NEW CAR ASSESSMENT PROGRAM
FORWARD COLLISION WARNING CONFIRMATION TEST
NCAP-DRI-FCW-22-02

2022 Ford Escape PHEV FWD

DYNAMIC RESEARCH, INC.
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1 June 2022

Final Report

Prepared Under Contract No. DTNH22-14-D-00333

U.S. DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
New Car Assessment Program
1200 New Jersey Avenue, SE
West Building, 4th Floor (NRM-110)
Washington, DC 20590

Prepared for the Department of Transportation, National Highway Traffic Safety Administration, under Contract No. DTNH22-14-D-00333.

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16. Abstract These tests were conducted on the subject 2022 Ford Escape PHEV FWD in accordance with the specifications of the New Car Assessment Program's (NCAP's) most current Test Procedure in docket NHTSA-2006-26555-0134 to confirm the performance of a Forward Collision Warning system. The vehicle passed the requirements of the test for all three FCW test scenarios.			
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Section I

INTRODUCTION

This test evaluates the ability of a Forward Collision Warning (FCW) system to detect and alert drivers to potential hazards in the path of the vehicle as specified in the New Car Assessment Program's "Forward Collision Warning Confirmation" test procedure, dated February 2013. Three driving scenarios are utilized to assess this technology. In the first test, a Subject Vehicle (SV) approaches a stopped Principal Other Vehicle (POV) in the same lane of travel. The second test begins with the SV initially following the POV at the same constant speed. After a short while, the POV stops suddenly. The third test consists of the SV, traveling at a constant speed, approaching a slower moving POV, which is also being driven at a constant speed.

The purpose of the testing reported herein was to objectively quantify the performance of a Forward Collision Warning system installed on a 2022 Ford Escape PHEV FWD. This test is part of the New Car Assessment Program to assess Forward Collision Warning Systems sponsored by the National Highway Traffic Safety Administration under Contract No. DTNH22-14-D-00333.

Section II

DATA SHEETS

FORWARD COLLISION WARNING

DATA SHEET 1: TEST RESULTS SUMMARY

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2022 Ford Escape PHEV FWD

VIN: *1FMCU0KZ8NUA2xxxx*

Test start date: *5/27/2022*

Test end date: *5/27/2022*

Forward Collision Warning setting: *High*

Test 1 – Subject Vehicle Encounters Stopped Principal Other Vehicle: ***Pass***

Test 2 – Subject Vehicle Encounters Decelerating Principal Other Vehicle: ***Pass***

Test 3 – Subject Vehicle Encounters Slower Principal Other Vehicle: ***Pass***

Overall: ***Pass***

Notes:

FORWARD COLLISION WARNING

DATA SHEET 2: VEHICLE DATA

2022 Ford Escape PHEV FWD

TEST VEHICLE INFORMATION

VIN: *1FMCU0KZ8NUA2xxxx*

Body Style: *SUV* Color: *Agate Black Metallic*

Date Received: *5/13/2022* Odometer Reading: *38 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *Ford Motor Co.*

Date of manufacture: *03/22*

Vehicle Type: *MPV*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *225/60R18 100H*

Rear: *225/60R18 100H*

Recommended cold tire pressure: Front: *230 kPa (33 psi)*

Rear: *230 kPa (33 psi)*

TIRES

Tire manufacturer and model: *Michelin Primacy A/S*

Front tire specification: *225/60R18 100H*

Rear tire specification: *225/60R18 100H*

Front tire DOT prefix: *DOT 03L14 027X*

Rear tire DOT prefix: *DOT 03L14 027X*

FORWARD COLLISION WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2022 Ford Escape PHEV FWD

GENERAL INFORMATION

Test start date: *5/27/2022* Test end date: *5/27/2022*

AMBIENT CONDITIONS

Air temperature: *22.2 C (72 F)*

Wind speed: *1.0 m/s (2.3 mph)*

X Wind speed ≤ 10 m/s (22 mph).

X Tests were not performed during periods of inclement weather. This includes, but is not limited to, rain, snow, hail, fog, smoke, or ash.

X Tests were conducted during daylight hours with good atmospheric visibility (defined as an absence of fog and the ability to see clearly for more than 5000 meters). The tests were not conducted with the vehicle oriented into the sun during very low sun angle conditions, where the sun is oriented 15 degrees or less from horizontal, and camera “washout” or system inoperability results.

VEHICLE PREPARATION

Verify the following:

All non-consumable fluids at 100% capacity: **X**

Fuel tank is full: **X**

Tire pressures are set to manufacturer's recommended cold tire pressure: **X**

Front: *230 kPa (33 psi)*

Rear: *230 kPa (33 psi)*

FORWARD COLLISION WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2022 Ford Escape PHEV FWD

WEIGHT

Weight of vehicle as tested including driver and instrumentation:

Left Front:	*573.8 kg (1265 lb)*	Right Front:	*545.2 kg (1202 lb)*
Left Rear:	*422.3 kg (931 lb)*	Right Rear:	*414.6 kg (914 lb)*
		Total:	*1955.9 kg (4312 lb)*

FORWARD COLLISION WARNING

DATA SHEET 4: FORWARD COLLISION WARNING SYSTEM OPERATION

(Page 1 of 3)

2022 Ford Escape PHEV FWD

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

Pre-Collision Assist w/ AEB comes standard on the vehicle model as part of the Ford Co-Pilot360 package. The optional Ford Co-Pilot360 Assist+ package is needed for the vehicle to be equipped with the radar and camera sensors. The test vehicle is equipped with the Ford Co-Pilot360 Assist+ package.

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

The front radar is located in the lower grille and the front view camera is located in the upper center windshield.

Forward Collision Warning Setting used in test: *High*

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

- **X** Warning light
- **X** 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 is displayed in the instrument panel and consists of a red flashing box with the words "Pre-Collision Assist" and an image of two vehicles. The auditory alert consists of repeated beeps with a primary frequency of 1800 Hz.

FORWARD COLLISION WARNING

DATA SHEET 4: FORWARD COLLISION WARNING SYSTEM OPERATION

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2022 Ford Escape PHEV FWD

Is the vehicle equipped with a switch whose purpose is to render FCW inoperable?

____ Yes

X No

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

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

X 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 "Settings" -> "Driver Assistance Settings" -> "Pre-Collision Assist" -> "Alert Sensitivity".

2. Select between "High", "Normal", and "Low".

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

FORWARD COLLISION WARNING

DATA SHEET 4: FORWARD COLLISION WARNING SYSTEM OPERATION

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2022 Ford Escape PHEV FWD

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

If yes, please provide a full description.

For low-visibility conditions (e.g., fog, rain, snow, etc.), the sensing system's effectiveness will likely be degraded or potentially inoperable (particularly for the camera-only sensing variant). For low-friction conditions (e.g., icy or wet pavement), stopping distance may be adversely affected. Refer to the owner's manual pages 279 to 280 shown in Appendix B pages B-2 to B-3 for additional information.

Notes:

Section III

TEST PROCEDURES

A. Test Procedure Overview

Three test procedures were used, as follows:

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

Test 2. Subject Vehicle Encounters Decelerating Principal Other Vehicle

Test 3. Subject Vehicle Encounters Slower Principal Other Vehicle

With the exception of trials associated with Test 1, all trials were performed with SV and POV 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. Except for Test 2, the brake lights of the POV were not illuminated.

In order to pass the test, if the FCW system provides a warning timing adjustment for the driver, at least one setting must meet the criterion of the test procedure. Therefore, if the vehicle was equipped with a warning timing adjustment, only the most “conservative” (earliest warning) setting was tested.

An overview of each of the test procedures follows.

1. <u>TEST 1 – SUBJECT VEHICLE ENCOUNTERS STOPPED PRINCIPAL OTHER VEHICLE ON A STRAIGHT ROAD</u>

This test evaluates the ability of the FCW function to detect a stopped lead vehicle, as depicted in Figure 1.

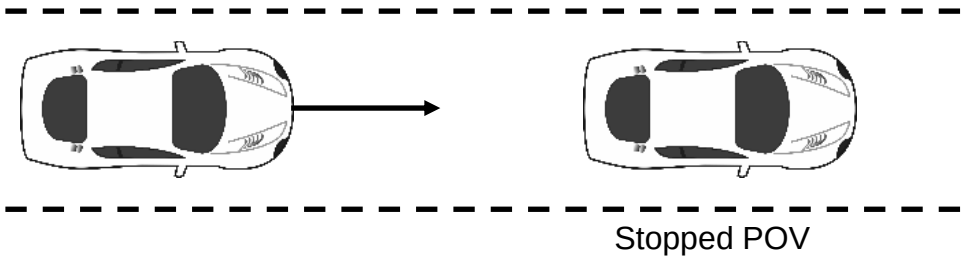

Figure 1. Depiction of Test 1

a. Alert Criteria

In order to pass the test, the FCW alert must be issued when the time-to-collision (TTC) is at least 2.1 seconds. The TTC for this test was calculated by considering the speeds of the SV and the POV at the time of the FCW alert (i.e., when the SV and POV speeds are nominally equal to 45 and 0 mph (72.4 and 0 km/h), respectively).

b. 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 was driven at a nominal speed of 45 mph (72.4 km/h) in the center of the lane of travel, toward the parked POV. The test began when the SV was 492 ft (150 m) from the POV and ended when either of the following occurred:

- The required FCW alert occurred.
- The TTC to the POV fell to less than 90% of the minimum allowable range (i.e., TTC = 1.9 sec) for the onset of the required FCW alert.

The SV driver then steered and/or braked to keep the SV from striking the POV.

For an individual test trial to be valid, the following was required throughout the test:

- The SV vehicle speed could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) for a period of three seconds prior to (1) the required FCW alert or (2) before the range fell to less than 90% of the minimum allowable range for onset of the required FCW alert.
- The SV driver could not apply any force to the brake pedal before (1) the required FCW alert occurred or (2) the range fell to less than 90% of the minimum allowable range for onset of the required FCW alert.
- The lateral distance between the centerline of the SV, relative to the centerline of the POV, in road coordinates, could not exceed 2.0 ft (0.6 m).
- The yaw rate of the SV could not exceed ±1 deg/sec during the test.

Nominally, the Test 1 series was comprised of seven individual trials. The FCW system must satisfy the TTC alert criteria for at least five of the seven test trials.

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

The SV in this test initially followed the POV at a constant time gap and then the POV suddenly decelerated, as depicted in Figure 2. The test evaluates the ability of the FCW to recognize a decelerating lead vehicle and to issue an alert to SV driver in a timely manner.

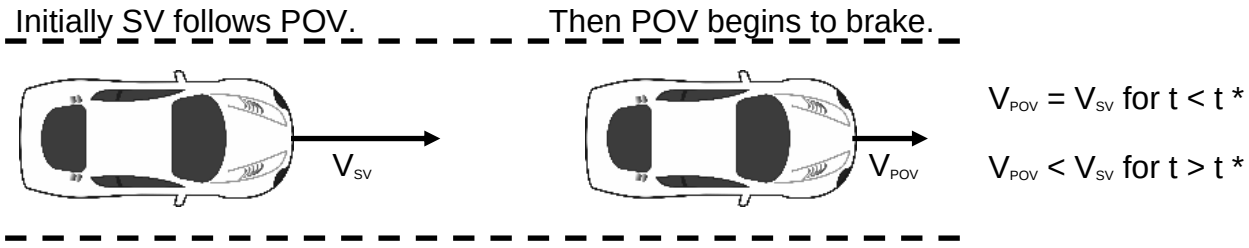

Figure 2. Depiction of Test 2

a. Alert Criteria

In order to pass the test, the FCW alert must be issued when TTC is at least 2.4 seconds. The TTC for this test, a prediction of the time it would take for the SV to collide with the POV, was calculated by considering three factors at the time of the FCW alert: (1) the speed of the SV, (2) the speed of the POV, and (3) the deceleration of the POV[1].

b. Procedure

Test 2 began with the SV and the POV traveling on a straight, flat road at a constant speed of 45.0 mph (72.4 km/h), in the center of the lane of travel. The headway from the SV to the POV was nominally maintained at 98.4 ft (30 m) until the POV braking was initiated.

The test began approximately 7 seconds before the driver of the POV started a braking maneuver in which the POV brakes were rapidly applied and modulated such that a constant deceleration of 0.3 g was achieved within 1.5 seconds after braking is initiated. The test ended when either of the following conditions was satisfied:

- The required FCW alert occurred.
- The TTC to the POV fell to less than 90% of the minimum allowable range (i.e., TTC = 2.2 sec) for the onset of the required FCW alert.

The SV driver then steered and/or braked to keep the SV from striking the POV.

[1]To simplify calculation of the TTC for Test 2, the deceleration of the POV is assumed to remain constant from the time of the FCW alert until the POV comes to a stop (i.e., a “constant” rate of slowing is assumed).

For an individual test trial to be valid, the following was required throughout the test:

- The initial POV vehicle speed could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) for a period of 3 seconds prior to the initiation of POV braking.
- The speed of the SV could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) for a period of 3 seconds prior to (1) the required FCW alert or (2) before the range fell to less than 90% of the minimum allowable range for onset of the required FCW alert.
- The lateral distance between the centerline of the SV, relative to the centerline of the POV, in road coordinates, could not exceed 2.0 ft (0.6 m).
- The yaw rates of the SV and POV could not exceed ±1 deg/sec during the test.
- The POV deceleration level was nominally required to be 0.3 g within 1.5 seconds after initiation of POV braking. The acceptable error magnitude of the POV deceleration was ±0.03 g, measured at the time the FCW alert first occurred. An initial overshoot beyond the deceleration target was acceptable, however the first local deceleration peak observed during an individual trial could not exceed 0.375 g for more than 50 ms. Additionally, the deceleration could not exceed 0.33 g over a period defined from 500 ms after the first local deceleration peak occurs, to the time when the FCW alert first occurred.
- The tolerance for the headway from the SV to the POV was ±8.2 ft (±2.5 m), measured at two instants in time: (1) three seconds prior to the time the POV brake application was initiated and (2) at the time the POV brake application was initiated.
- SV driver could not apply any force to the brake pedal before (1) the required FCW alert occurred or (2) the range fell to less than 90% of the minimum allowable range for onset of the required FCW alert.

Nominally, the Test 2 series was comprised of seven individual trials. The FCW system must satisfy the TTC alert criteria for at least five of the seven test trials.

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

This test examines the ability of the FCW system to recognize a slower lead vehicle being driven with a constant speed and to issue a timely alert. As depicted in Figure 3, the scenario was conducted with a closing speed equal to 25.0 mph (40.2 km/h).

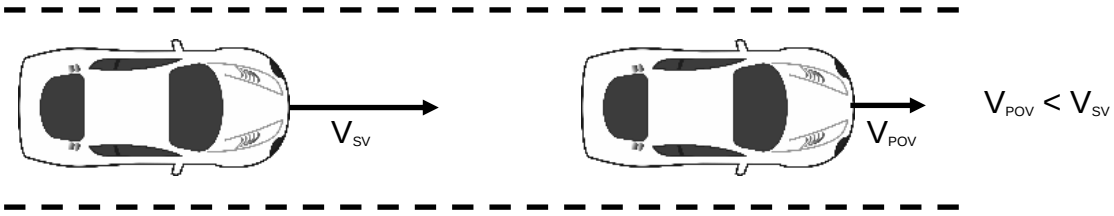

Figure 3. Depiction of Test 3

a. Alert Criteria

In order to pass the test, the FCW alert must be issued when TTC is at least 2.0 seconds. The TTC for this test, a prediction of the time it would take for the SV to collide with the POV, was calculated by considering the speeds of the SV and POV at the time of the FCW alert.

b. Procedure

Throughout the test, the POV was driven at a constant 20.0 mph (32.2 km/h) in the center of the lane of travel.

The SV was driven at 45.0 mph (72.4 km/h), in the center lane of travel, toward the slow-moving POV.

The test began when the headway from the SV to the POV was 329 ft (100 m) and ended when either of the following occurred:

- The required FCW alert occurred.
- The TTC to the POV fell to less than 90% of the minimum allowable range (i.e., TT = 1.8 sec) for the onset of the required FCW alert.

The SV driver then steered and/or braked to keep the SV from striking the POV.

For an individual test trial to be valid, the following was required throughout the test:

- The SV vehicle speed could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) for a period of 3 seconds prior to (1) the required FCW alert or (2) before the range fell to less than 90% of the minimum allowable range for onset of the required FCW alert.
- Speed of the POV could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) during the test.
- The lateral distance between the centerline of the SV, relative to the centerline of the POV, in road coordinates, could not exceed 2.0 ft (0.6 m).
- The yaw rates of the SV and POV could not exceed ±1 deg/sec during the test.
- SV driver could not apply any force to the brake pedal before (1) the required

FCW alert occurred or (2) before the range fell to less than 90% of the minimum allowable range for onset of the required FCW alert.

Nominally, the Test 3 series was comprised of seven individual trials. The FCW system must satisfy the TTC alert criteria for at least five of the seven test trials.

B. Principal Other Vehicle

The vehicle used as the Principal Other Vehicle (POV) was a 2006 Acura RL. This satisfied the test requirement that the POV be a mid-size sedan. The vehicle had a rear license plate in order to provide a suitable representative radar profile. Vehicle loading consisted of the driver plus equipment and instrumentation.

C. Automatic Braking System

The POV was equipped with an automatic braking system, which was used in Test 2. 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.

D. Instrumentation

Table 1 lists the sensors, signal conditioning, and data acquisition equipment used for these tests.

Table 1. 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
Differential Global Positioning System	Position, Velocity	Latitude: ±90 deg Longitude: ±180 deg Altitude: 0-18 km Velocity: 0-1000 knots	Horizontal Position: ±1 cm Vertical Position: ±2 cm Velocity: 0.05 km/h	Trimble GPS Receiver, 5700 (base station and in-vehicle)	00440100989	N/A
Multi-Axis Inertial Sensing System	Position; Longitudinal, Lateral, and Vertical Accels; Lateral, Longitudinal and Vertical Velocities; Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles	Accels ± 10g, Angular Rate ±100 deg/s, Angle >45 deg, Velocity >200 km/h	Accels .01g, Angular Rate 0.05 deg/s, Angle 0.05 deg, Velocity 0.1 km/h			By: Oxford Technical Solutions
				SV: Oxford Inertial +	2176	Date: 6/26/2020 Due: 6/26/2022
				POV:	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: ±0.02m/sec Longitudinal Range: ±3 cm Longitudinal Range Rate: ±0.02 m/sec	Oxford Technical Solutions (OXTS), RT-Range	97	N/A

Table 1. Test Instrumentation and Equipment (continued)

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Microphone	Sound (to measure time at auditory 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 visual 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 haptic alert)	±5g	≤ 3% of full range	Silicon Designs, 2210-005	N/A	N/A
Coordinate Measurement Machine	Inertial Sensing System Coordinates	0-8 ft 0-2.4 m	±.0020 in. ±.051 mm (Single point articulation accuracy)	Faro Arm, Fusion	UO8-05-08-06636	By: DRI Date: 1/6/2022 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

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 2.

