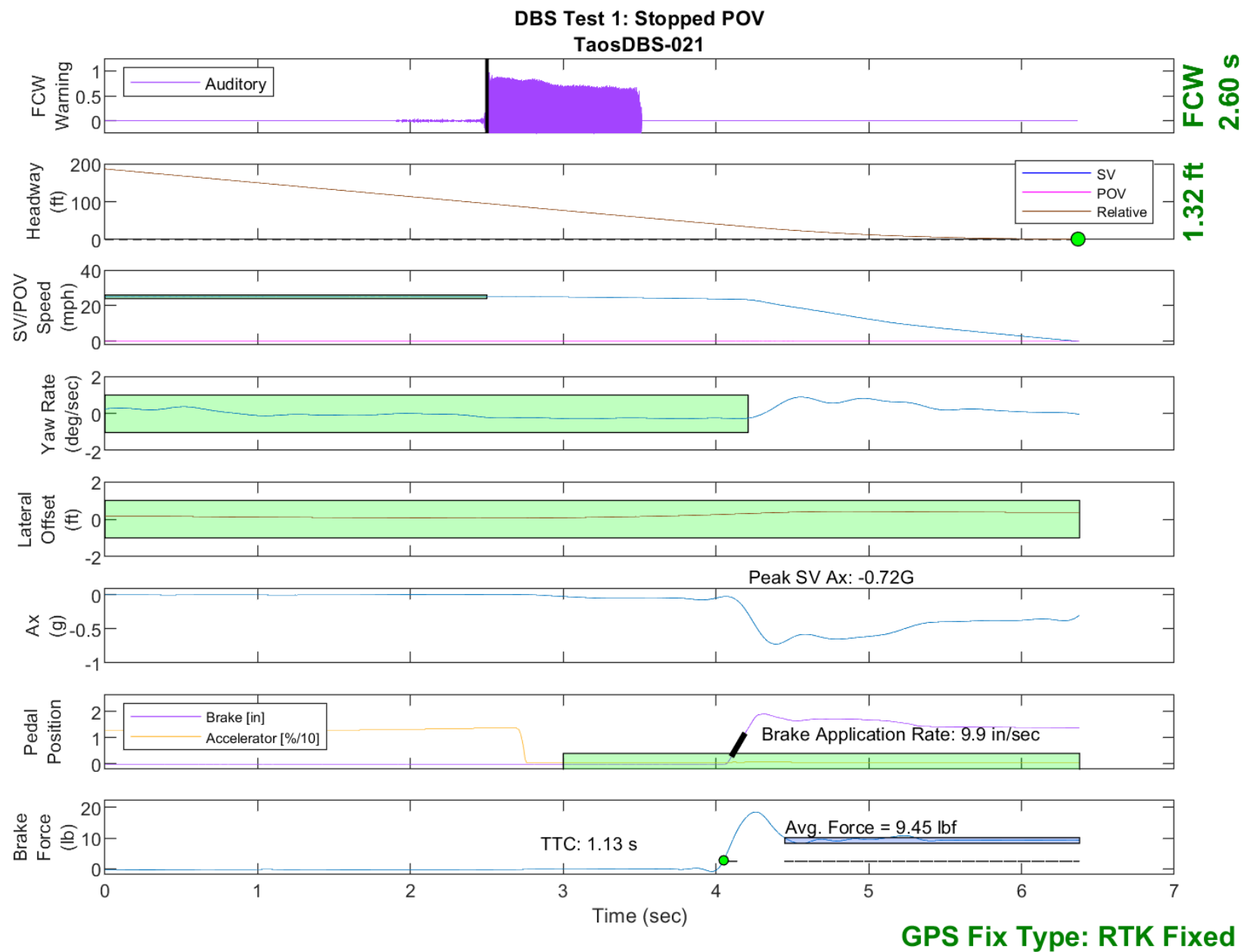


Figure E16. Time History for DBS Run 21, Test 1 - Stopped POV

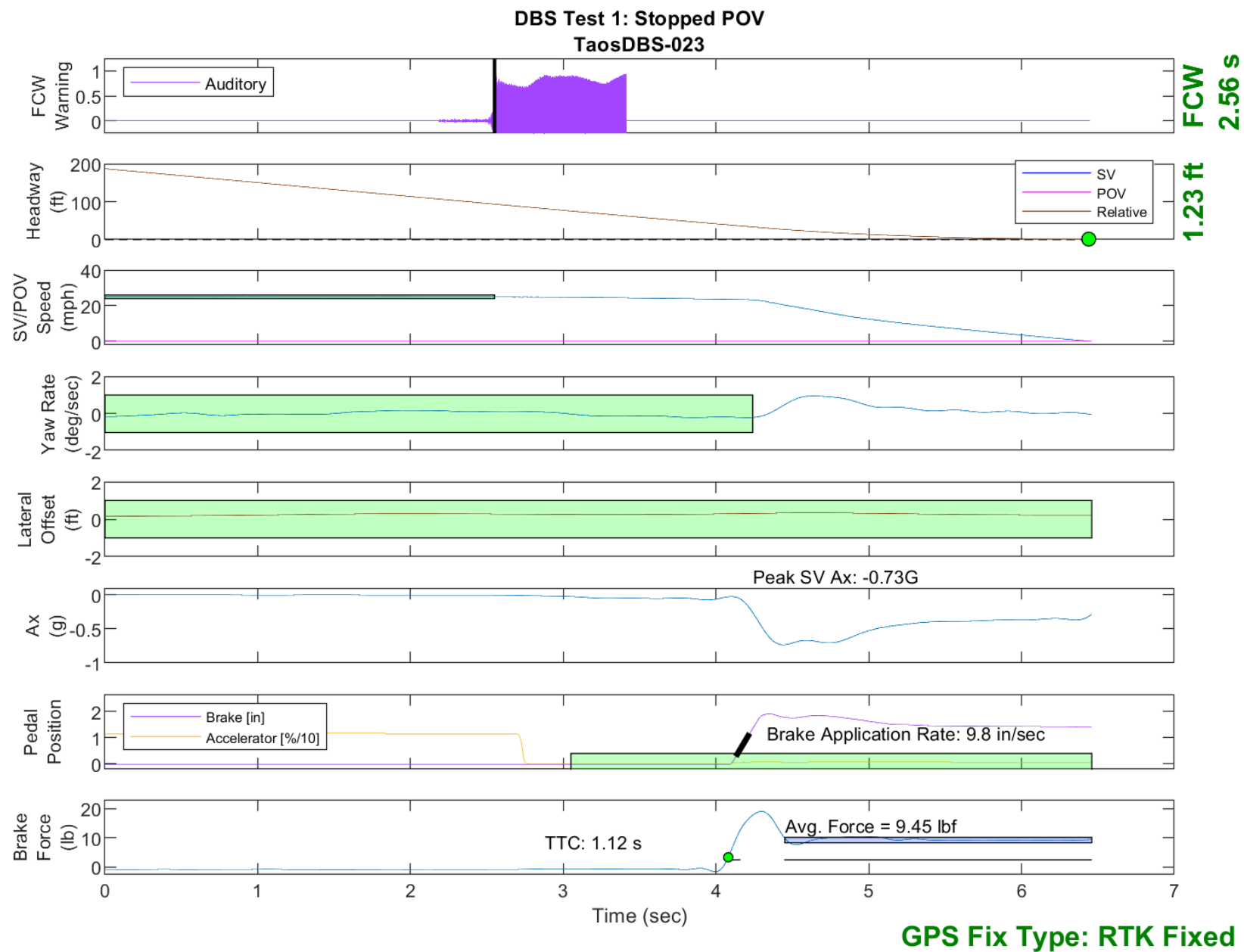


Figure E17. Time History for DBS Run 23, Test 1 - Stopped POV

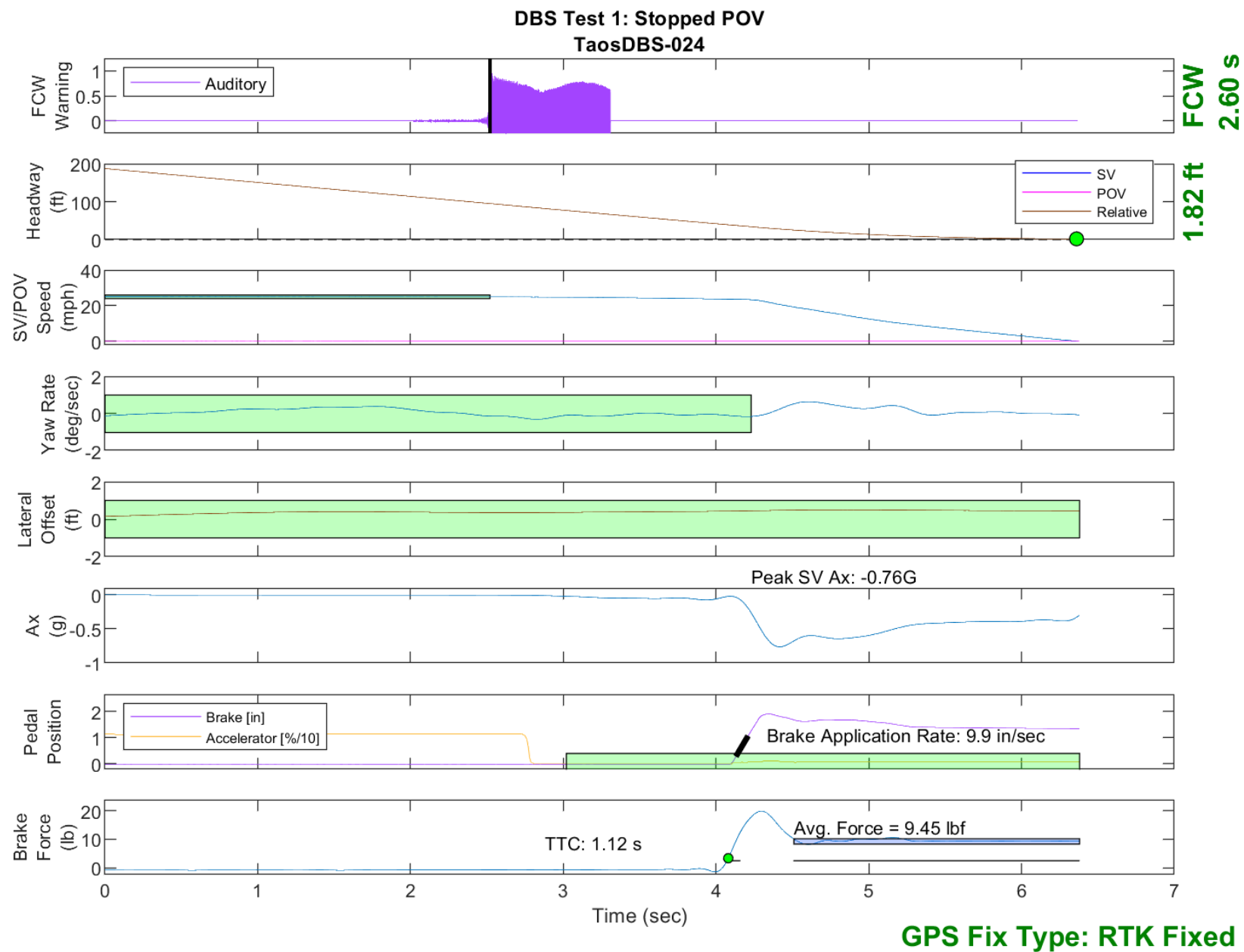


Figure E18. Time History for DBS Run 24, Test 1 - Stopped POV

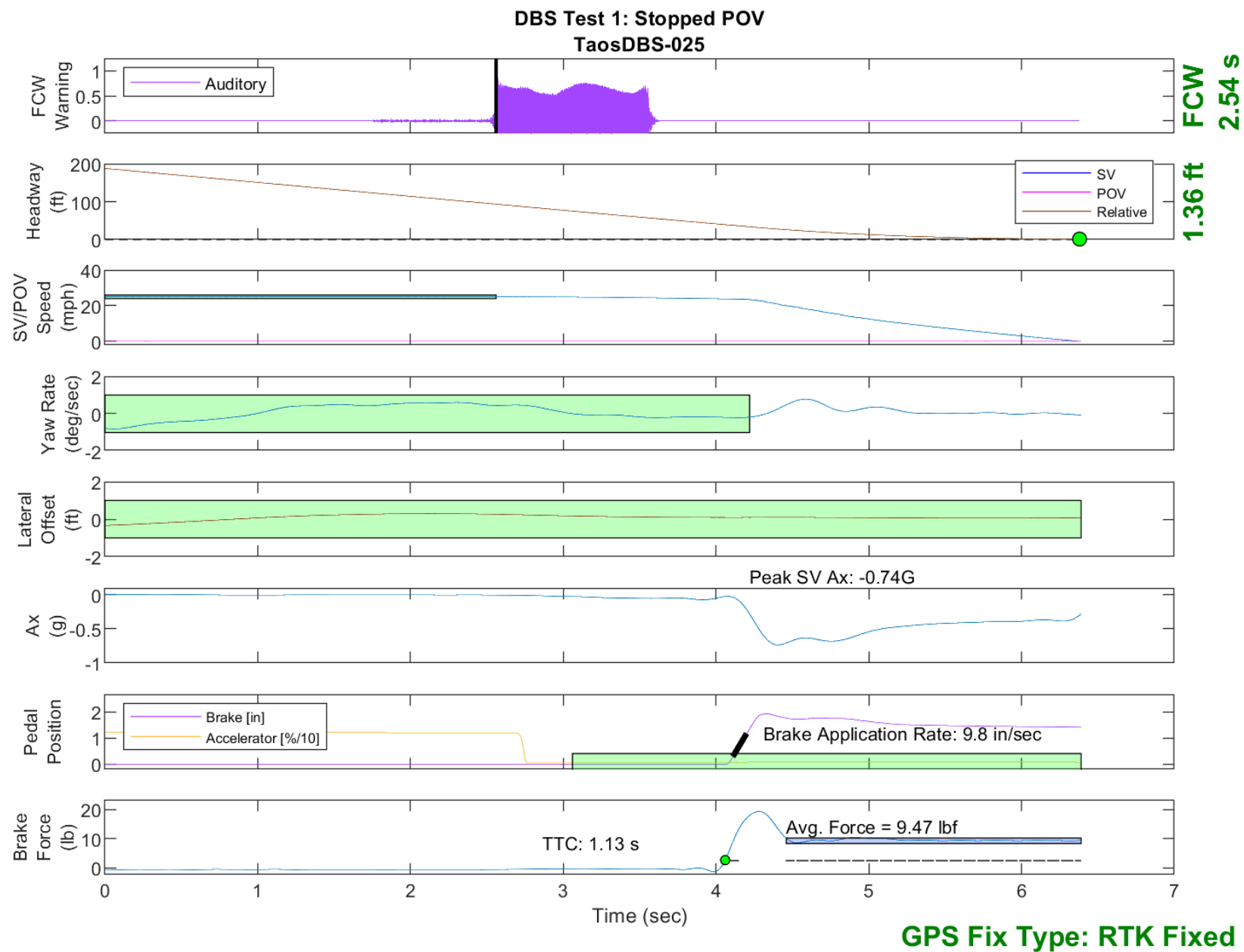


Figure E19. Time History for DBS Run 25, Test 1 - Stopped POV

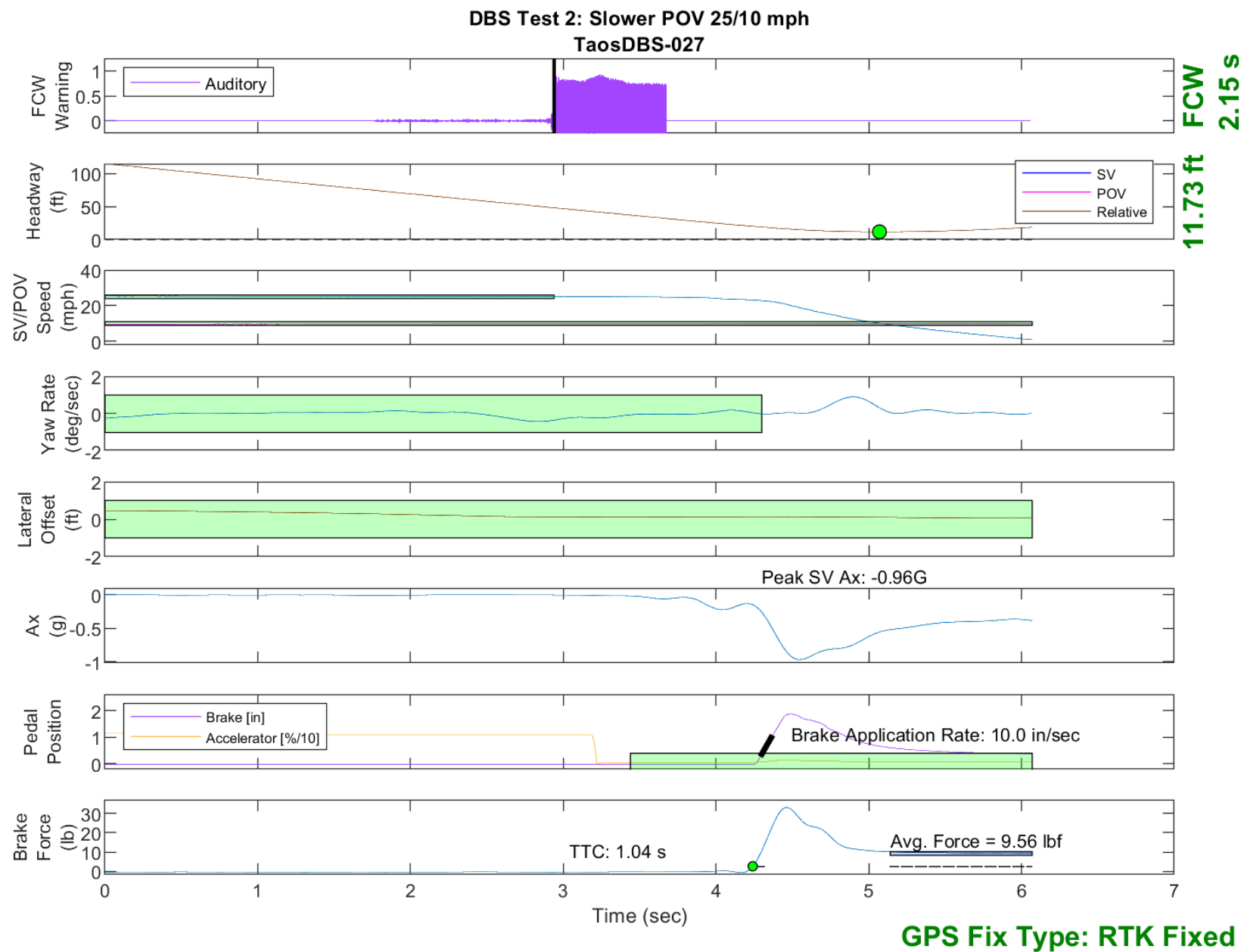


Figure E20. Time History for DBS Run 27, Test 2 - Slower Moving POV 25/10 mph

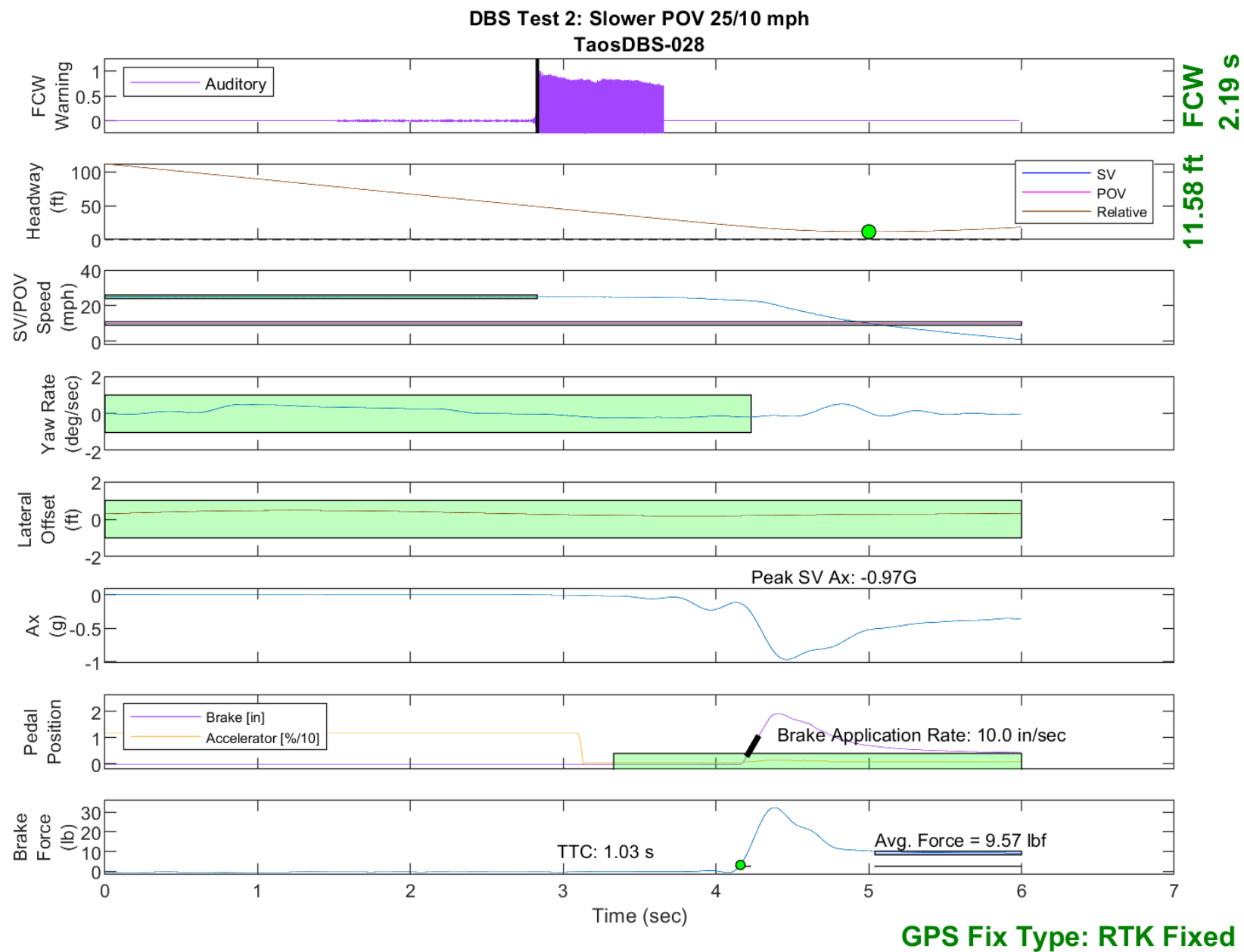


Figure E21. Time History for DBS Run 28, Test 2 - Slower Moving POV 25/10 mph

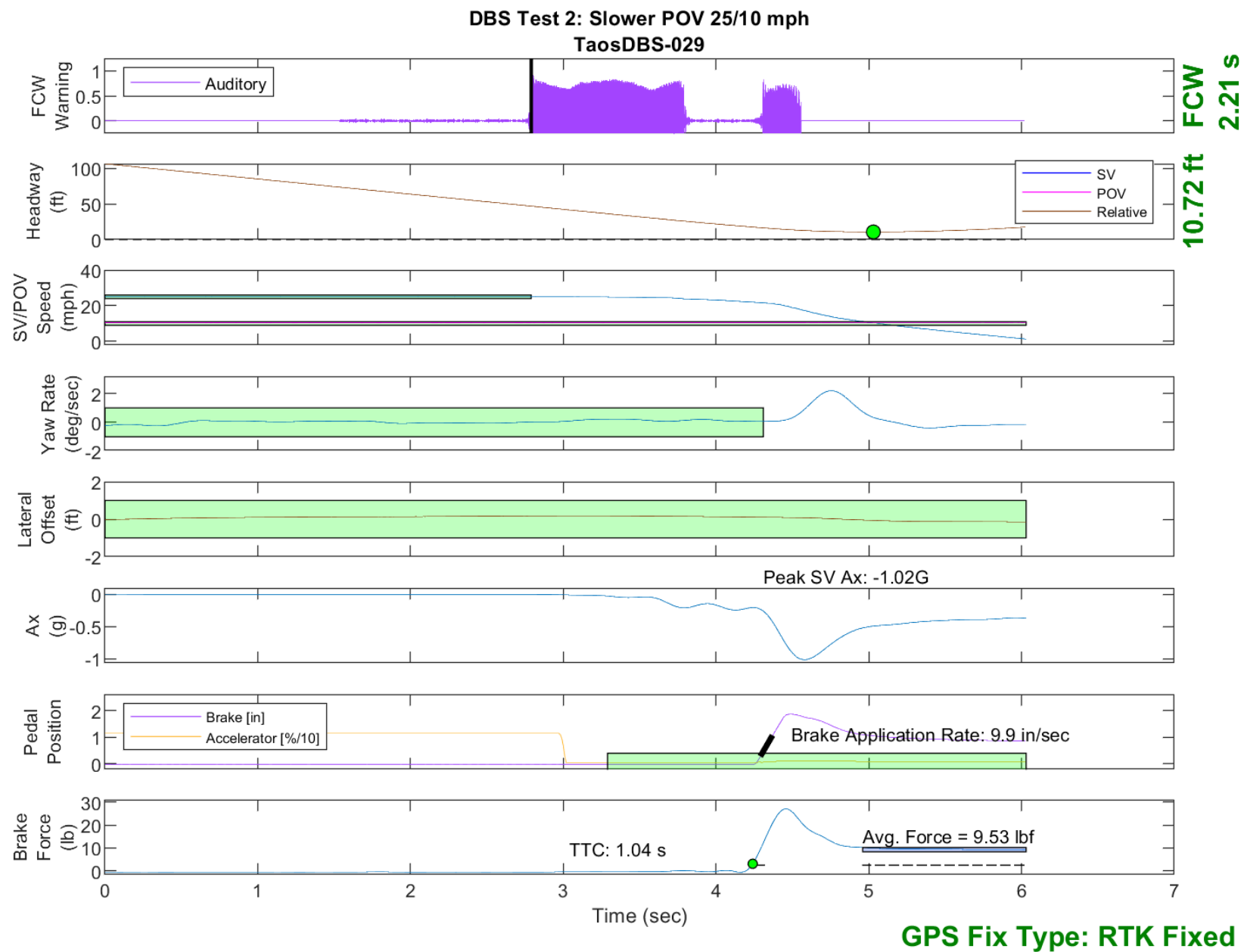


Figure E22. Time History for DBS Run 29, Test 2 - Slower Moving POV 25/10 mph

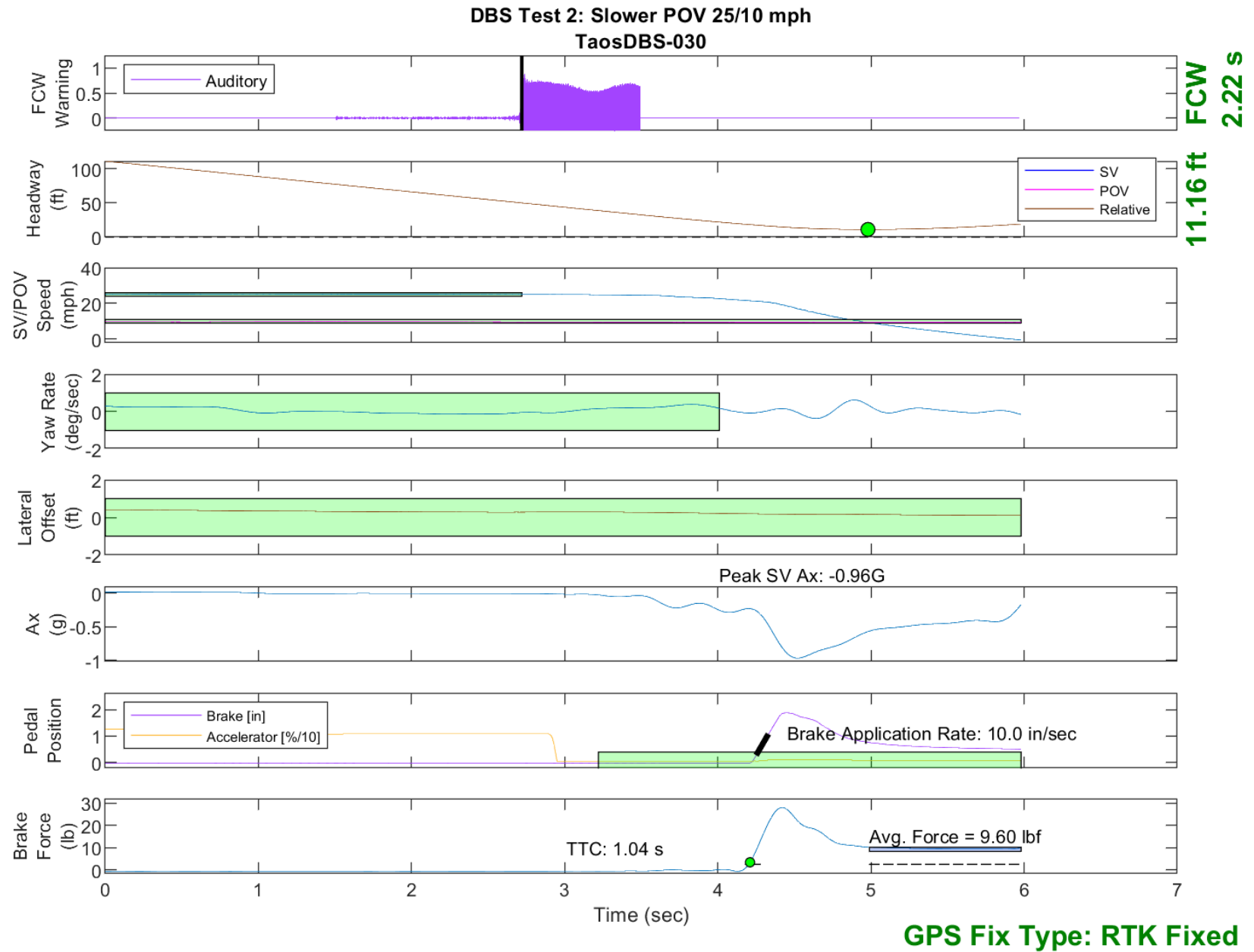


Figure E23. Time History for DBS Run 30, Test 2 - Slower Moving POV 25/10 mph

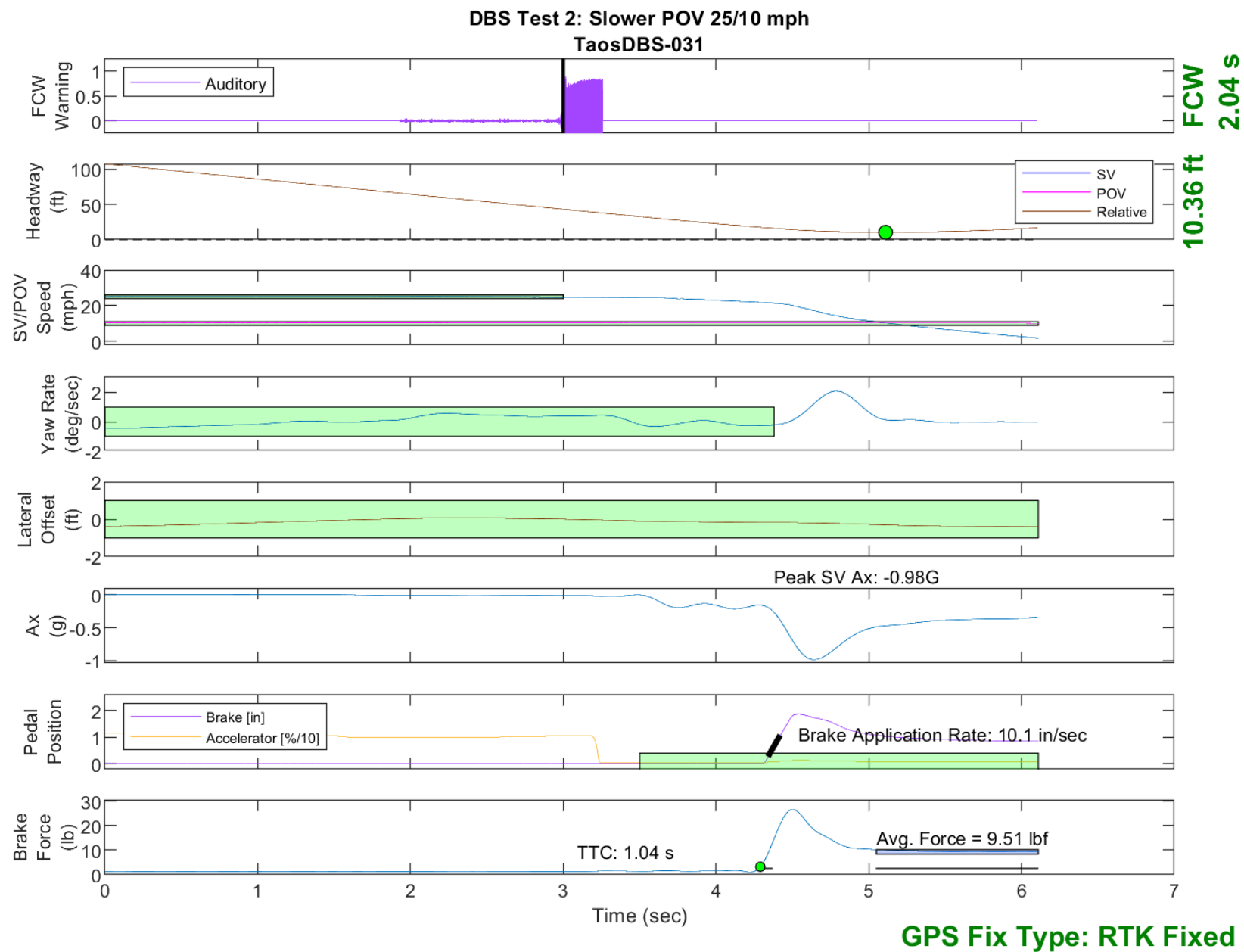


Figure E24. Time History for DBS Run 31, Test 2 - Slower Moving POV 25/10 mph