Table 2. 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 ± 5%
Tactile	5^{th}	3 dB	60 dB	Identified Center Frequency ± 20%

APPENDIX A

Photographs

LIST OF FIGURES

Figure A1. Front View of Subject Vehicle

Figure A2. Rear View of Subject Vehicle

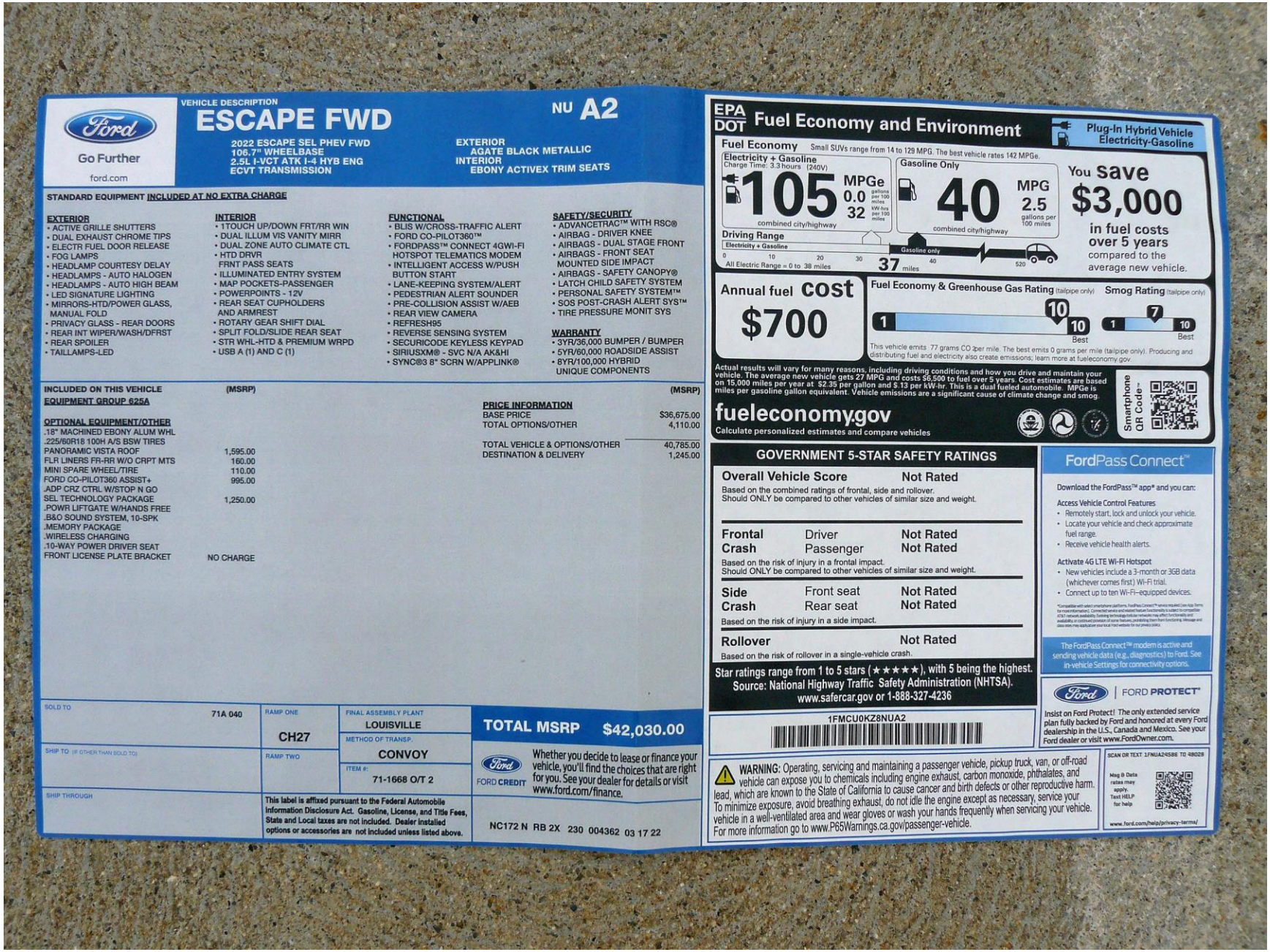

Figure A3. Window Sticker (Monroney Label)

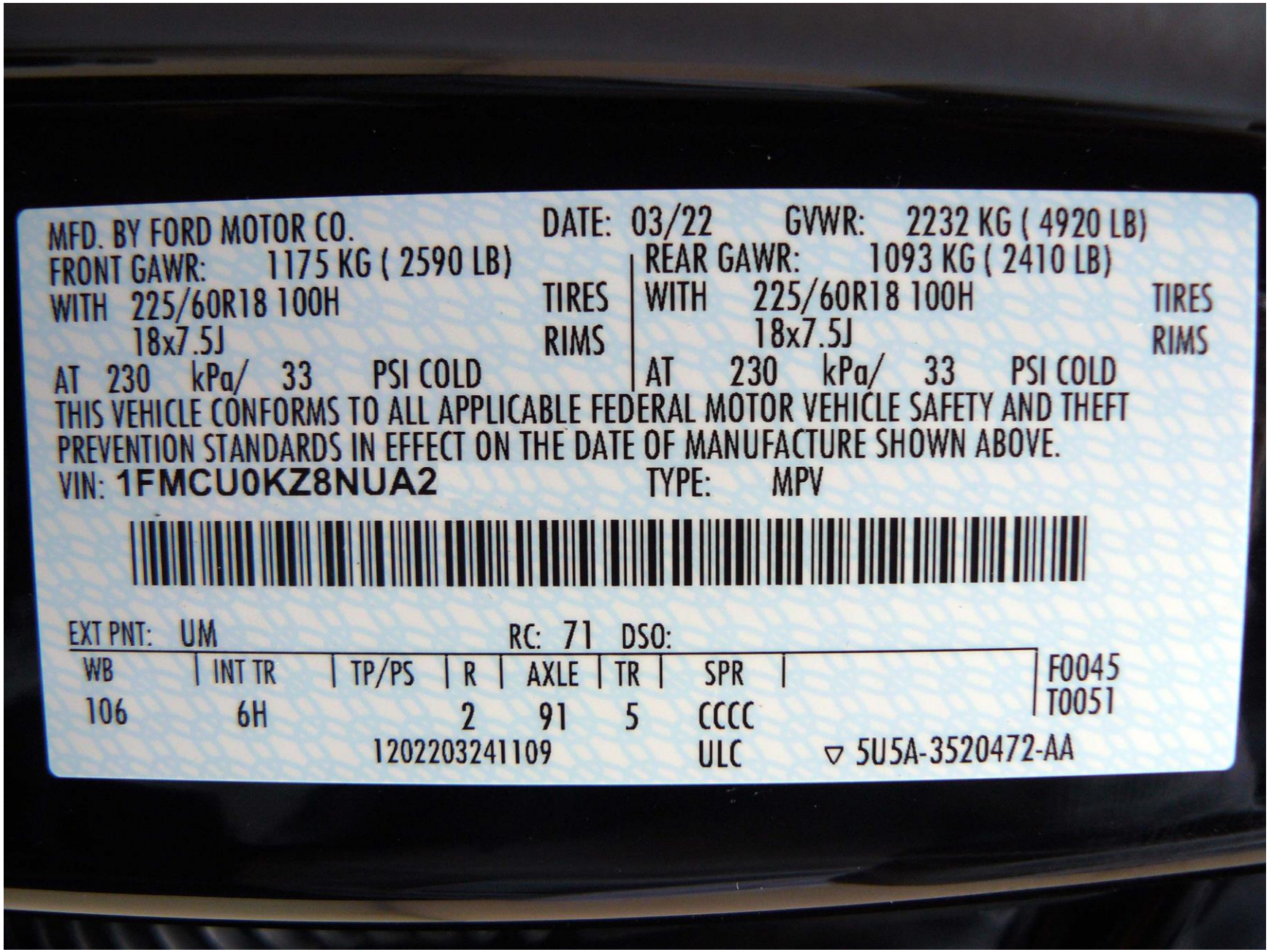

Figure A4. Vehicle Certification Label

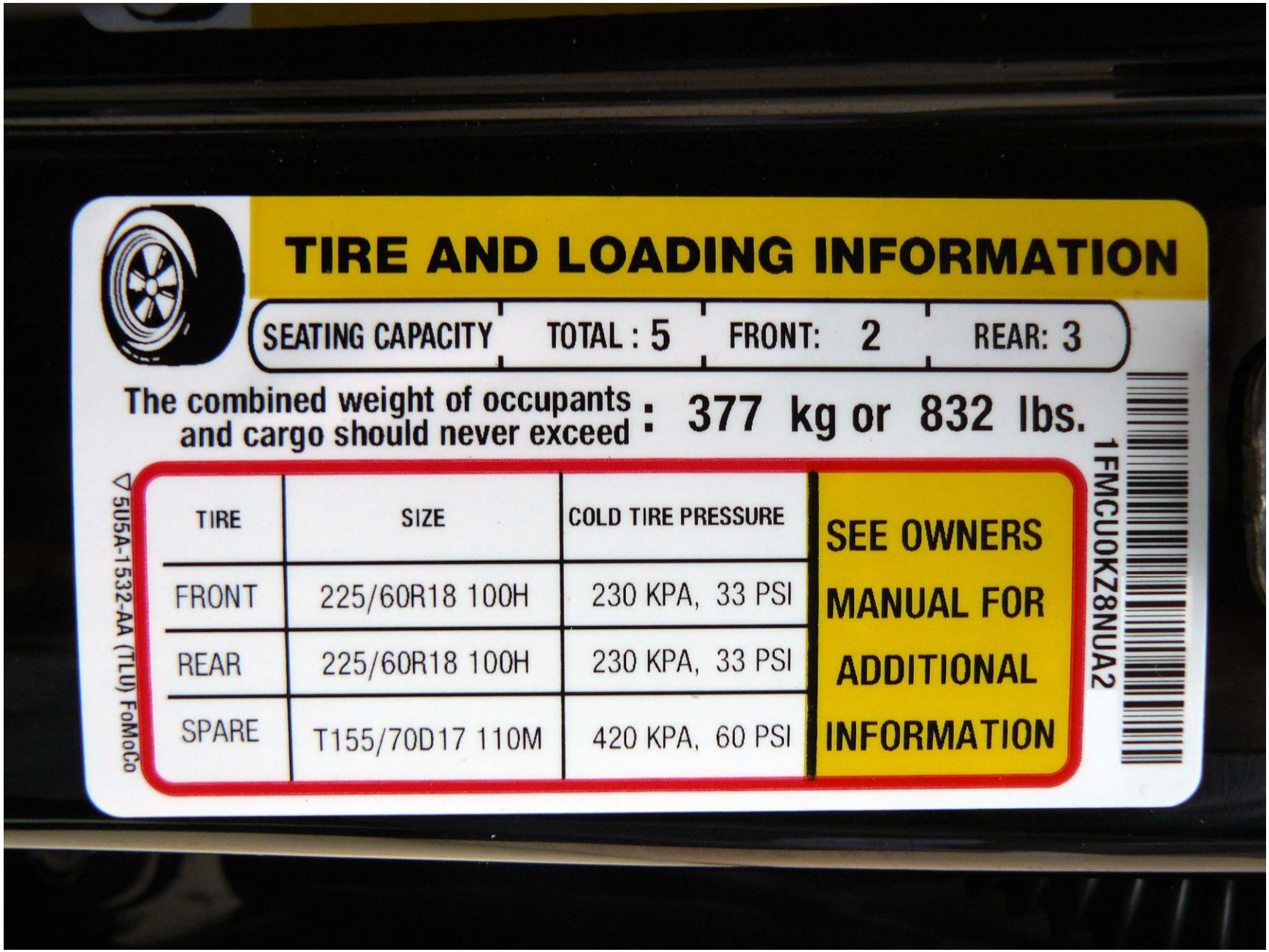

Figure A5. Tire Placard

Figure A6. Front View of Principal Other Vehicle

Figure A7. Rear View of Principal Other Vehicle

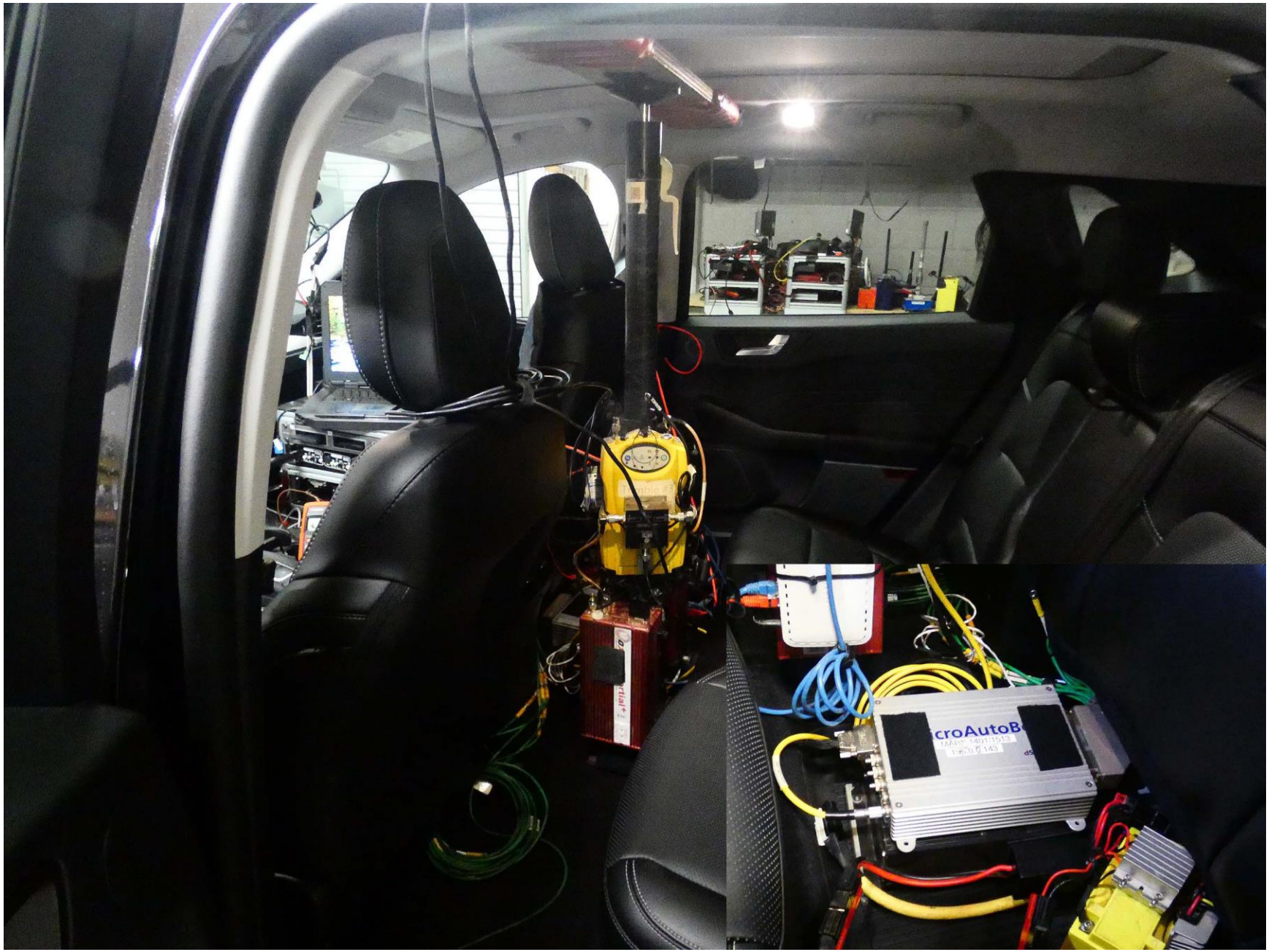

Figure A8. DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle

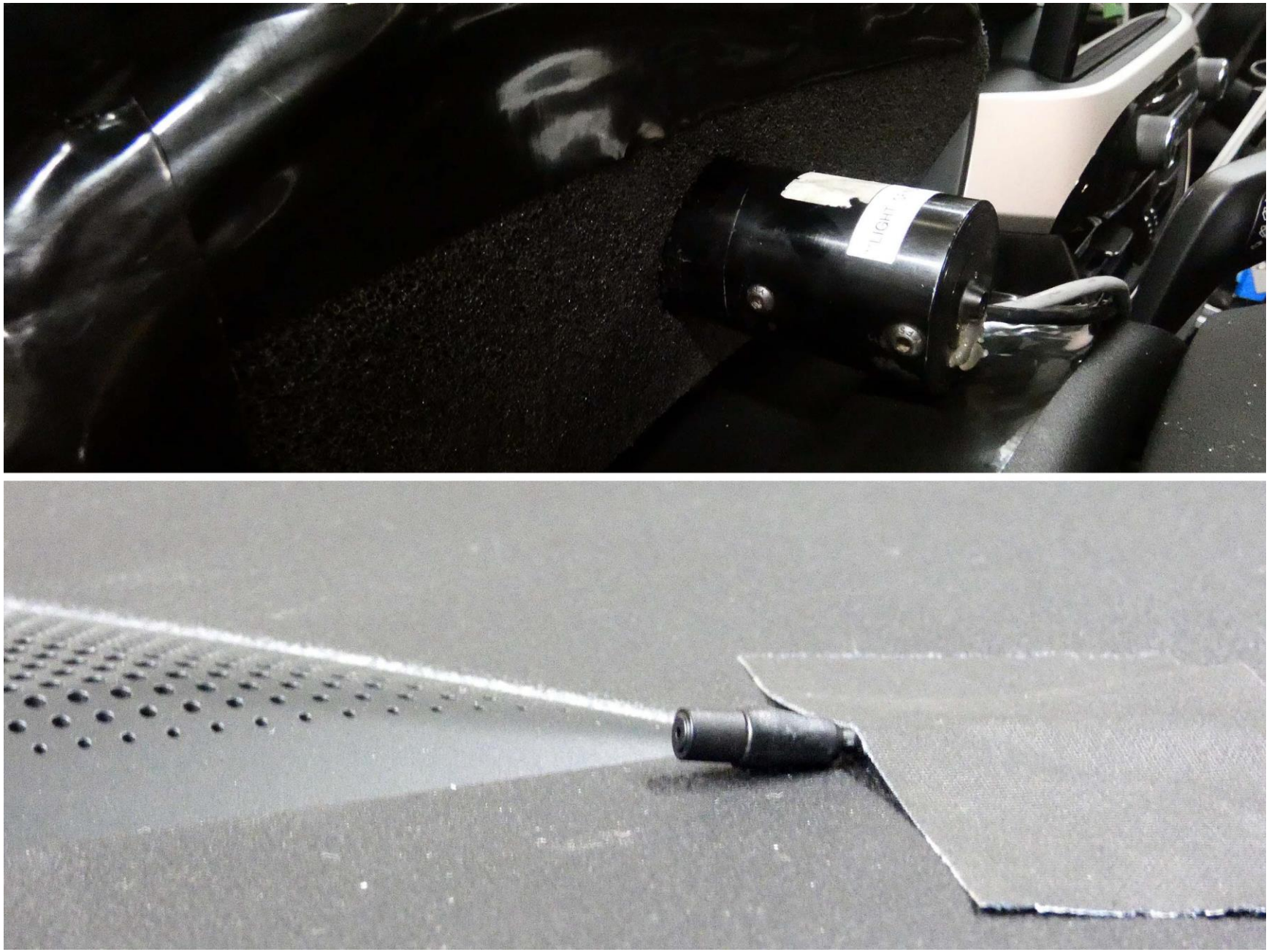

Figure A9. Sensors for Detecting Auditory and Visual Alerts

Figure A10. Computer Installed in Subject Vehicle

Figure A11. Brake Actuation System Installed in Principal Other Vehicle

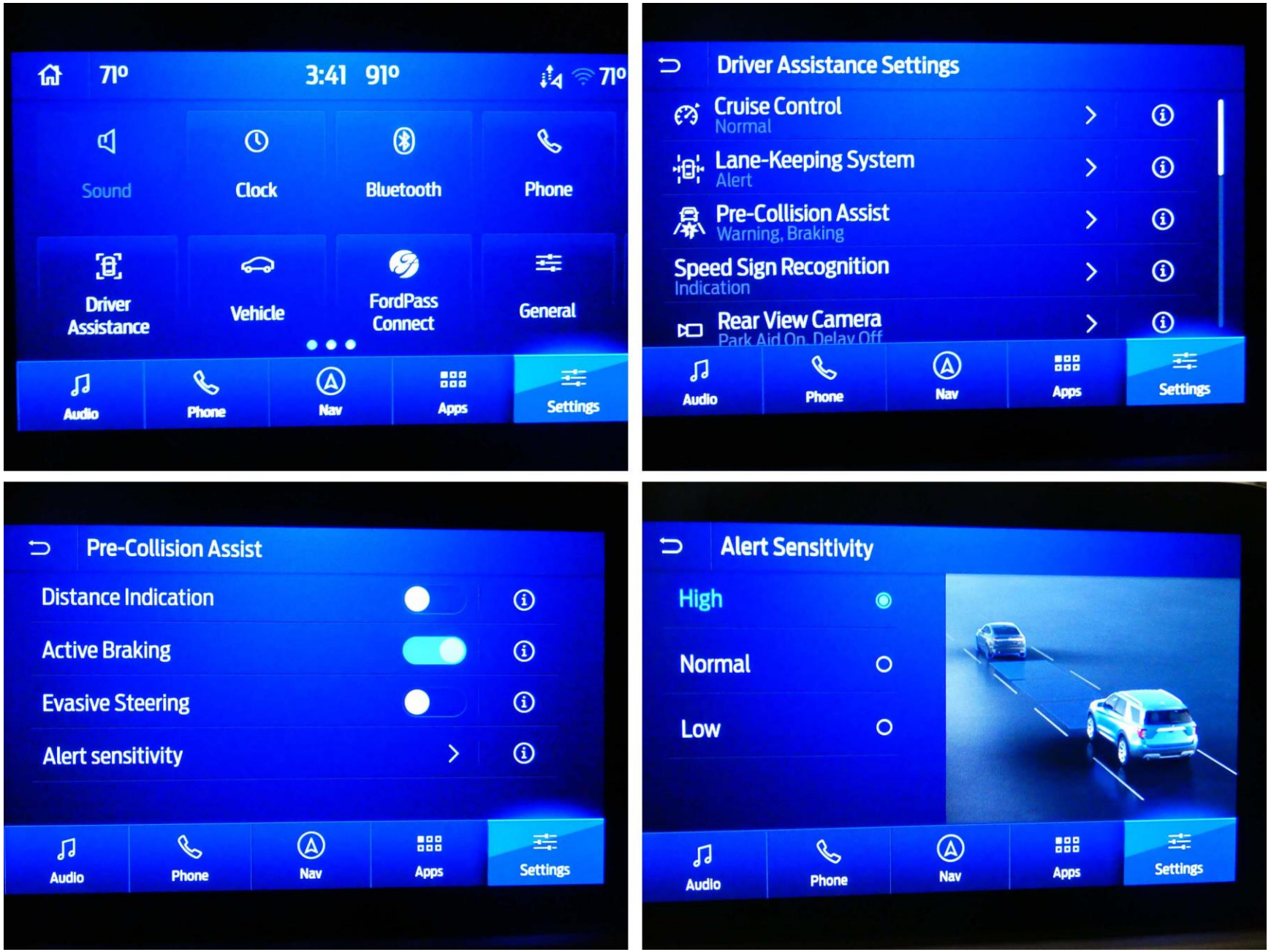

Figure A12. FCW System Warning Timing Menu

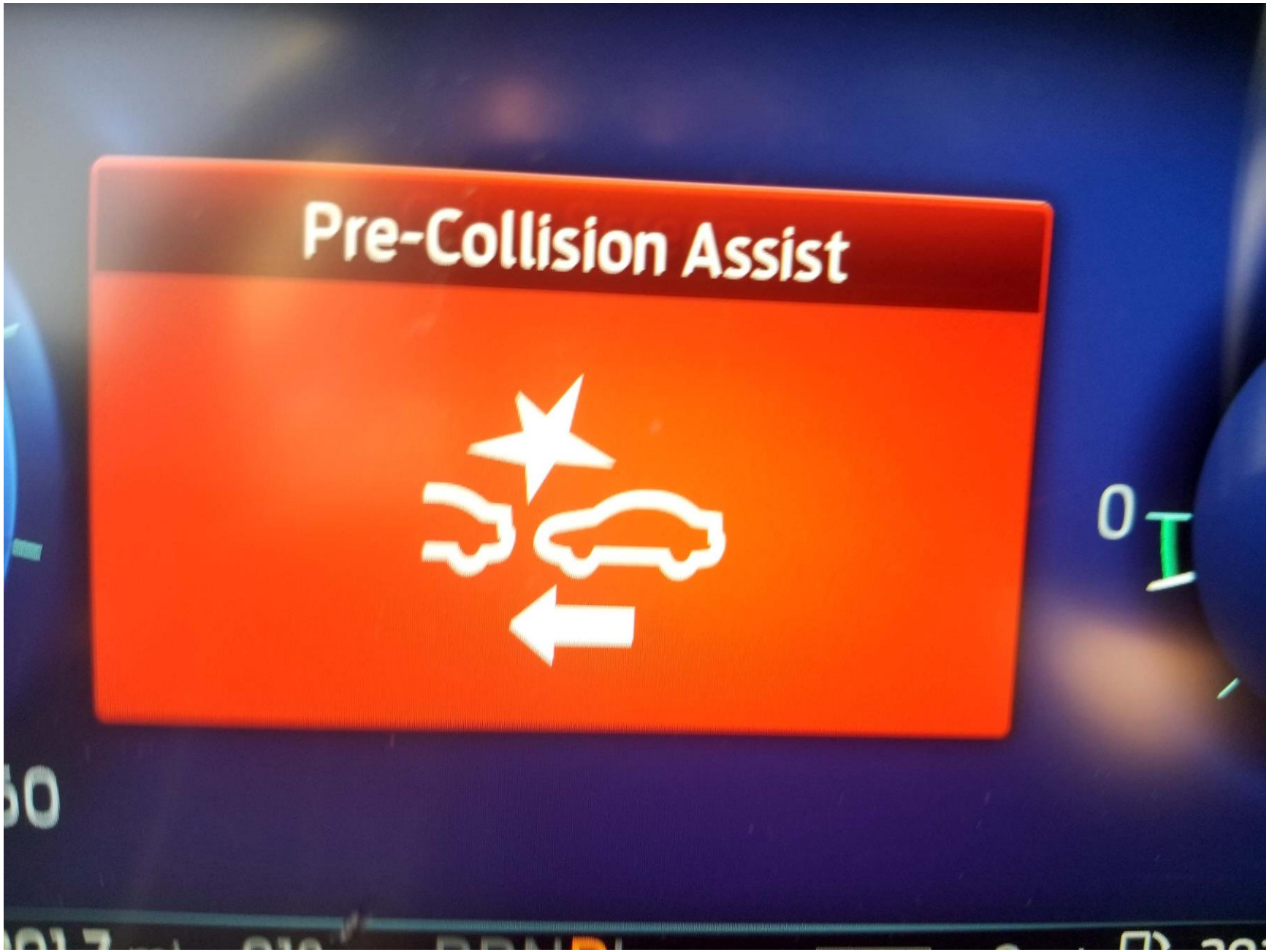

Figure A13. Visual Alert

APPENDIX B

Excerpts from Owner’s Manual

WHAT IS PRE-COLLISION ASSIST

Pre-collision assist detects and warns of approaching hazards in the roadway. If your vehicle is rapidly approaching another stationary vehicle, a vehicle traveling in the same direction as yours, or a pedestrian within your driving path, the system provides multiple levels of assistance to help avoid a collision.

HOW DOES PRE-COLLISION ASSIST WORK

The system warns the driver of potential hazards by providing three levels of assistance.

If your vehicle is rapidly approaching potential hazards the system provides the following levels of functionality:

1. Alert.
2. Brake Support.
3. Automatic Emergency Braking.

Alert: When active, a flashing visual warning appears and an audible warning tone sounds.

Brake Support: The system is designed to help reduce the impact speed by preparing the brakes for rapid braking. The system does not automatically apply the brakes. If you press the brake pedal, the system could apply additional braking up to maximum braking force, even if you lightly press the brake pedal.

Automatic Emergency Braking: Automatic emergency braking may activate if the system determines that a collision is imminent.

Note: *If you perceive pre-collision assist alerts as being too frequent or disturbing, then you can reduce the alert sensitivity, although the manufacturer recommends using the highest sensitivity setting where possible. Setting lower sensitivity would lead to fewer and later system warnings.*

Each system has various levels of detection capabilities. See **Pre-Collision Assist Limitations** (page 280).

PRE-COLLISION ASSIST PRECAUTIONS

WARNING: You are responsible for controlling your vehicle at all times. The system is designed to be an aid and does not relieve you of your responsibility to drive with due care and attention. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death.

WARNING: The system does not detect vehicles that are driving in a different direction, cyclists or animals. Apply the brakes when necessary. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death.

WARNING: The system does not operate during hard acceleration or steering. Failure to take care may lead to a crash or personal injury.

WARNING: The system may fail or operate with reduced function during cold and severe weather conditions. Snow, ice, rain, spray and fog can adversely affect the system. Keep the front camera and radar free of snow and ice. Failure to take care may result in the loss of control of your vehicle, serious personal injury or death.

Escape (CTC) Canada/United States of America, Vehicles Built From: 02-11-2020, enUSA, Edition date: 202011, First-Printing

WARNING: Take additional care if your vehicle is heavily loaded or you are towing a trailer. These conditions could result in reduced performance of this system. Failure to follow this instruction could result in the loss of control of your vehicle, personal injury or death.

WARNING: The system cannot help prevent all crashes. Do not rely on this system to replace driver judgment and the need to maintain a safe distance and speed.

WARNING: In situations where the vehicle camera has limited detection capability, this may reduce system performance. These situations include but are not limited to direct or low sunlight, vehicles at night without tail lights, unconventional vehicle types, pedestrians with complex backgrounds, running pedestrians, partly obscured pedestrians, or pedestrians that the system cannot distinguish from a group. Failure to take care may result in the loss of control of your vehicle, serious personal injury or death.

PRE-COLLISION ASSIST LIMITATIONS

Pre-collision assist depends on the detection ability of its camera and sensors. Any obstructions or damage to these areas can limit detection or prevent the system from functioning. See **Locating the Pre-Collision Assist Sensors** (page 281).

The system is active at speeds above 3 mph (5 km/h)

Note: *The pre-collision assist system disables when you select four-wheel drive low or manually disable AdvanceTrac™.*

Note: *Brake support and automatic emergency braking are active at speeds up to 75 mph (120 km/h). If the vehicle has a radar sensor included with adaptive cruise control, then brake support and automatic emergency braking are active up to the maximum speed of the vehicle.*

Pedestrian Detection Limitations

Pedestrian detection is active at speeds up to 50 mph (80 km/h).

Pedestrian detection functions optimally when detected hazards are clearly identifiable. System performance may reduce in situations where pedestrians are running, partly obscured, have a complex background, or cannot be distinguished from a group.

SWITCHING PRE-COLLISION ASSIST ON AND OFF

You cannot switch the system off.

Adjusting the Pre-Collision Assist Settings

You can adjust the following settings by using the touchscreen controls in the pre-collision assist menu:

- Change alert and distance alert sensitivity to one of three possible settings.
- Switch distance indication and alert on or off.
- If required, switch automatic emergency braking on or off.
- If required, switch evasive steering assist on or off.

Note: *Automatic emergency braking and evasive steering automatically turns on every time you switch the ignition on.*

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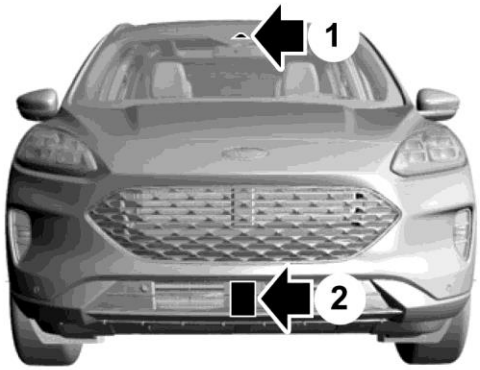
Note: *If you switch automatic emergency braking off, evasive steering assist switches off.*

LOCATING THE PRE-COLLISION ASSIST SENSORS



1. Camera.
2. Radar sensor (if equipped).

If a message regarding a blocked sensor or camera appears in the information display, something is obstructing the radar signals or camera images. The radar sensor is behind the fascia cover in the center of the lower grille. With a blocked sensor or camera, the system may not function, or performance may reduce. See **Pre-Collision Assist – Information Messages** (page 285).

Note: *Proper system operation requires a clear view of the road by the camera. Repair any windshield damage in the area of the camera's field of view.*

Note: *If something hits the front end of your vehicle or damage occurs and your vehicle has a radar sensor, the radar sensing zone could change. This could cause missed or false vehicle detections. Have your vehicle serviced to have the radar checked for proper coverage and operation.*

Note: *If your vehicle detects excessive heat at the camera or a potential misalignment condition, a message could display in the information display indicating temporary sensor unavailability. When operational conditions are correct, the message deactivates. For example, when the ambient temperature around the sensor decreases or the sensor recalibrates successfully.*

DISTANCE INDICATION

What Is Distance Indication

Distance indication displays the gap between your vehicle and the vehicle ahead of you.

Note: *The graphic does not display if you switch on cruise control or adaptive cruise control.*

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APPENDIX C

Run Log

Subject Vehicle: **2022 Ford Escape PHEV FWD** Test Date: **5/27/2022**

Principal Other Vehicle: **2006 Acura RL**

Run	Test Type	Valid Run?	TTCW Sound (sec)	TTCW Light (sec)	TTCW Margin (sec)	Pass/Fail	Notes
1	**Stopped POV**	Y	2.60	2.39	0.50	Pass	
2		Y	2.56	2.31	0.46	Pass	
3		Y	2.58	2.34	0.48	Pass	
4		Y	2.55	2.27	0.45	Pass	
5		Y	2.56	2.16	0.46	Pass	
6		Y	2.58	2.32	0.48	Pass	
7		Y	2.57	2.39	0.47	Pass	
16	**Decelerating POV, 45**	N					POV Braking
17		Y	2.70	2.50	0.30	Pass	
18		Y	2.67	2.48	0.27	Pass	
19		N					POV Speed
20		Y	2.63	2.48	0.23	Pass	
21		Y	2.68	2.50	0.28	Pass	
22		N					SV Speed
23		Y	2.71	2.49	0.31	Pass	
24		N					POV Braking
25		Y	2.62	2.44	0.22	Pass	

Run	Test Type	Valid Run?	TTCW Sound (sec)	TTCW Light (sec)	TTCW Margin (sec)	Pass/Fail	Notes
26		Y	2.67	2.46	0.27	Pass	
8	**Slower POV, 45 vs 20**	Y	2.46	2.27	0.46	Pass	
9		Y	2.42	2.26	0.42	Pass	
10		N					SV Speed
11		Y	2.39	2.23	0.39	Pass	
12		Y	2.46	2.30	0.46	Pass	
13		Y	2.47	2.22	0.47	Pass	
14		Y	2.51	2.32	0.51	Pass	
15		Y	2.48	2.22	0.48	Pass	

APPENDIX D

Time History Plots

LIST OF FIGURES

Description of Time History Plots

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

Each time history plot consists of data pertinent 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:

- FCW Test 1 – Stopped POV (SV at 45 mph)
- FCW Test 2 – Decelerating POV (Both vehicles at 45 mph with a 30 m gap, POV brakes at 0.3 g)
- FCW Test 3 – Slower Moving POV (SV at 45 mph, POV at 20 mph)

Time history figures include the following sub-plots:

- 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 of the following:
    - Filtered, rectified, and normalized sound signal. The vertical scale is 0 to 1.
    - Filtered, rectified, and normalized acceleration (e.g., haptic alert, such as steering wheel vibration). The vertical scale is 0 to 1.
    - Light sensor signal.

- TTC (sec) – Indicates the Time to Collision as calculated up to the point of FCW alert issuance. The value of TTCW (Time to Collision at Warning) is given numerically on the right side of the figure. A passing value is indicated in green, while a failing value is indicated in red.

- SV Speed (mph) – Speed of the Subject Vehicle

- POV Speed (mph) – Speed of the Principal Other Vehicle

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

- Lateral Offset (ft) – Lateral offset within the lane from the Subject Vehicle to the Principal Other Vehicle
- Ax (g) – Longitudinal acceleration of both the Subject Vehicle and Principal Other Vehicle
- Headway (ft) – Longitudinal separation between front of Subject Vehicle to rear of Principal Other Vehicle (Exclusive to test type 2)

Envelopes and Thresholds

Each of the time history plot figures can contain either green or yellow envelopes and/or black threshold lines. These envelopes and thresholds are used to programmatically and visually determine the validity of a given test run. Envelope and threshold exceedances are indicated with either red shading or red asterisks, and red text is placed to the right side of the plot indicating the type of exceedance.

Green envelopes indicate that the time-varying data should 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.

Yellow envelopes indicate that the time-varying data should not exceed the envelope only at the left and/or right ends. Exceedances at the left or right extent of a yellow envelope are indicated by red asterisks.

For the warning plot, a dashed black threshold line indicates the threshold used to determine the onset of the FCW alert. The alert is considered on the first time the alert signal crosses this threshold line.

For the TTC plot, a dashed black threshold line indicates the minimum allowable TTC for the given test scenario. If the FCW alert occurs before this minimum allowable TTC, a green dot appears. However, if there is no alert or the alert occurs after the minimum allowable TTC, a red asterisk is shown on the plot.

For the Ax plot, a dashed black threshold line is given for at a value of -0.05 g. For a test run to be valid, the longitudinal acceleration of the Subject Vehicle must not fall below this threshold (i.e. the driver cannot apply any brakes). Additionally, for test type 2, the plot indicating the longitudinal acceleration of the Principal Other Vehicle includes a yellow envelope indicating the deceleration (0.3 g ± 0.03 g) allowed while braking. Exceedance of this threshold is indicated with red asterisks at the beginning and/or end of the threshold boundary.

Color Codes

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

Color codes can be broken into four categories:

1. Time-varying data
2. Validation envelopes and thresholds
3. Instantaneous samplings
4. Text

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

2. Validation envelope and threshold color codes:
   - Green envelope = time varying data must be within the envelope at all times in order to be valid
   - Yellow envelope = time varying data must be within limits at left and/or right ends
   - Black threshold (Solid) = time varying data must not exceed this threshold in order to be valid
   - Black threshold (Dashed) = for reference only – this can include warning level thresholds, TTC thresholds, and acceleration thresholds

3. Instantaneous sampling 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

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

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

Examples of time history plots for each test type (including passing, failing and invalid runs) are shown in Figure D1 through Figure D6. Actual time history data plots for the vehicle under consideration are provided subsequently.

Notes

When vehicles provide more than one type of alert, and when it is possible to measure the timing of these alerts, plots will be shown of each alert for each run. Because alert timing nearly always differs between alert types, a plot may indicate a valid run for one of the alerts and invalid for another. Test run validity is based on the validity window of the earliest alert, but validity determination for each individual alert is based on the timing of that alert alone. As an example, a vehicle has both visual and auditory alerts. For a particular run, the auditory alert occurs first followed by the visual alert. The validity period for the run ends when the auditory alert occurs, at which time the driver steers and/or brakes to avoid the POV. Since the visual alert occurs after the auditory alert, the run is essentially already over by the time the visual alert occurs. Depending on the relative timing gap between alerts, it may be expected that the validity criteria (yaw rate, speed, etc.) based on the timing of the visual alert could indicate an invalid run.