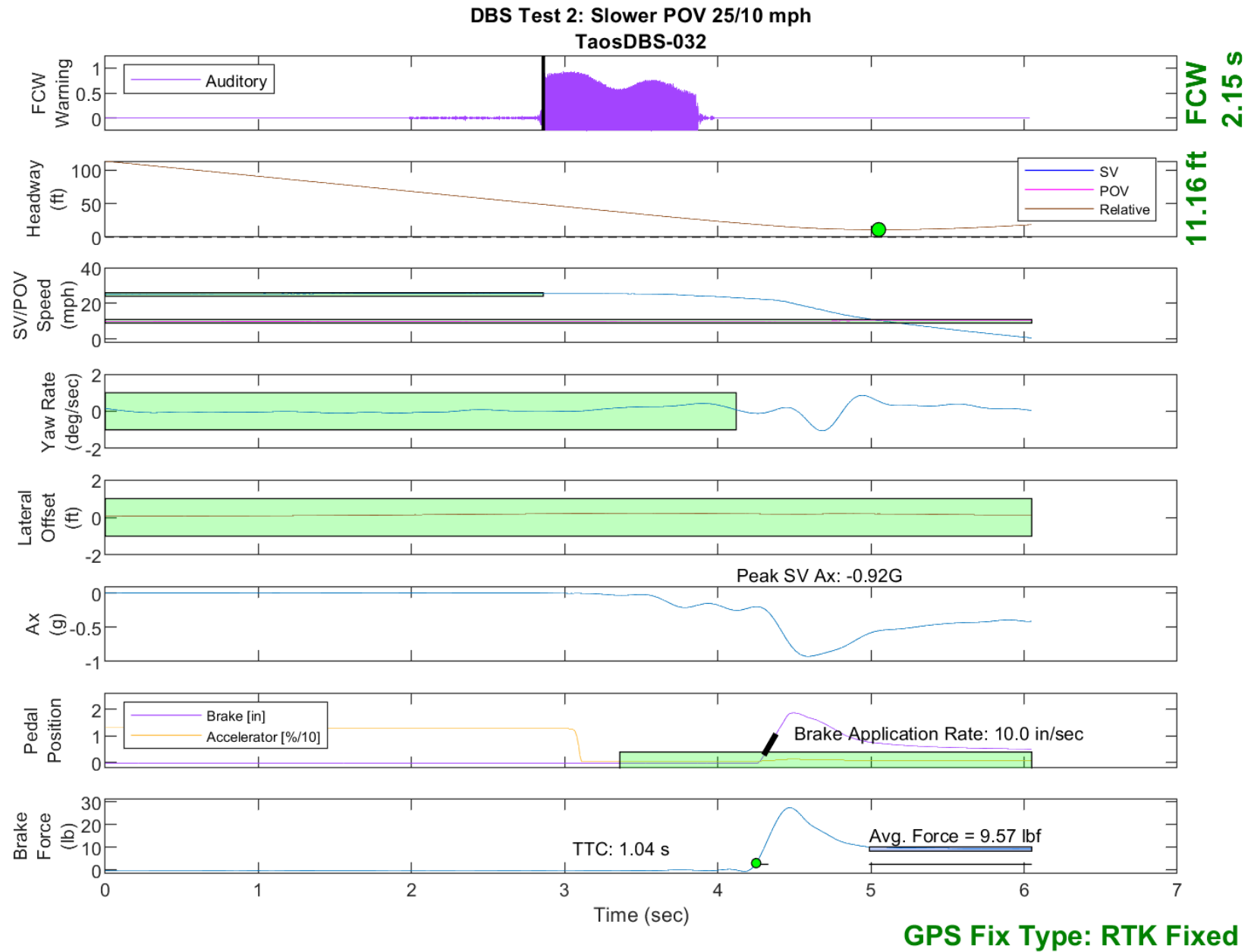


Figure E25. Time History for DBS Run 32, Test 2 - Slower Moving POV 25/10 mph

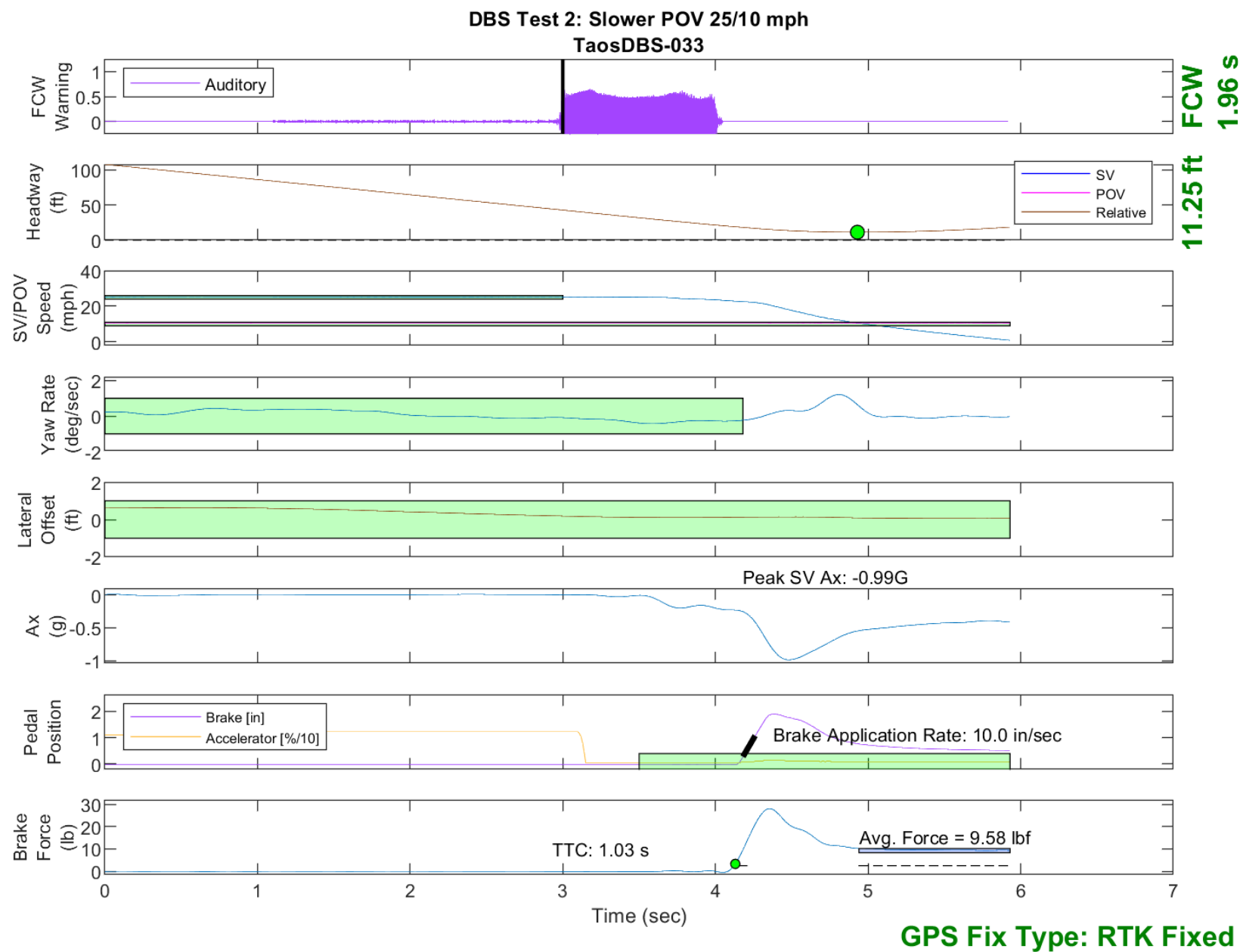


Figure E26. Time History for DBS Run 33, Test 2 - Slower Moving POV 25/10 mph

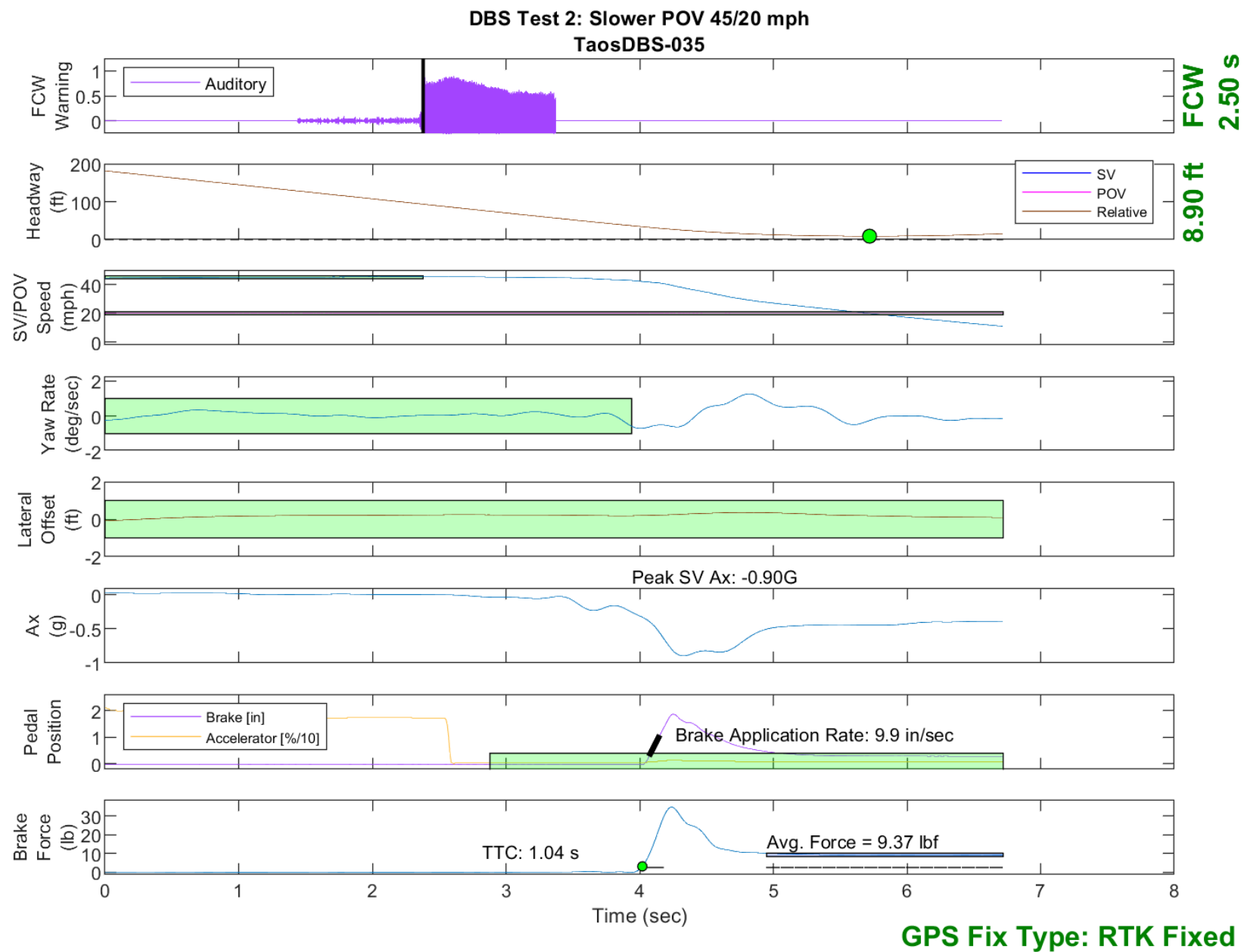


Figure E27. Time History for DBS Run 35, Test 2 - Slower Moving POV 45/20 mph

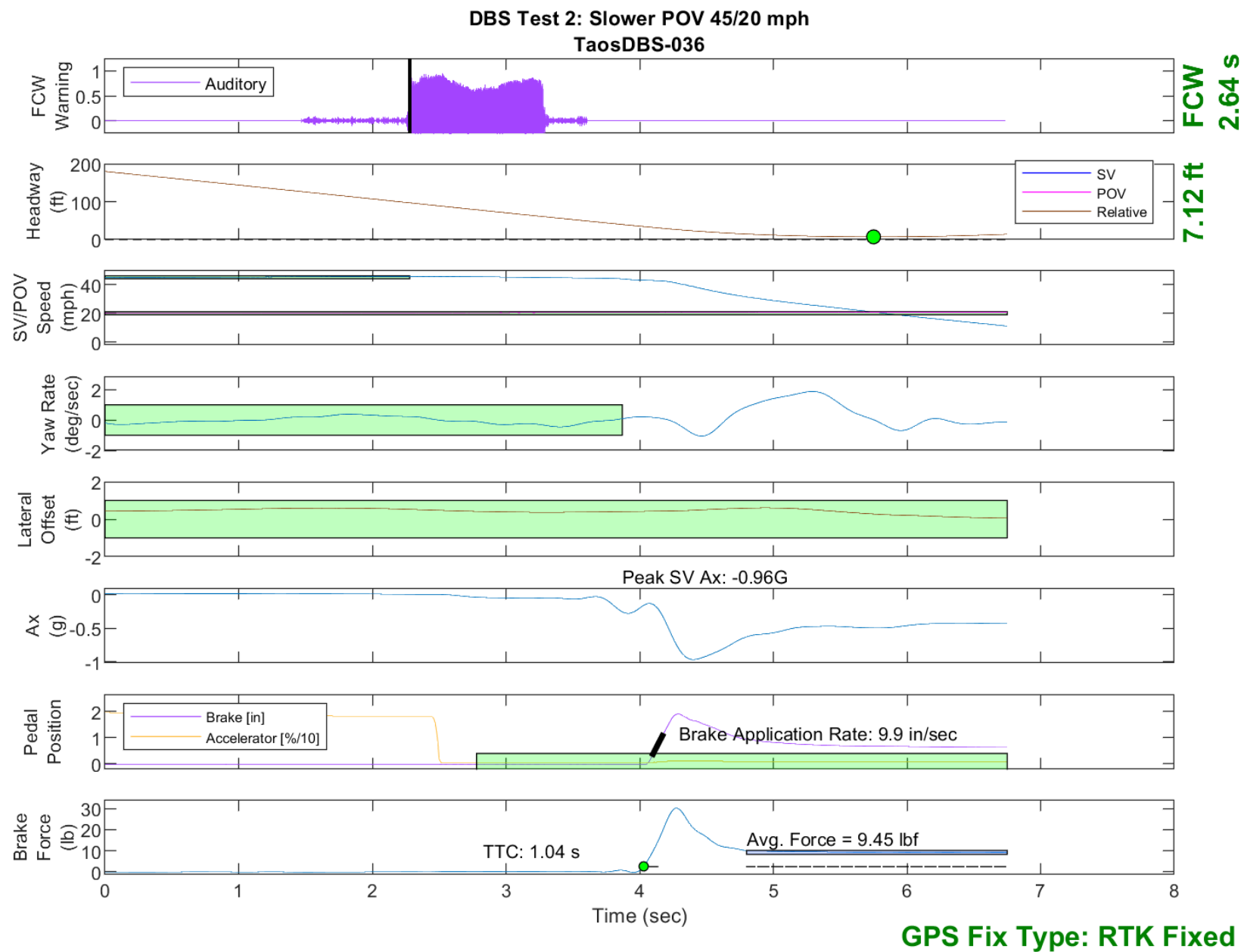


Figure E28. Time History for DBS Run 36, Test 2 - Slower Moving POV 45/20 mph

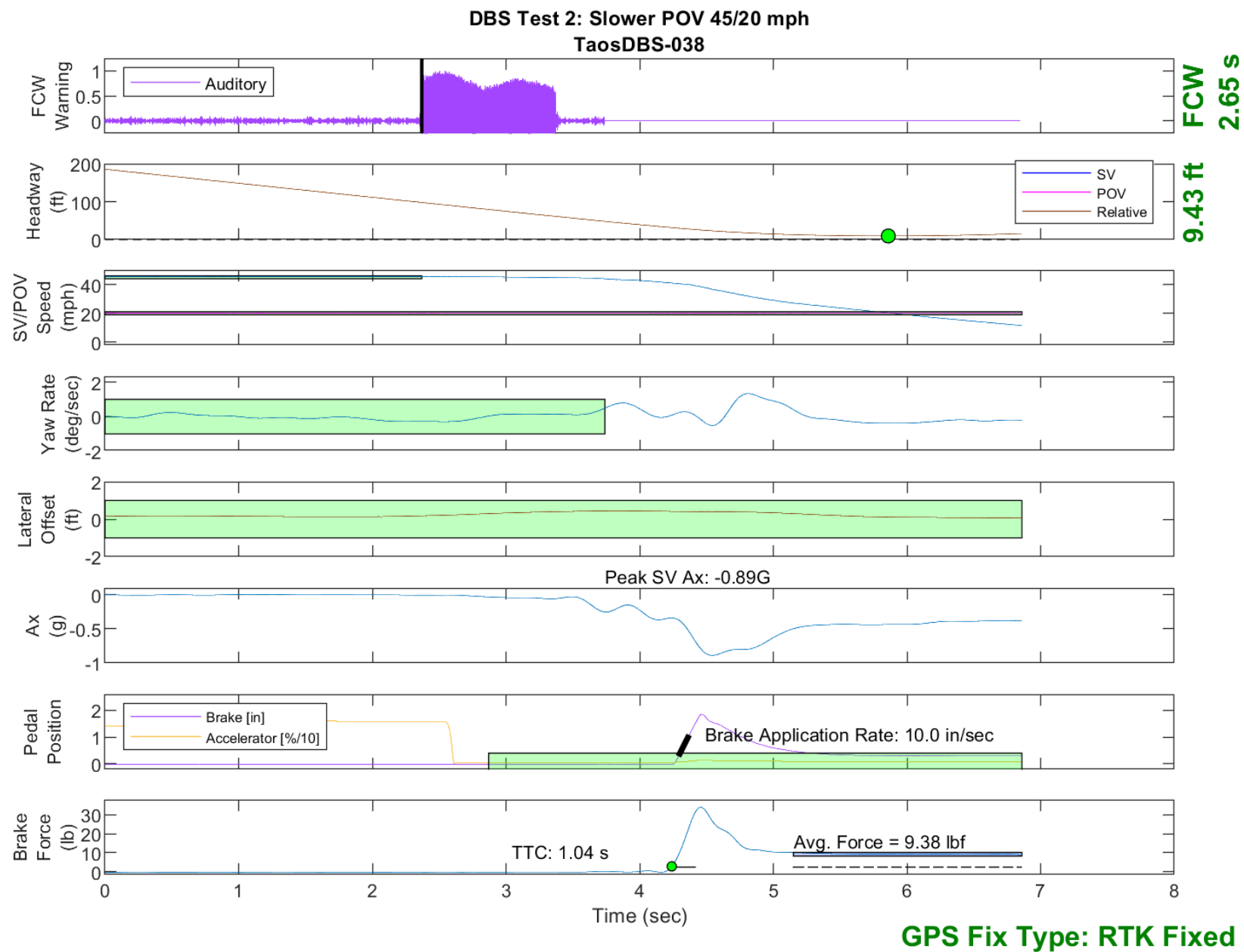


Figure E29. Time History for DBS Run 38, Test 2 - Slower Moving POV 45/20 mph

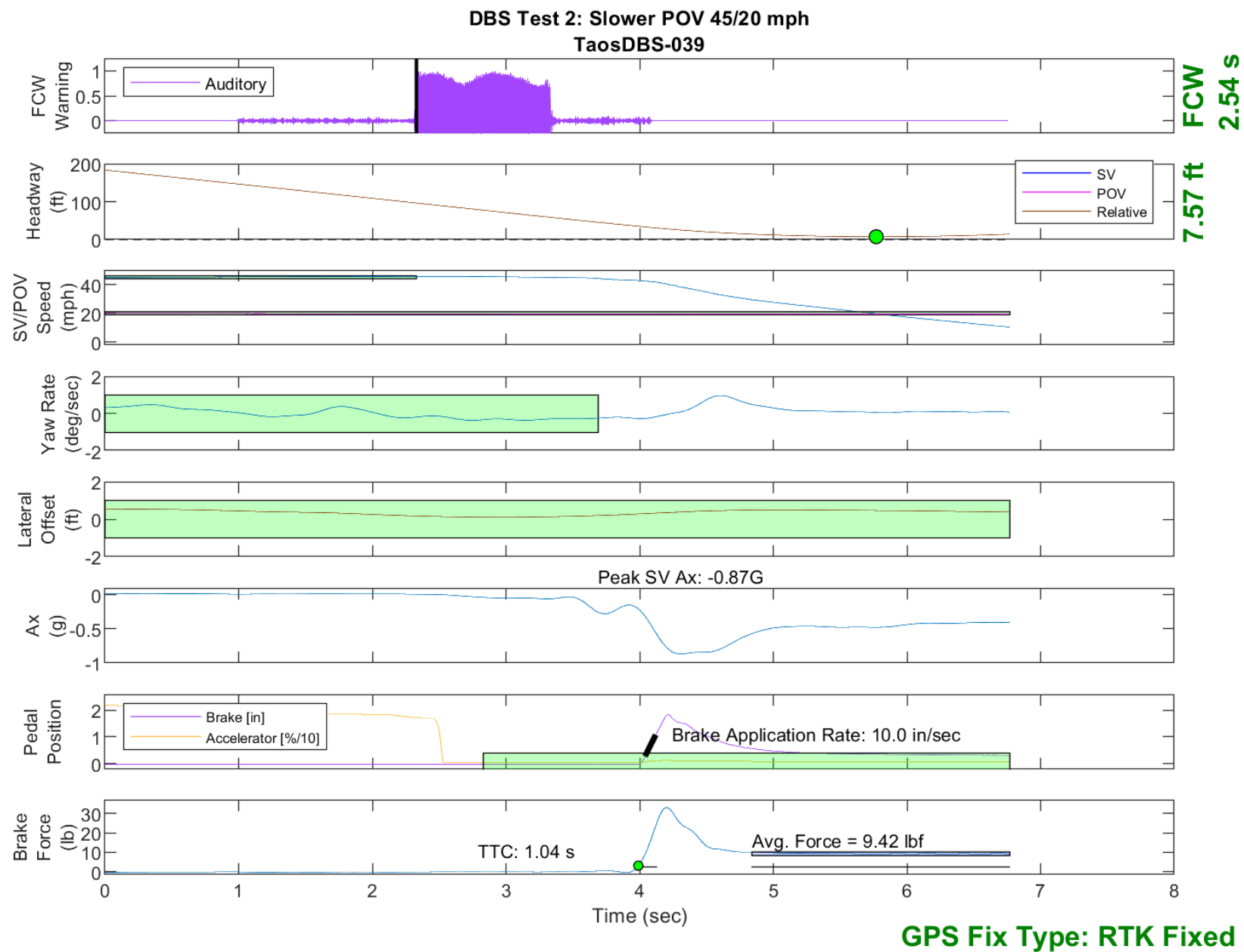


Figure E30. Time History for DBS Run 39, Test 2 - Slower Moving POV 45/20 mph

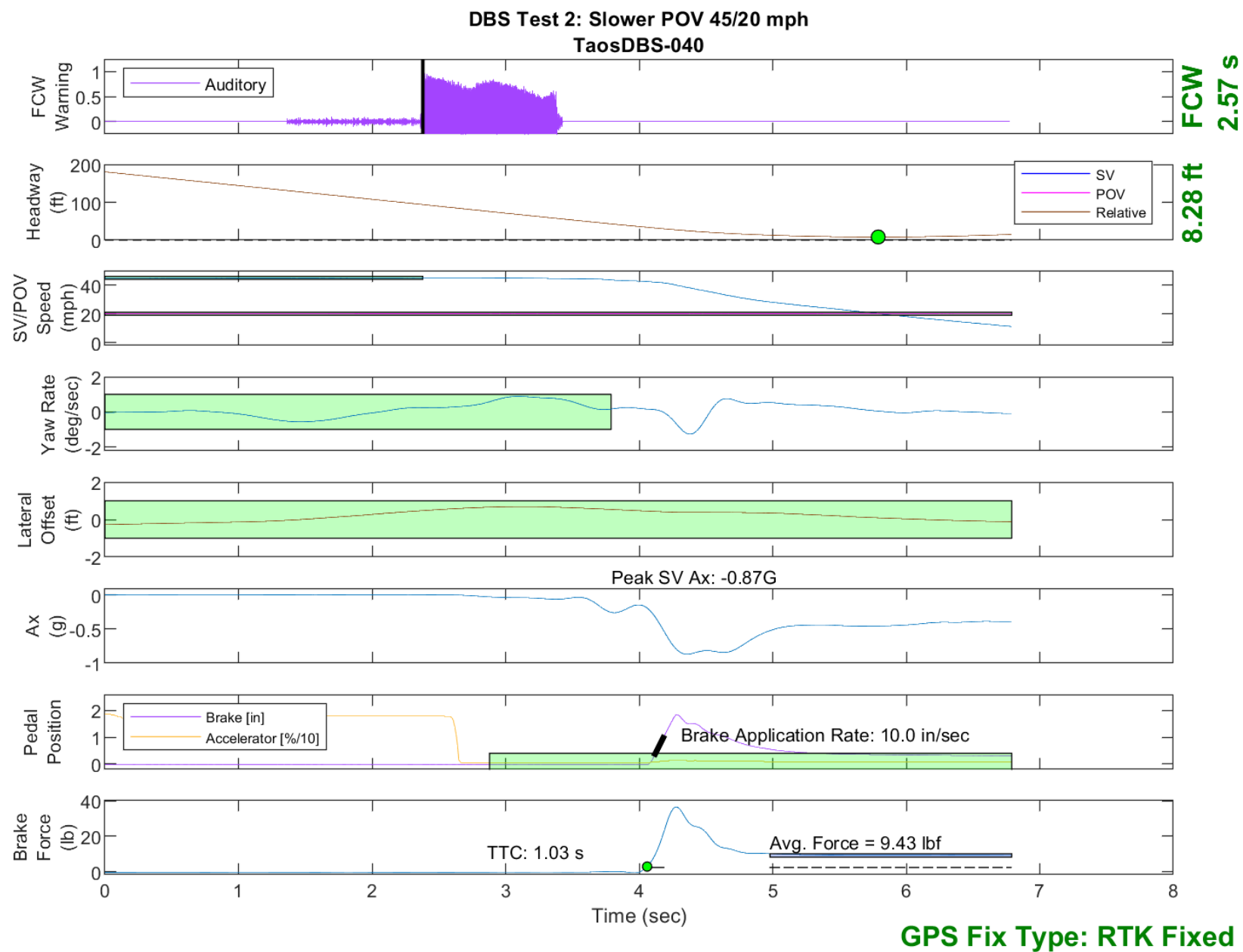


Figure E31. Time History for DBS Run 40, Test 2 - Slower Moving POV 45/20 mph

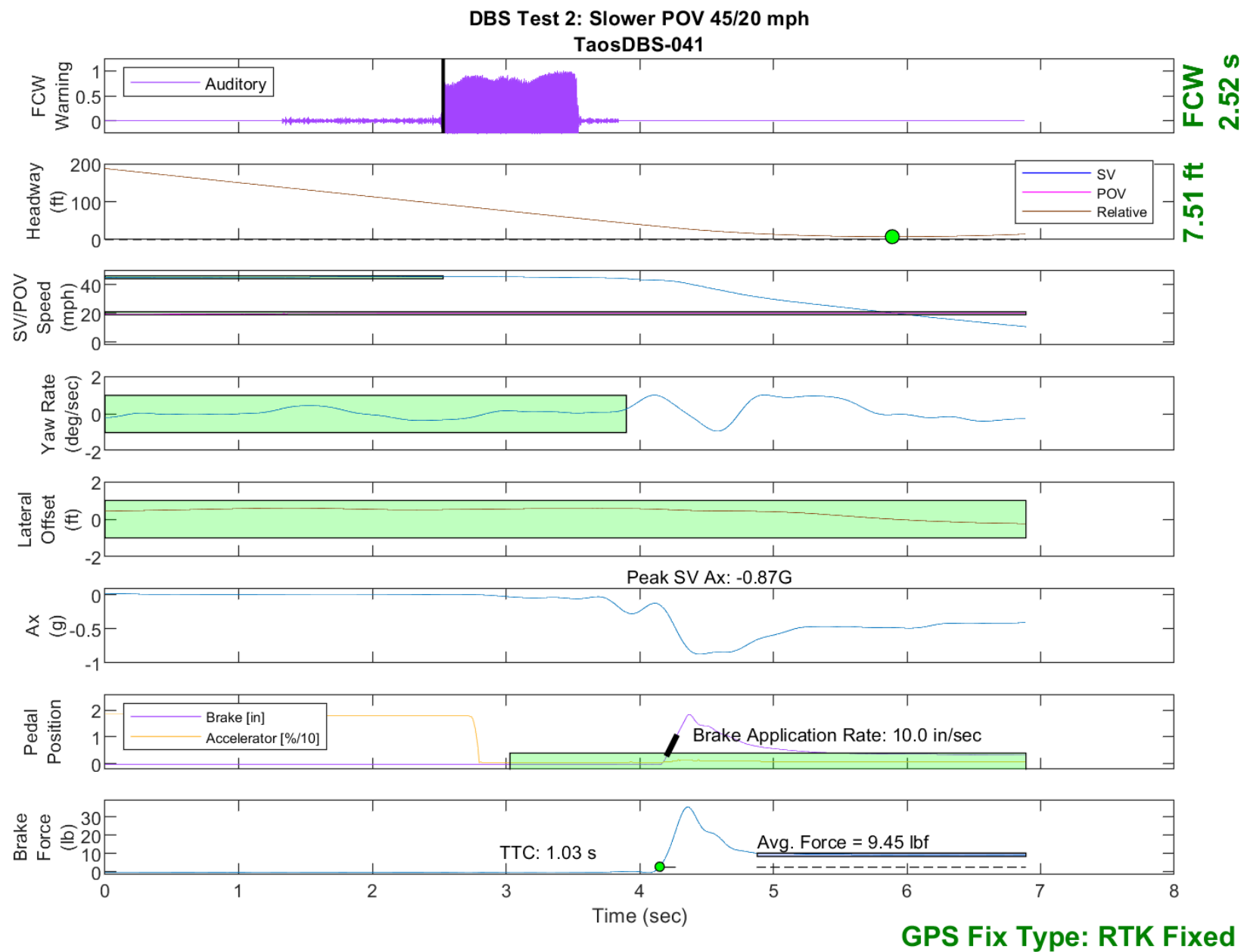


Figure E32. Time History for DBS Run 41, Test 2 - Slower Moving POV 45/20 mph