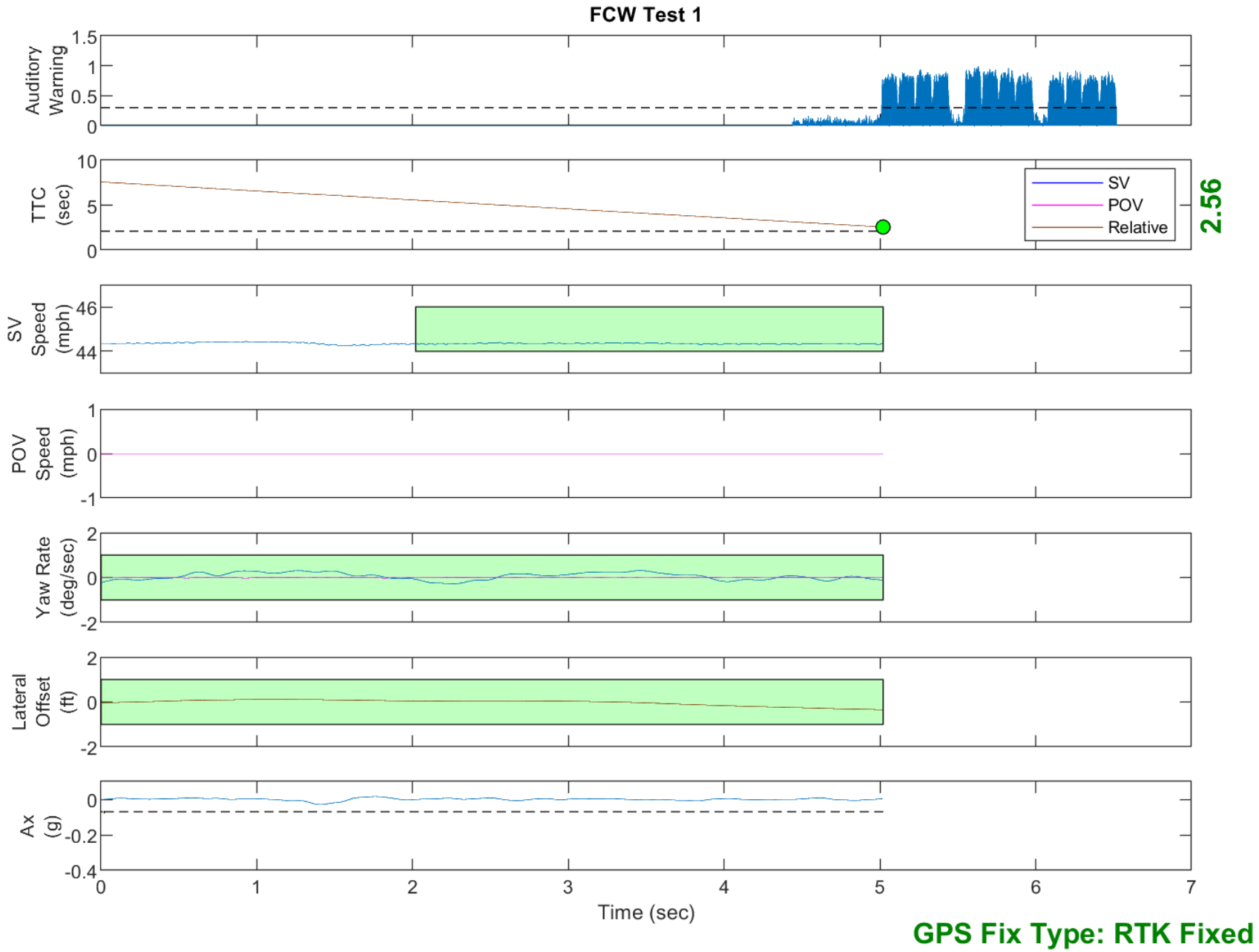

Figure D1. Example Time History for Test Type 1, Passing

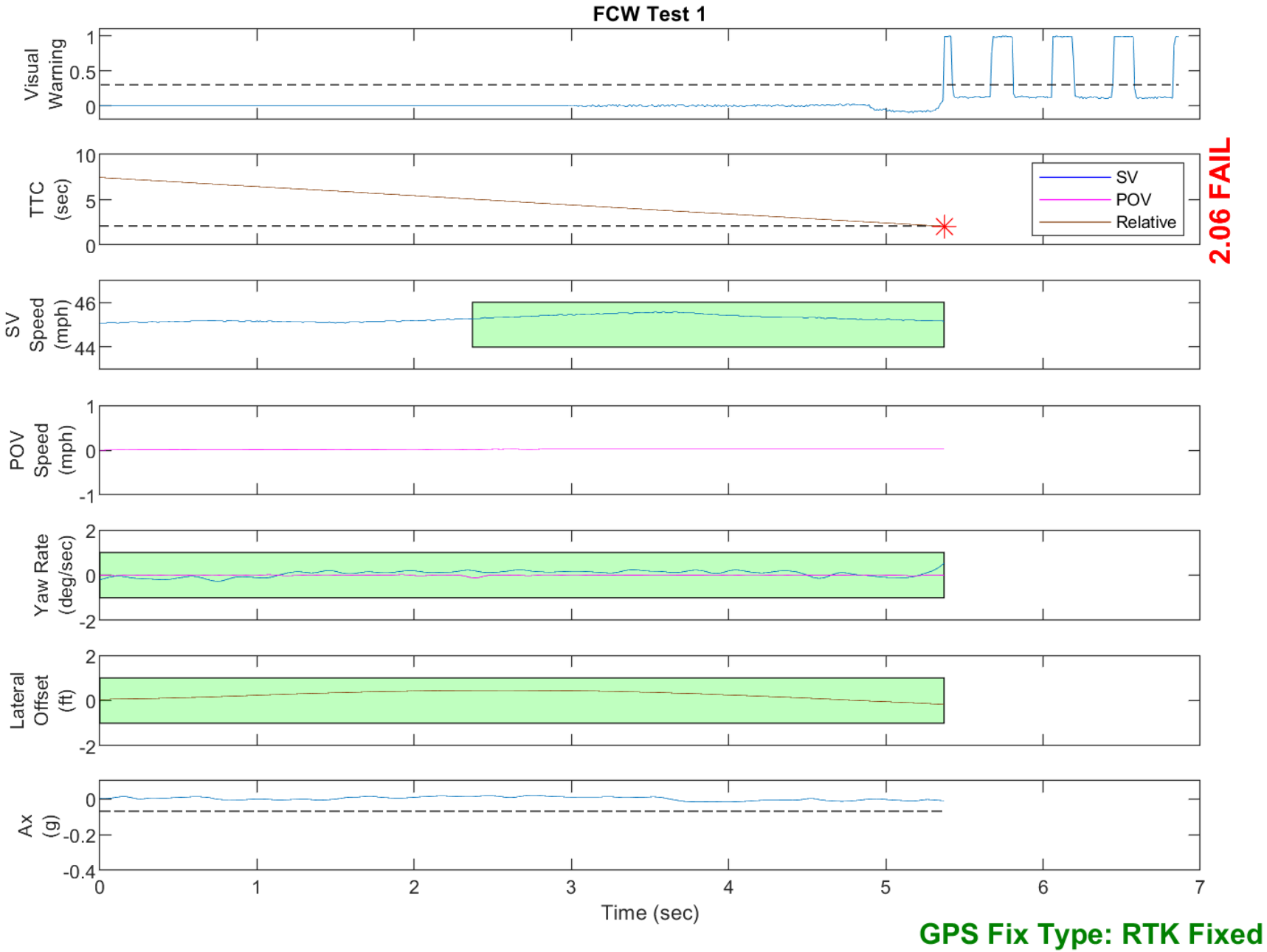

Figure D2. Example Time History for Test Type 1, Failing

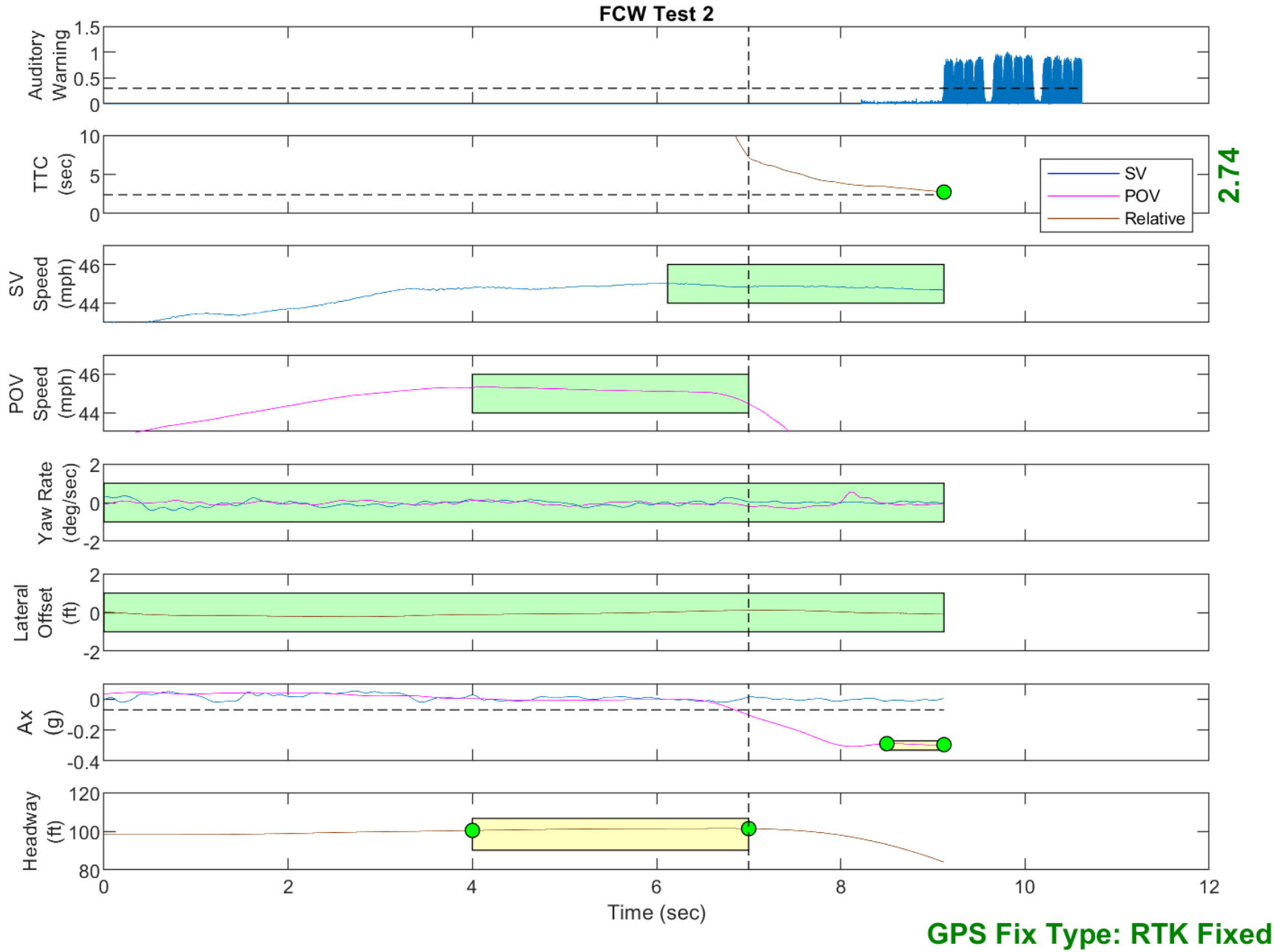

Figure D3. Example Time History for Test Type 2, Passing

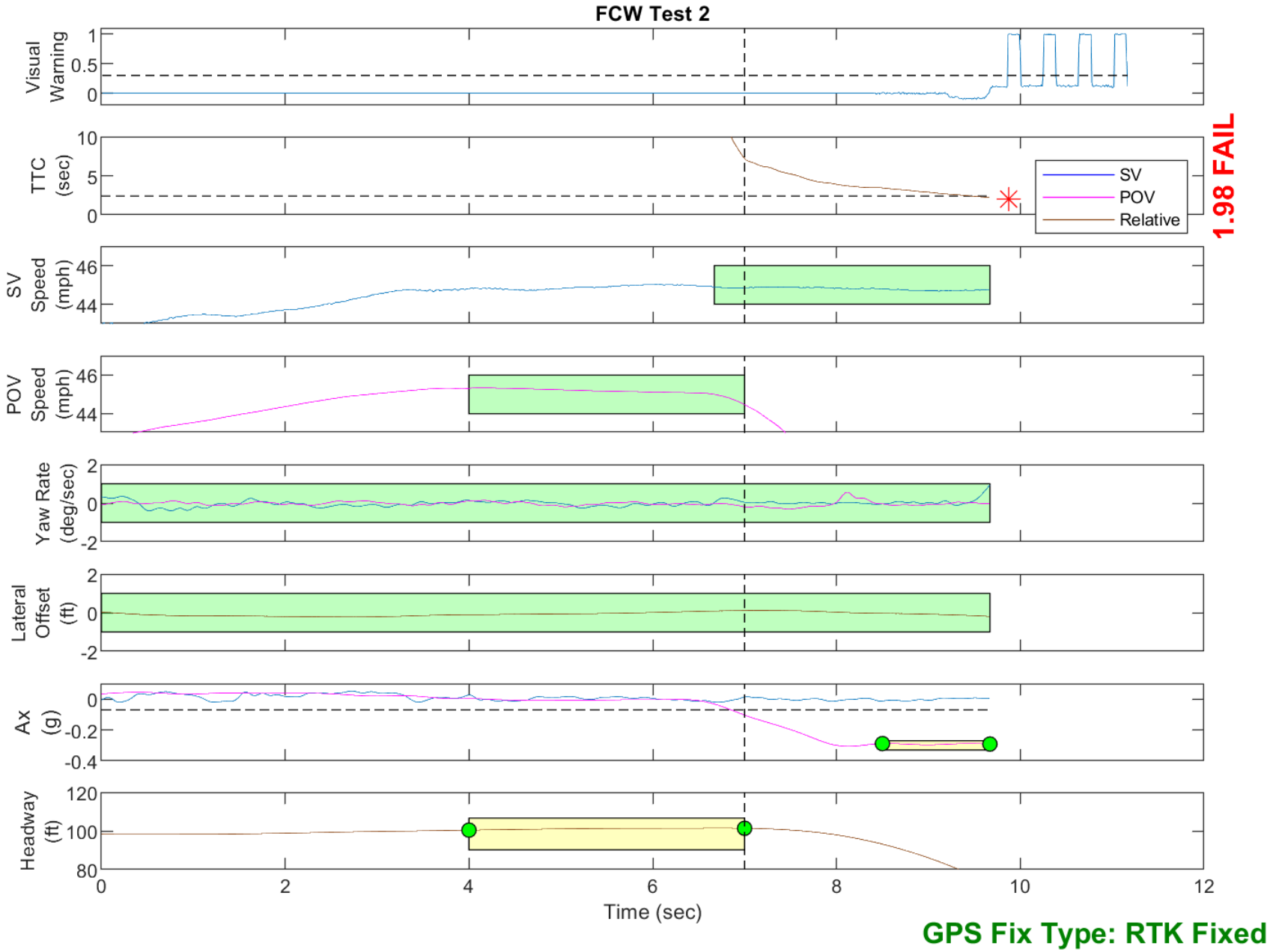

Figure D4. Example Time History for Test Type 2, Failing

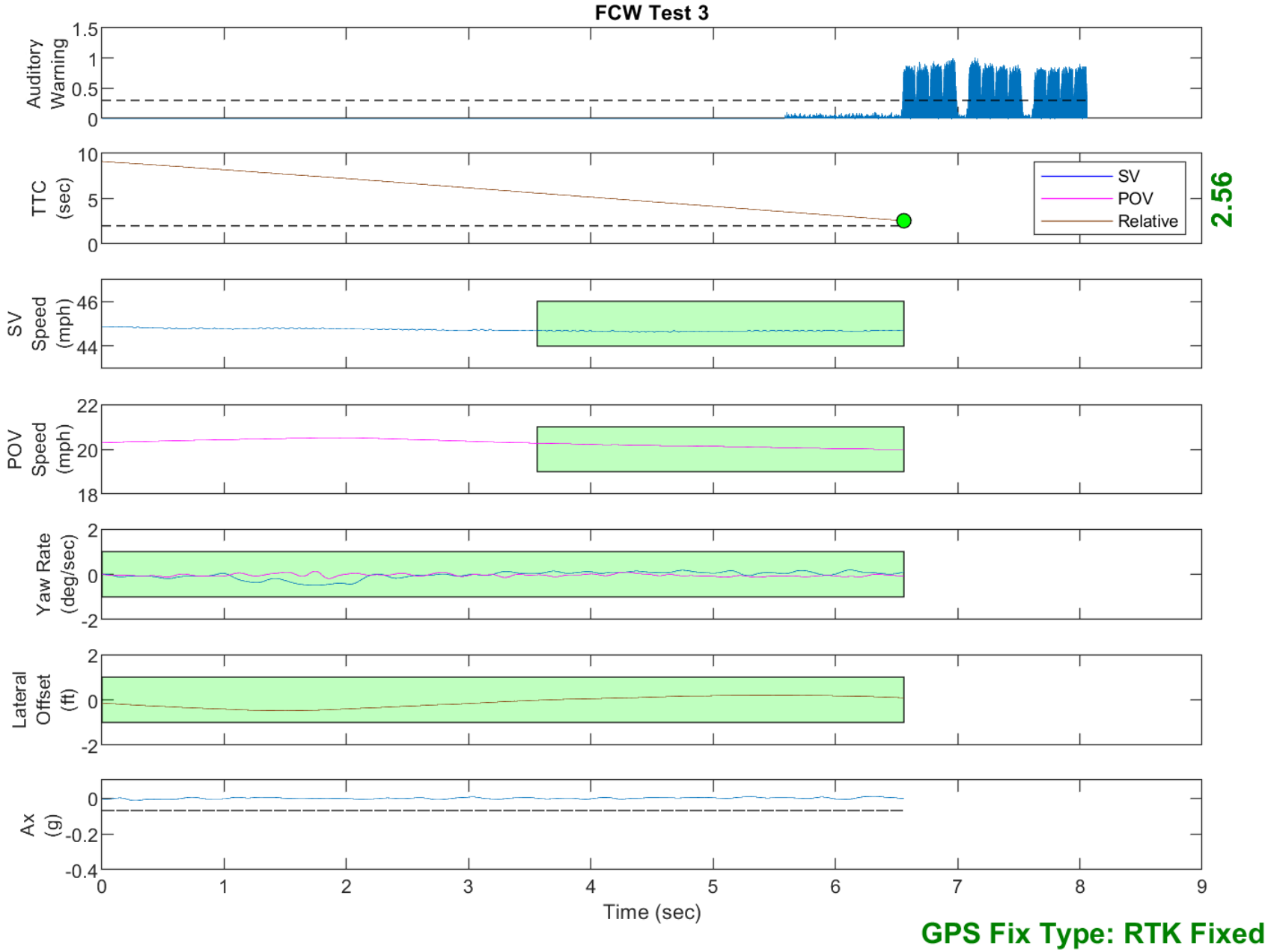

Figure D5. Example Time History for Test Type 3, Passing

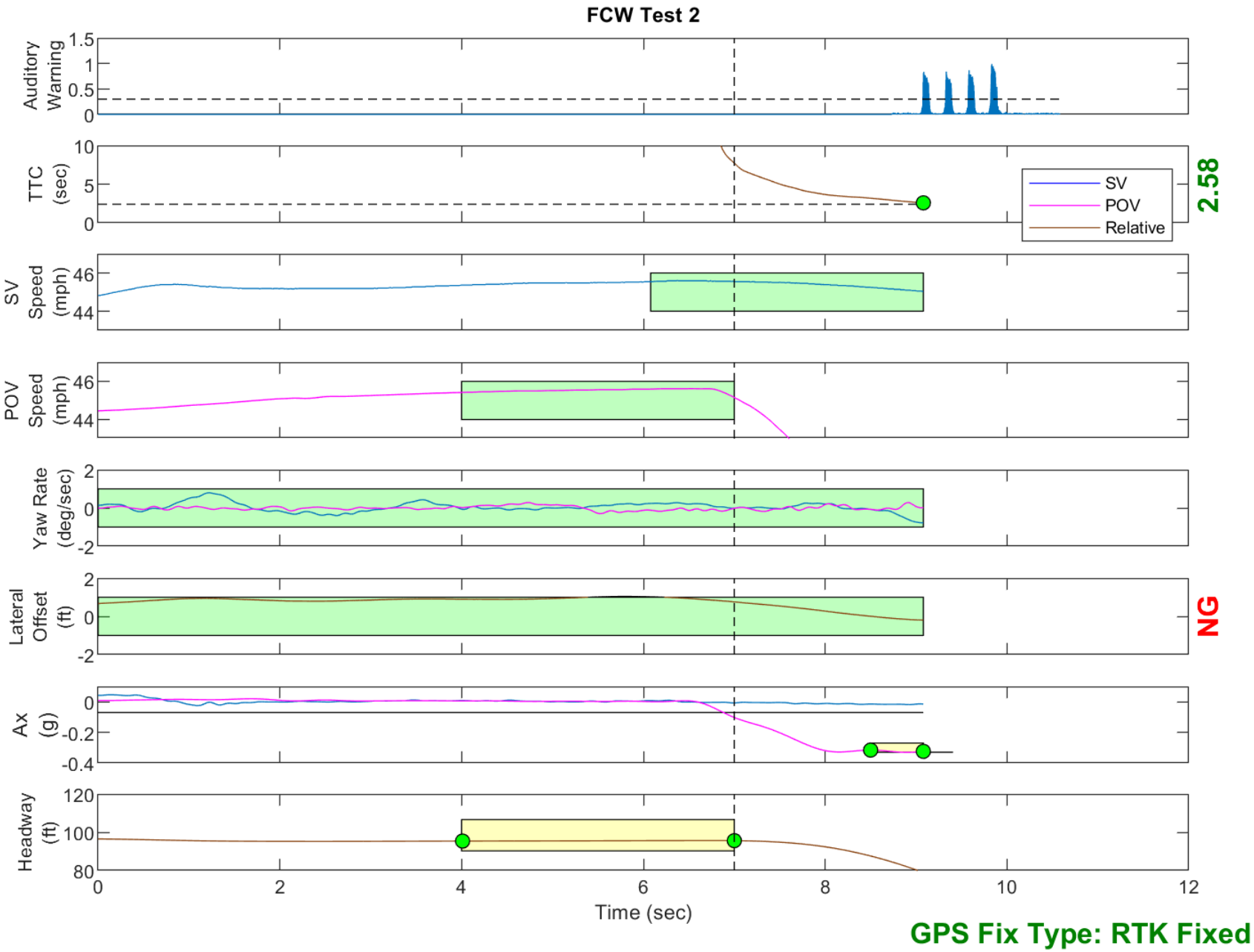

Figure D6. Example Time History Showing Invalid Lateral Offset Criteria

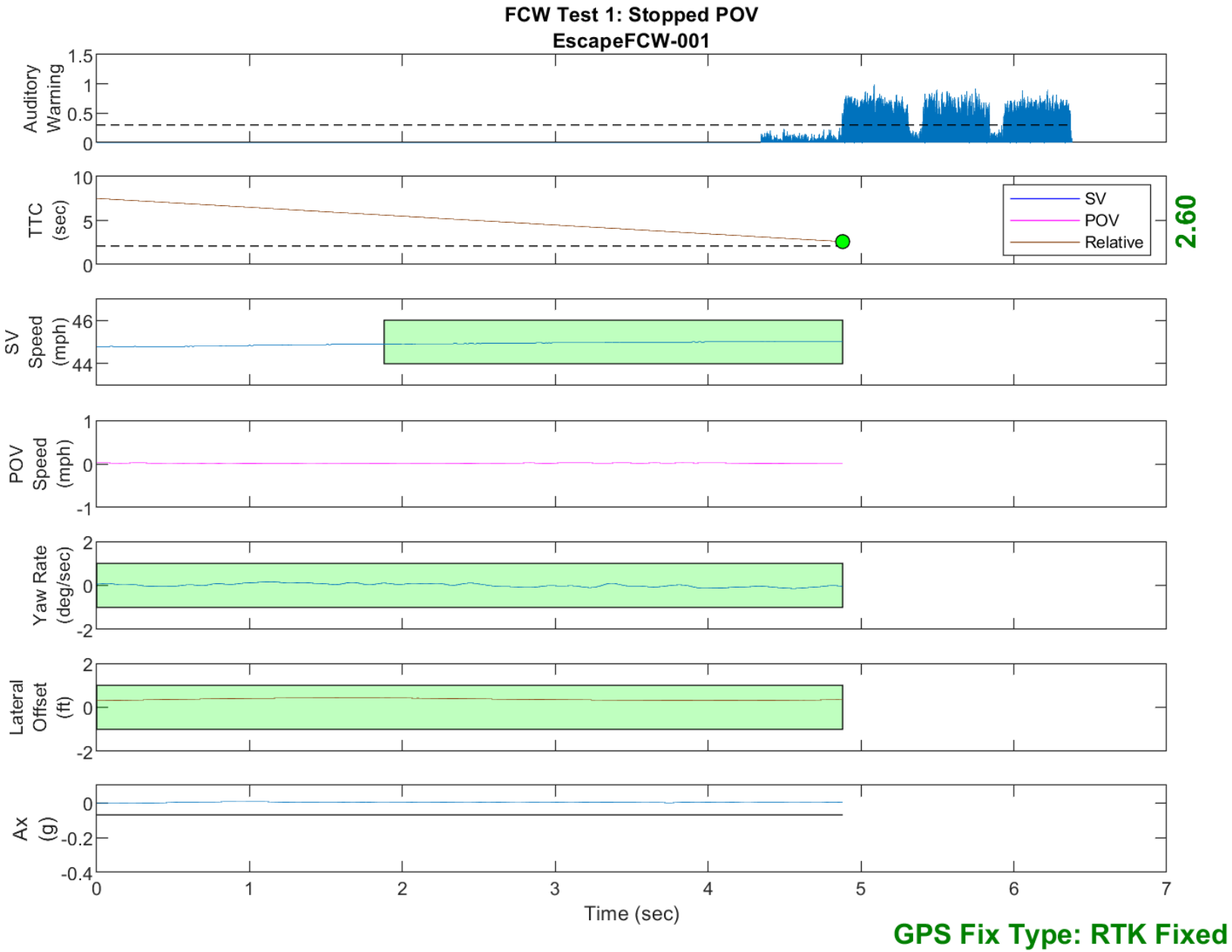

Figure D7. Time History for Run 1, Test 1 - Stopped POV, Auditory Warning

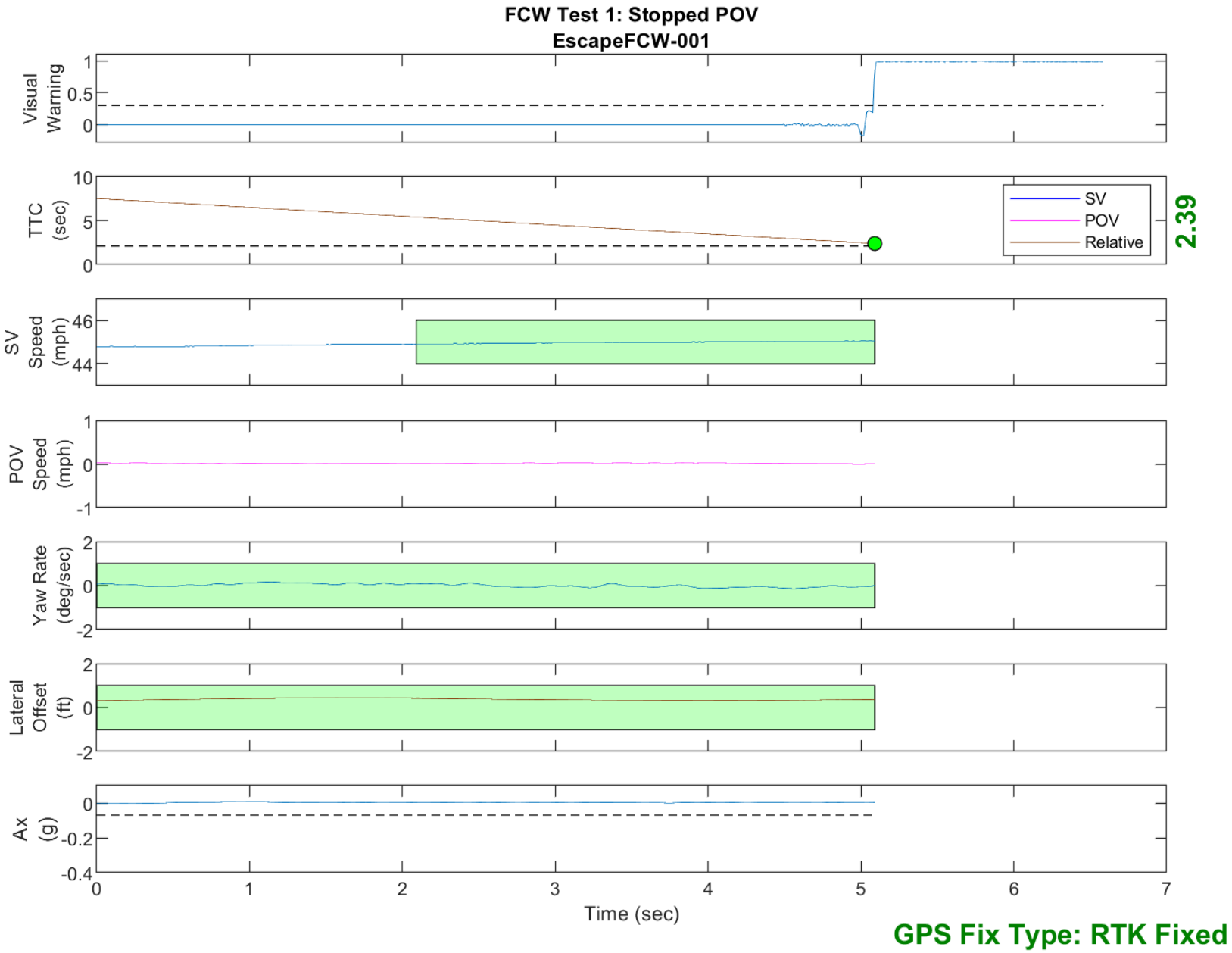

Figure D8. Time History for Run 1, Test 1 - Stopped POV, Visual Warning

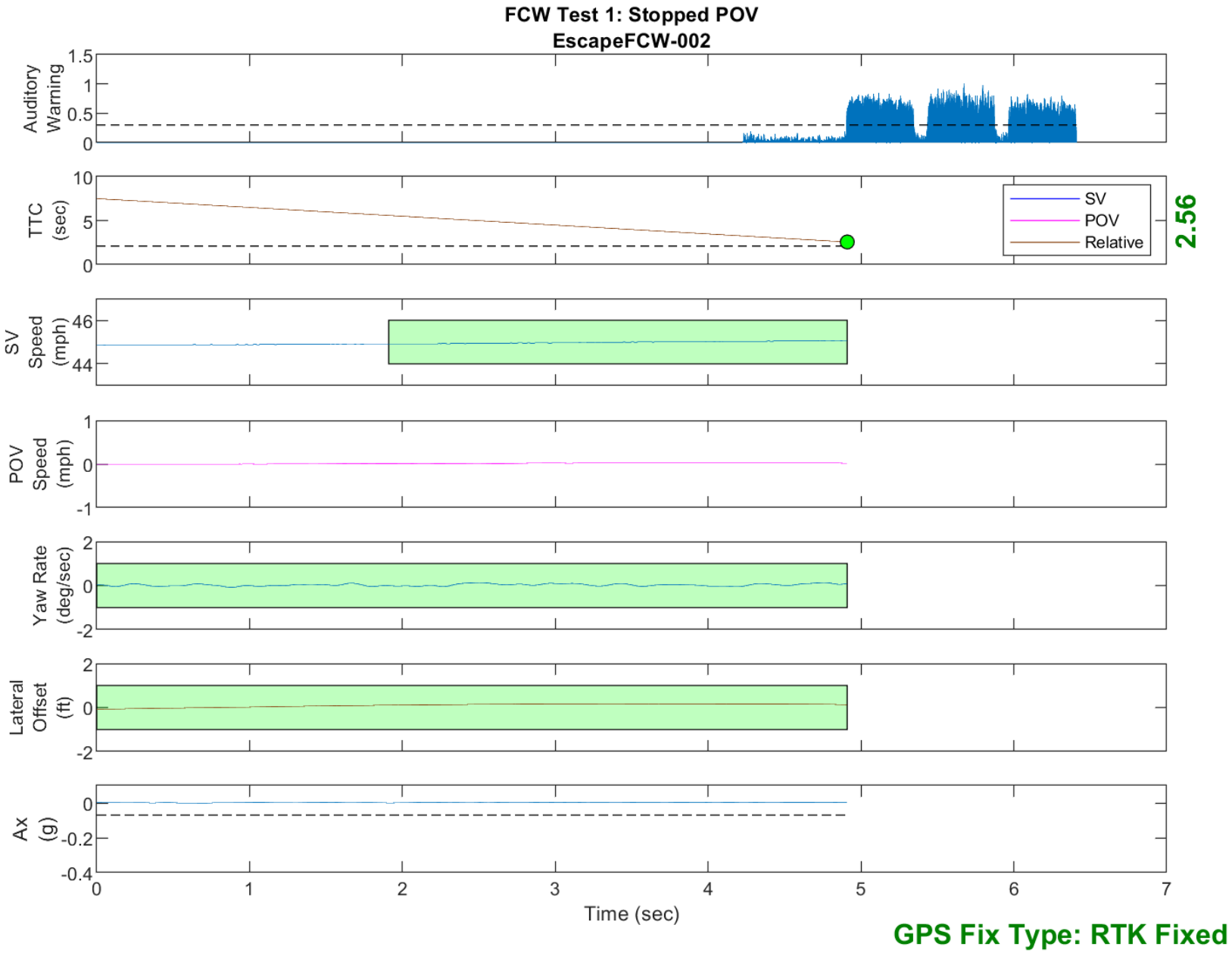

Figure D9. Time History for Run 2, Test 1 - Stopped POV, Auditory Warning

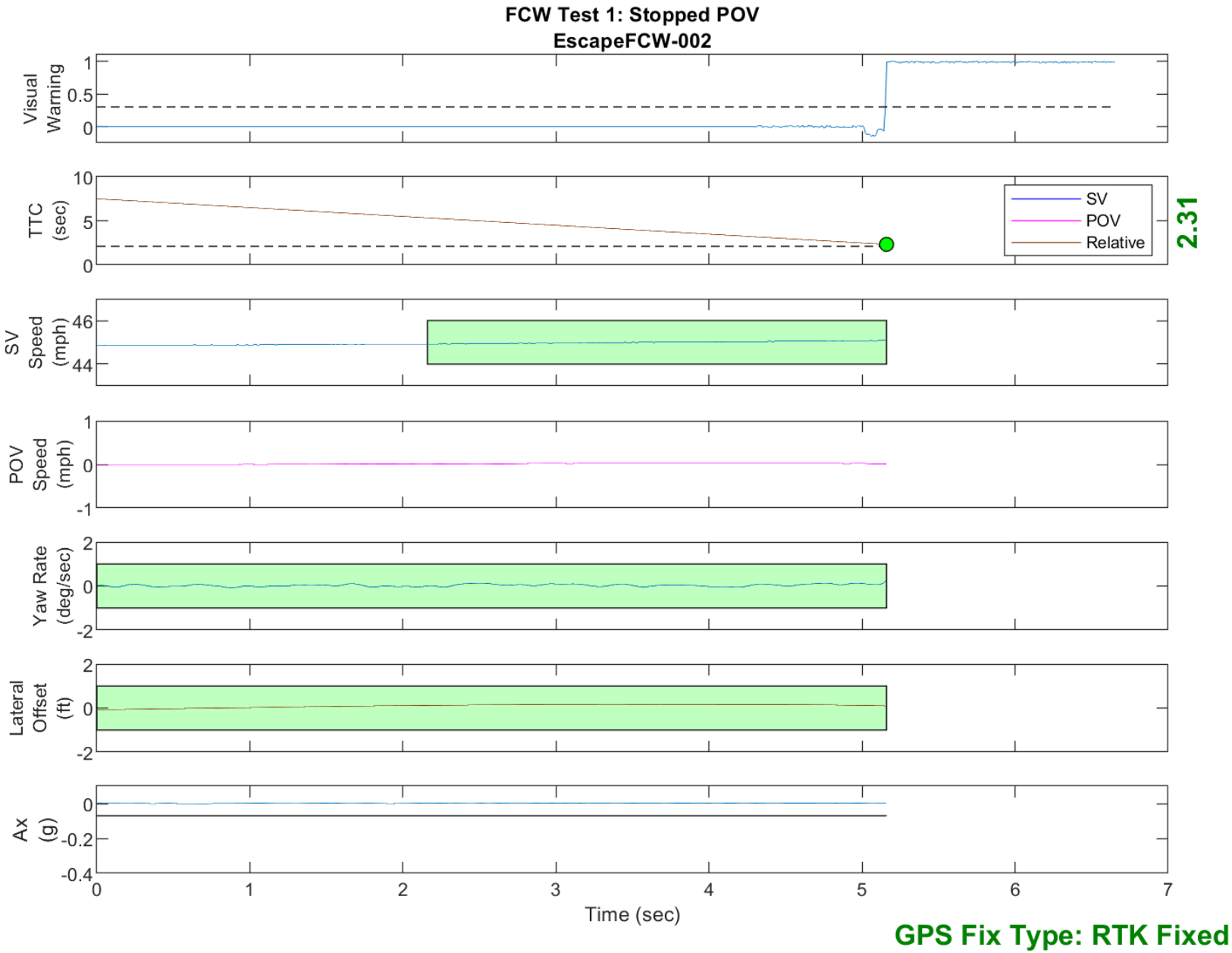

Figure D10. Time History for Run 2, Test 1 - Stopped POV, Visual Warning

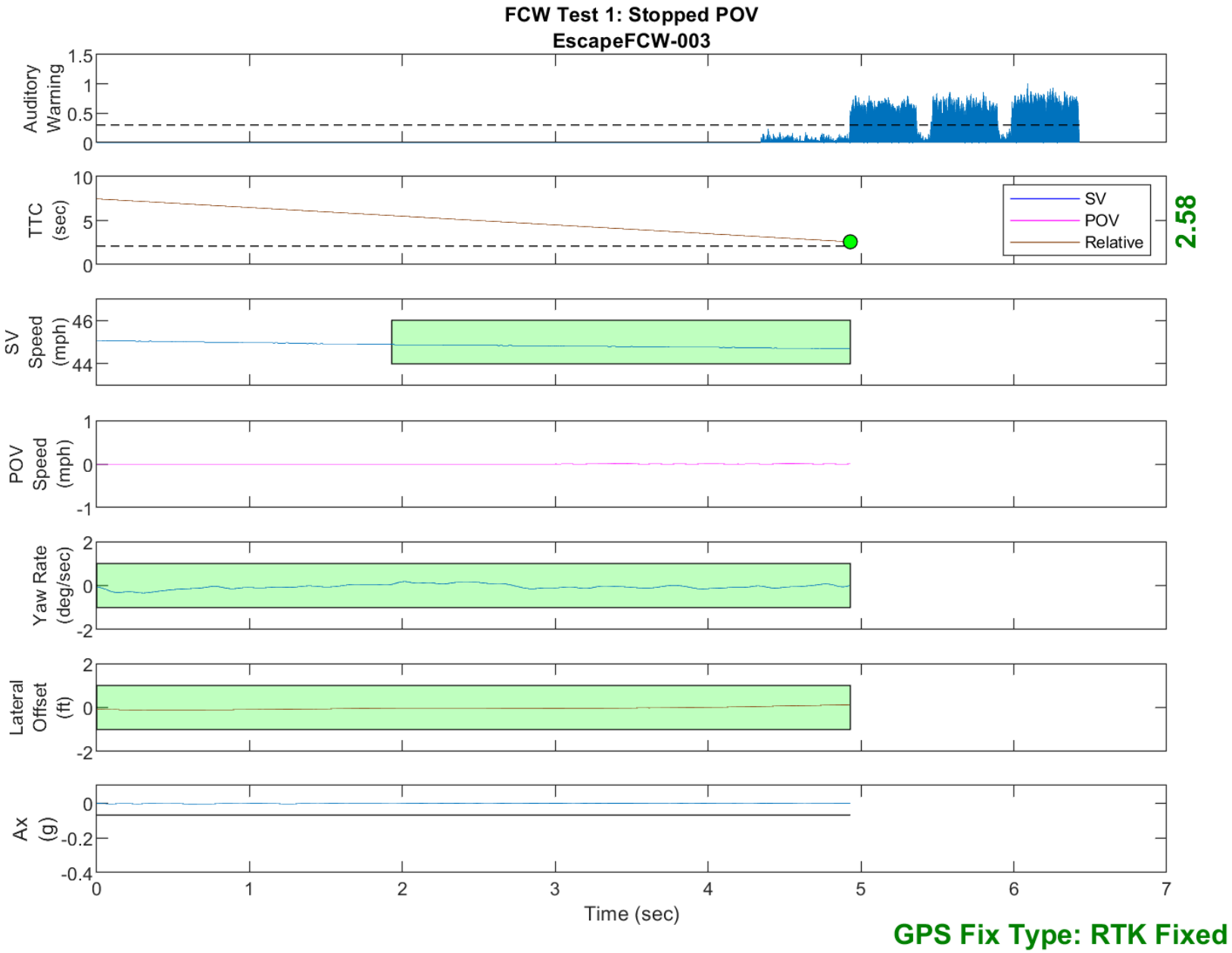

Figure D11. Time History for Run 3, Test 1 - Stopped POV, Auditory Warning

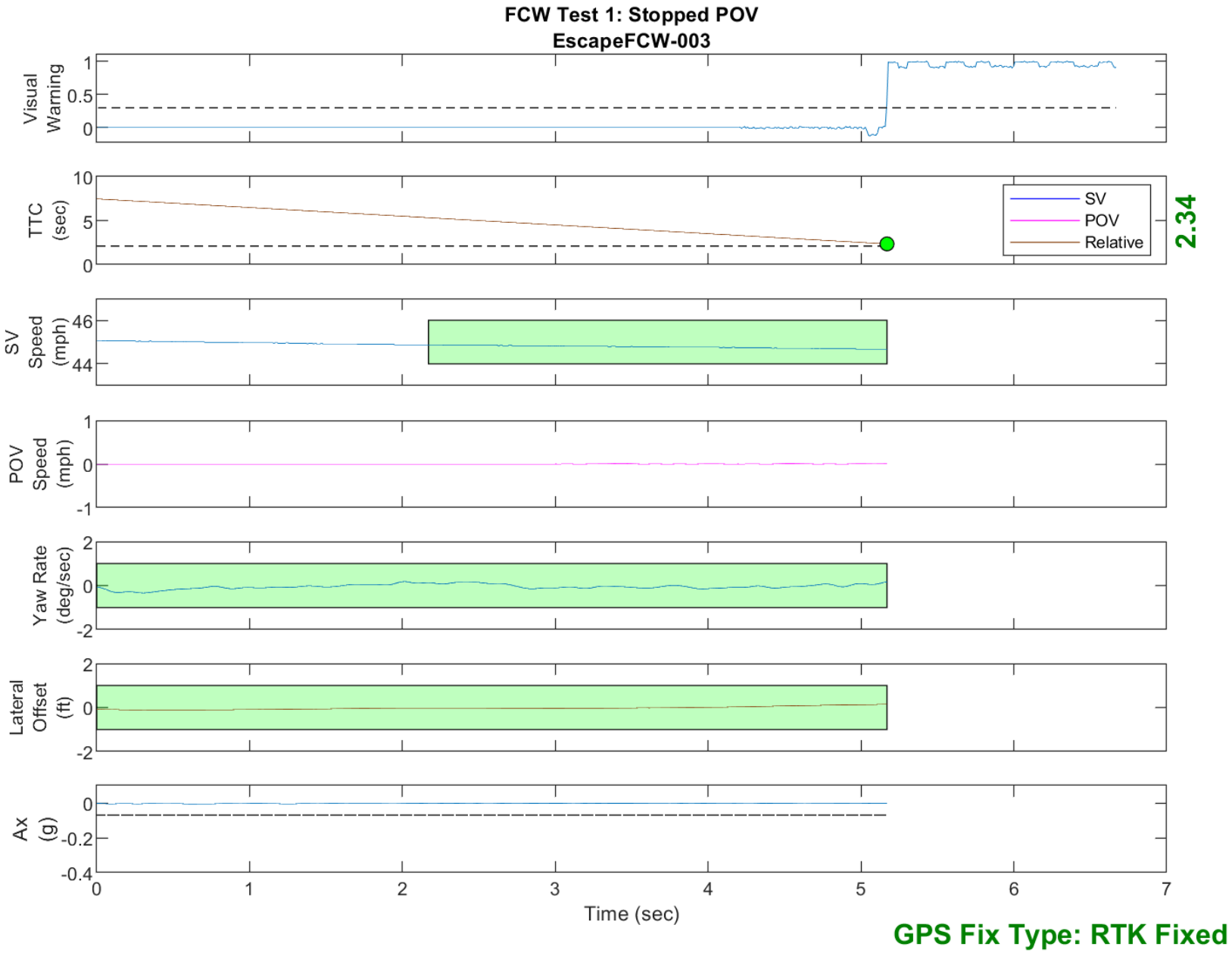

Figure D12. Time History for Run 3, Test 1 - Stopped POV, Visual Warning

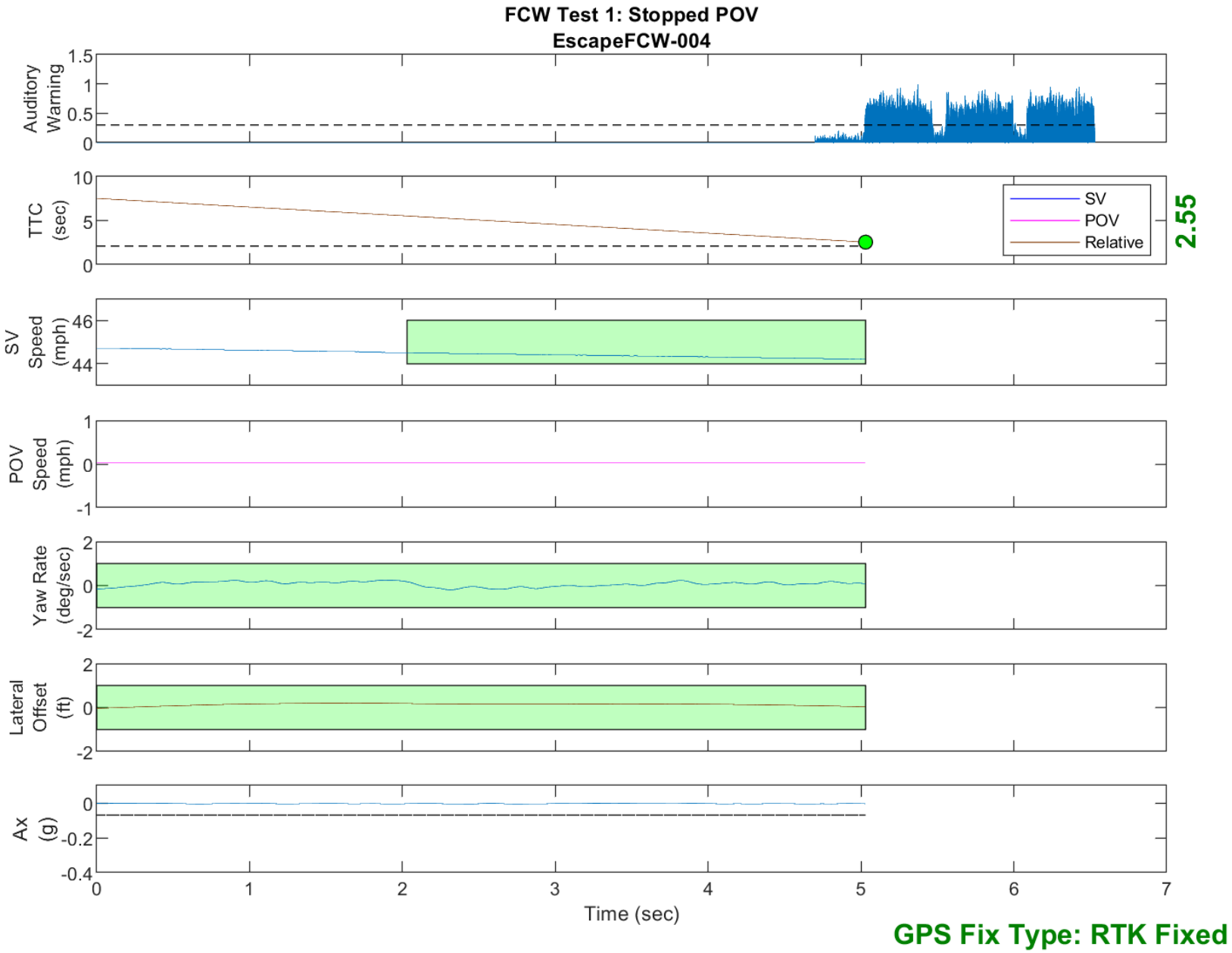

Figure D13. Time History for Run 4, Test 1 - Stopped POV, Auditory Warning