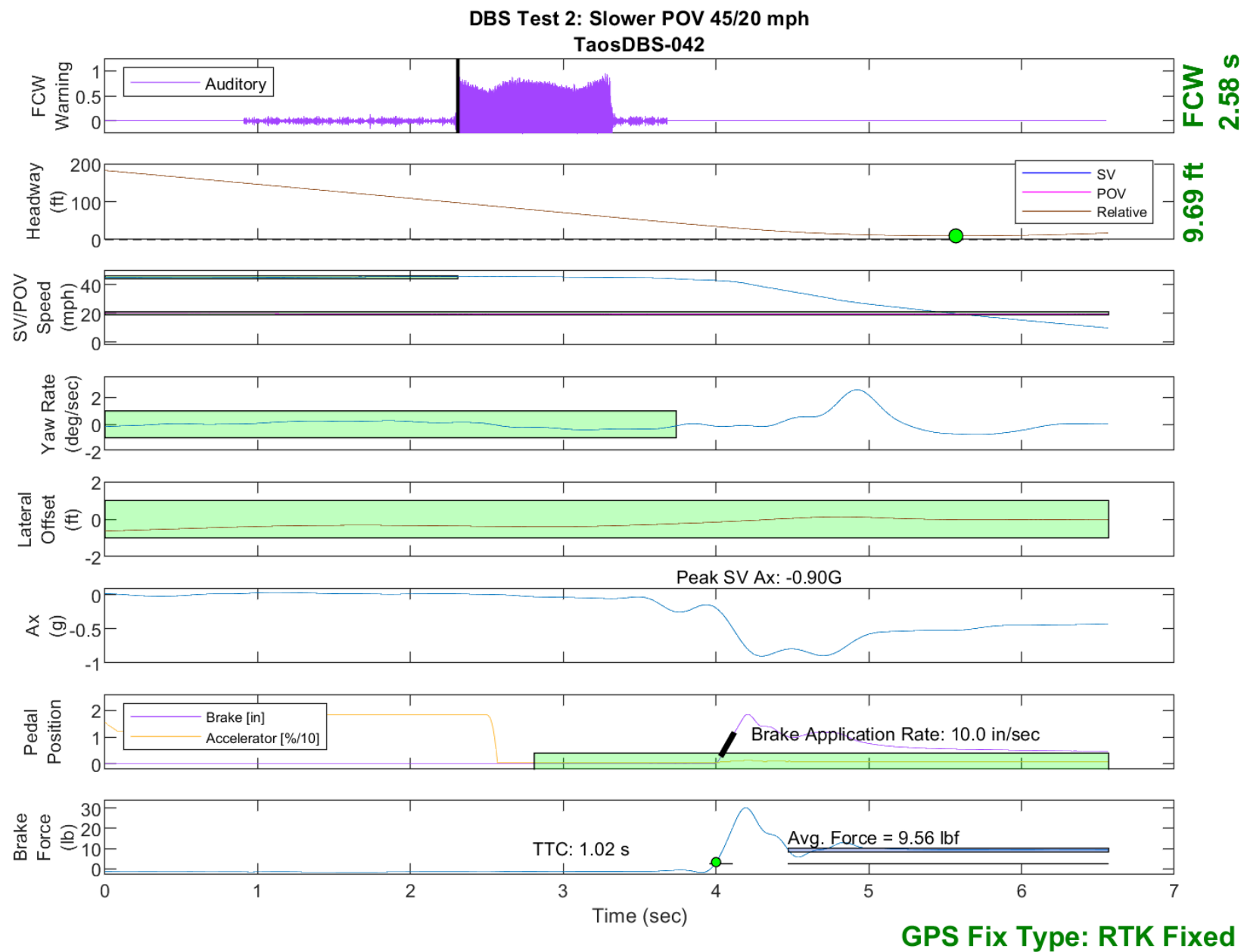


Figure E33. Time History for DBS Run 42, Test 2 - Slower Moving POV 45/20 mph

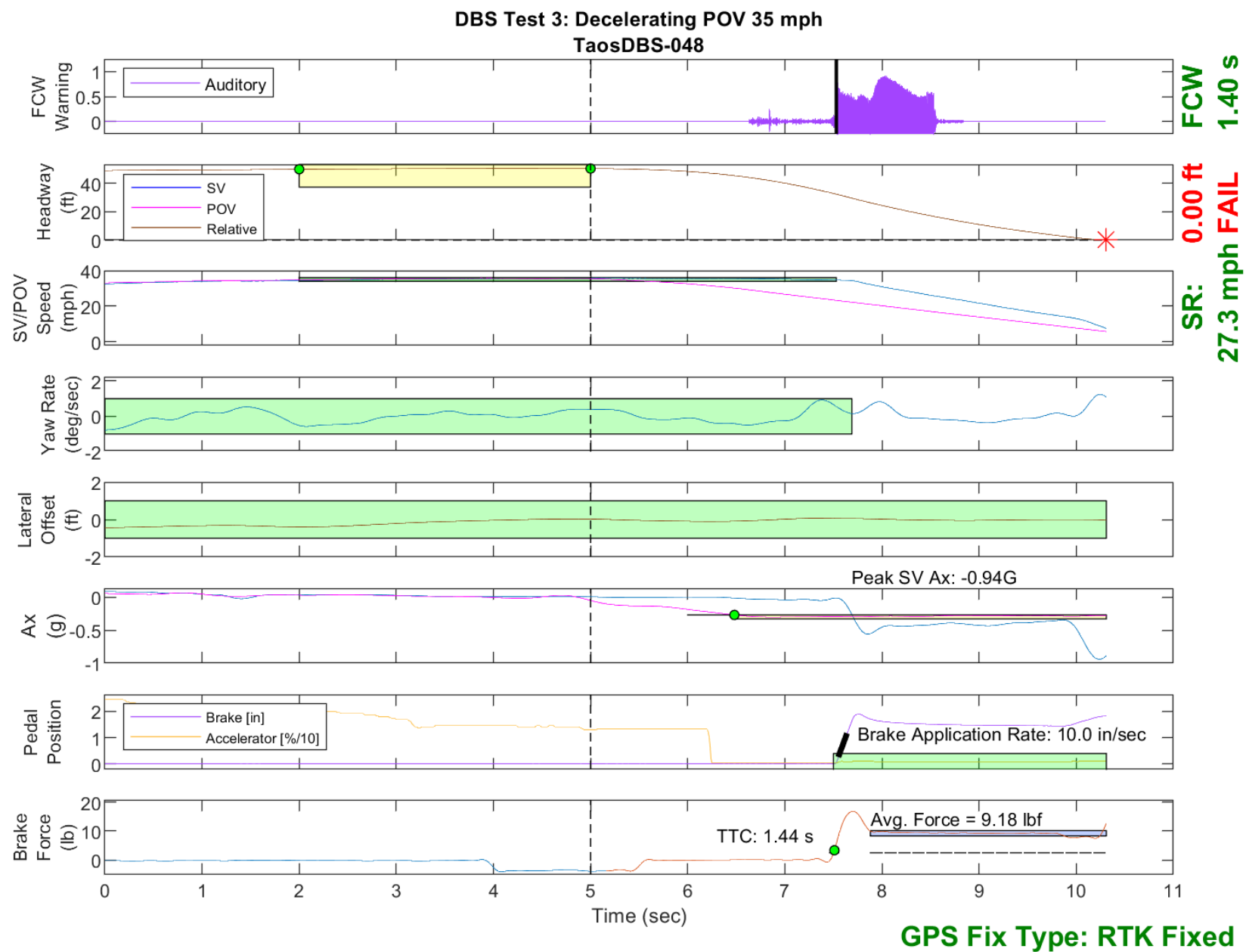


Figure E34. Time History for DBS Run 48, Test 3 - Decelerating POV 35 mph

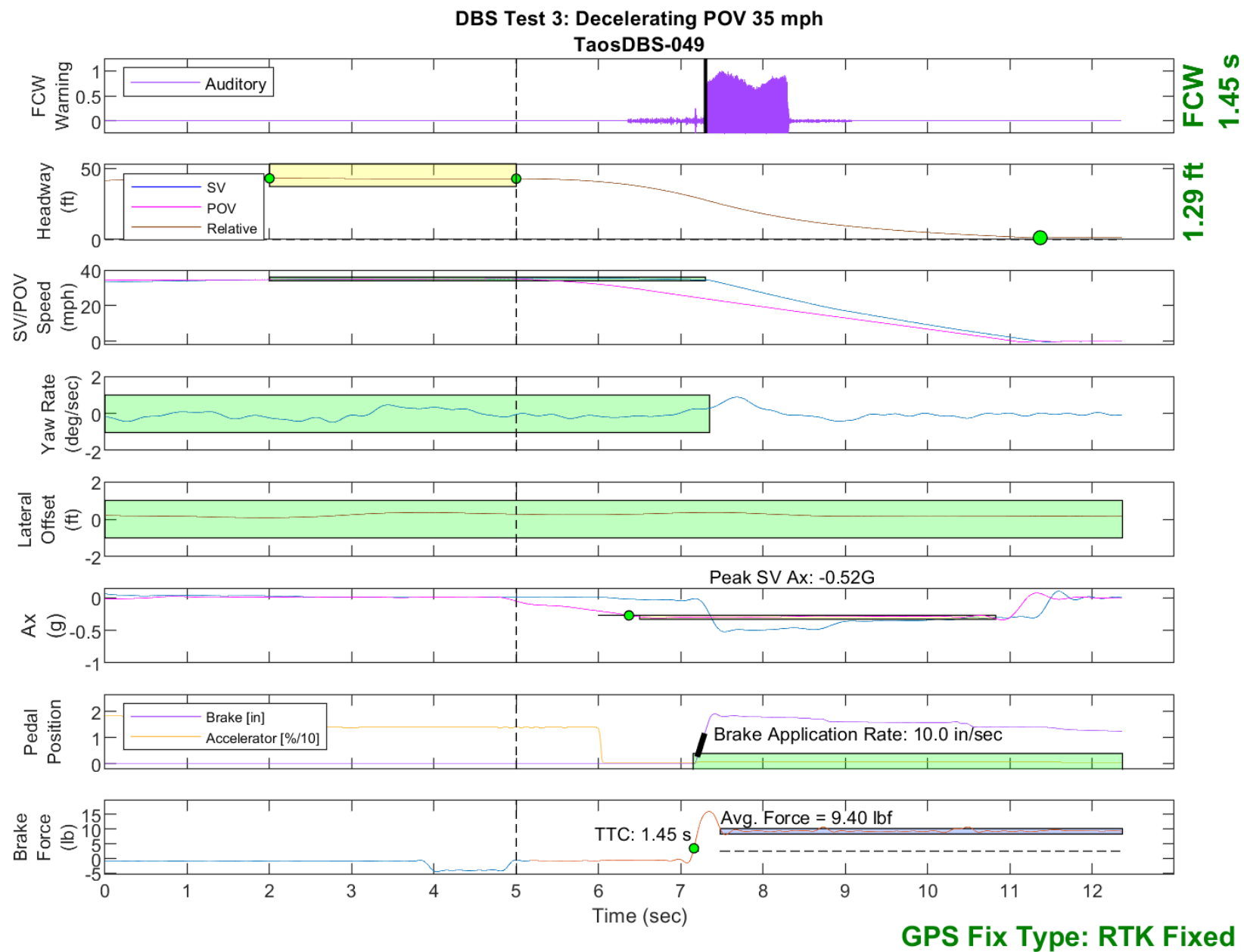


Figure E35. Time History for DBS Run 49, Test 3 - Decelerating POV 35 mph

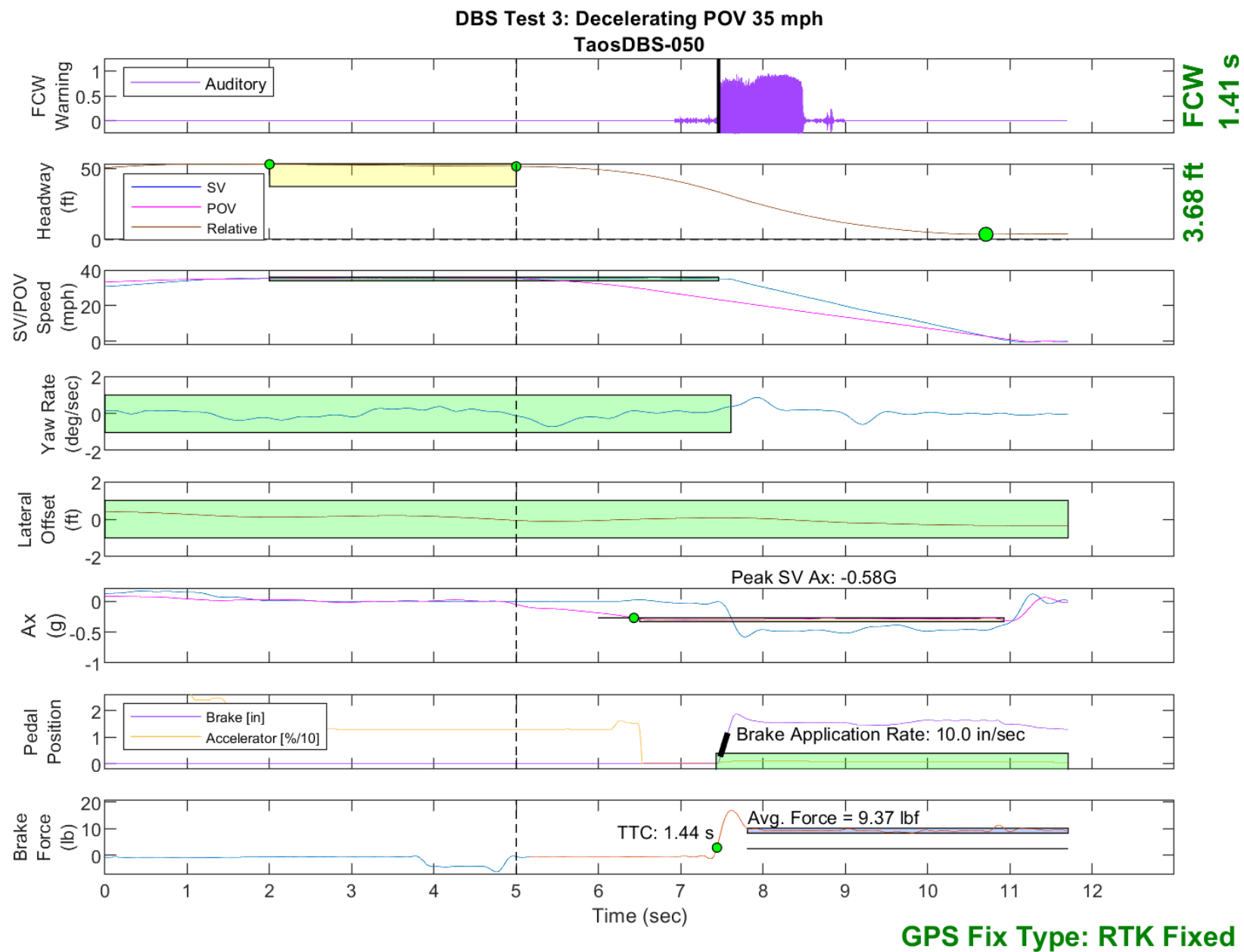


Figure E36. Time History for DBS Run 50, Test 3 - Decelerating POV 35 mph

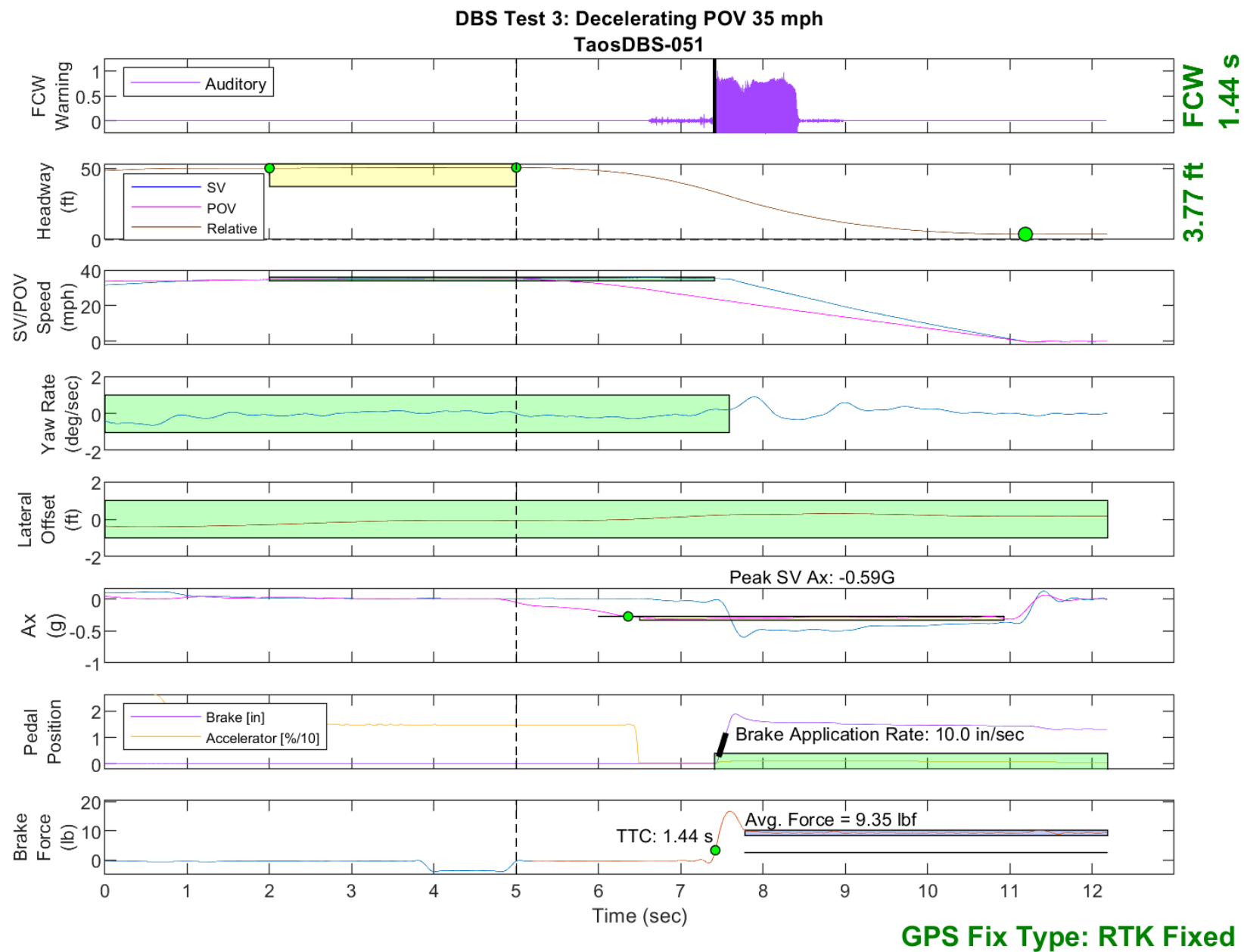


Figure E37. Time History for DBS Run 51, Test 3 - Decelerating POV 35 mph

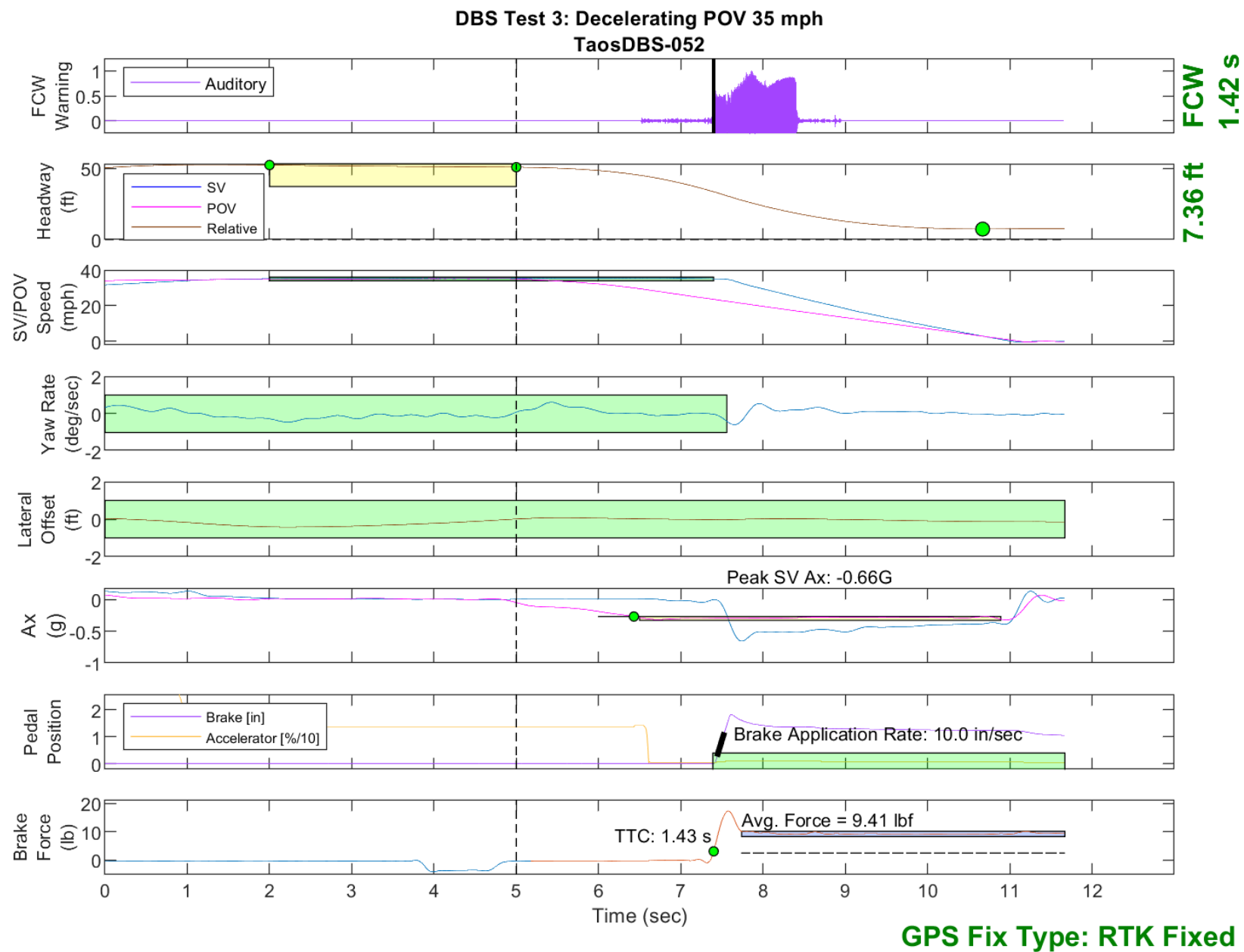


Figure E38. Time History for DBS Run 52, Test 3 - Decelerating POV 35 mph

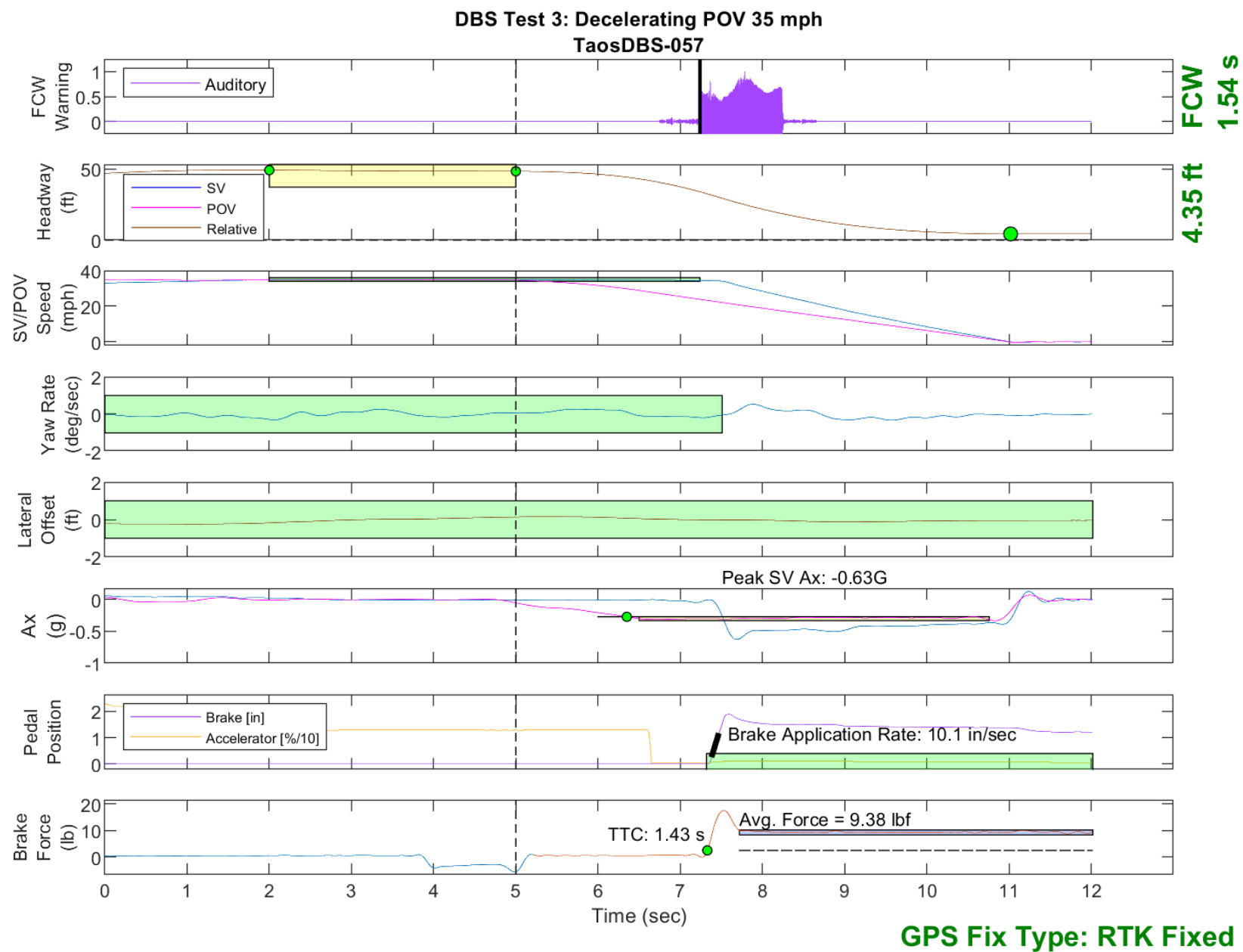


Figure E39. Time History for DBS Run 57, Test 3 - Decelerating POV 35 mph

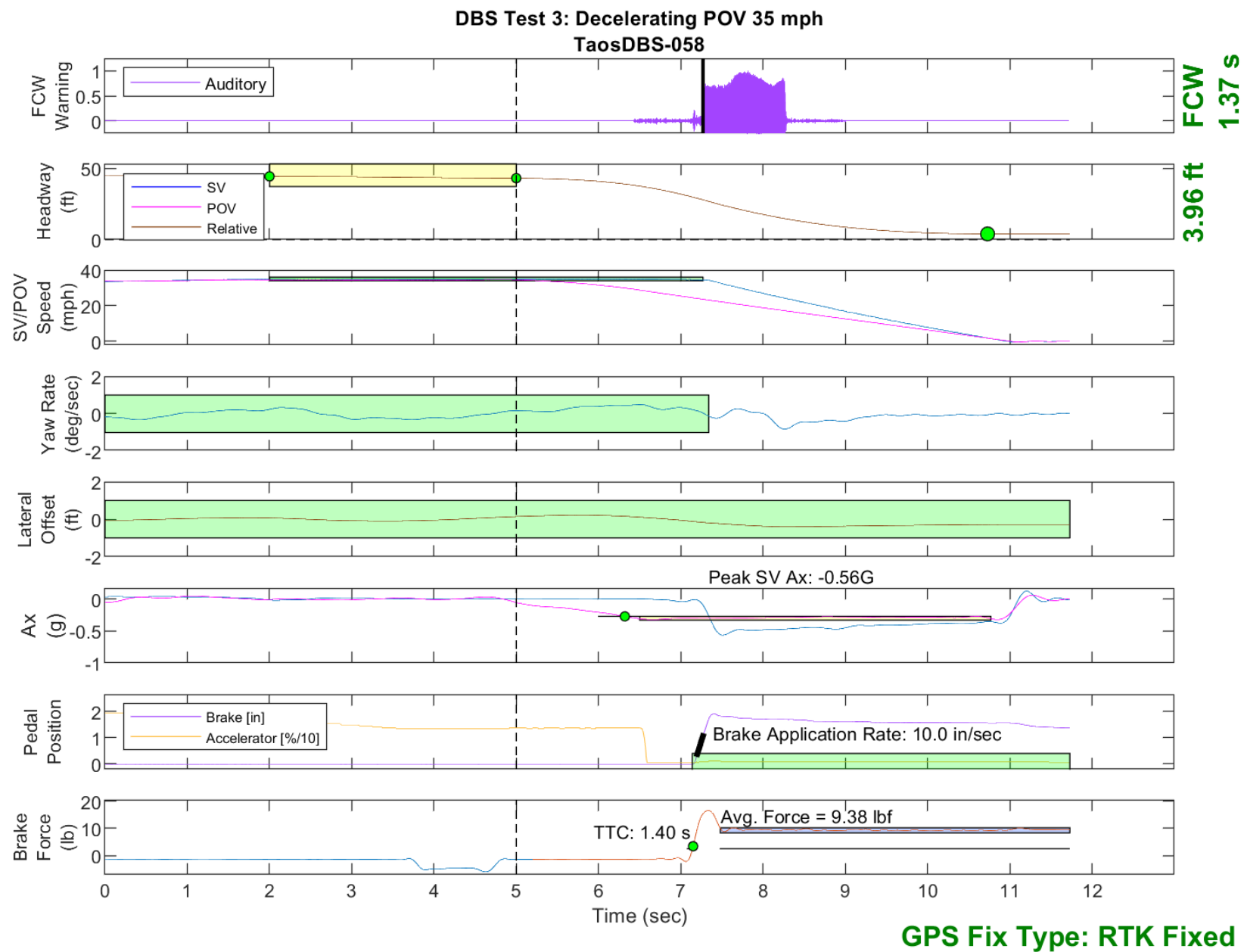


Figure E40. Time History for DBS Run 58, Test 3 - Decelerating POV 35 mph

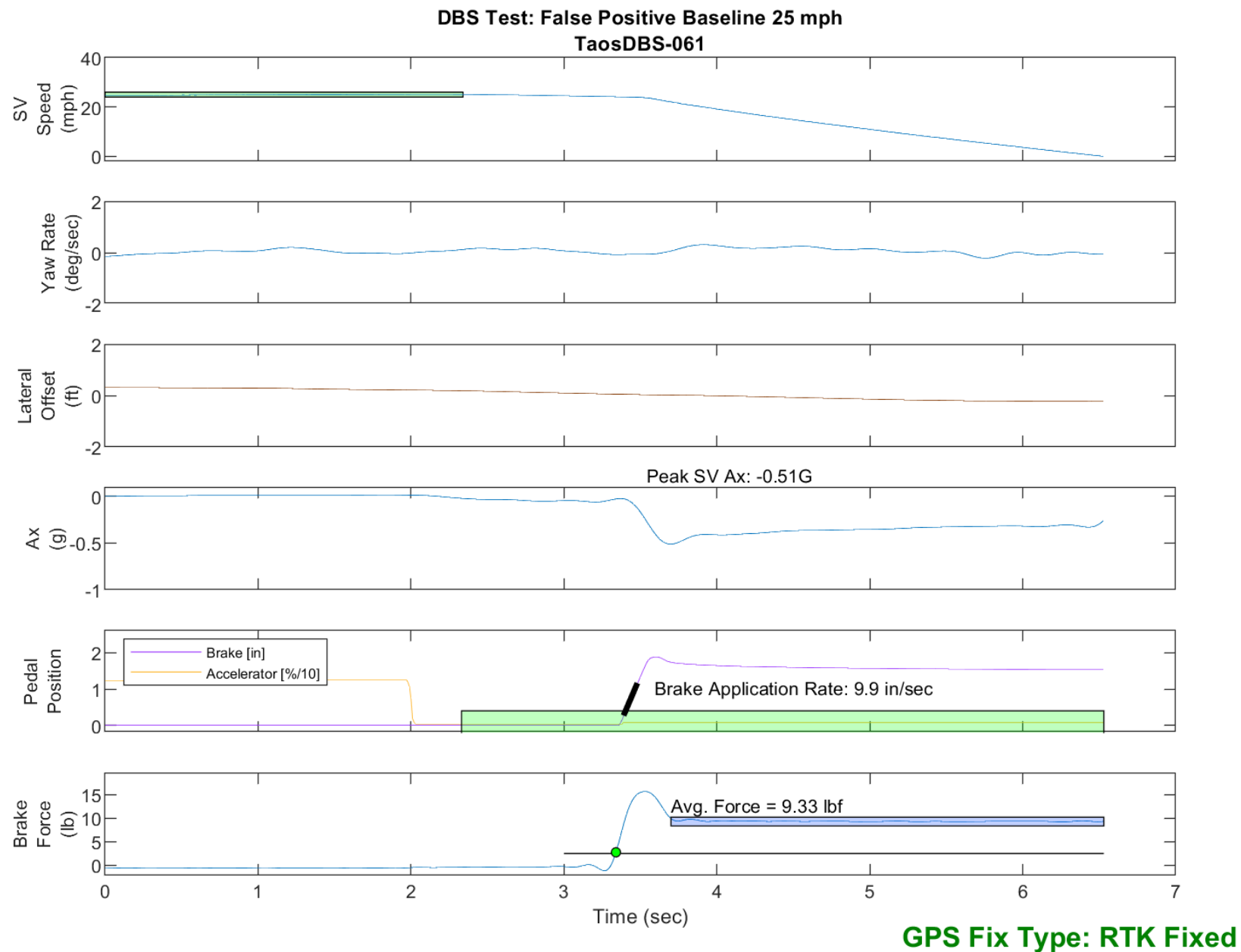


Figure E41. Time History for DBS Run 61, False Positive Baseline, SV 25 mph

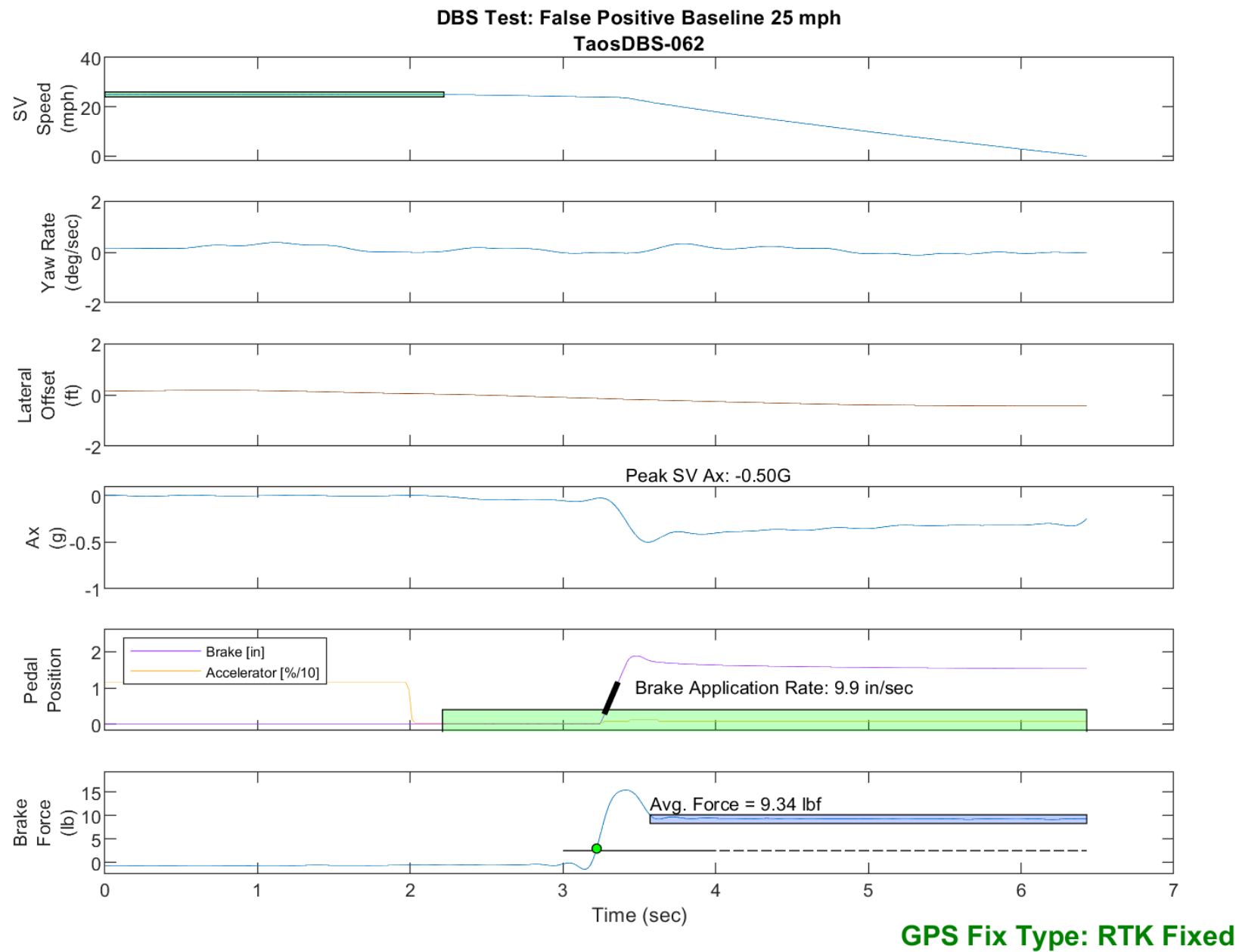


Figure E42. Time History for DBS Run 62, False Positive Baseline, SV 25 mph

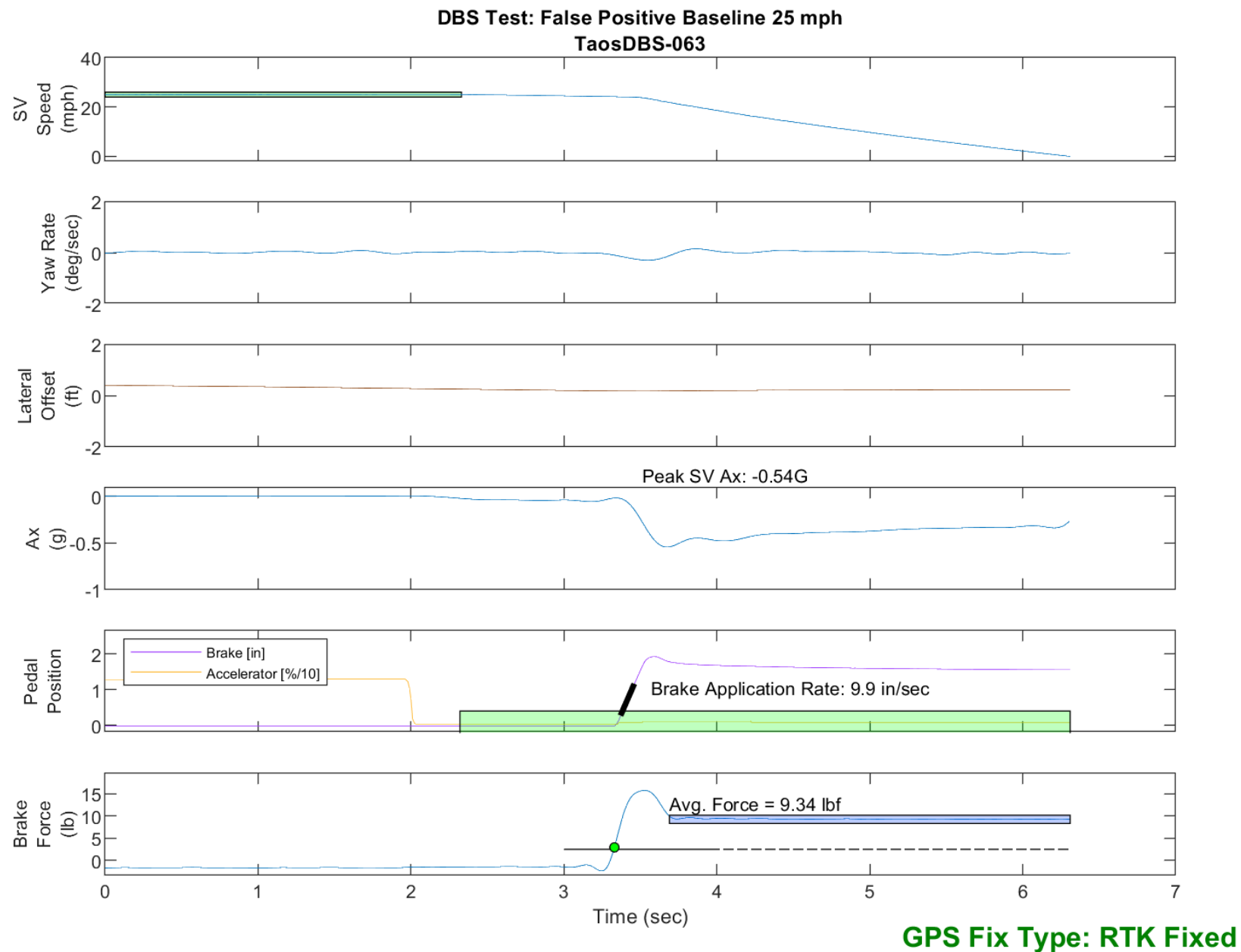


Figure E43. Time History for DBS Run 63, False Positive Baseline, SV 25 mph

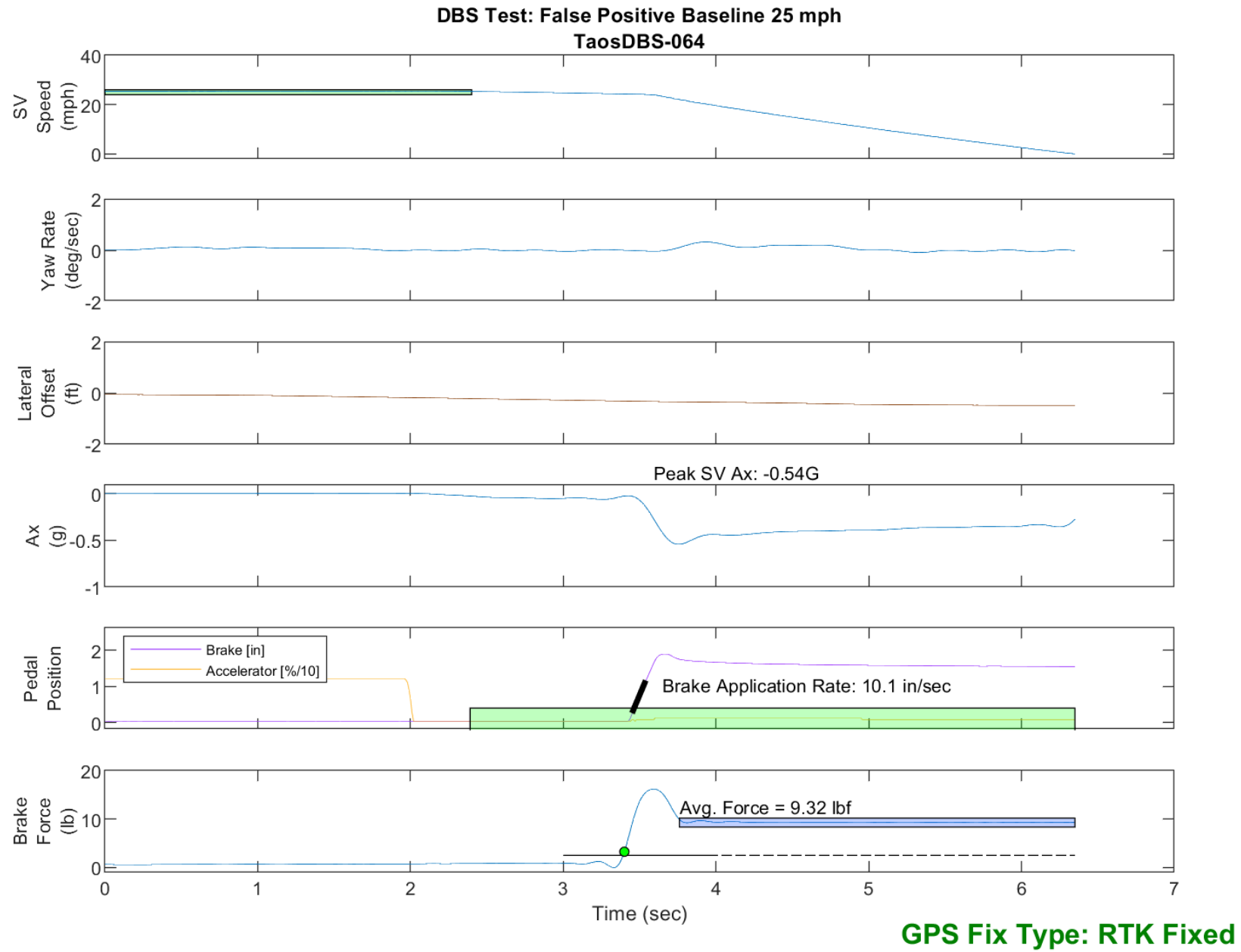


Figure E44. Time History for DBS Run 64, False Positive Baseline, SV 25 mph

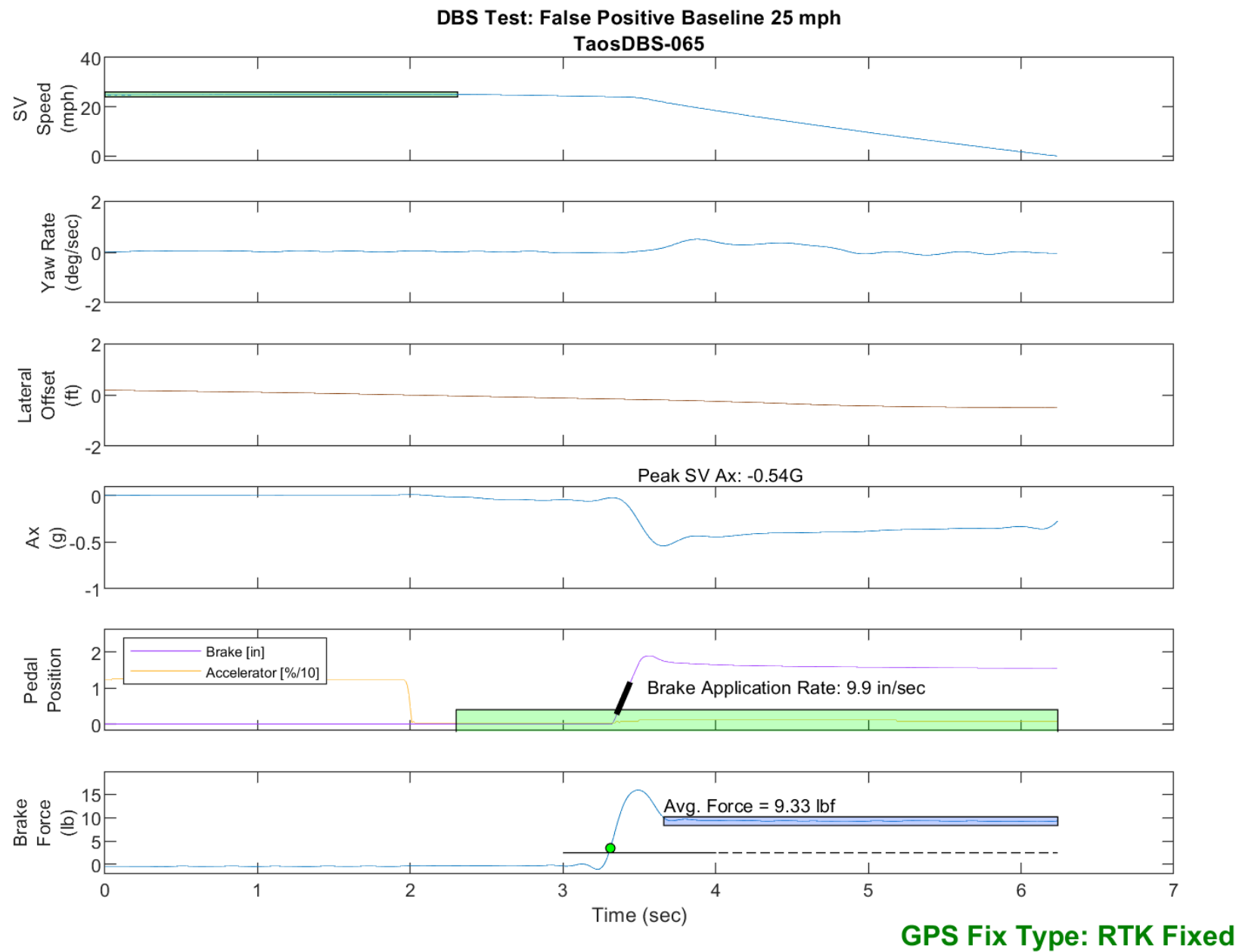


Figure E45. Time History for DBS Run 65, False Positive Baseline, SV 25 mph

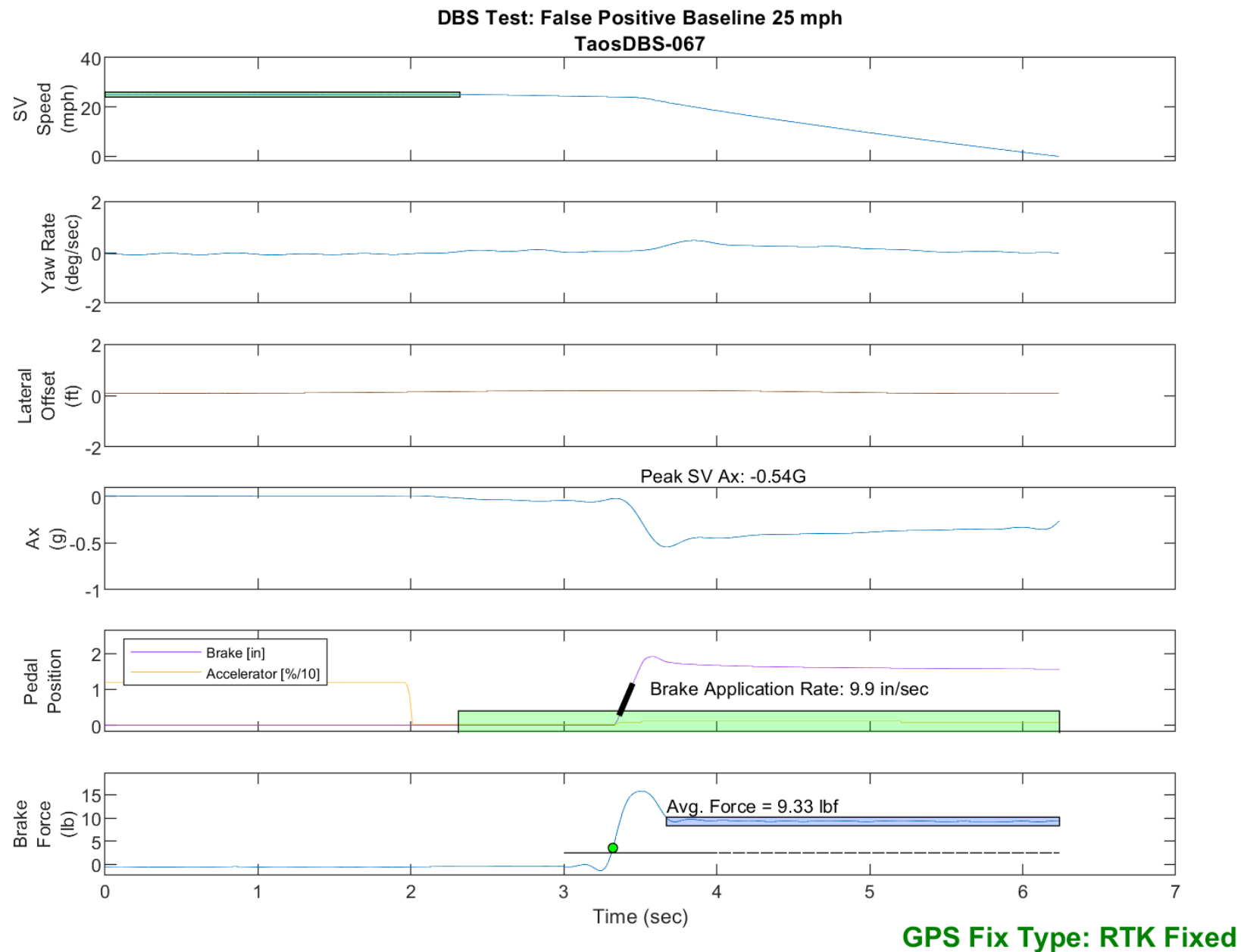


Figure E46. Time History for DBS Run 67, False Positive Baseline, SV 25 mph

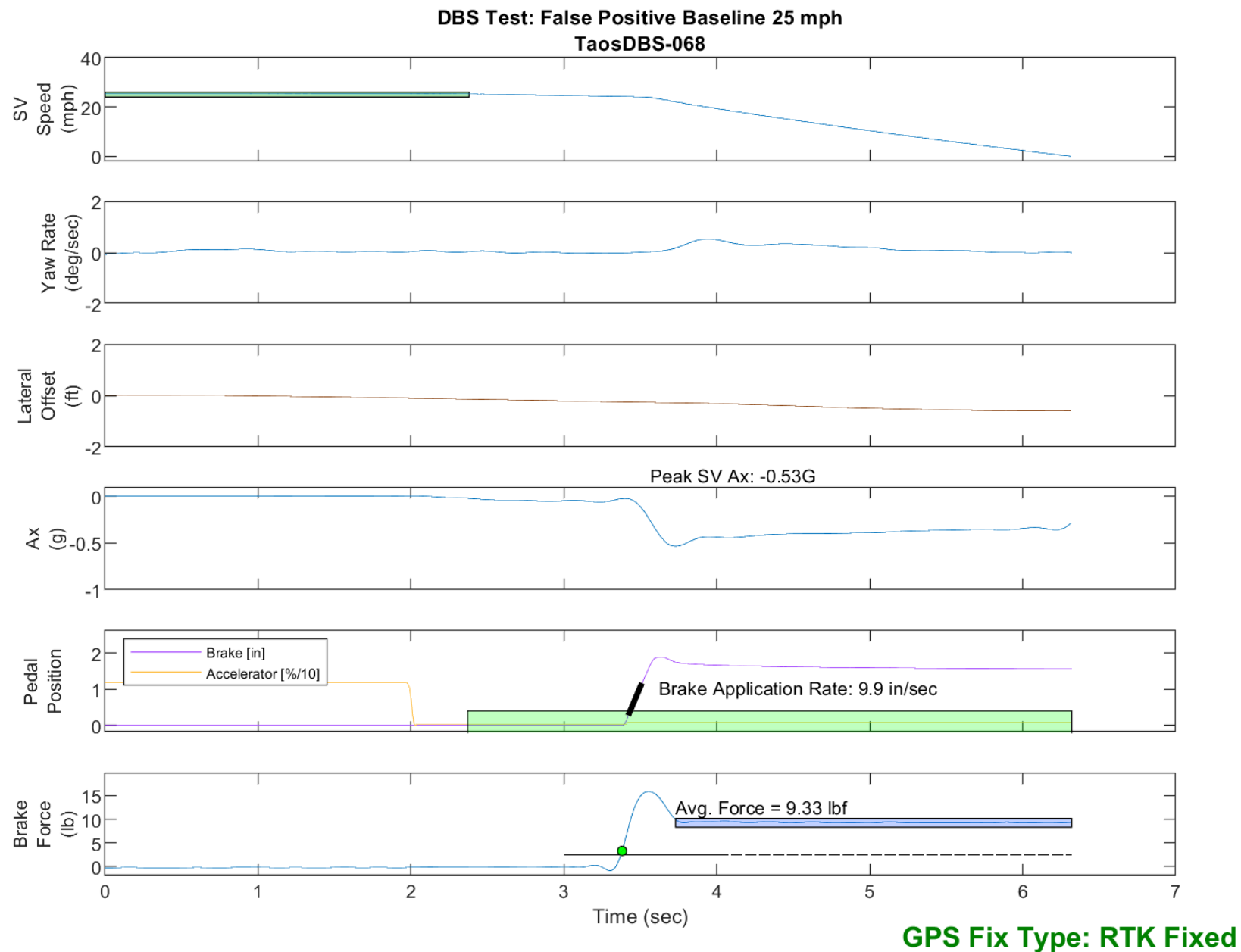


Figure E47. Time History for DBS Run 68, False Positive Baseline, SV 25 mph

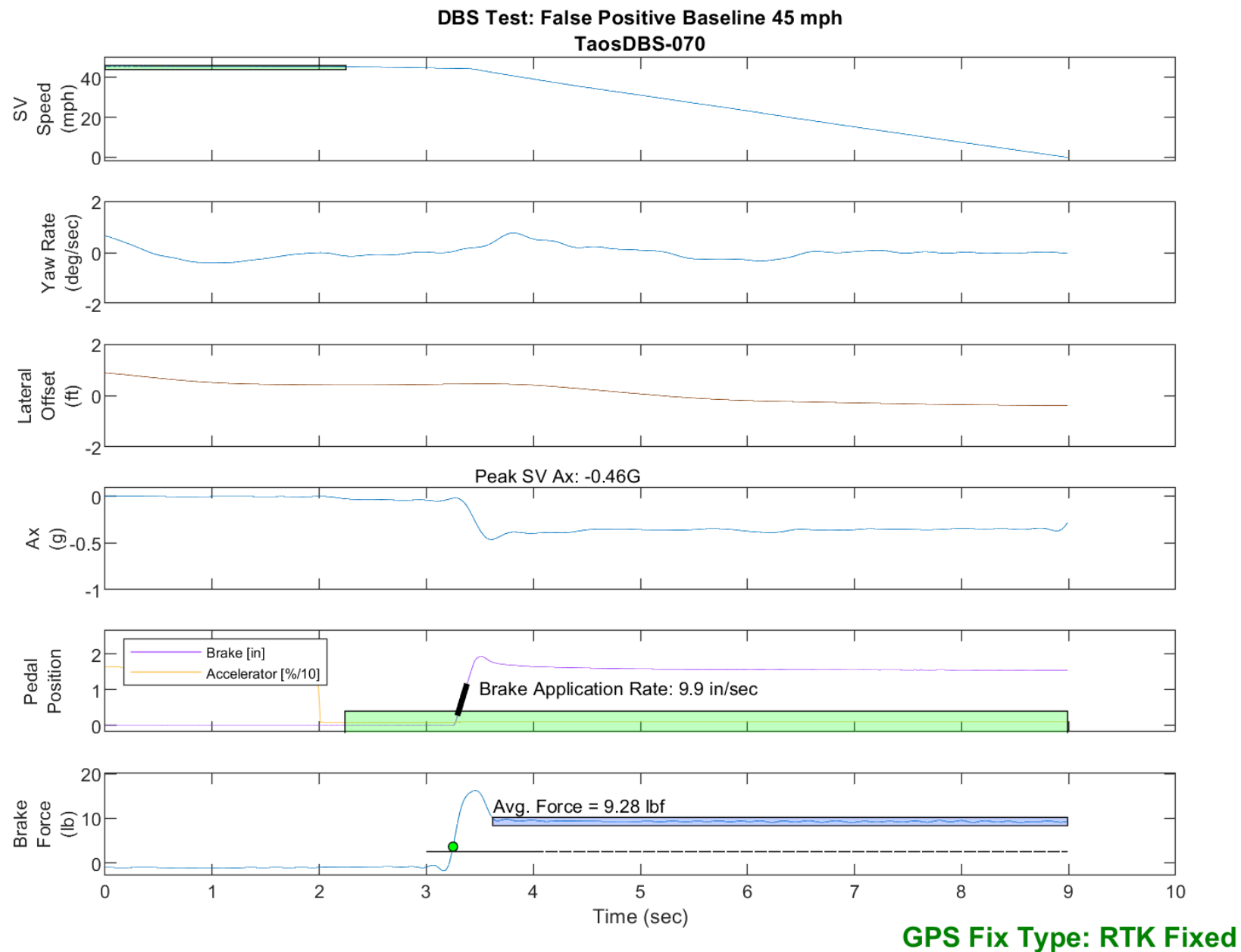


Figure E48. Time History for DBS Run 70, False Positive Baseline, SV 45 mph

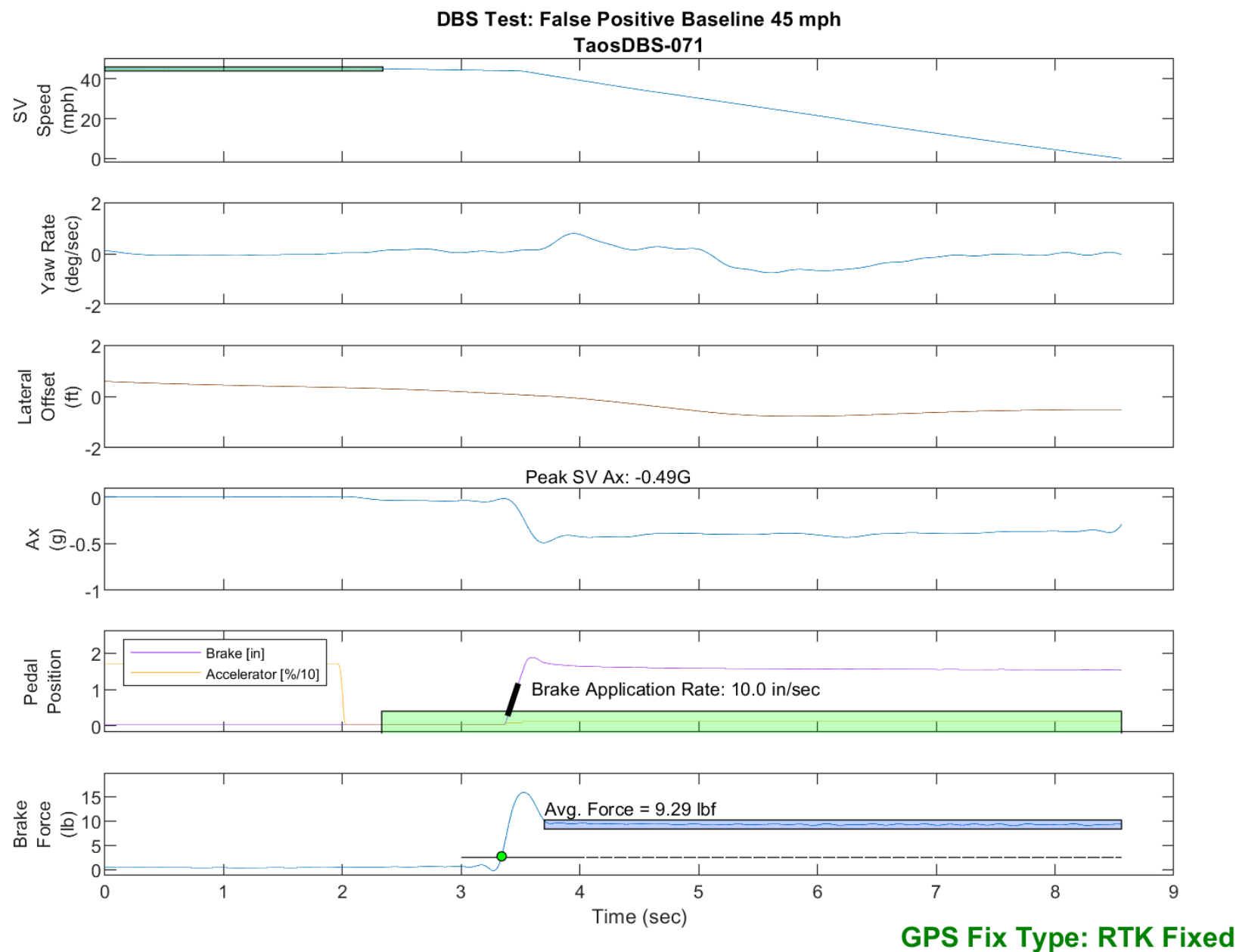


Figure E49. Time History for DBS Run 71, False Positive Baseline, SV 45 mph

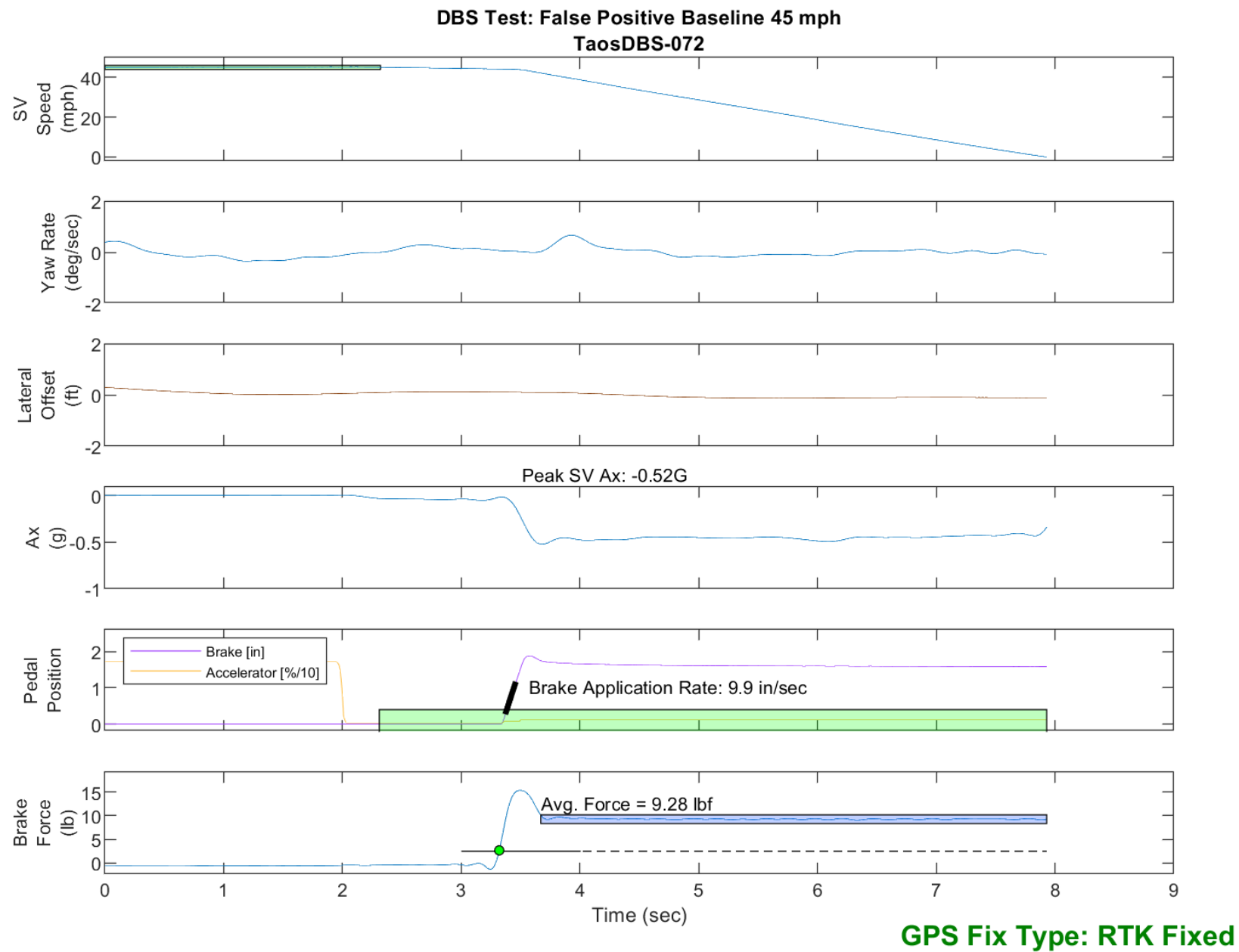