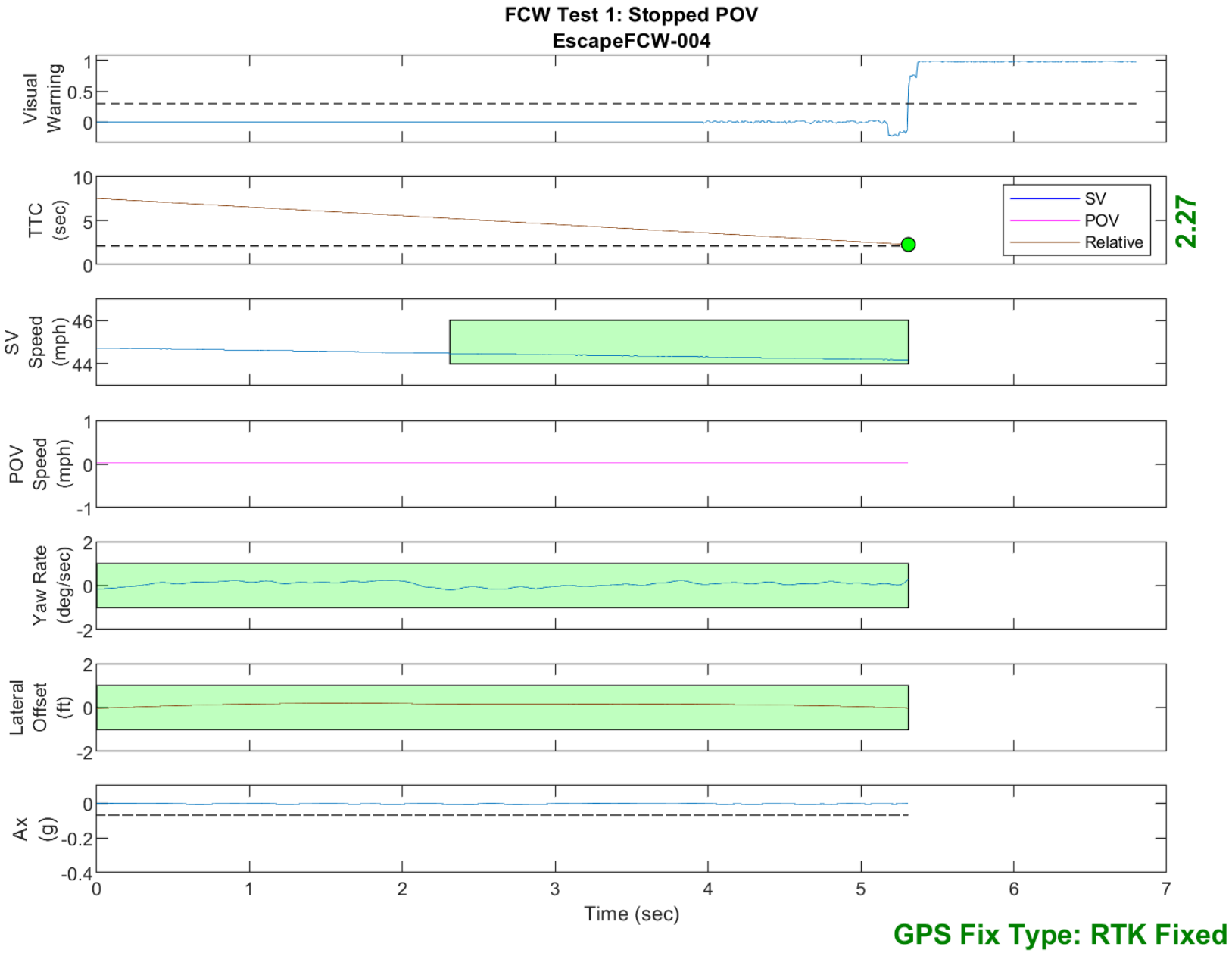

Figure D14. Time History for Run 4, Test 1 - Stopped POV, Visual Warning

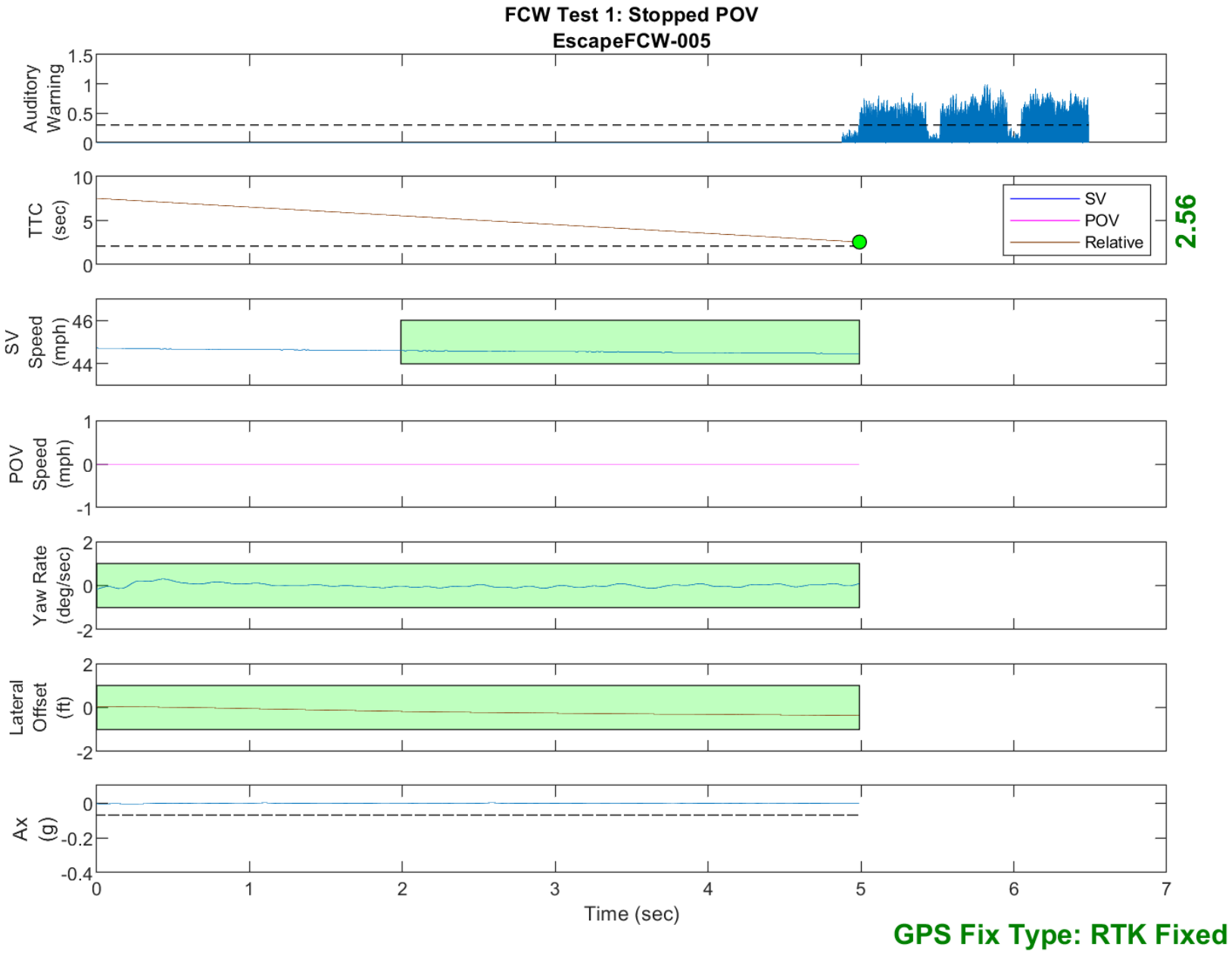

Figure D15. Time History for Run 5, Test 1 - Stopped POV, Auditory Warning

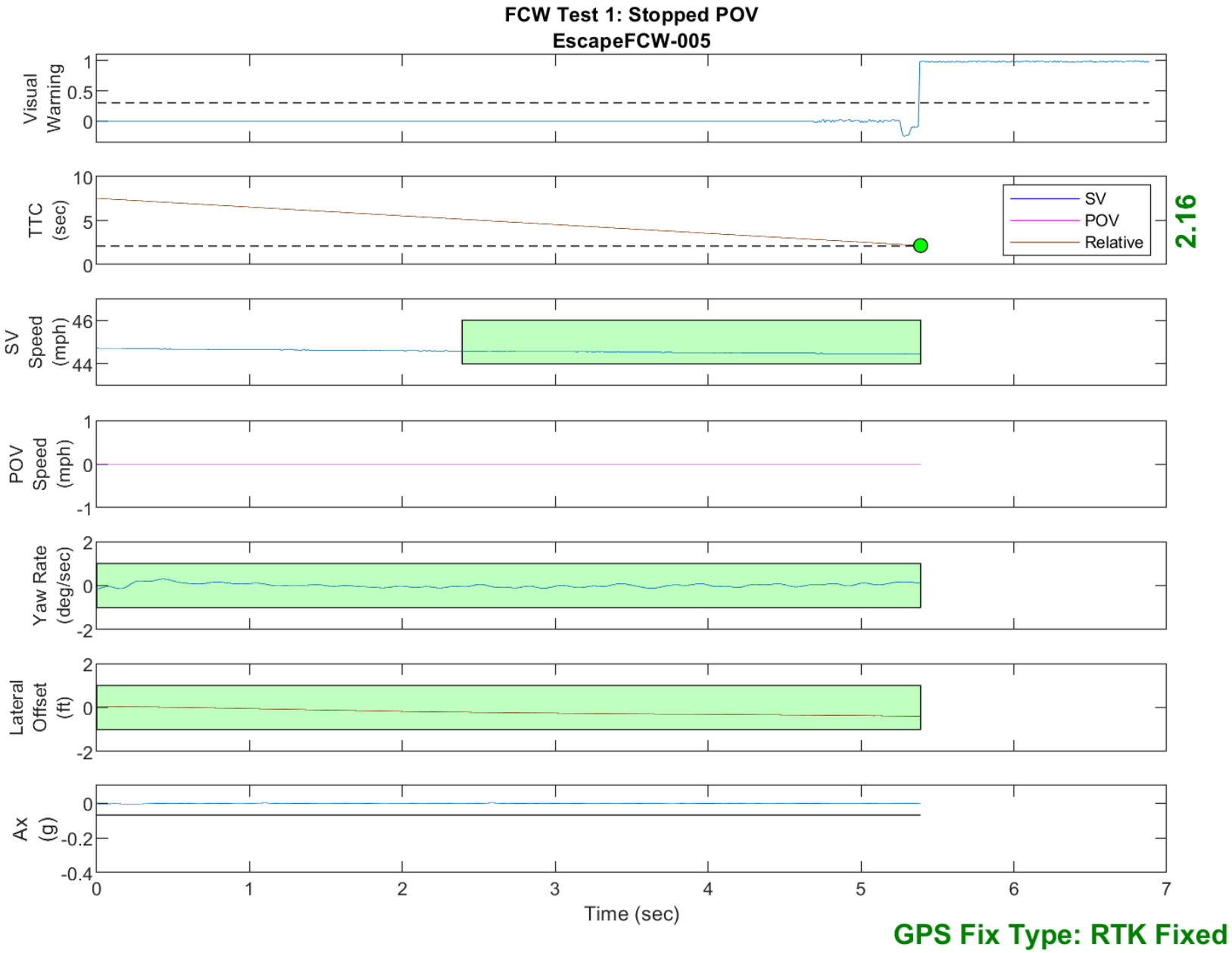

Figure D16. Time History for Run 5, Test 1 - Stopped POV, Visual Warning

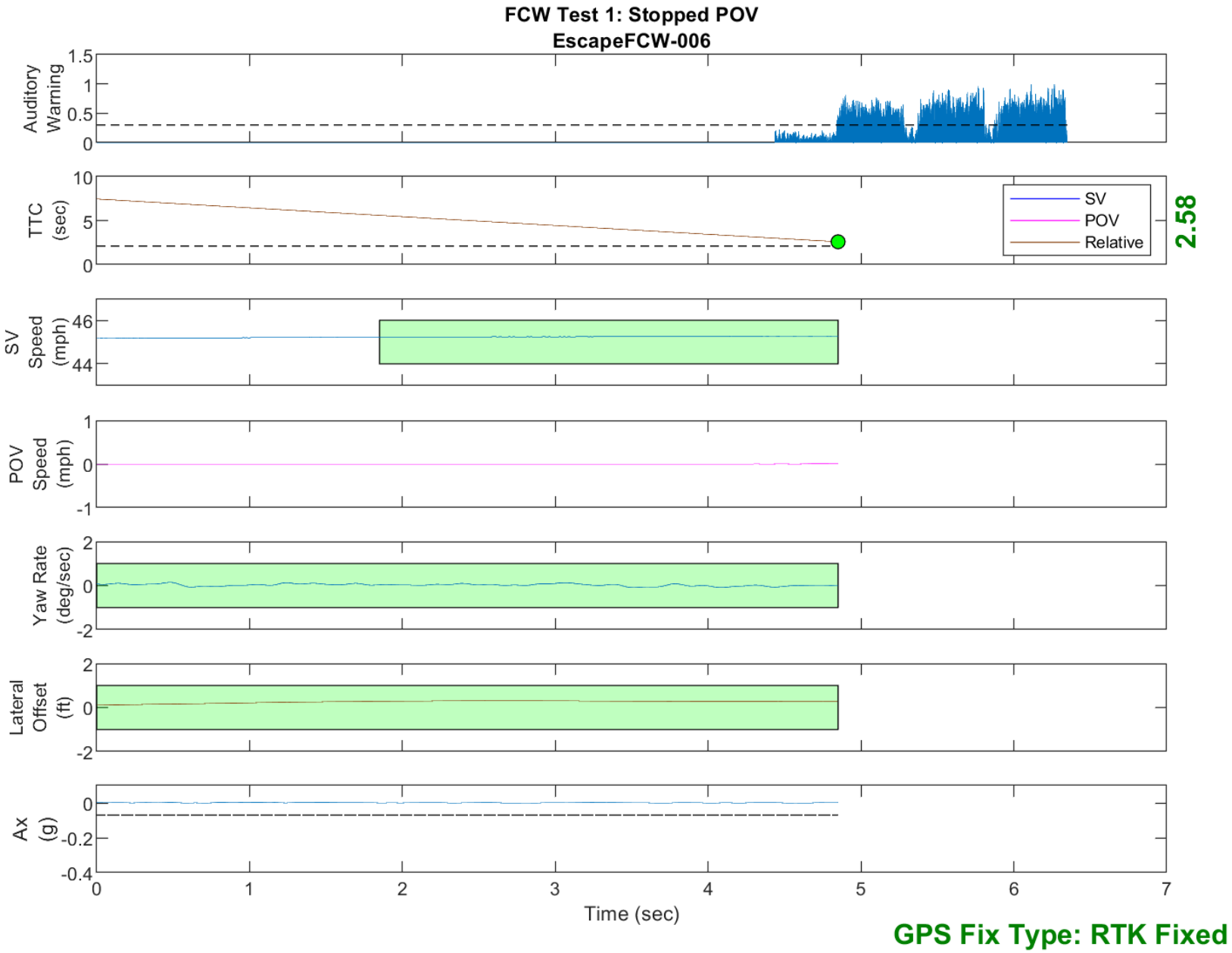

Figure D17. Time History for Run 6, Test 1 - Stopped POV, Auditory Warning

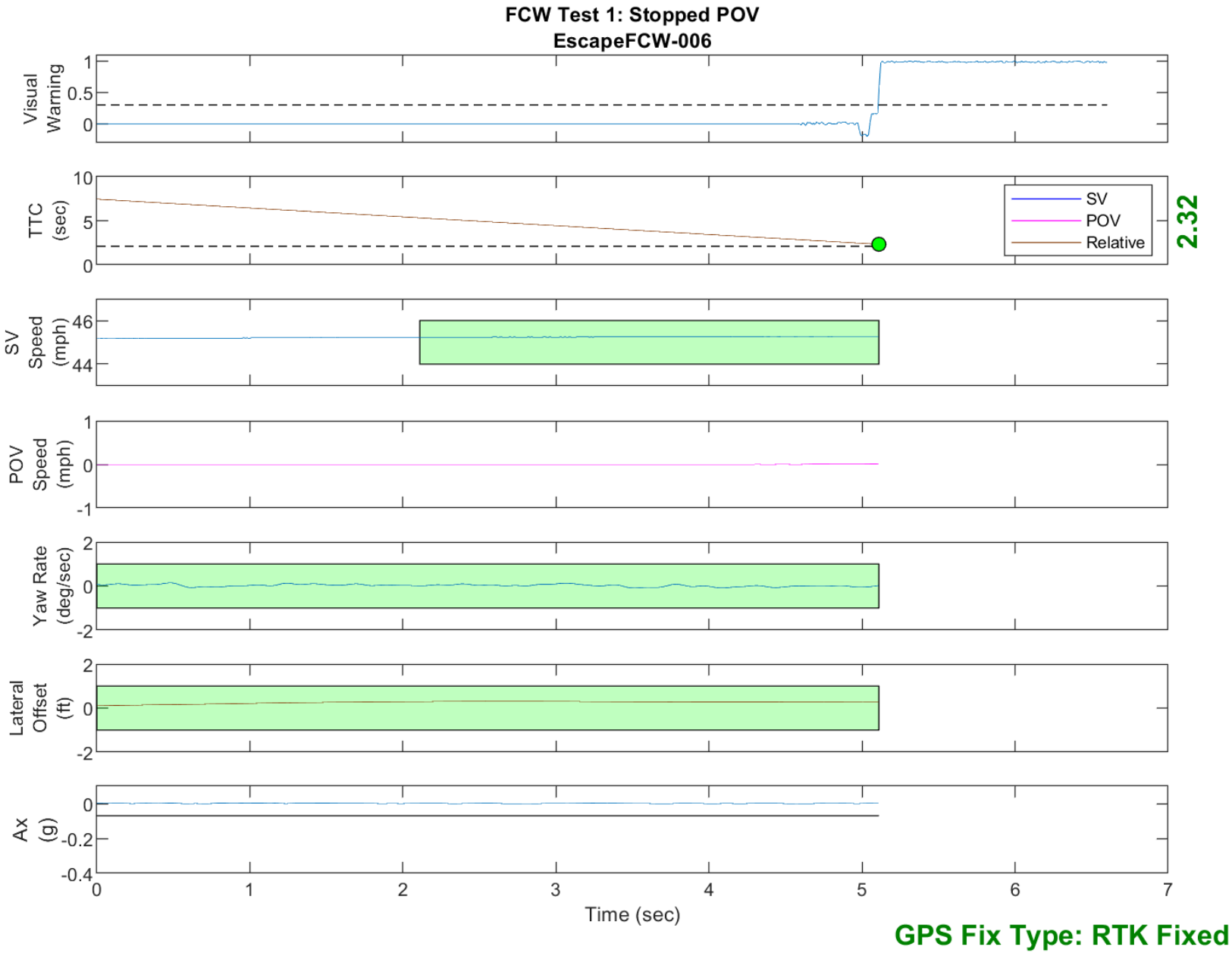

Figure D18. Time History for Run 6, Test 1 - Stopped POV, Visual Warning

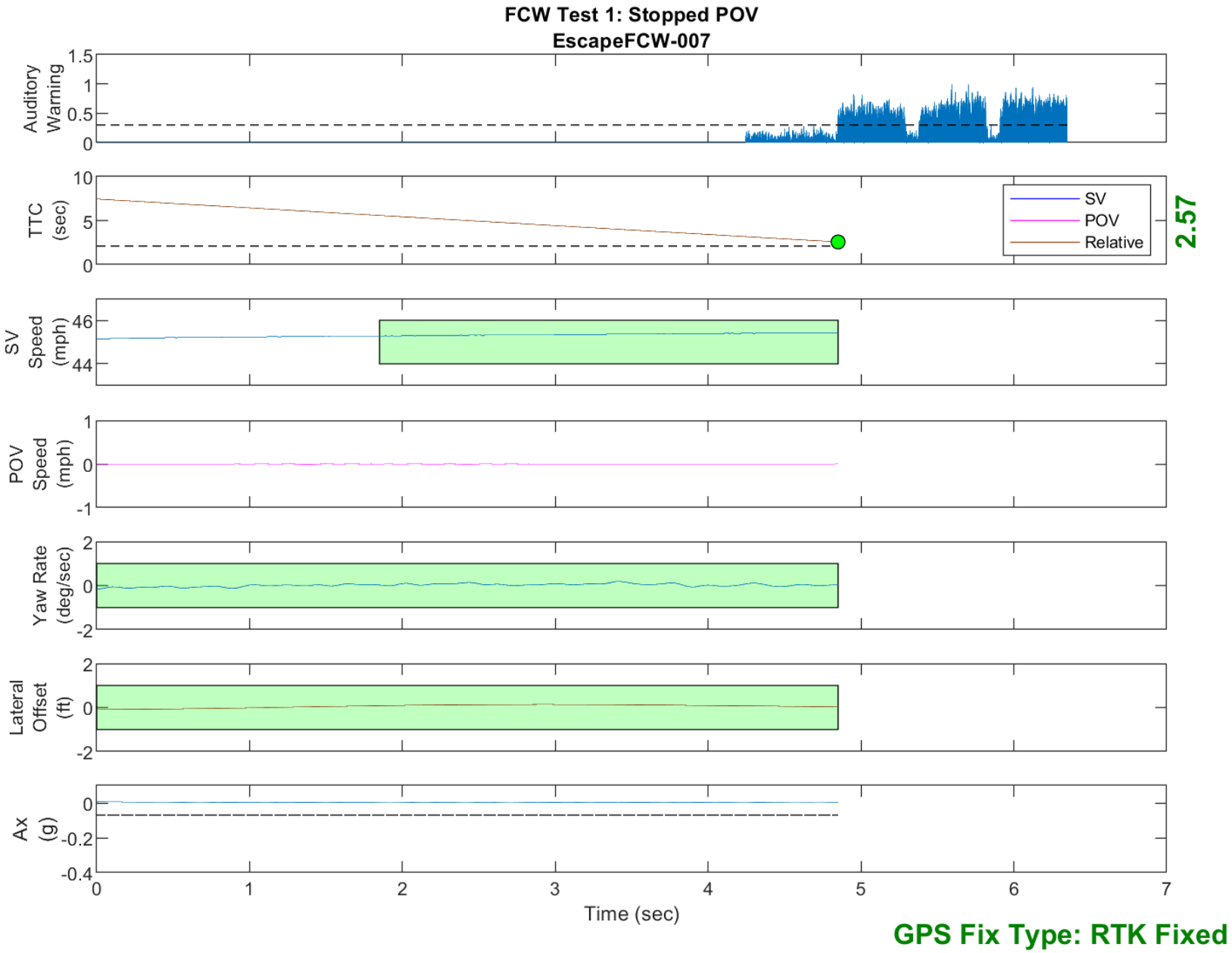

Figure D19. Time History for Run 7, Test 1 - Stopped POV, Auditory Warning

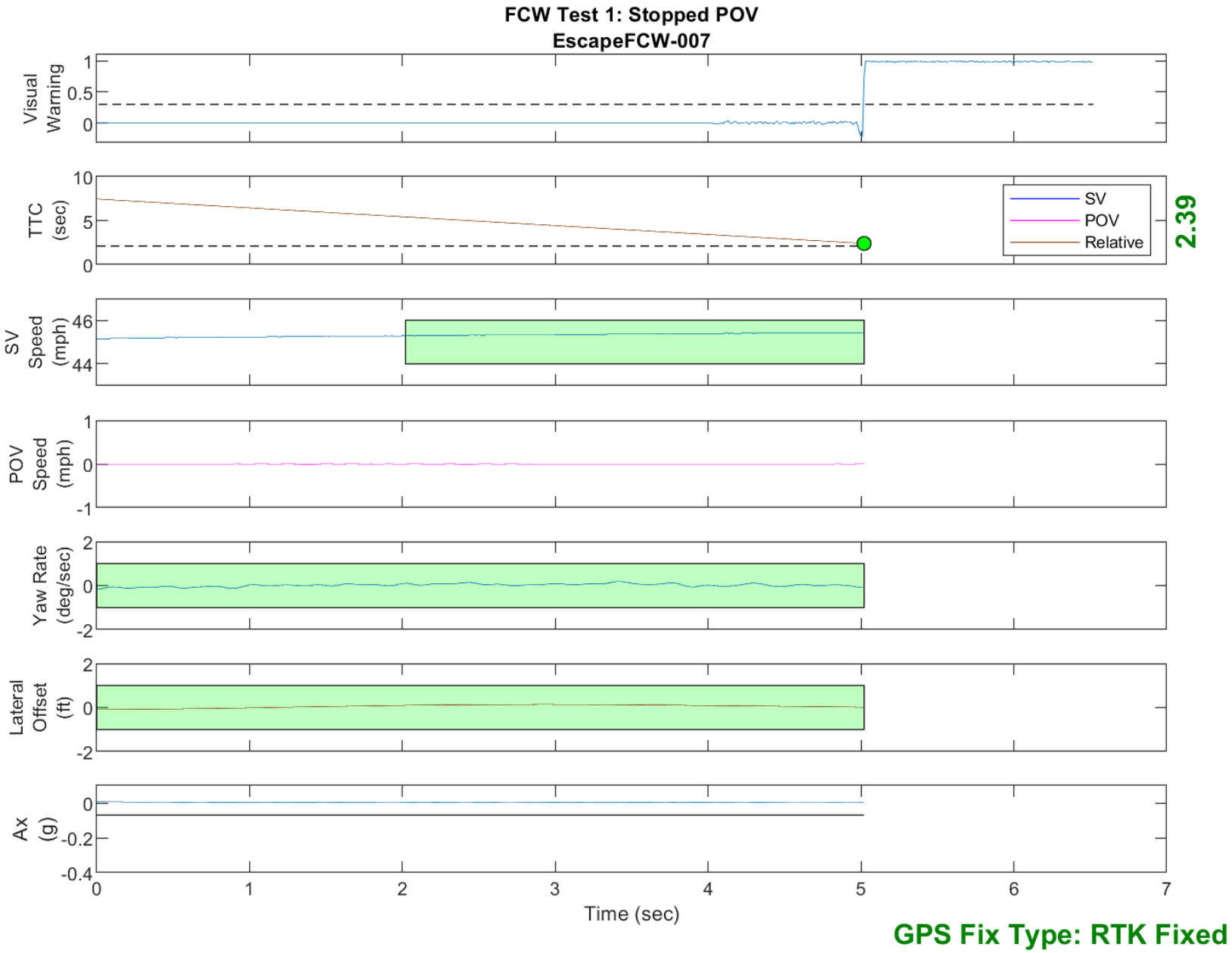

Figure D20. Time History for Run 7, Test 1 - Stopped POV, Visual Warning

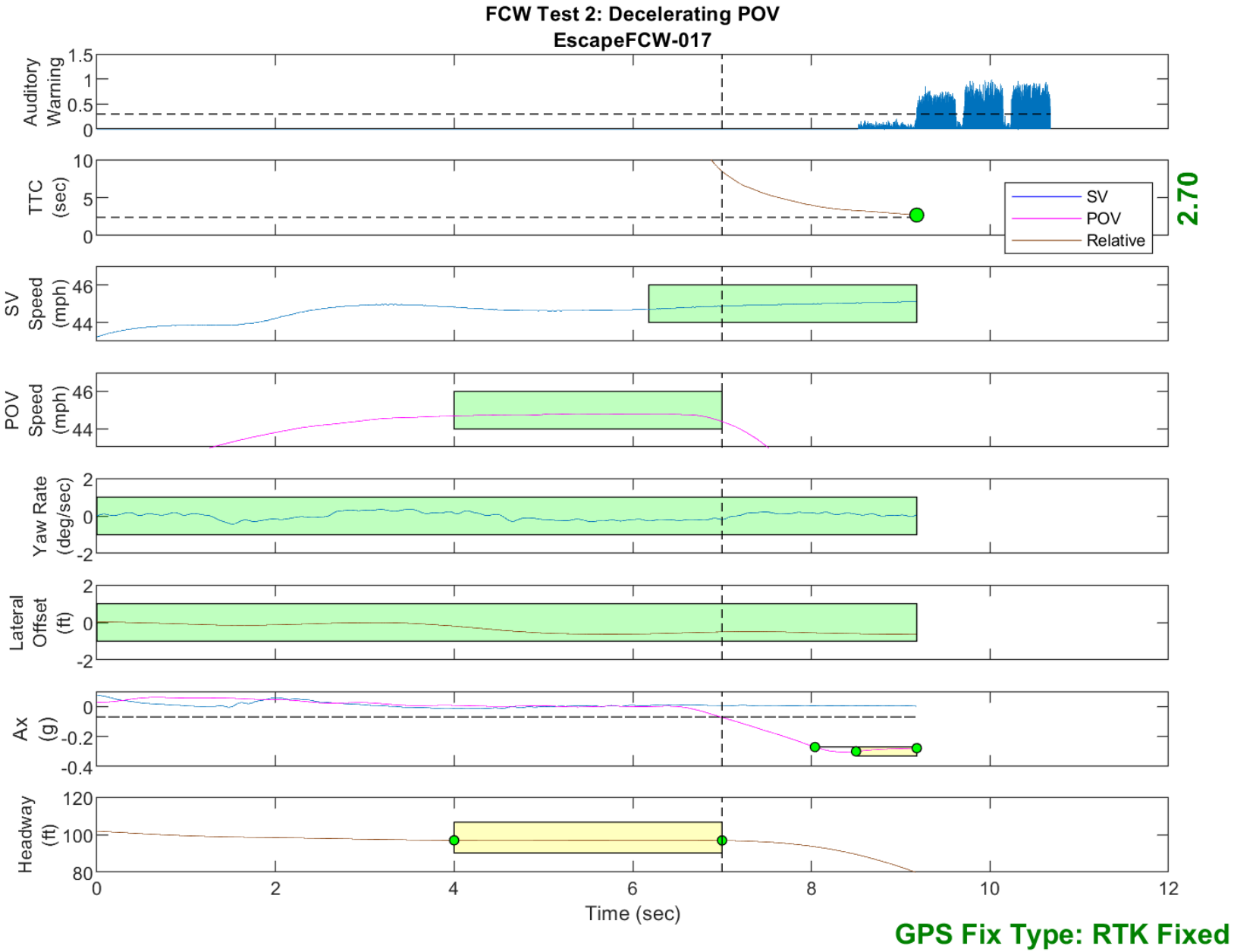

Figure D21. Time History for Run 17, Test 2 - Decelerating POV, Auditory Warning

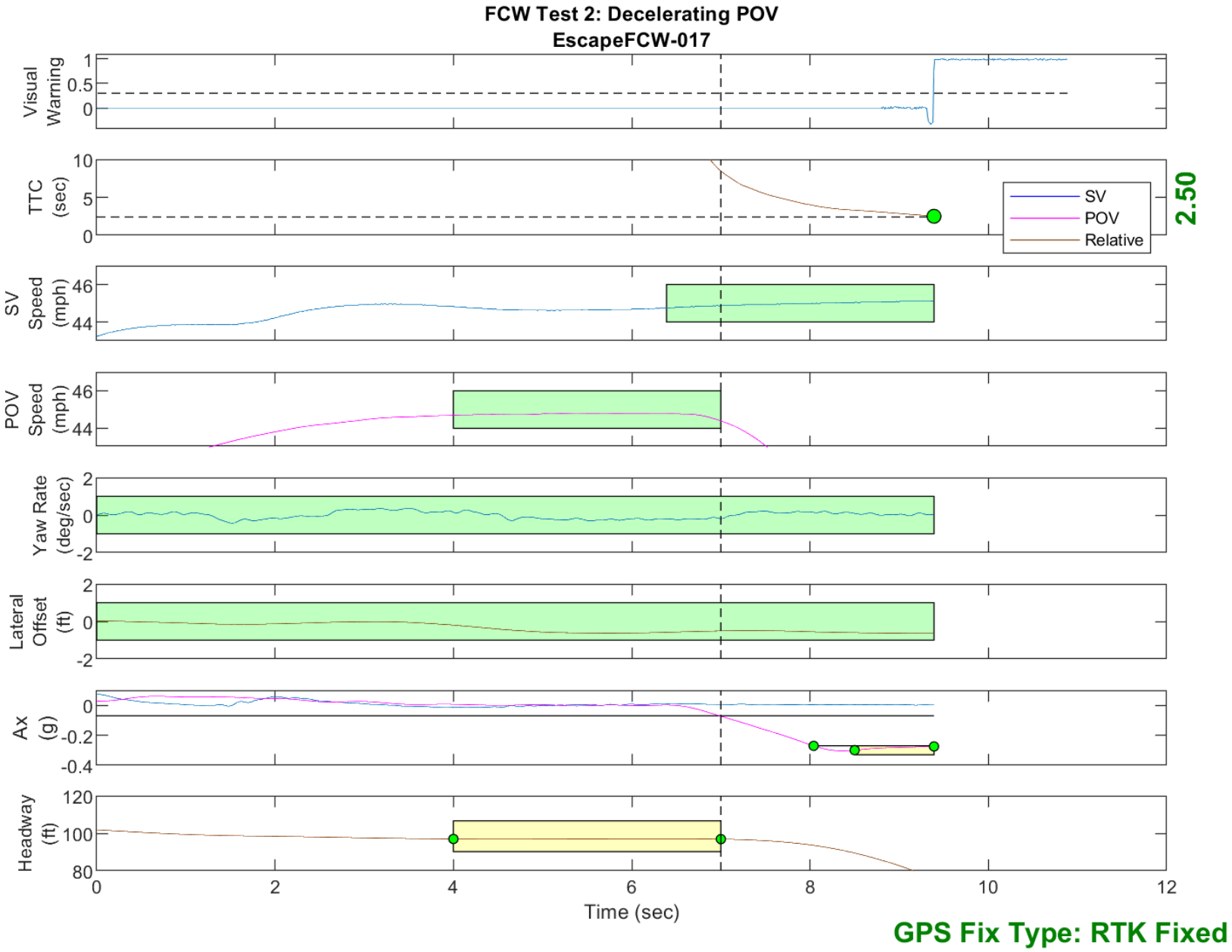

Figure D22. Time History for Run 17, Test 2 - Decelerating POV, Visual Warning

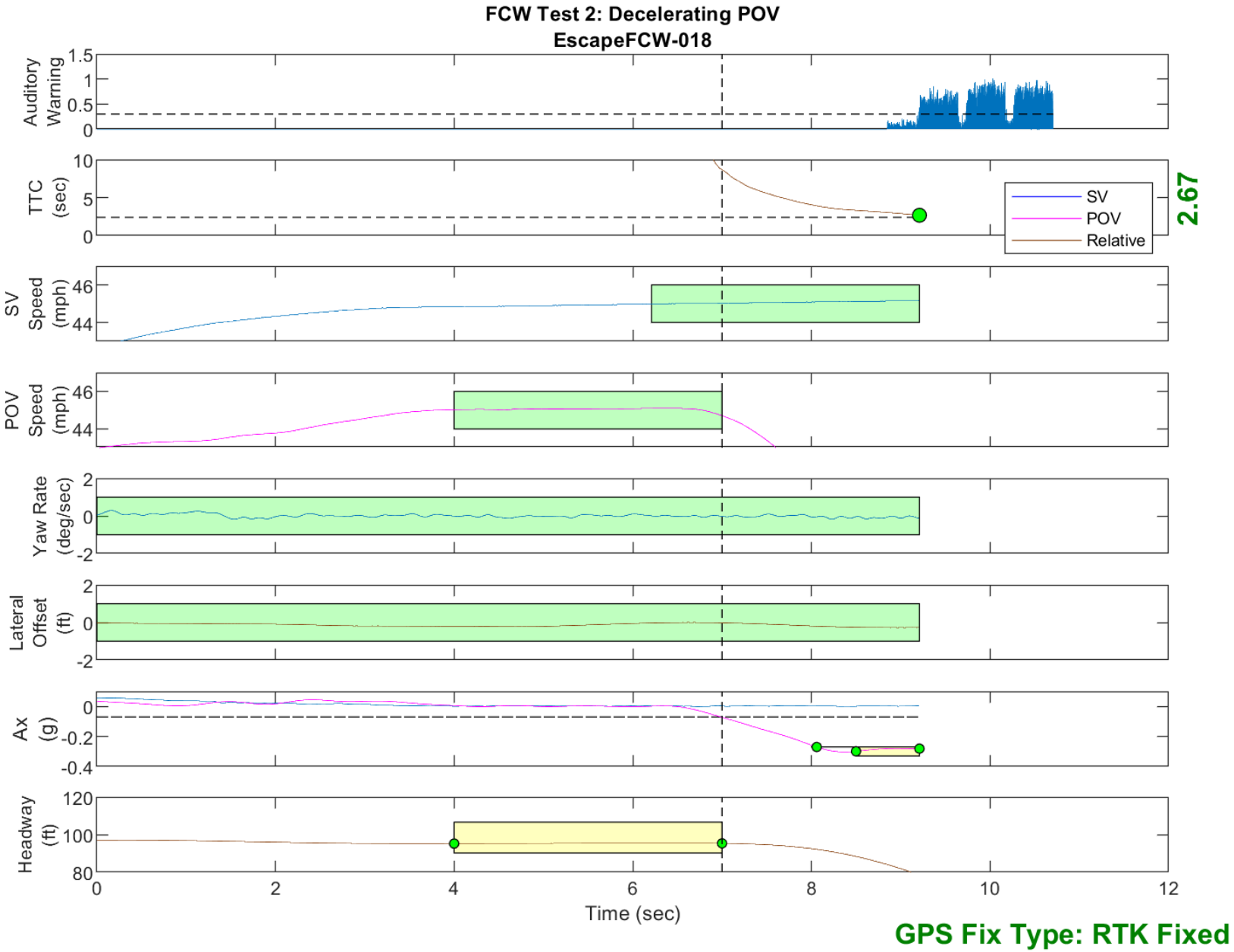

Figure D23. Time History for Run 18, Test 2 - Decelerating POV, Auditory Warning

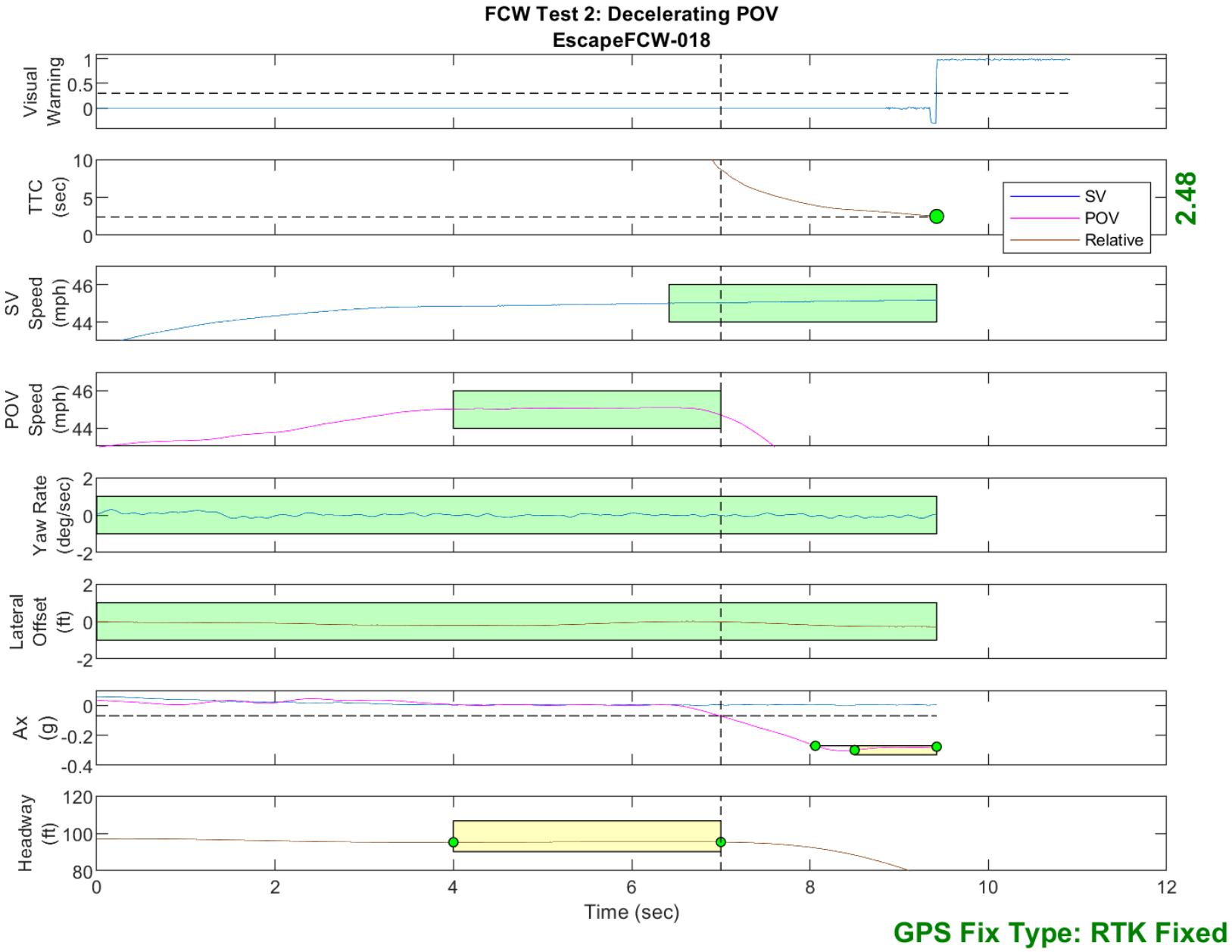

Figure D24. Time History for Run 18, Test 2 - Decelerating POV, Visual Warning

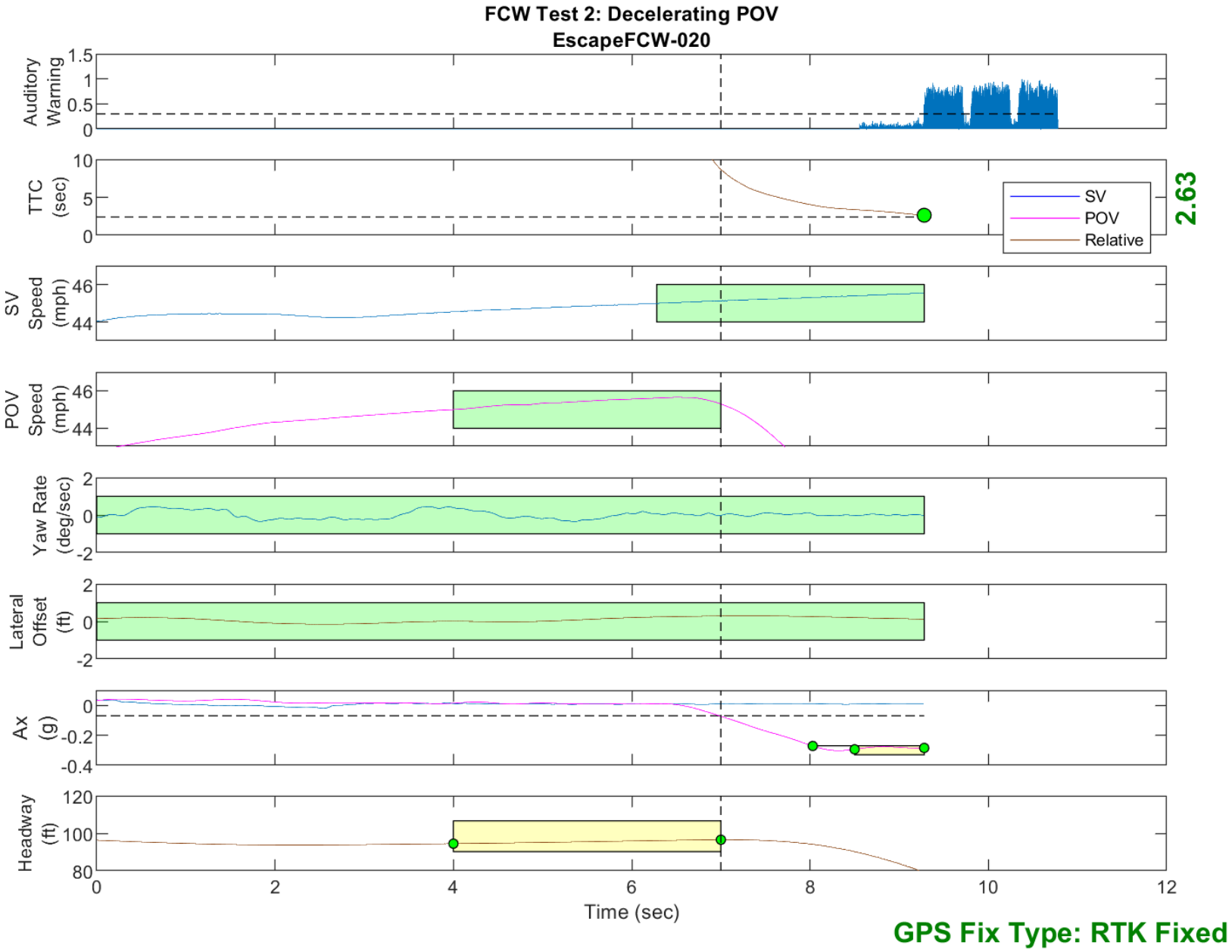

Figure D25. Time History for Run 20, Test 2 - Decelerating POV, Auditory Warning