Figure E50. Time History for DBS Run 72, False Positive Baseline, SV 45 mph

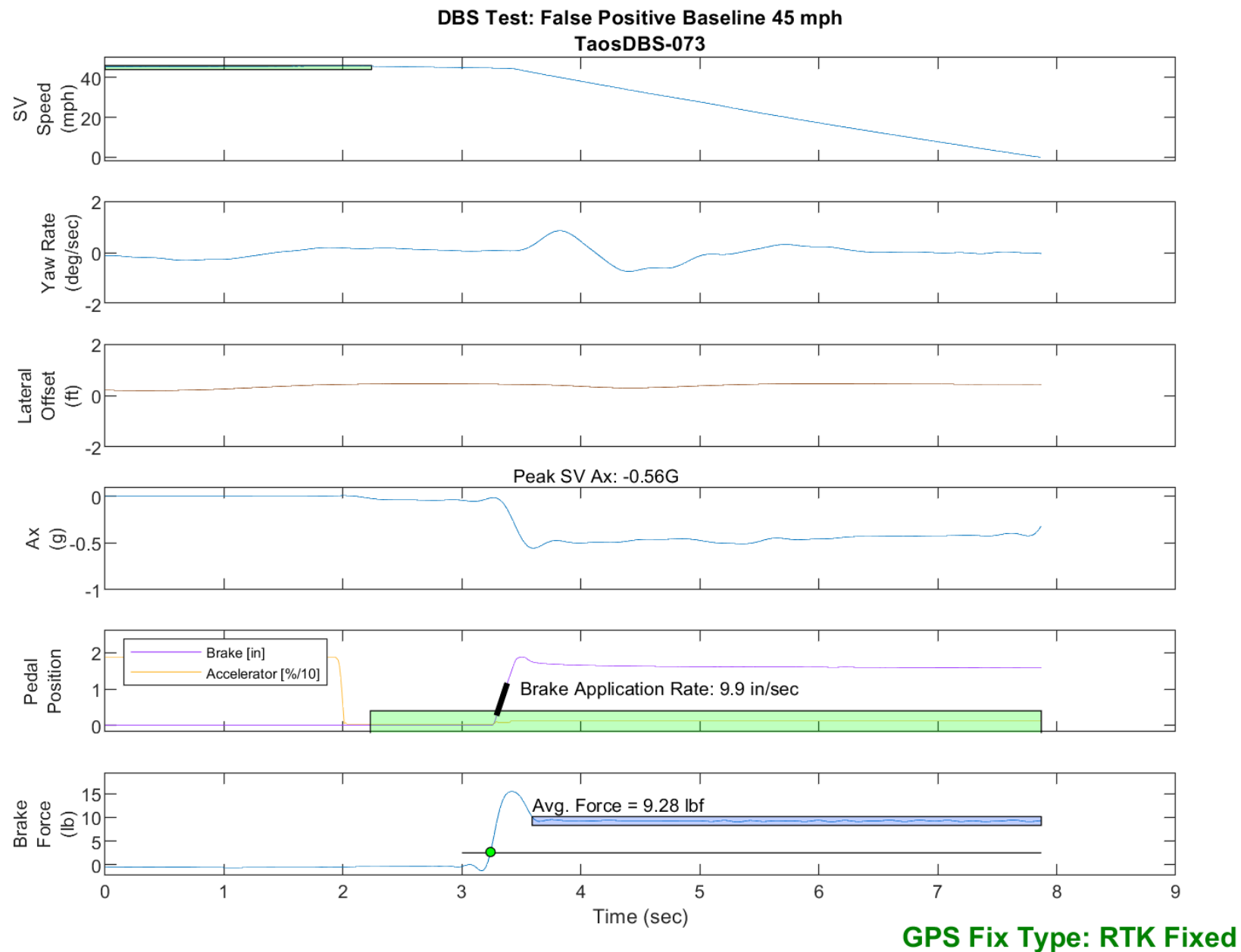


Figure E51. Time History for DBS Run 73, False Positive Baseline, SV 45 mph

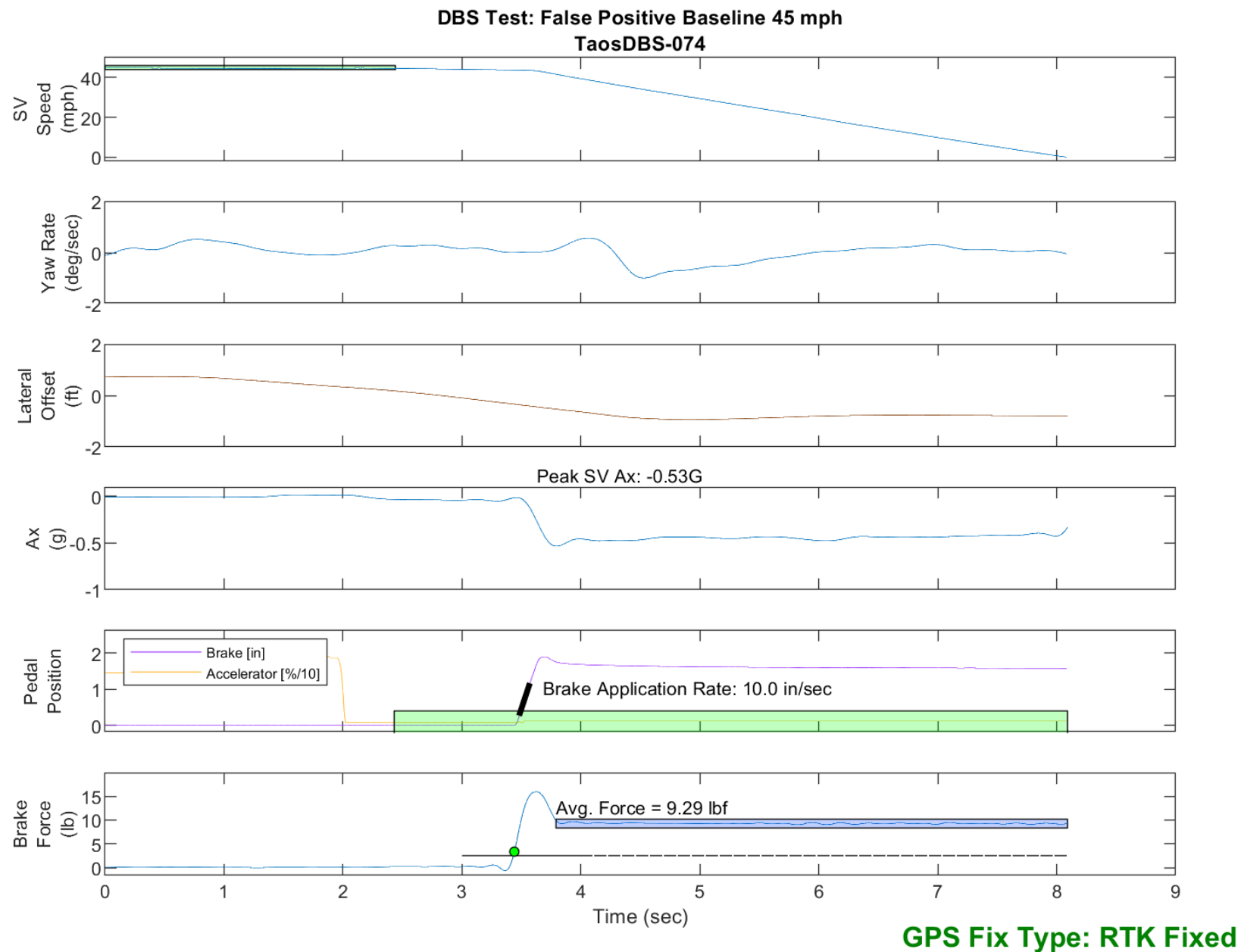


Figure E52. Time History for DBS Run 74, False Positive Baseline, SV 45 mph

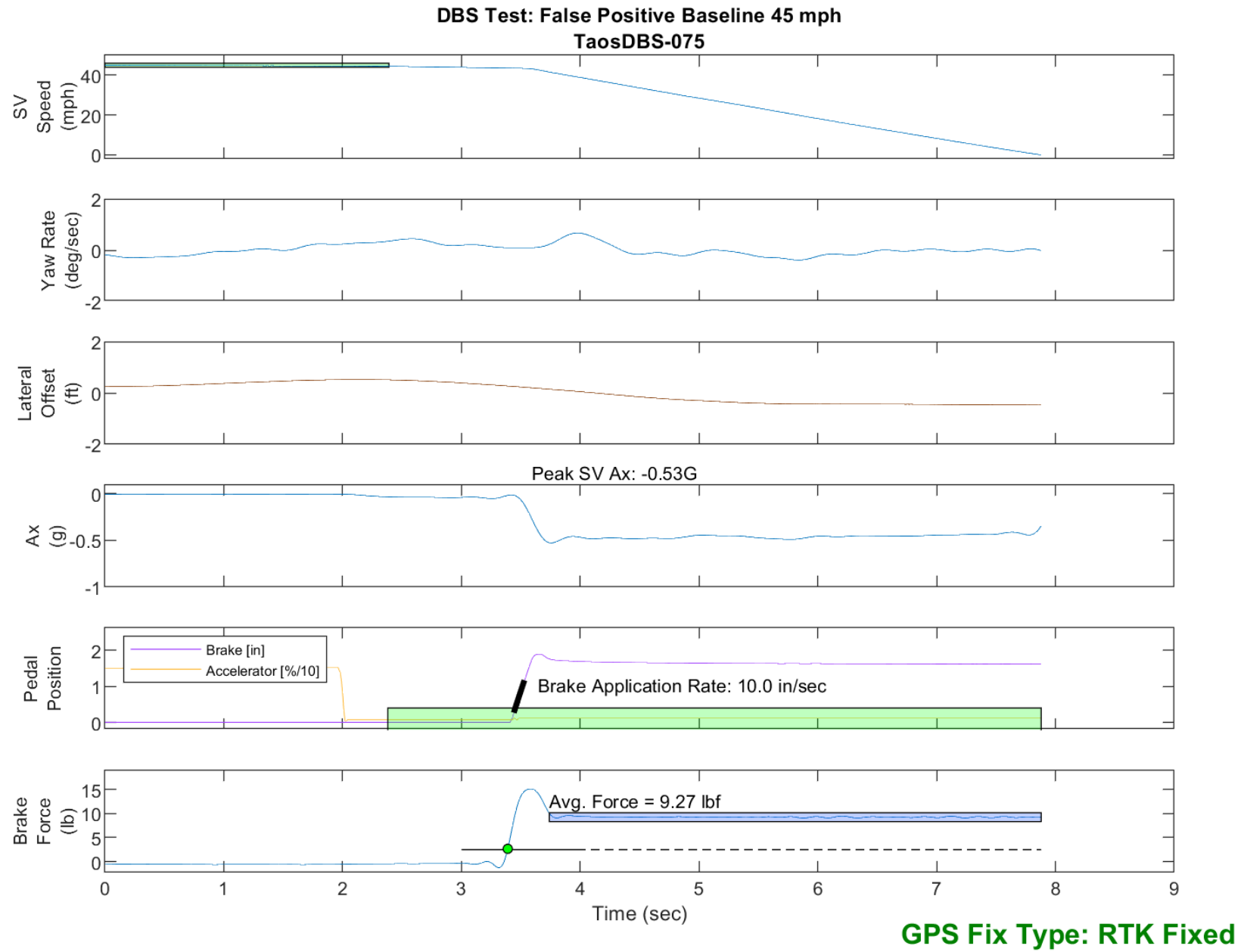


Figure E53. Time History for DBS Run 75, False Positive Baseline, SV 45 mph

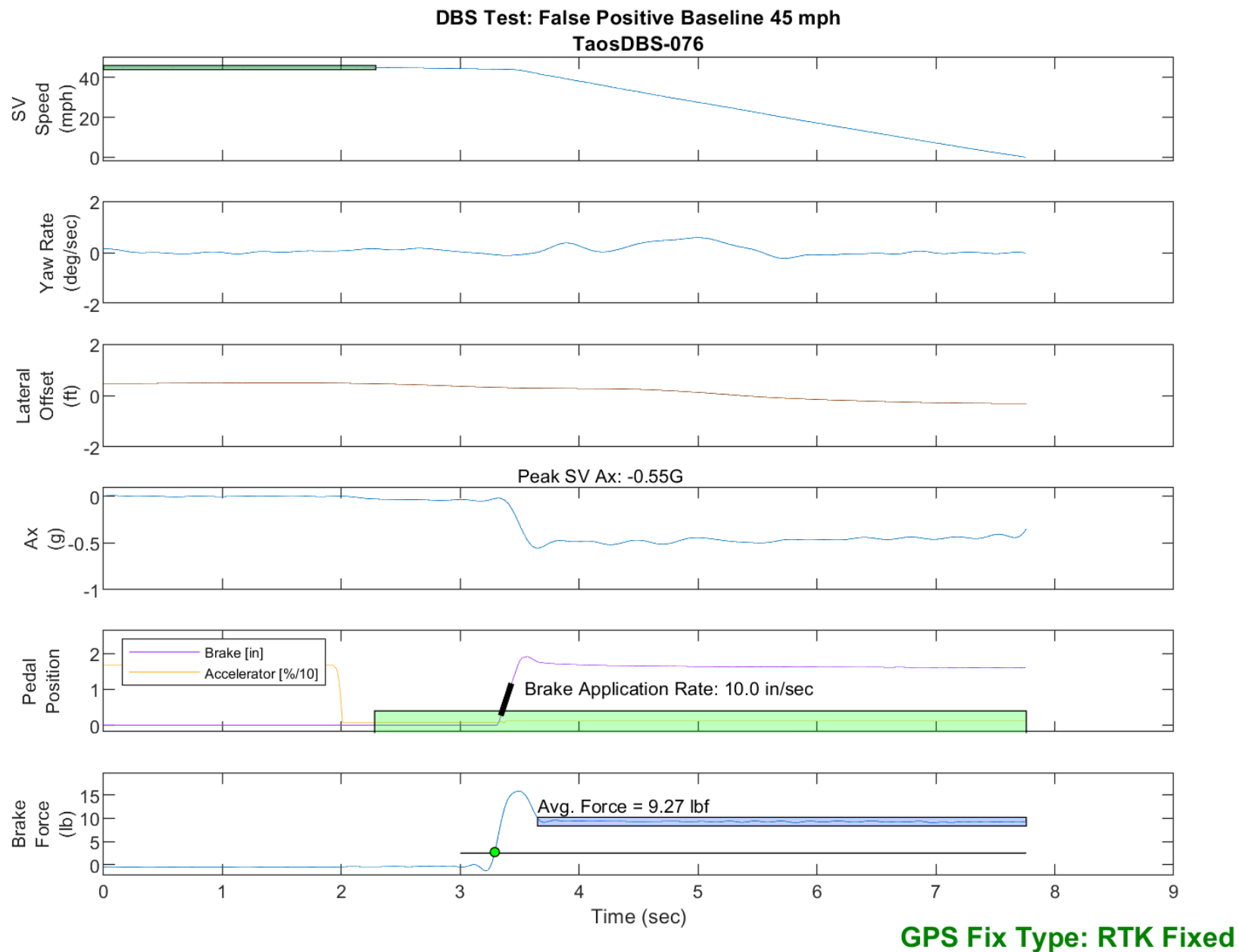


Figure E54. Time History for DBS Run 76, False Positive Baseline, SV 45 mph

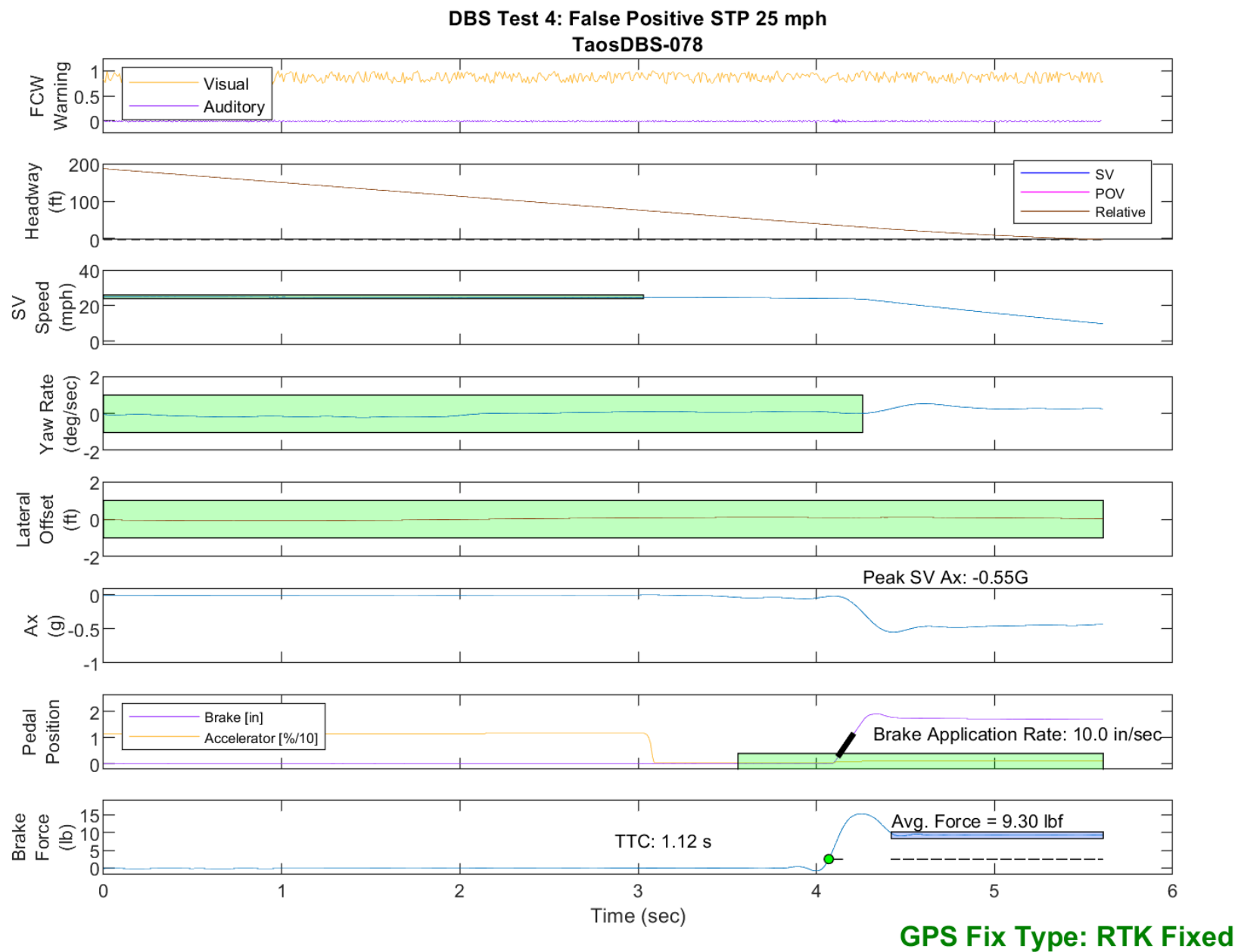


Figure E55. Time History for DBS Run 78, Test 4 - False Positive STP 25 mph

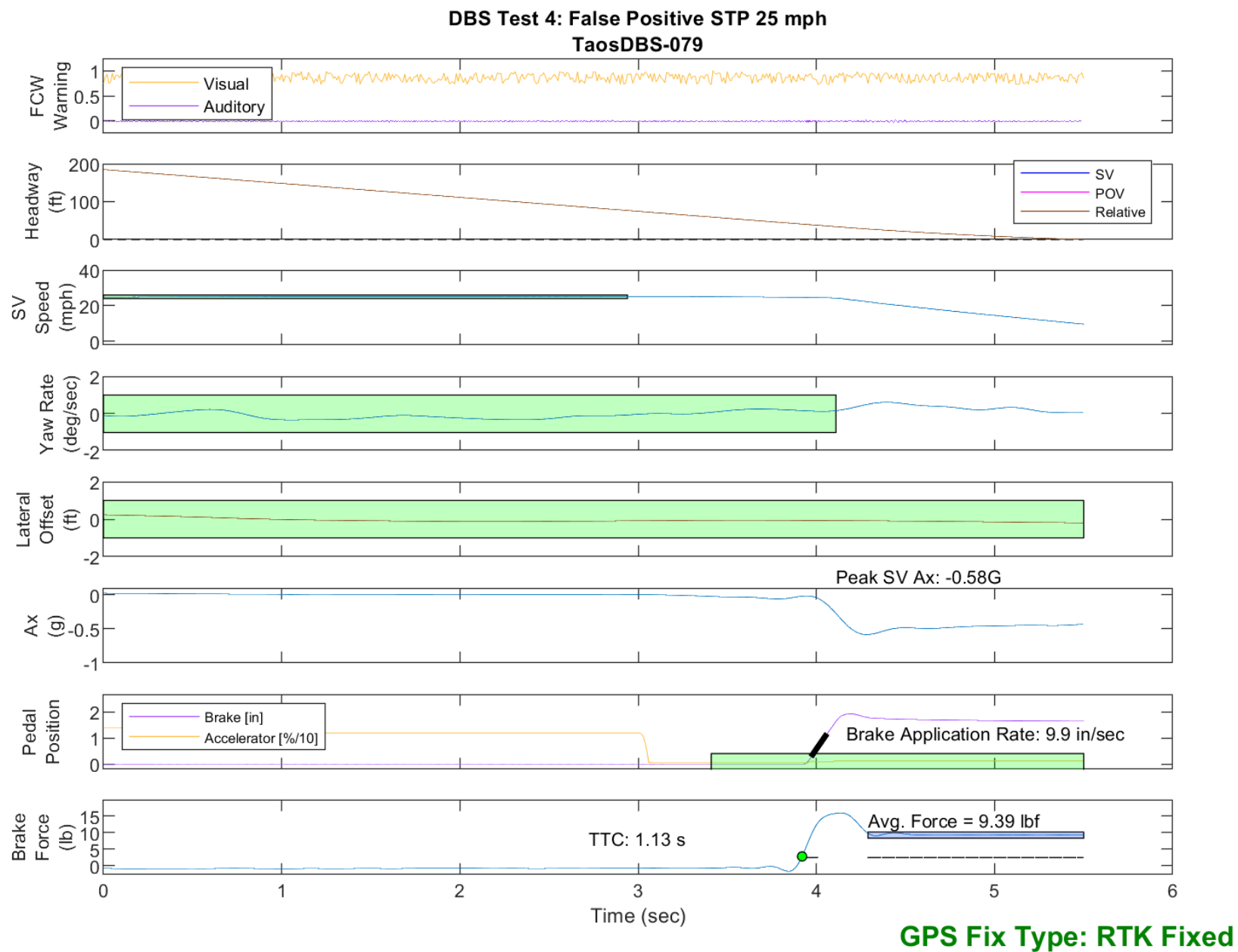


Figure E56. Time History for DBS Run 79, Test 4 - False Positive STP 25 mph

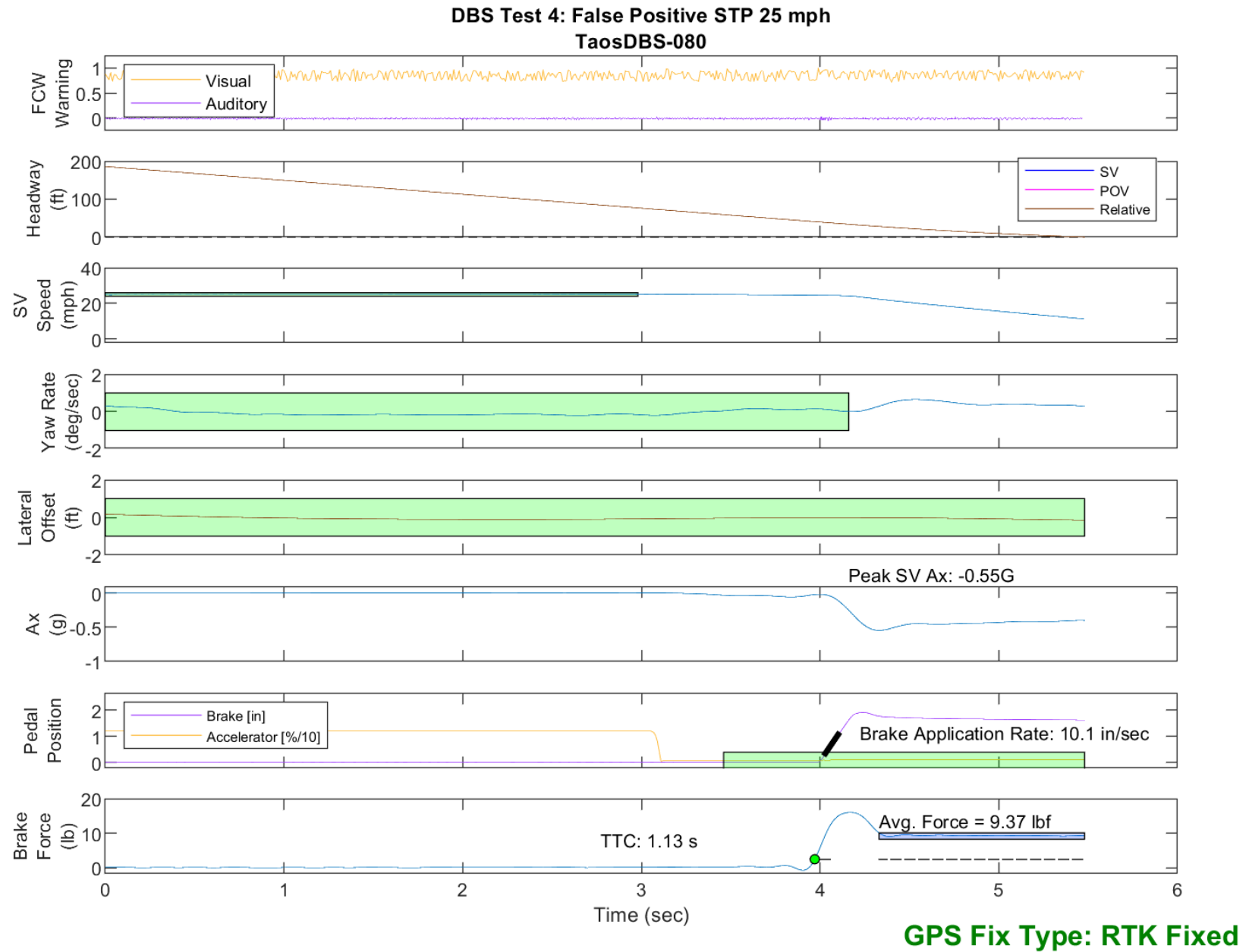


Figure E57. Time History for DBS Run 80, Test 4 - False Positive STP 25 mph

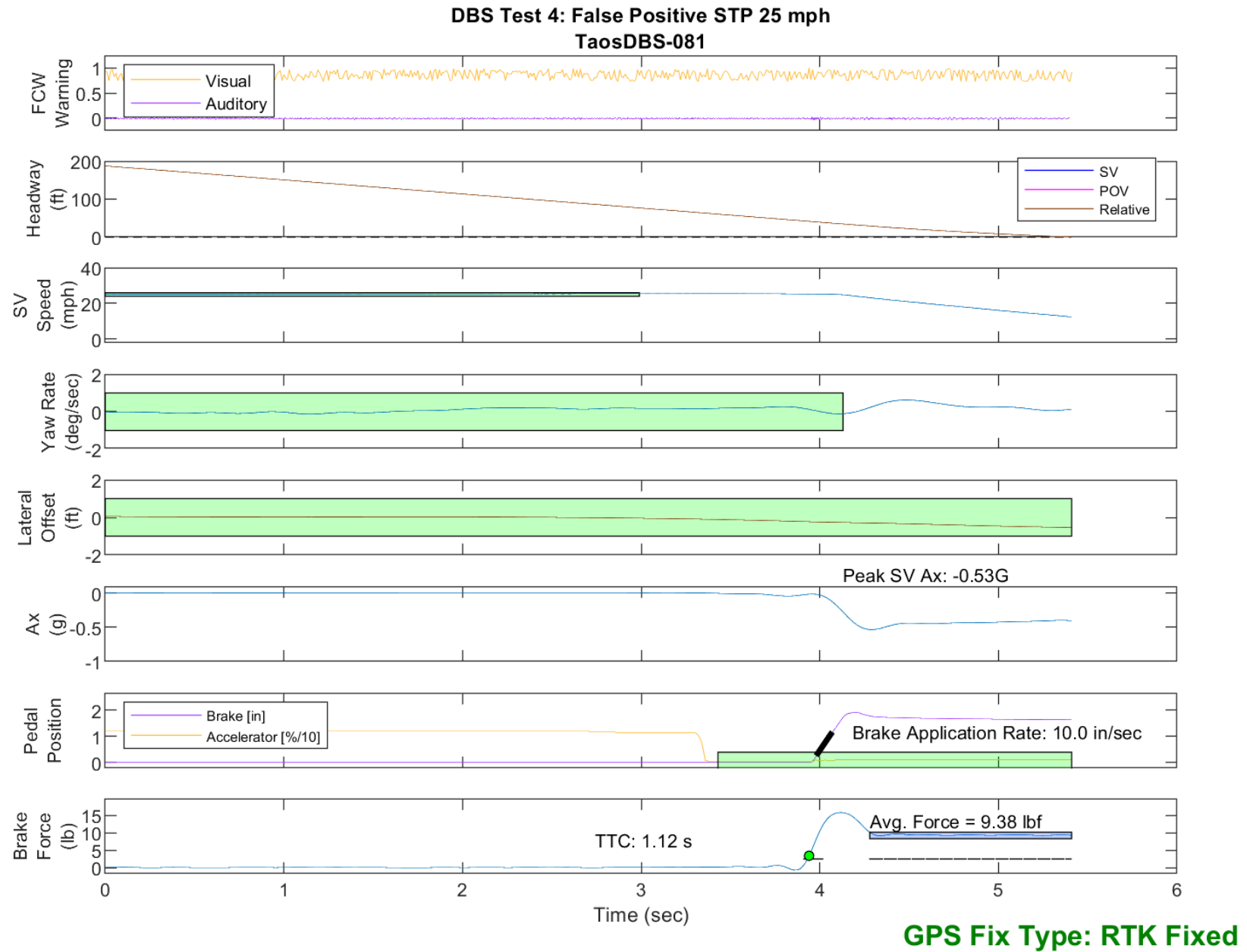


Figure E58. Time History for DBS Run 81, Test 4 - False Positive STP 25 mph

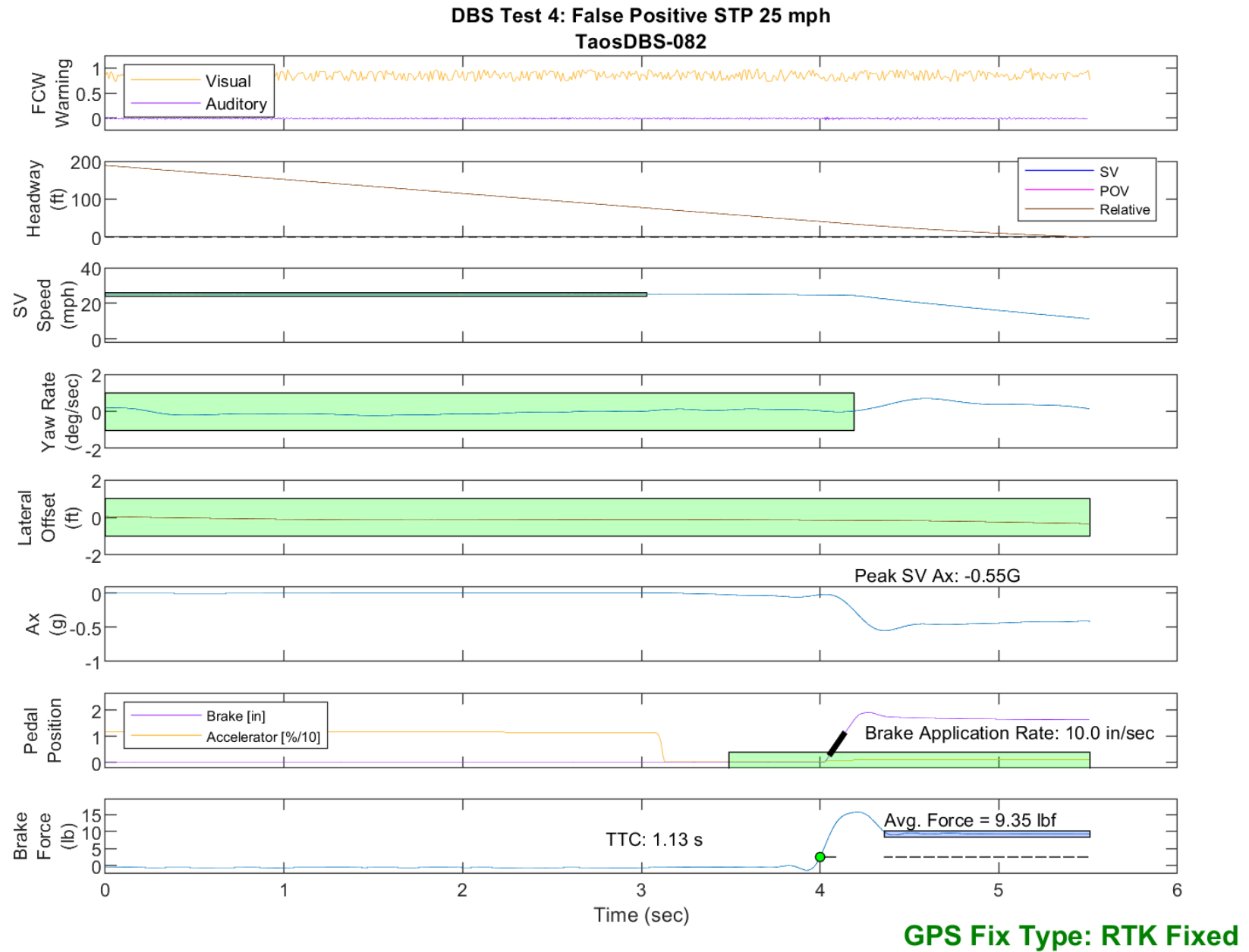


Figure E59. Time History for DBS Run 82, Test 4 - False Positive STP 25 mph

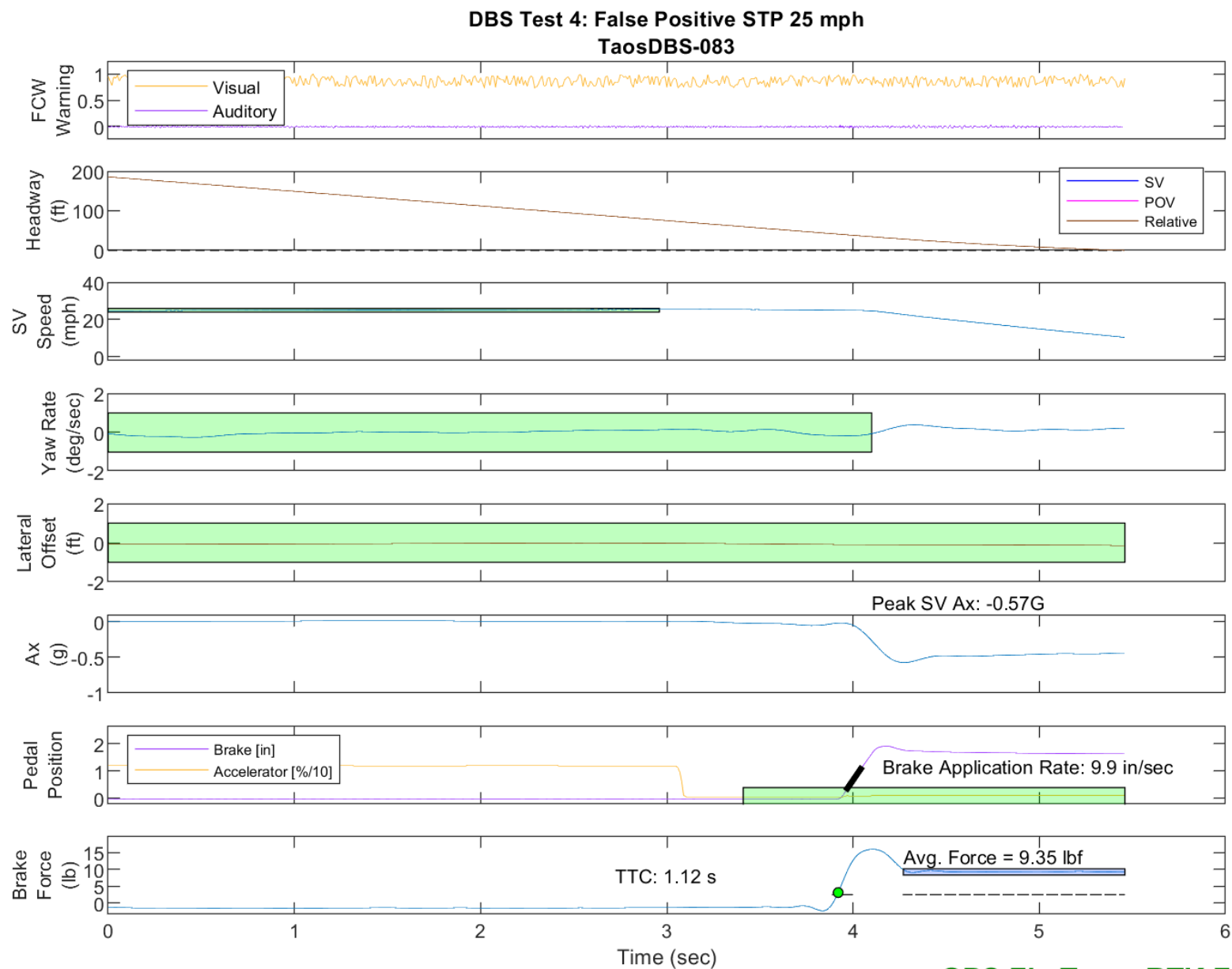


Figure E60. Time History for DBS Run 83, Test 4 - False Positive STP 25 mph

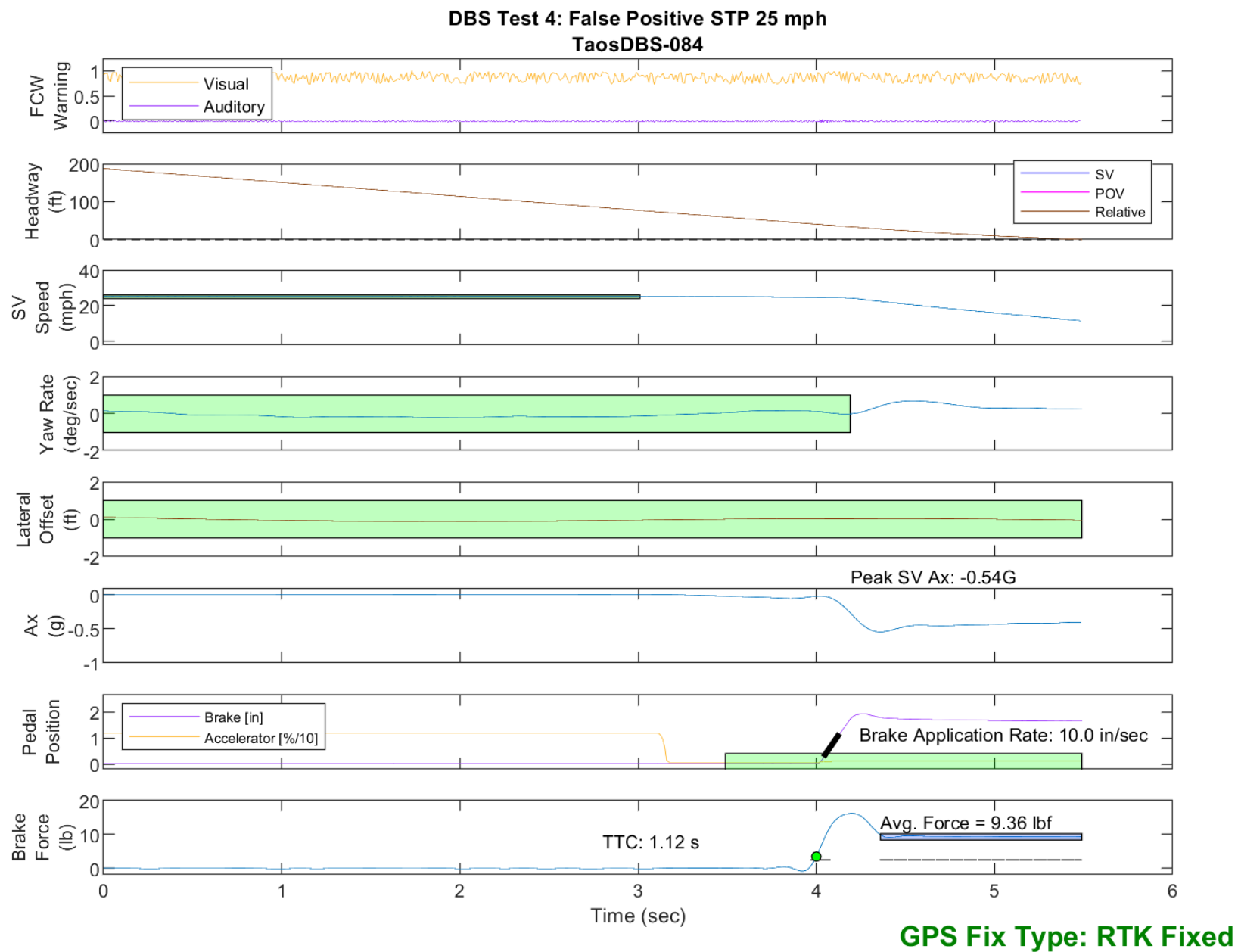


Figure E61. Time History for DBS Run 84, Test 4 - False Positive STP 25 mph

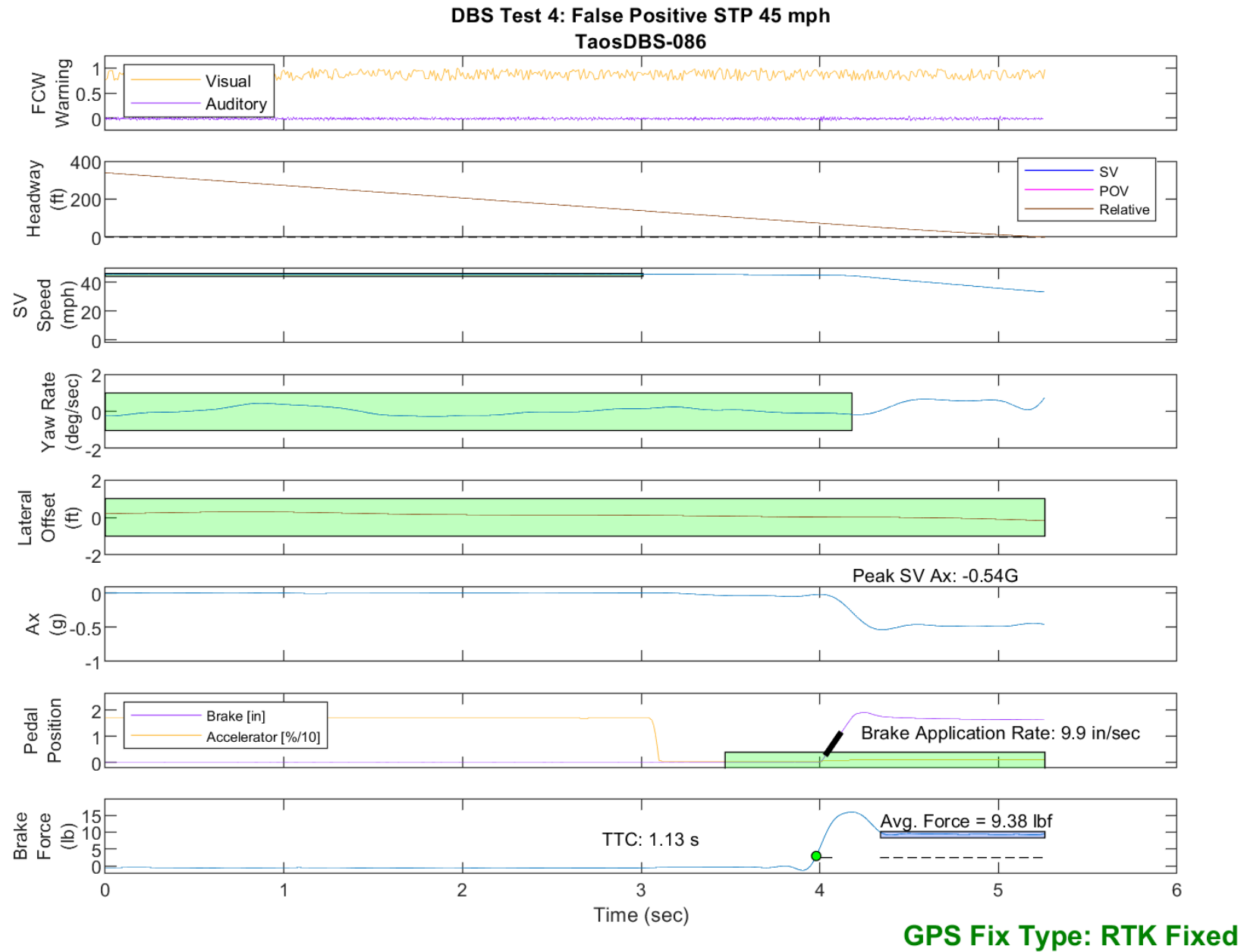


Figure E62. Time History for DBS Run 86, Test 4 - False Positive STP 45 mph

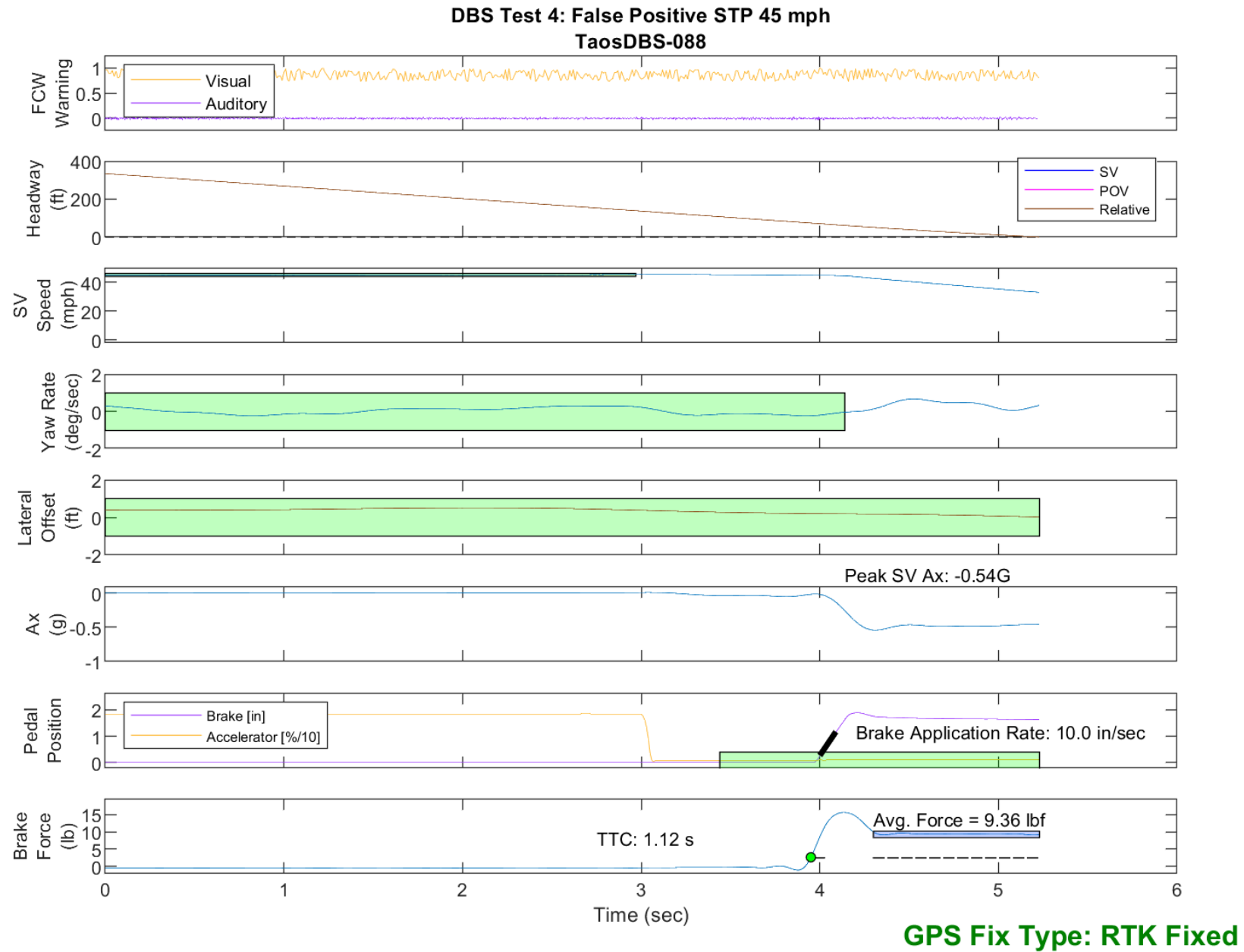


Figure E63. Time History for DBS Run 88, Test 4 - False Positive STP 45 mph

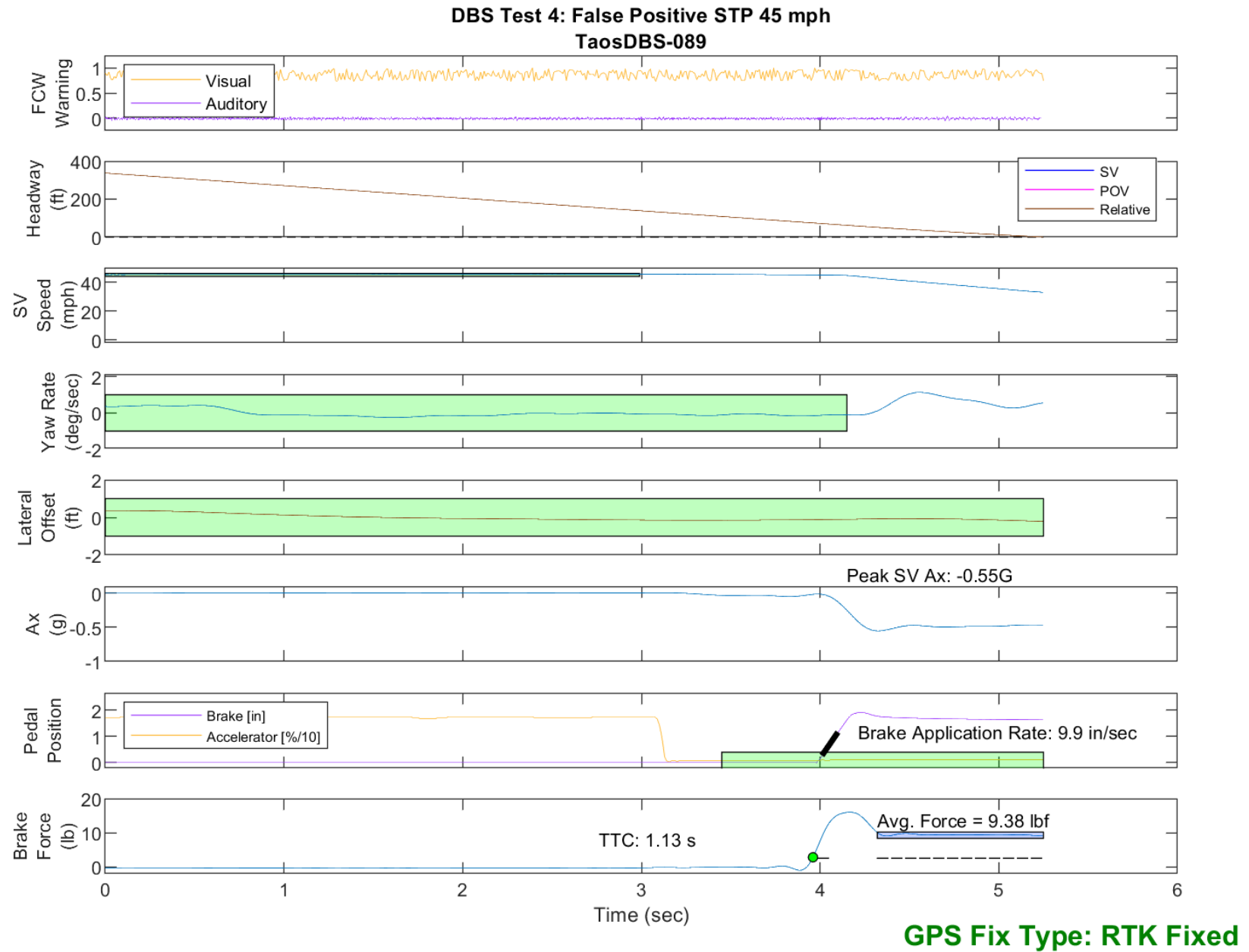


Figure E64. Time History for DBS Run 89, Test 4 - False Positive STP 45 mph

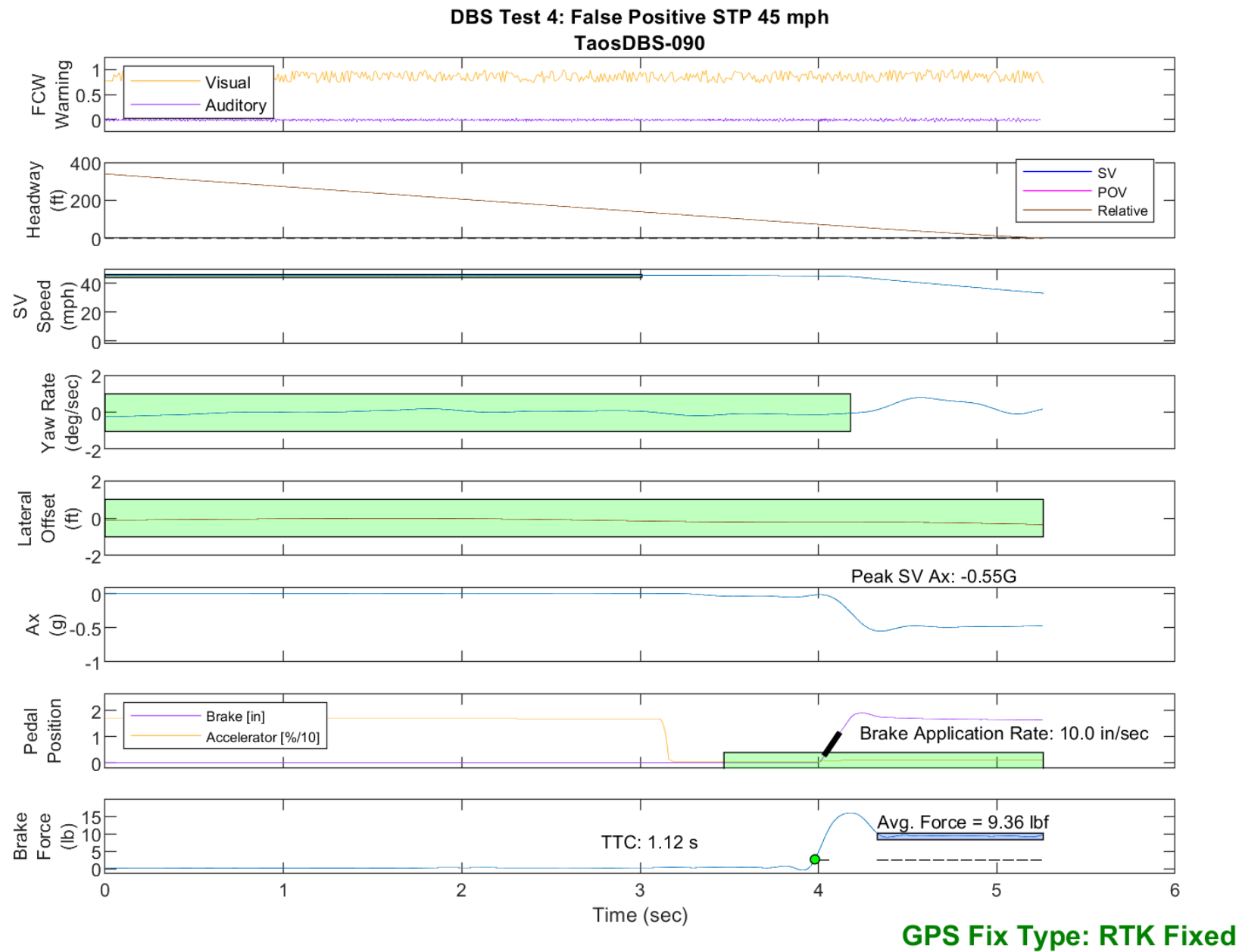


Figure E65. Time History for DBS Run 90, Test 4 - False Positive STP 45 mph

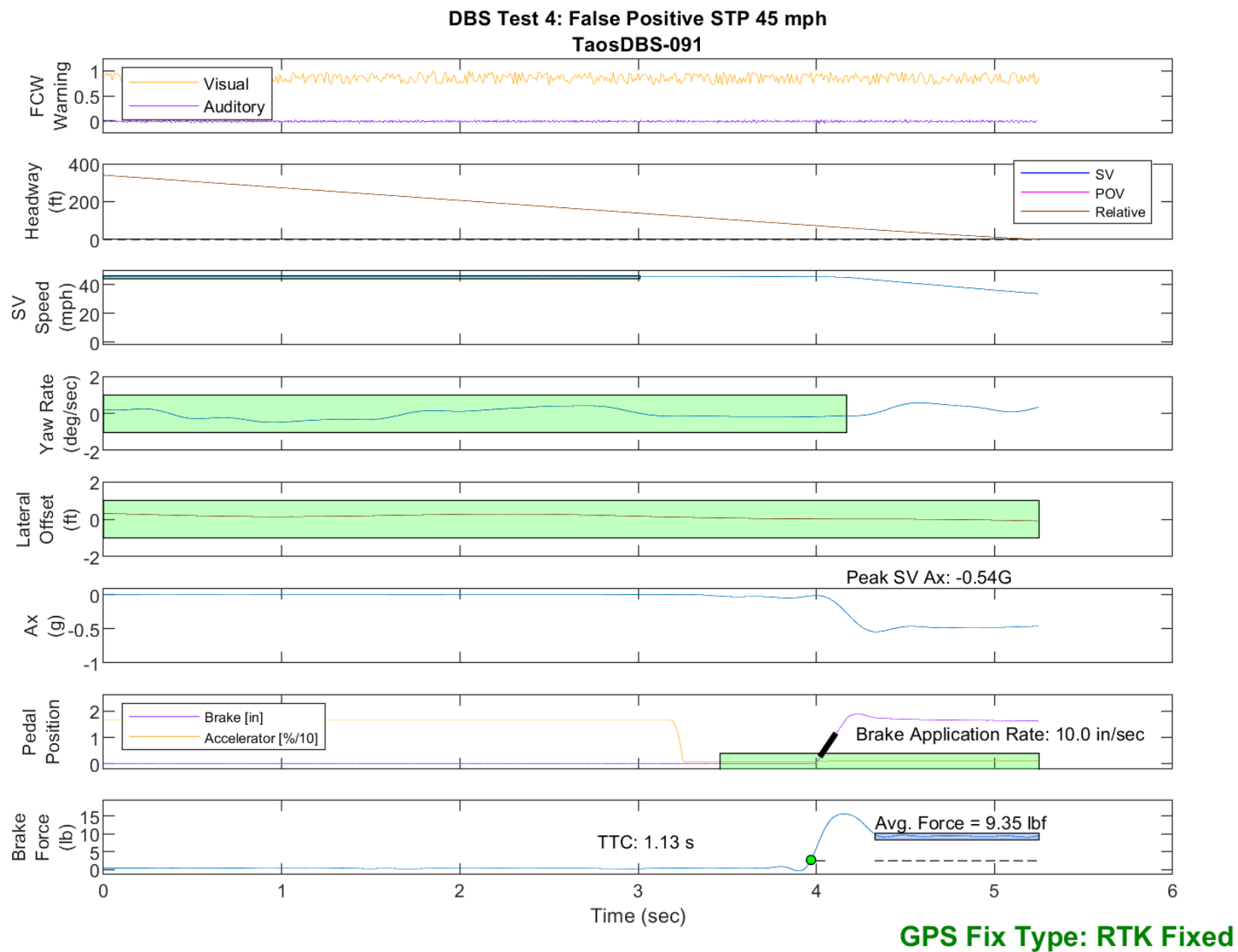


Figure E66. Time History for DBS Run 91, Test 4 - False Positive STP 45 mph

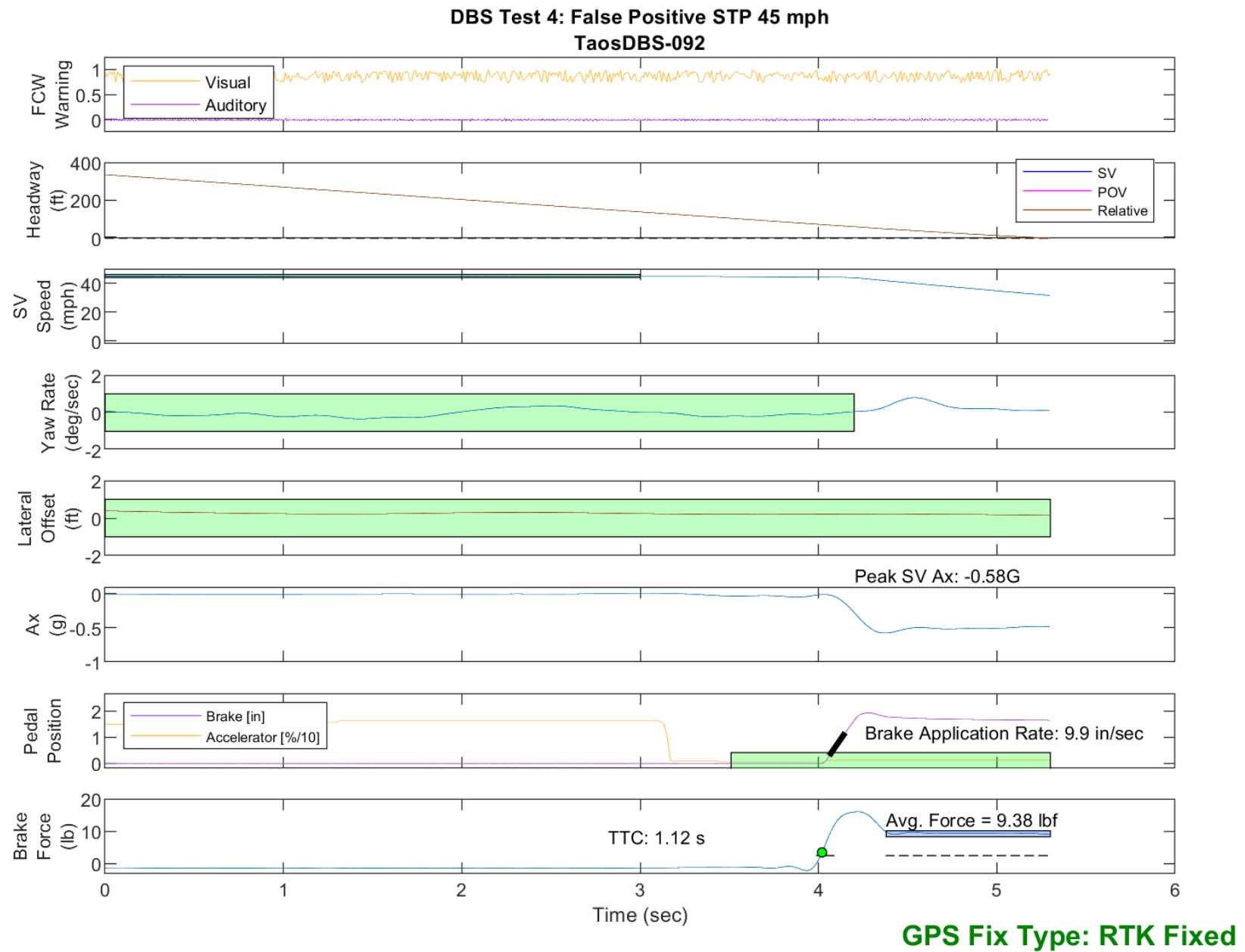


Figure E67. Time History for DBS Run 92, Test 4 - False Positive STP 45 mph

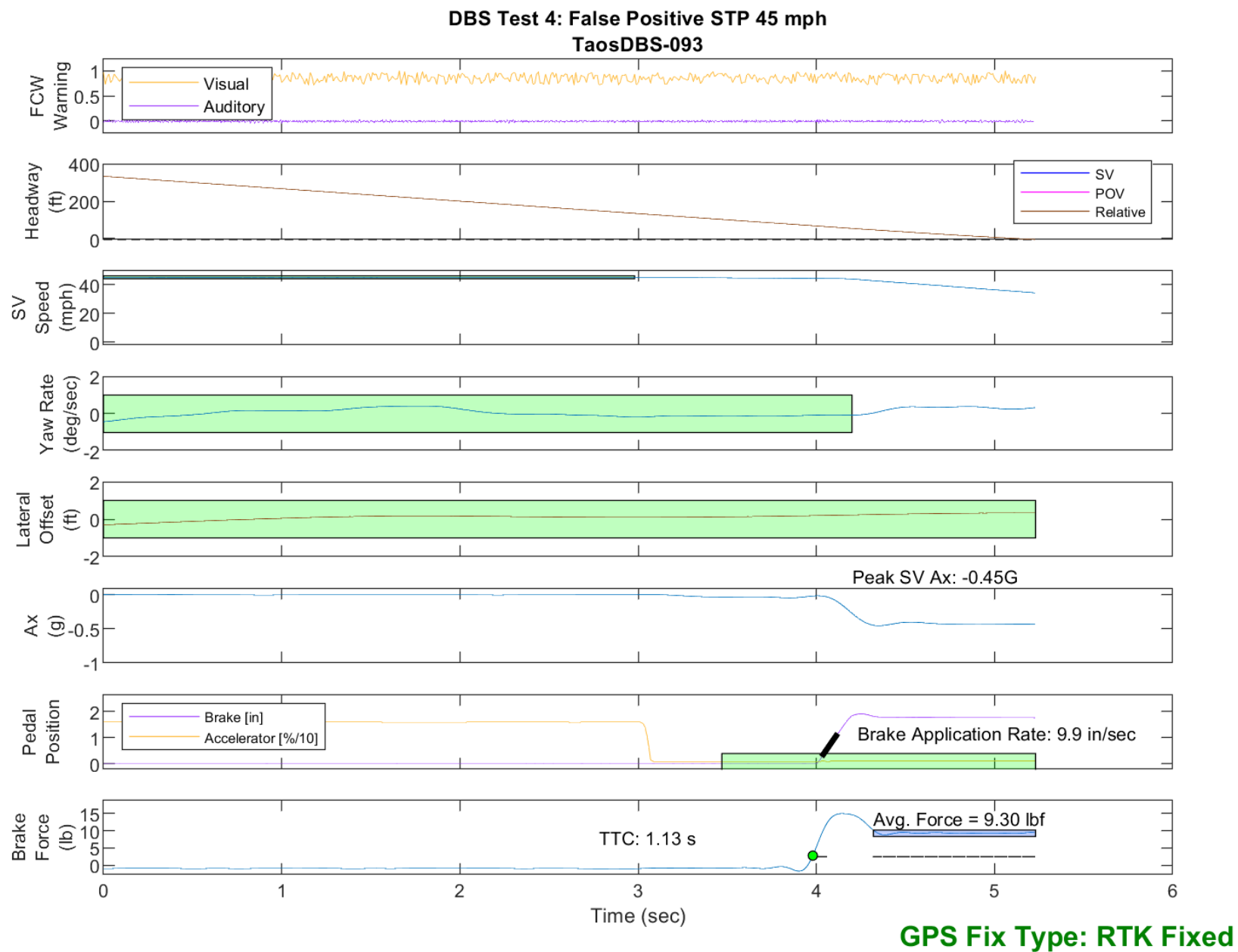


Figure E68. Time History for DBS Run 93, Test 4 - False Positive STP 45 mph

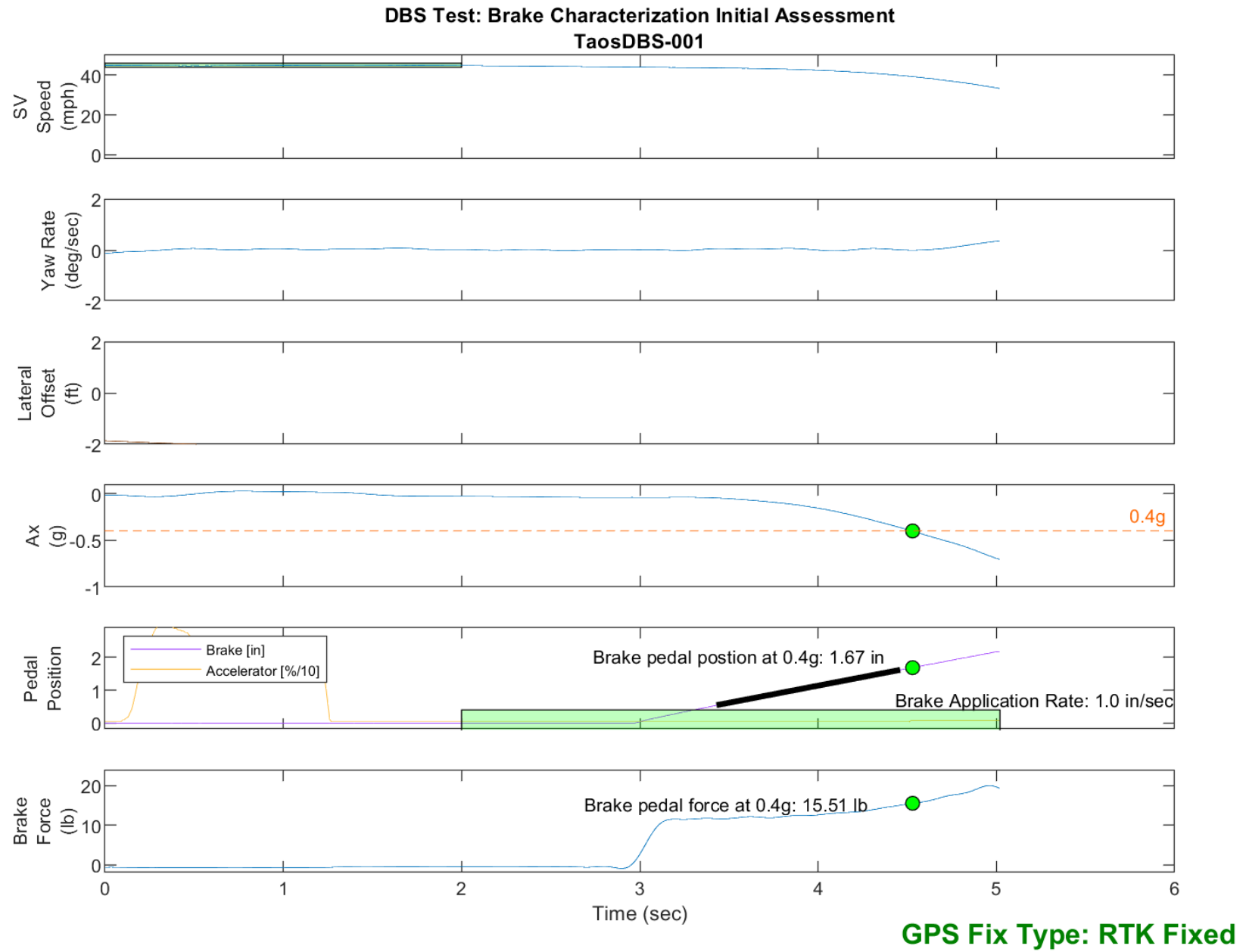


Figure E69. Time History for DBS Run 1, Brake Characterization Initial

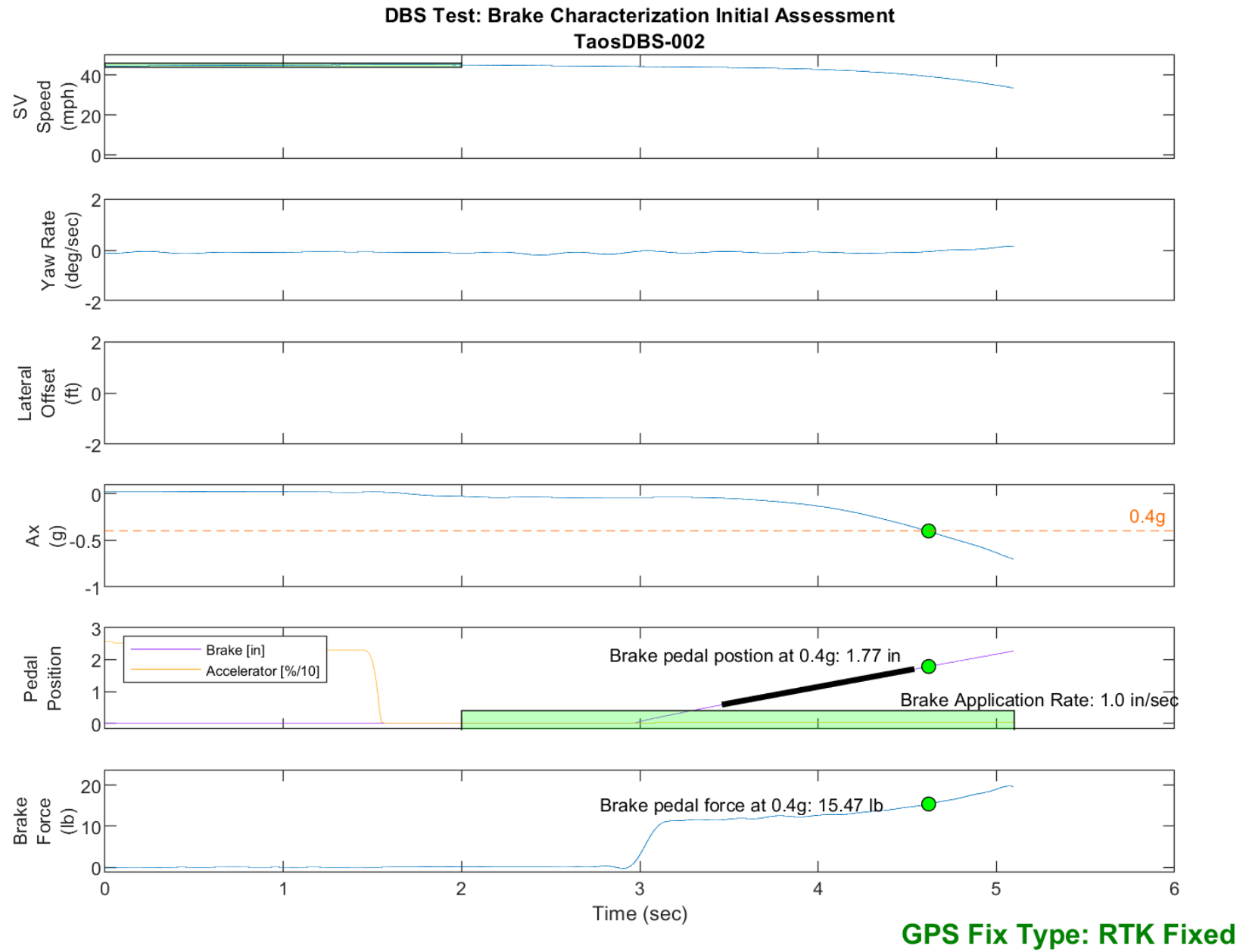


Figure E70. Time History for DBS Run 2, Brake Characterization Initial

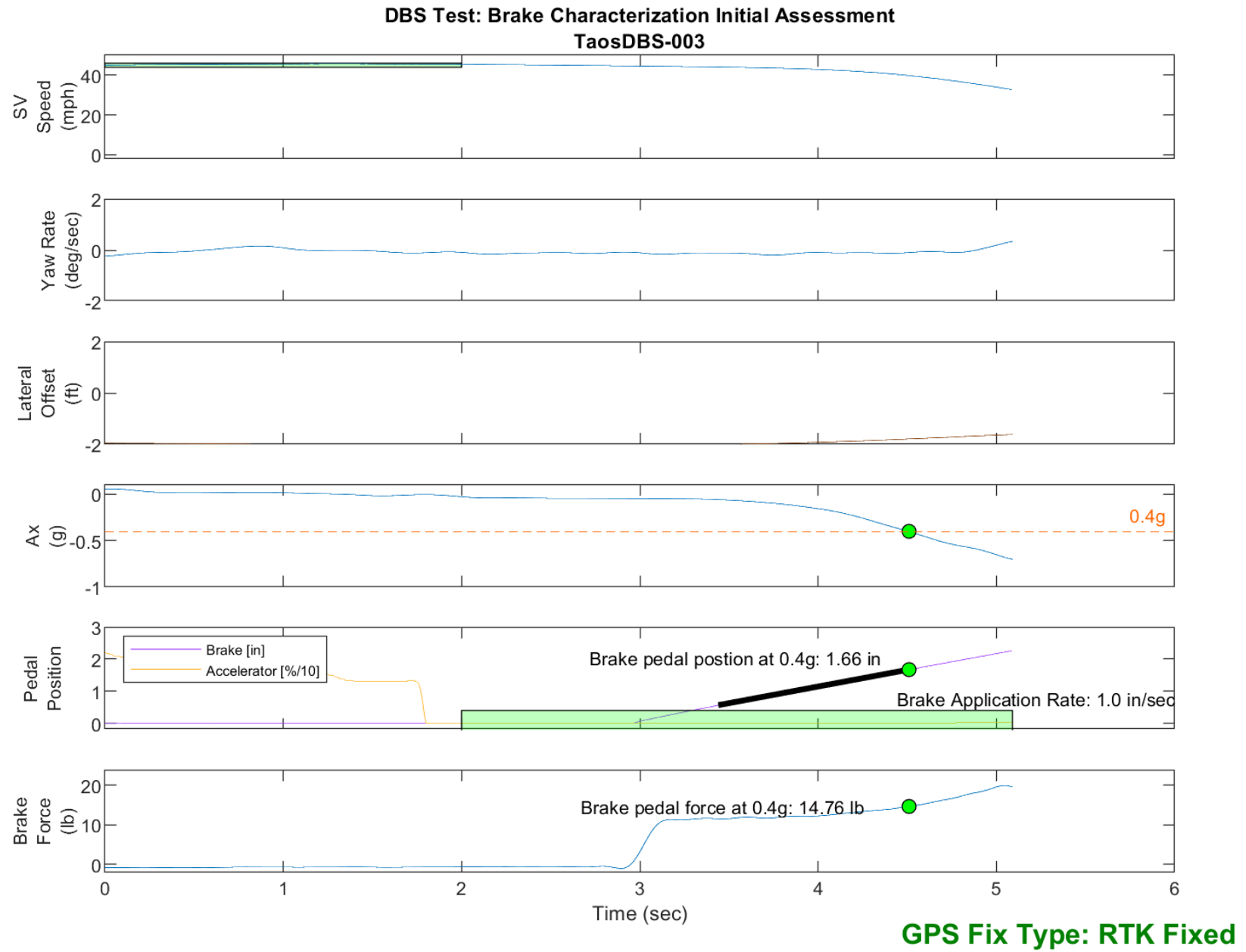


Figure E71. Time History for DBS Run 3, Brake Characterization Initial

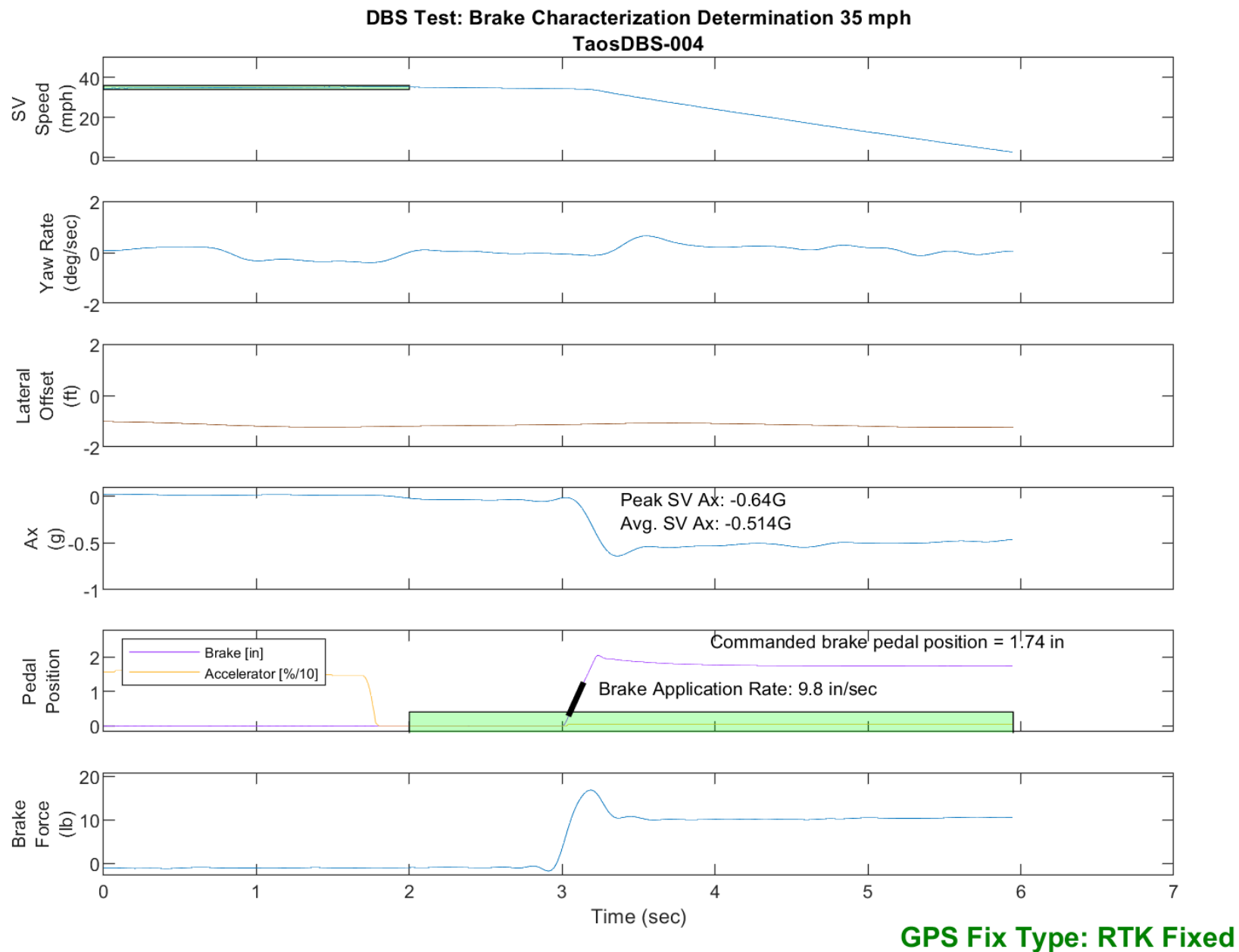


Figure E72. Time History for DBS Run 4, Brake Characterization Determination, Displacement Mode, 35 mph

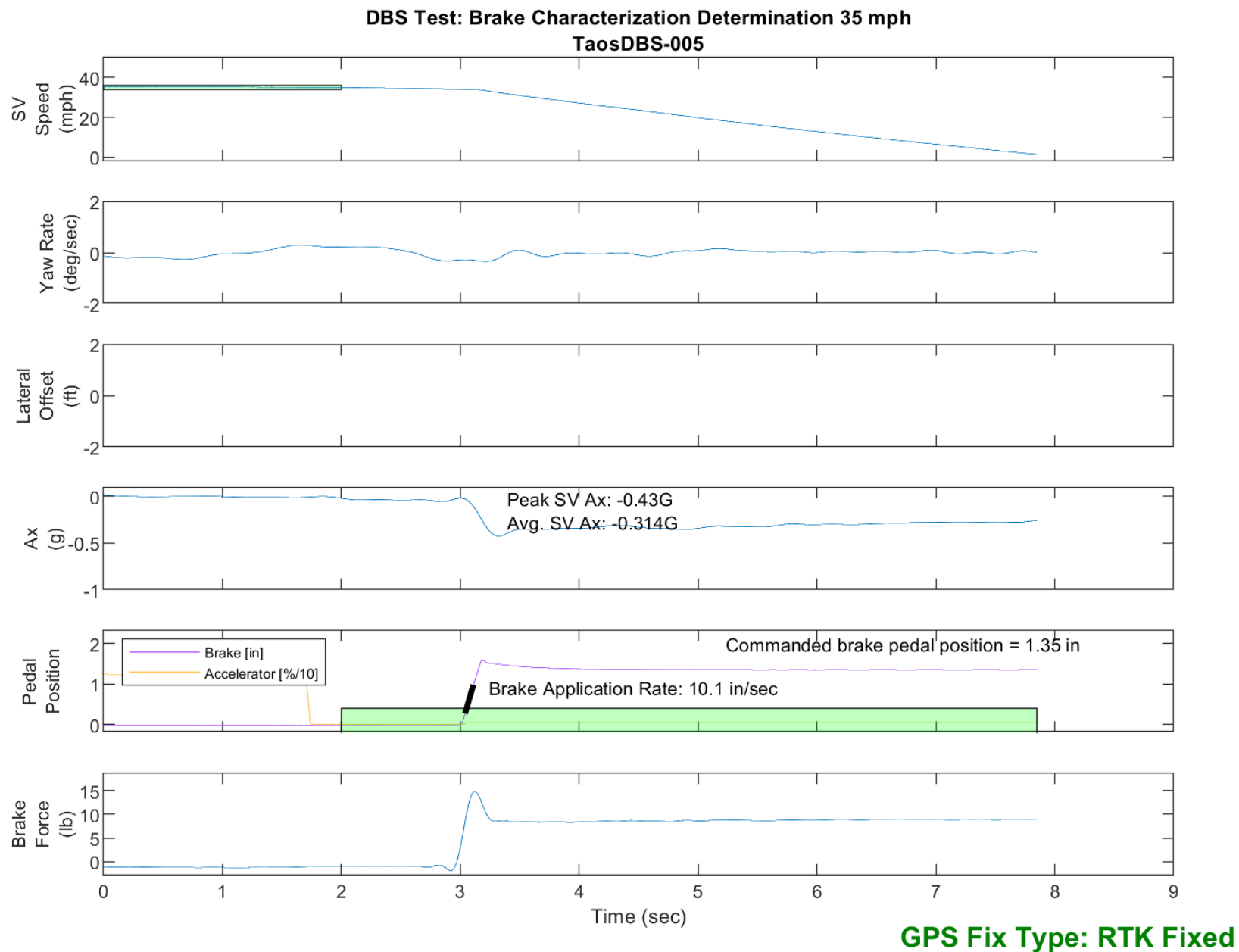


Figure E73. Time History for DBS Run 5, Brake Characterization Determination, Displacement Mode, 35 mph

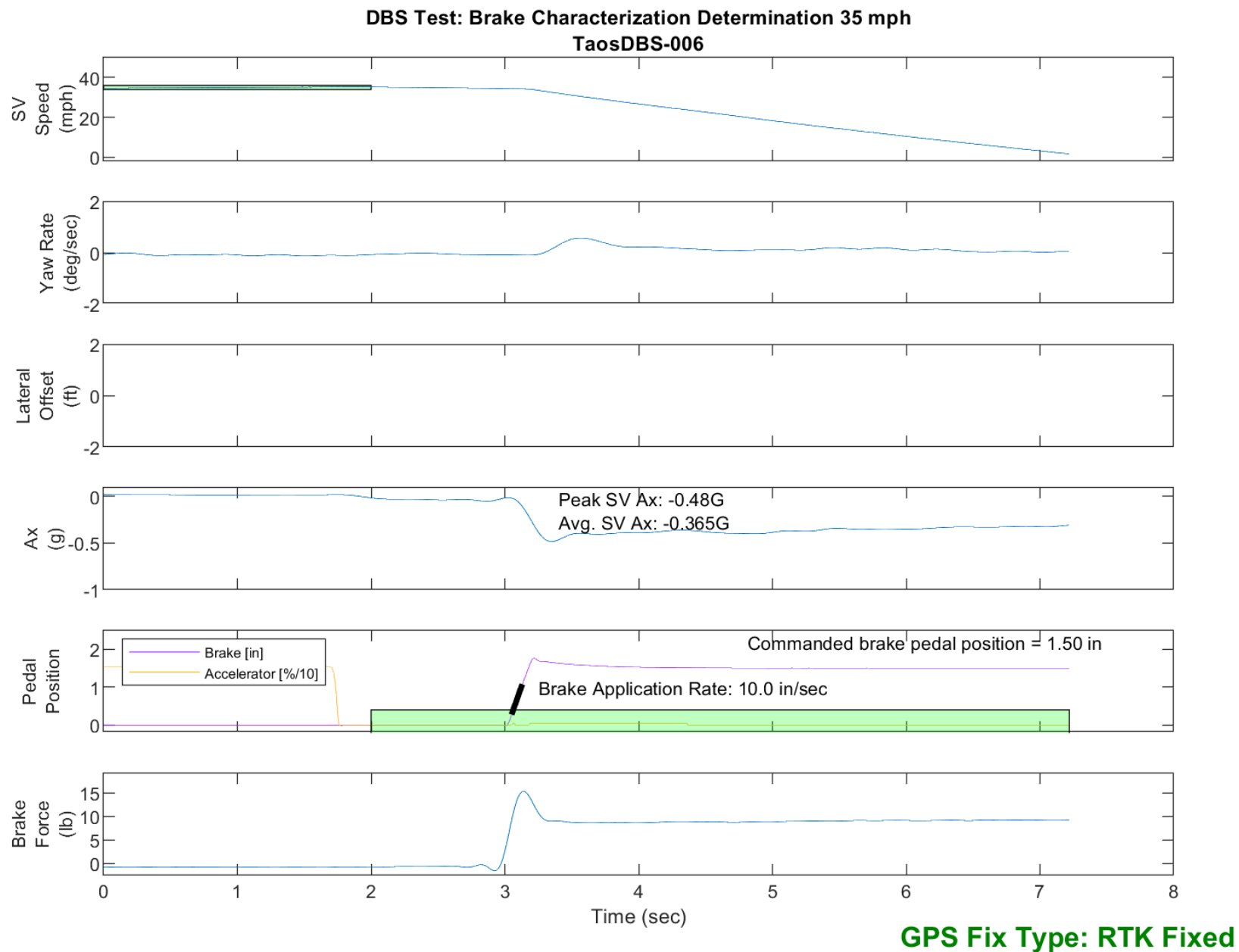


Figure E74. Time History for DBS Run 6, Brake Characterization Determination, Displacement Mode, 35 mph

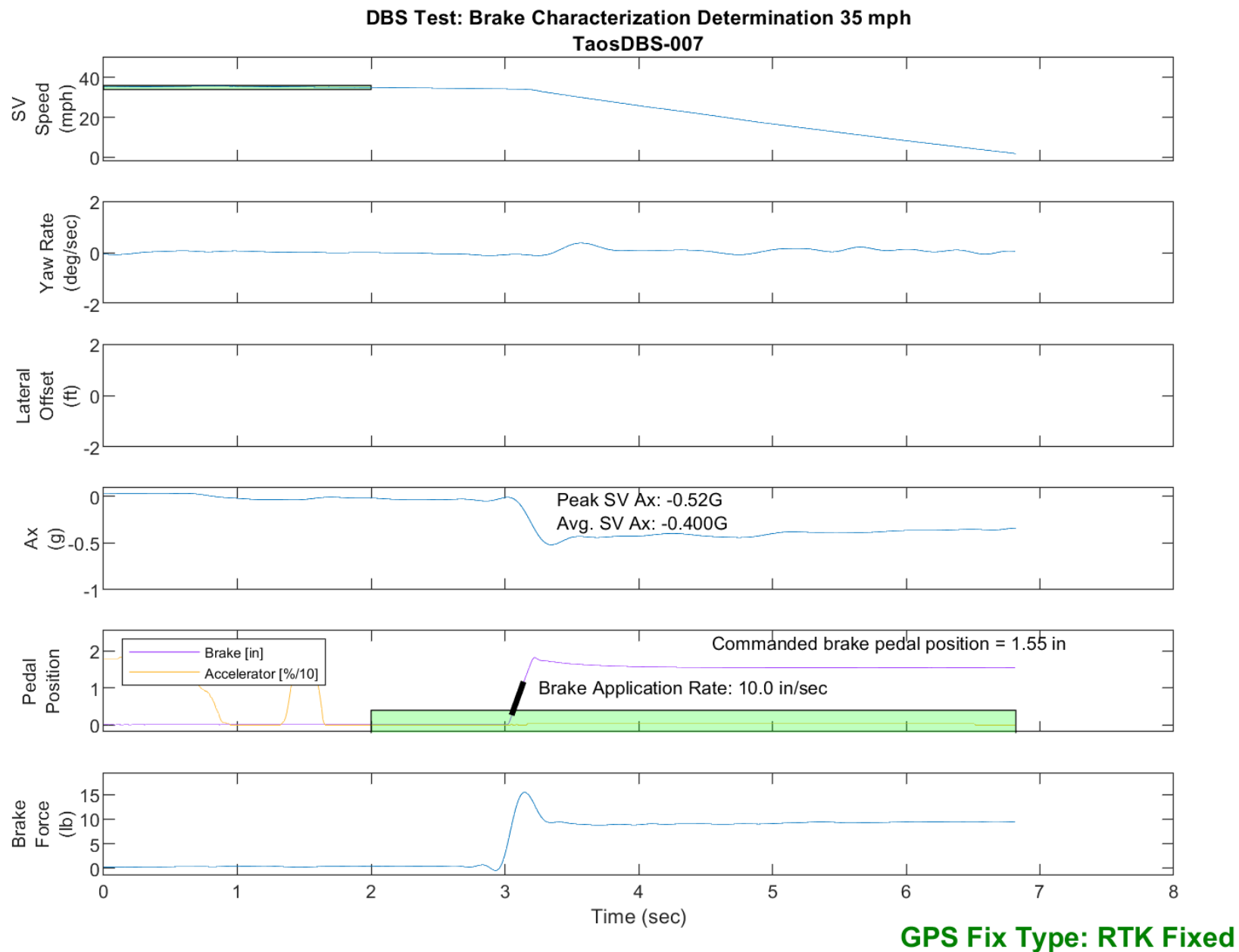


Figure E75. Time History for DBS Run 7, Brake Characterization Determination, Displacement Mode, 35 mph

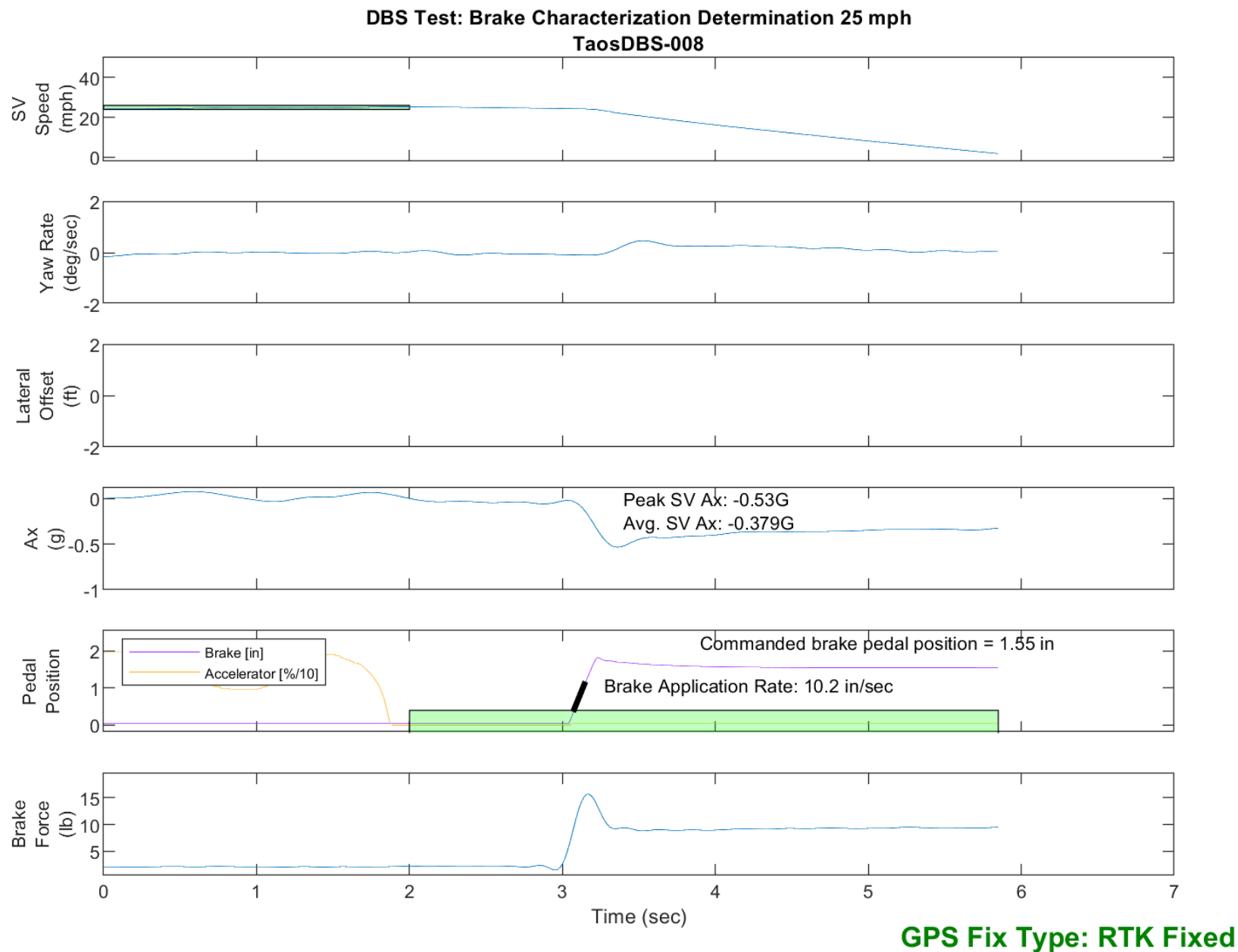


Figure E76. Time History for DBS Run 8, Brake Characterization Determination, Displacement Mode, 25 mph

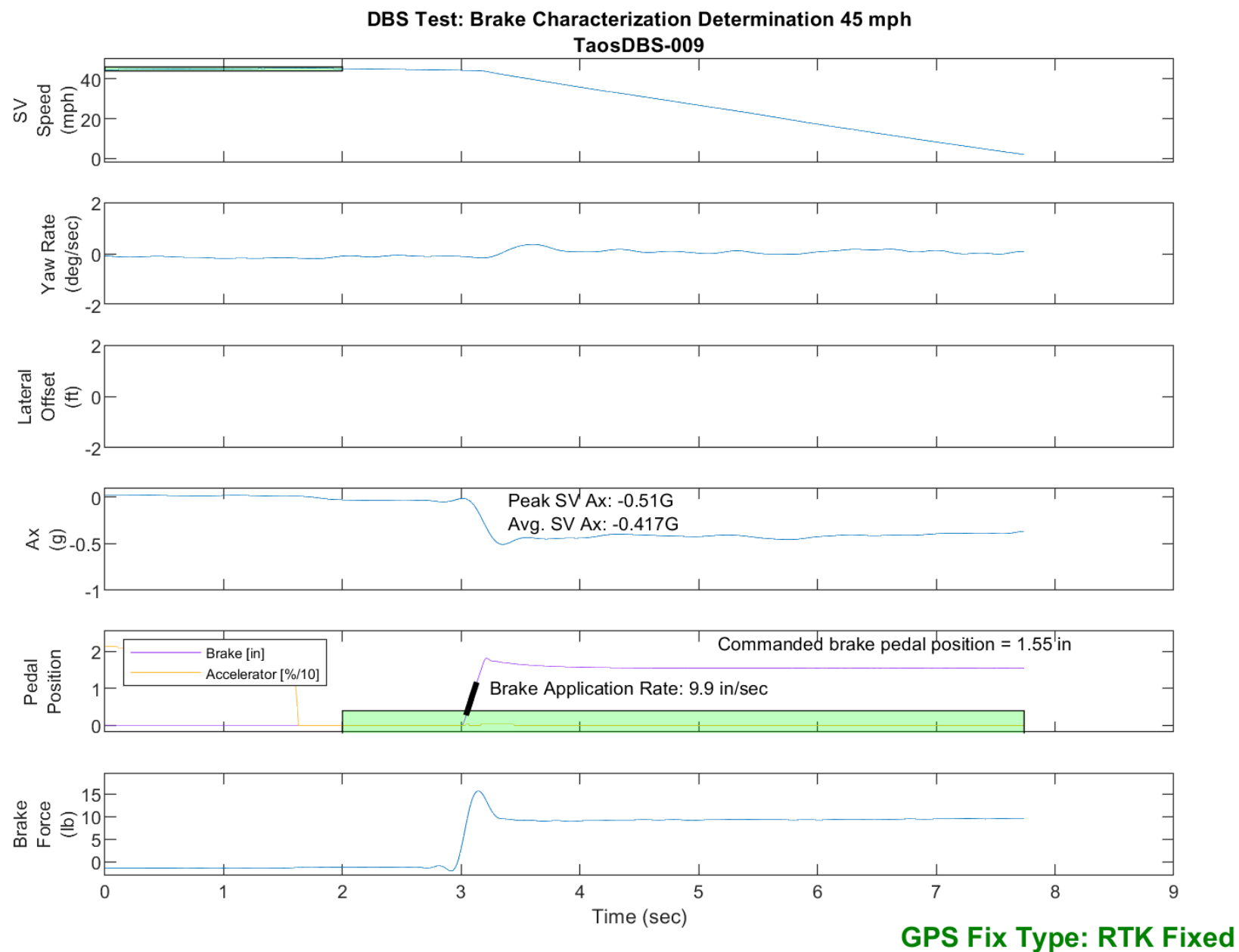


Figure E77. Time History for DBS Run 9, Brake Characterization Determination, Displacement Mode, 45 mph

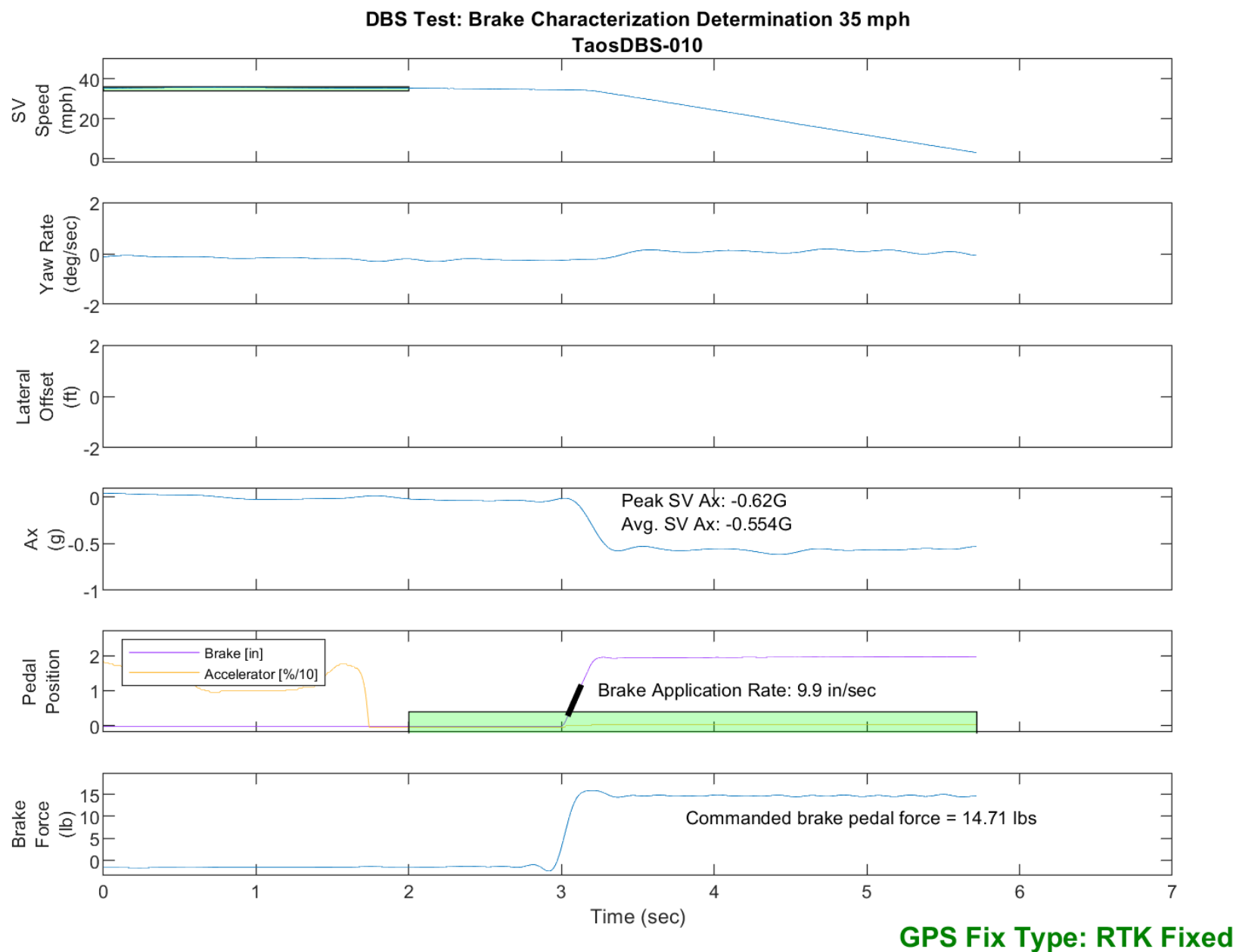


Figure E78. Time History for DBS Run 10, Brake Characterization Determination, Hybrid Mode, 35 mph

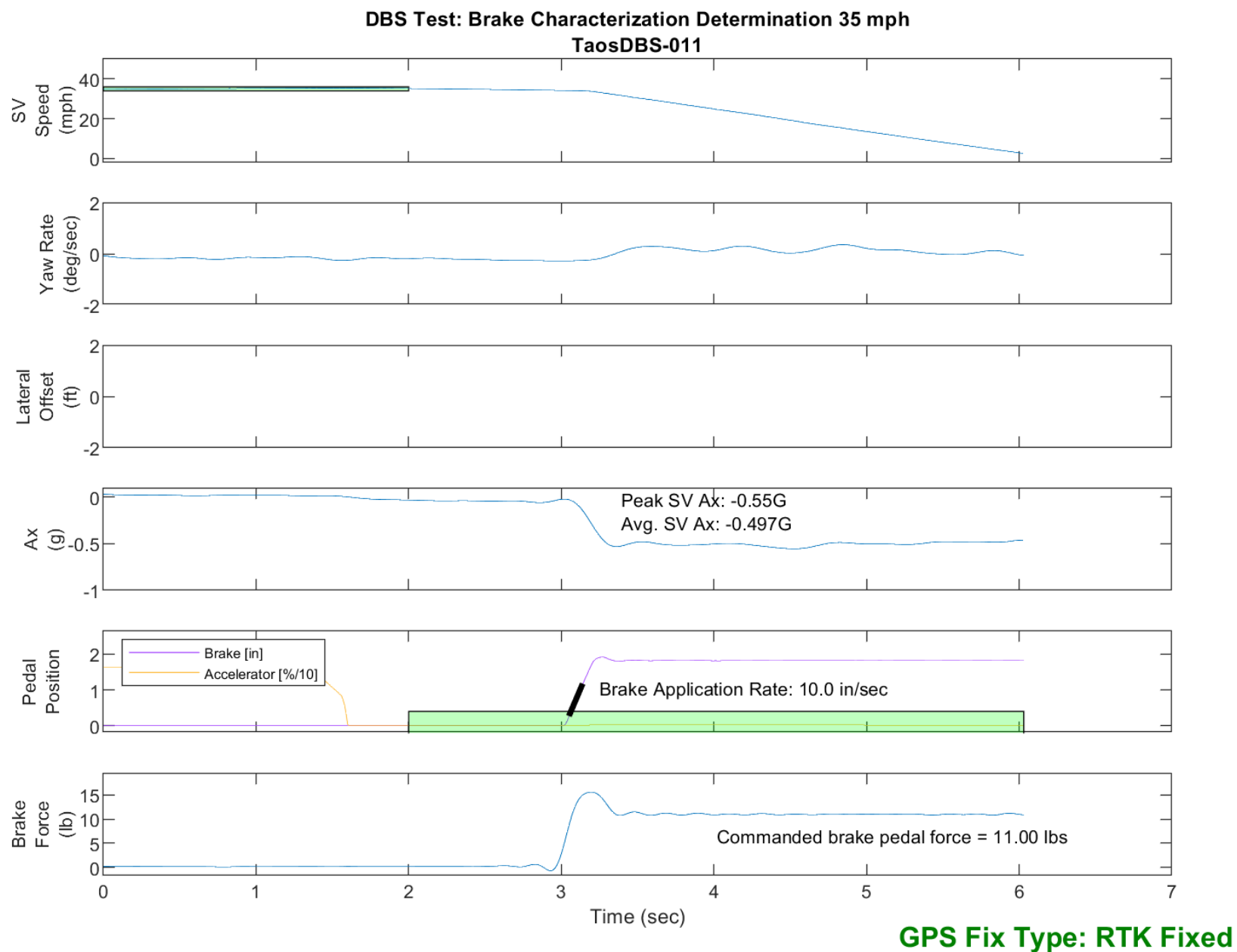


Figure E79. Time History for DBS Run 11, Brake Characterization Determination, Hybrid Mode, 35 mph

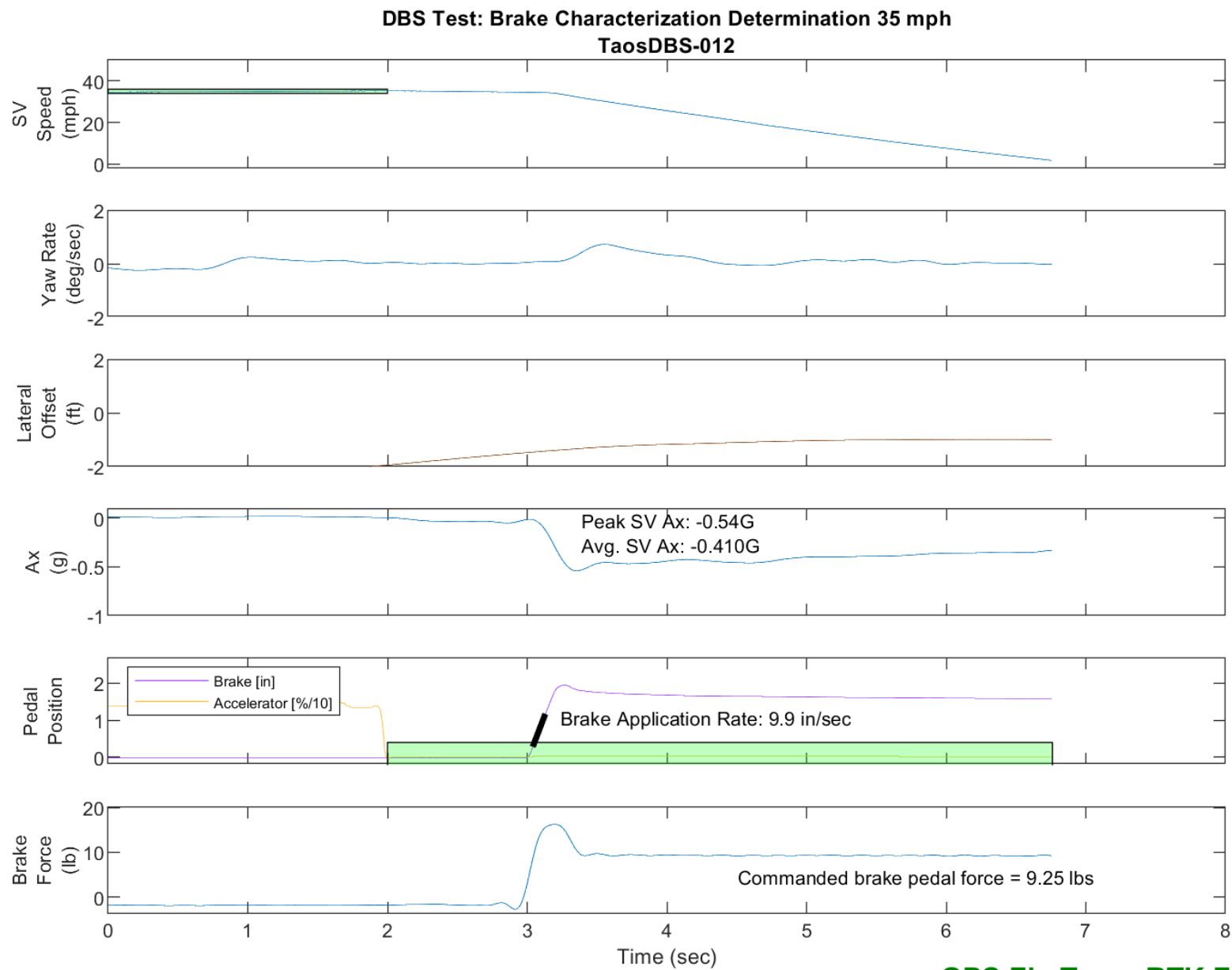


Figure E80. Time History for DBS Run 12, Brake Characterization Determination, Hybrid Mode, 35 mph

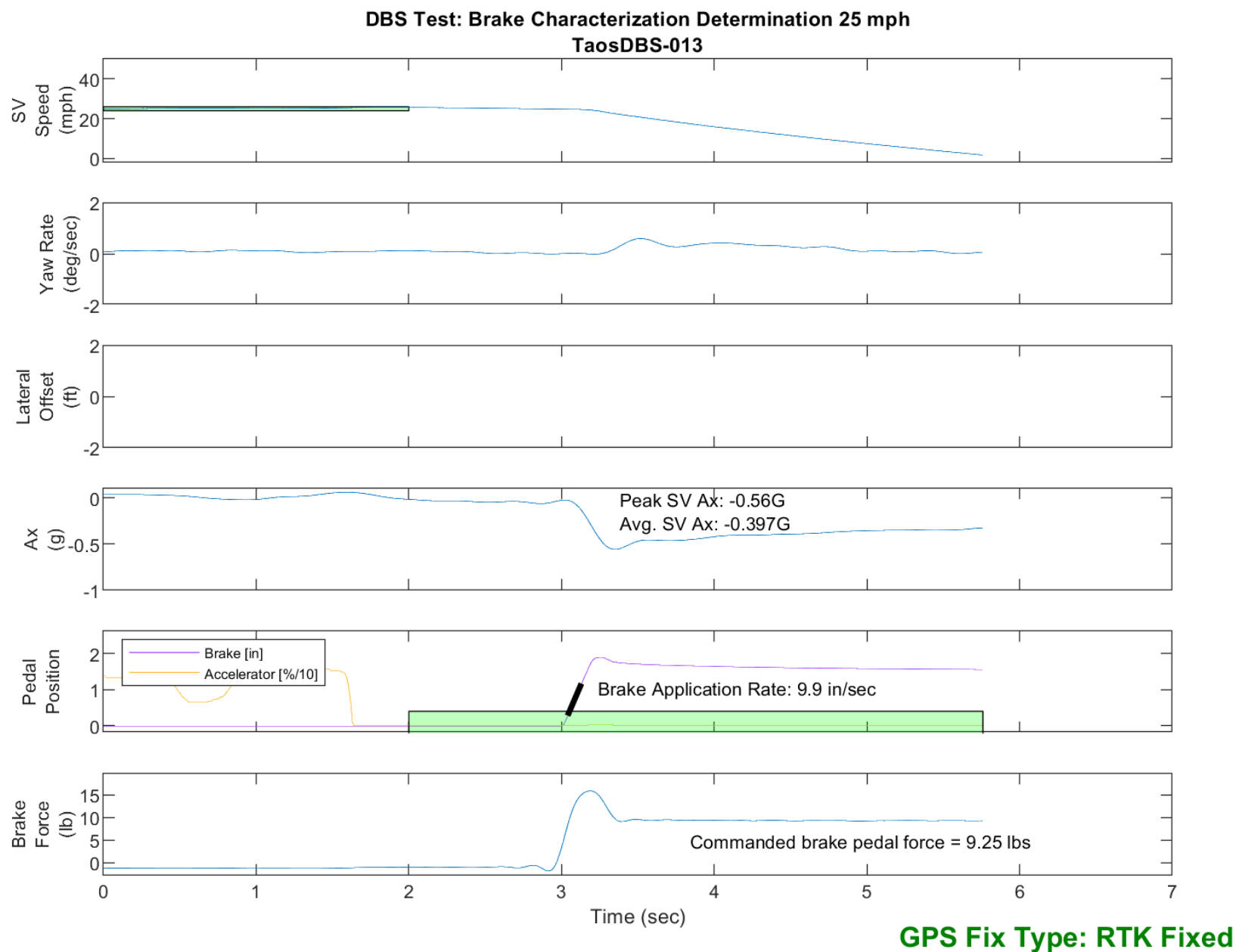


Figure E81. Time History for DBS Run 13, Brake Characterization Determination, Hybrid Mode, 25 mph

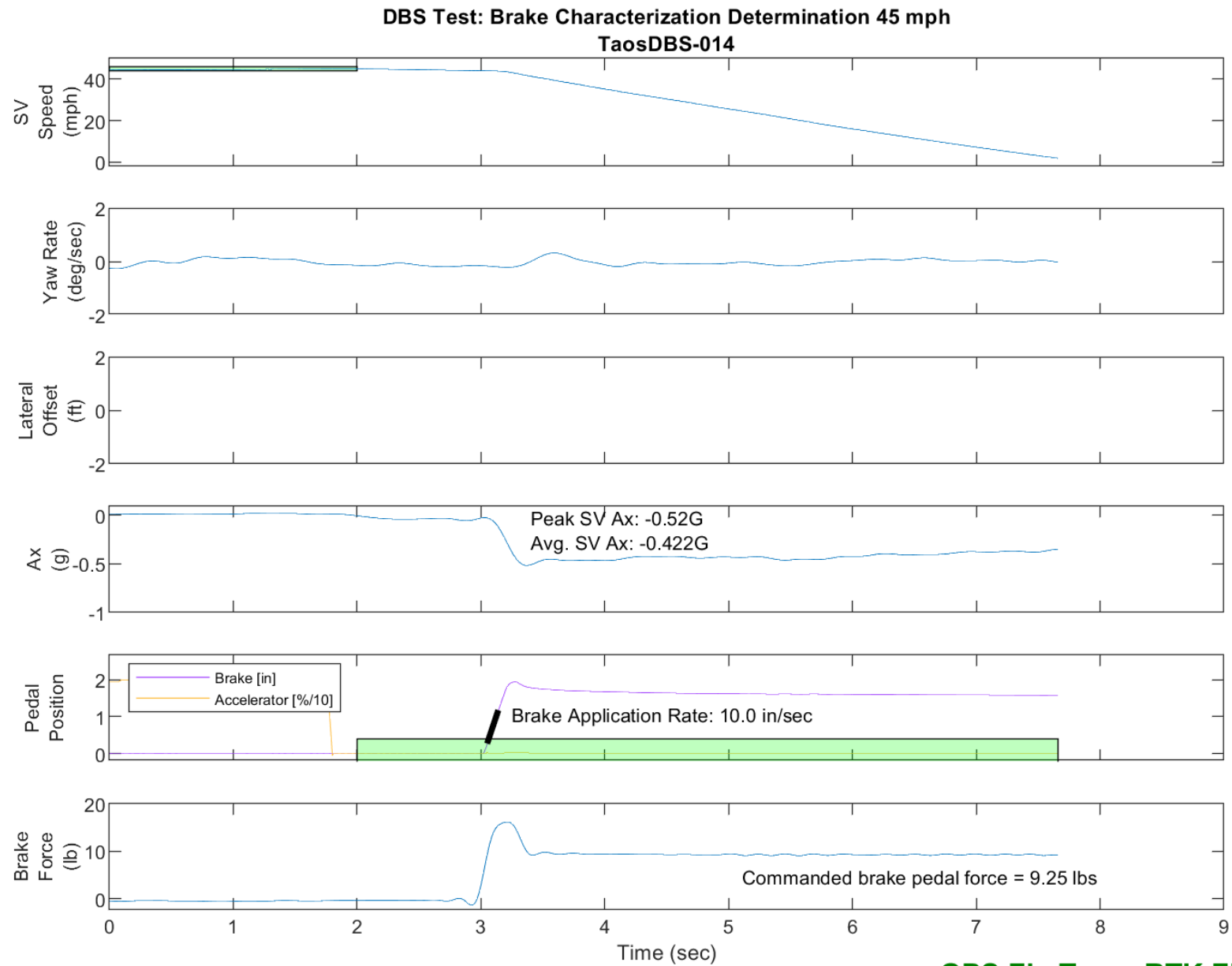


Figure E82. Time History for DBS Run 14, Brake Characterization Determination, Hybrid Mode, 45 mph