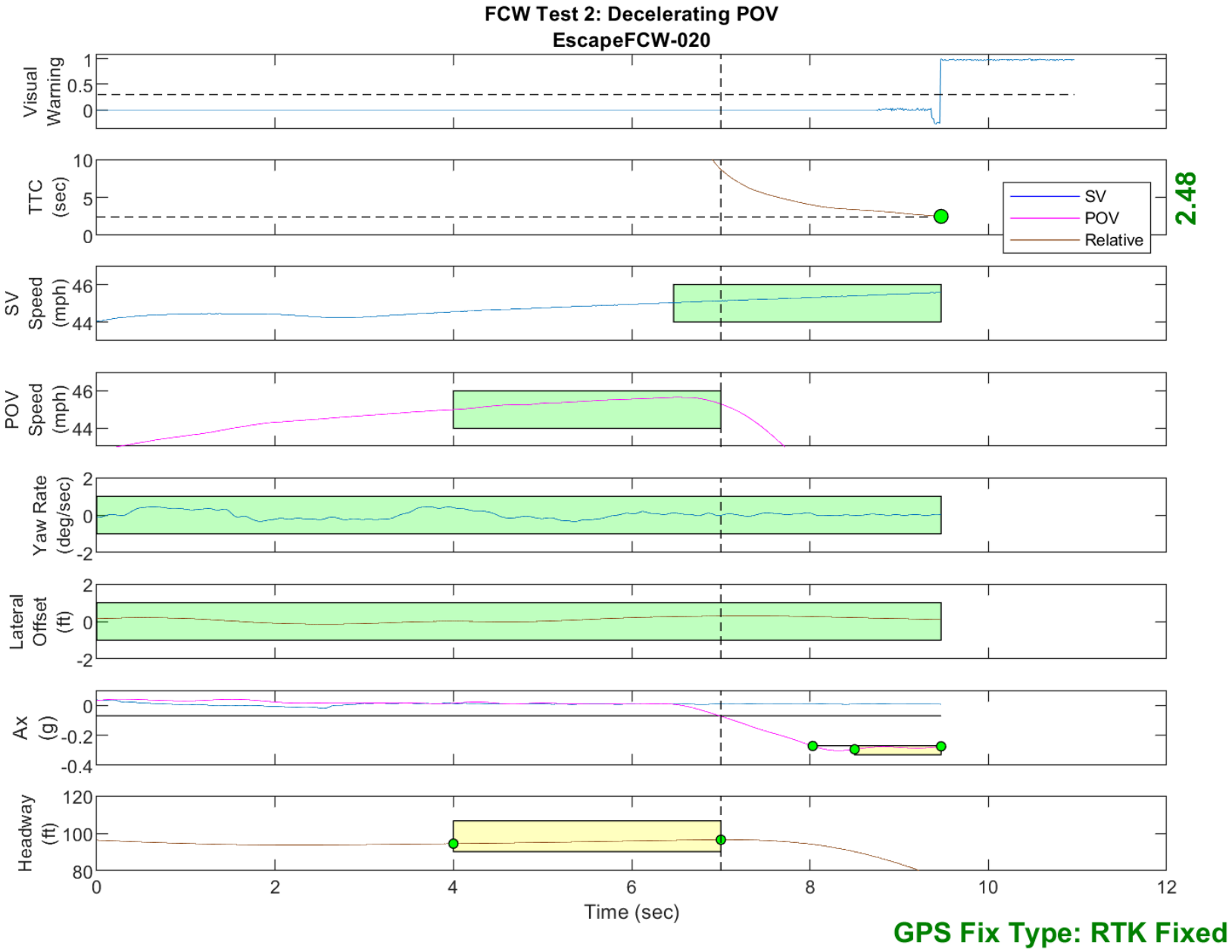

Figure D26. Time History for Run 20, Test 2 - Decelerating POV, Visual Warning

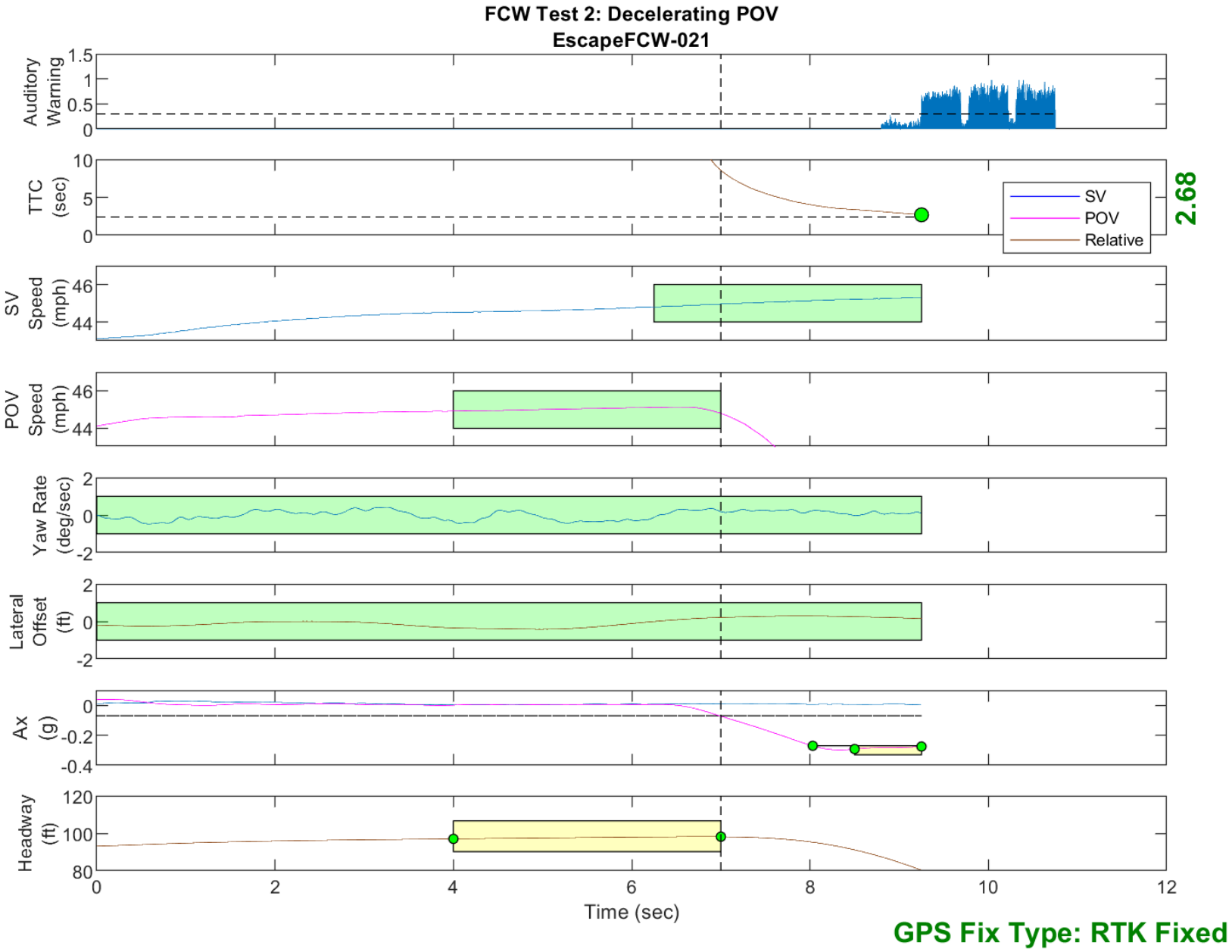

Figure D27. Time History for Run 21, Test 2 - Decelerating POV, Auditory Warning

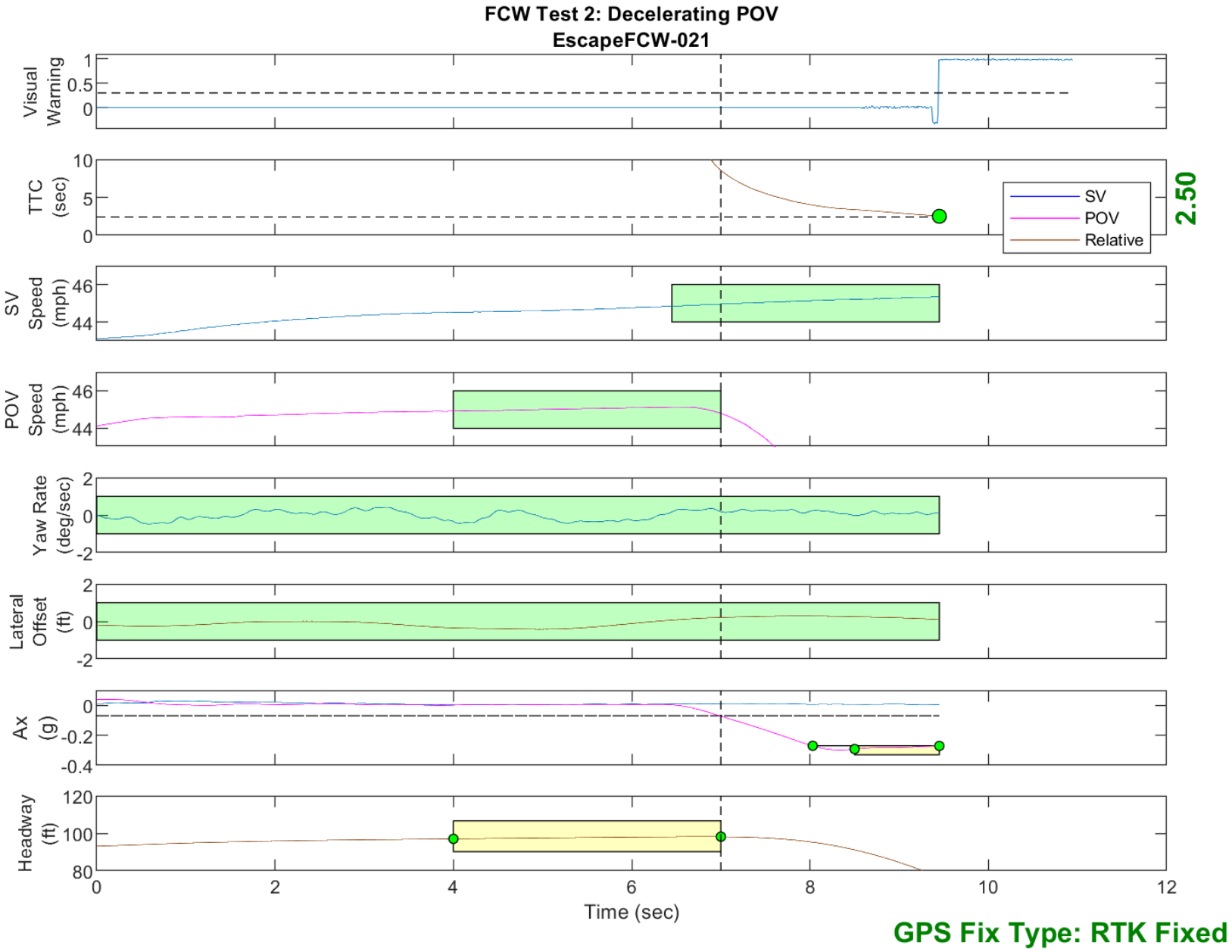

Figure D28. Time History for Run 21, Test 2 - Decelerating POV, Visual Warning

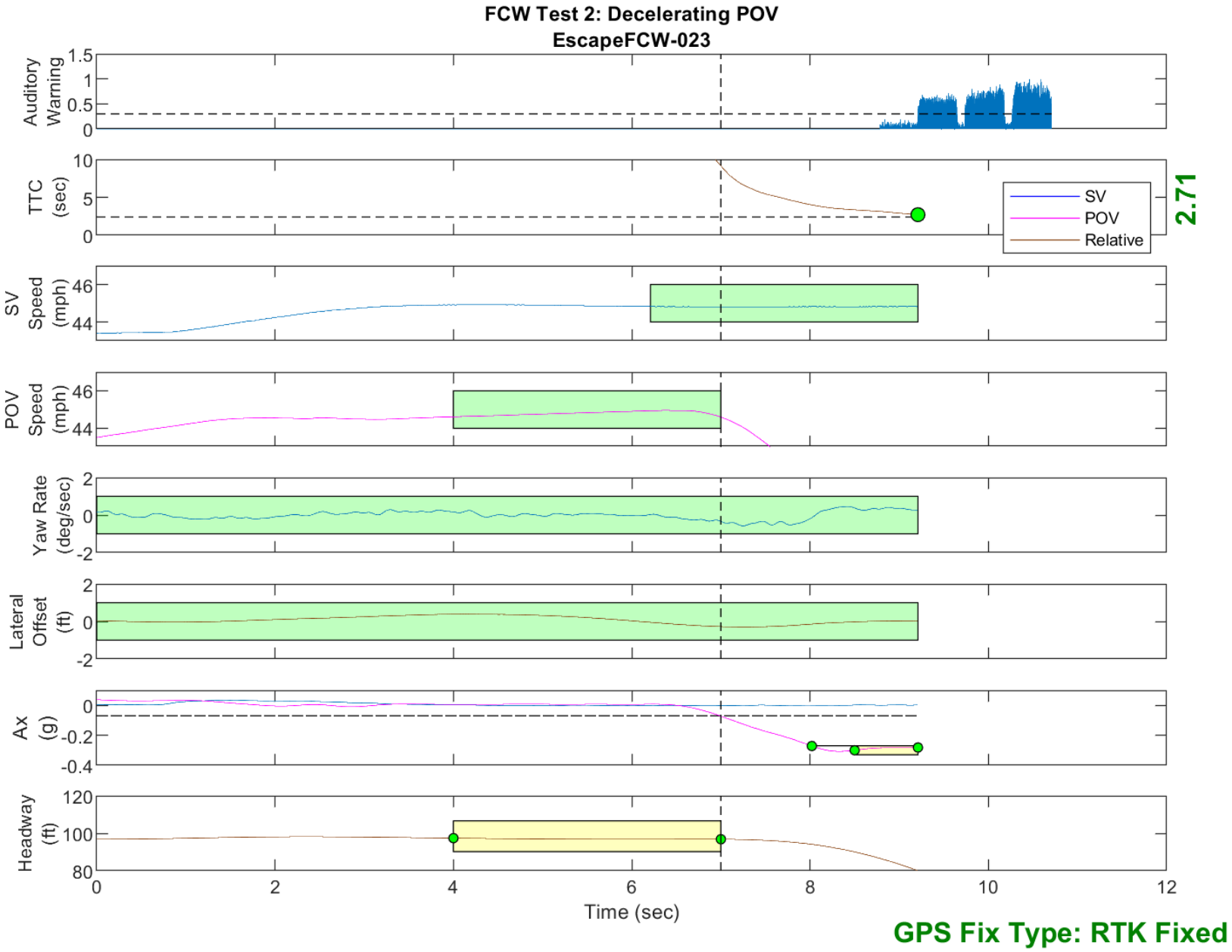

Figure D29. Time History for Run 23, Test 2 - Decelerating POV, Auditory Warning

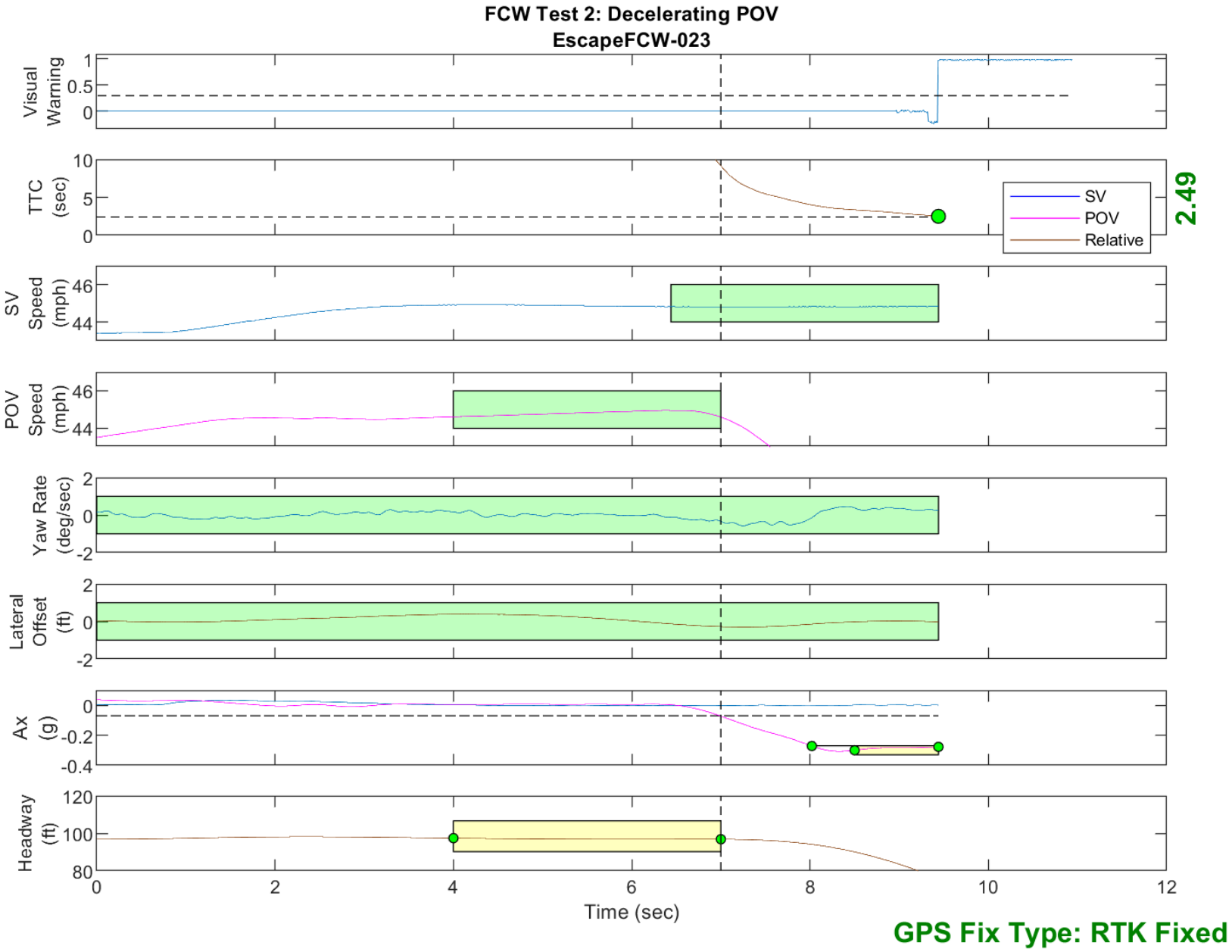

Figure D30. Time History for Run 23, Test 2 - Decelerating POV, Visual Warning

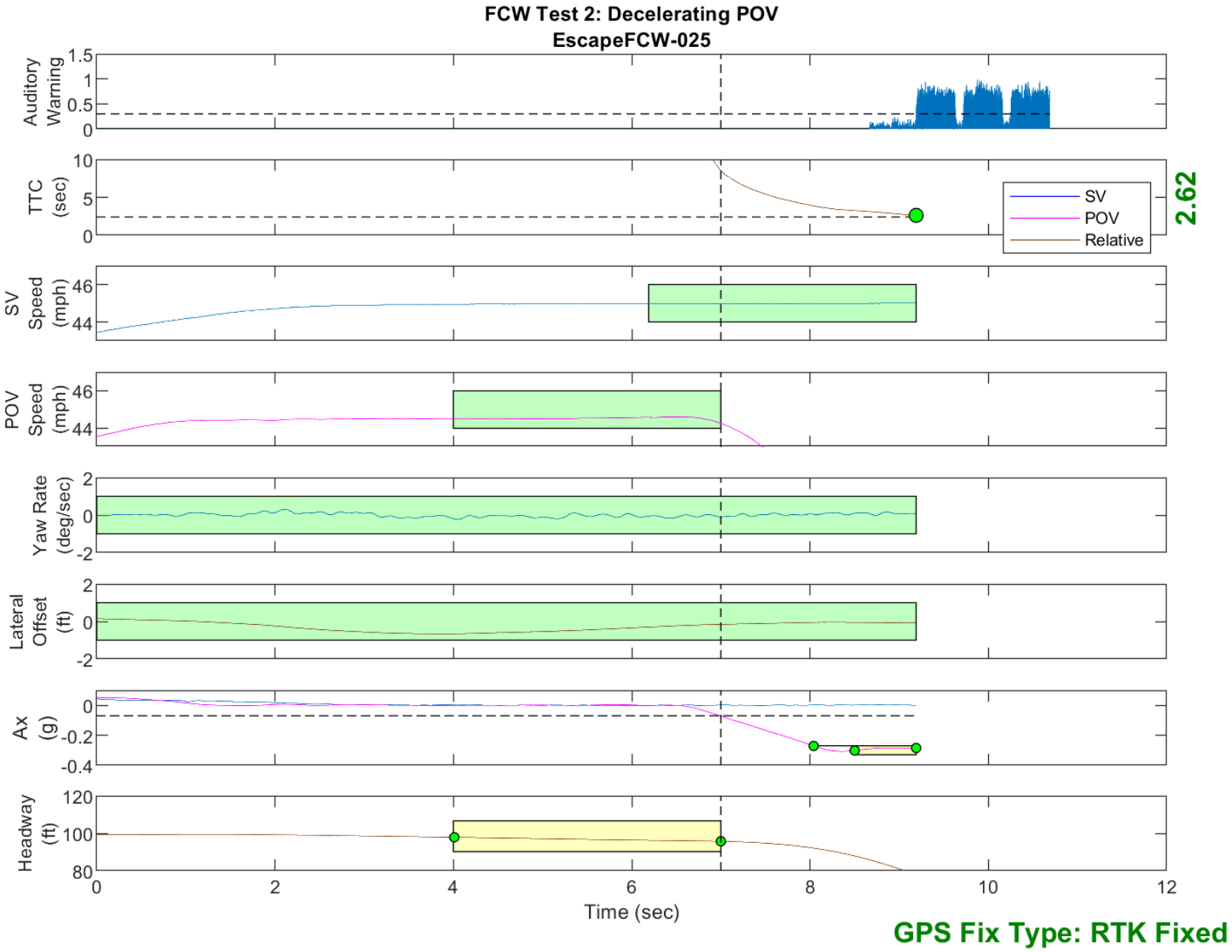

Figure D31. Time History for Run 25, Test 2 - Decelerating POV, Auditory Warning

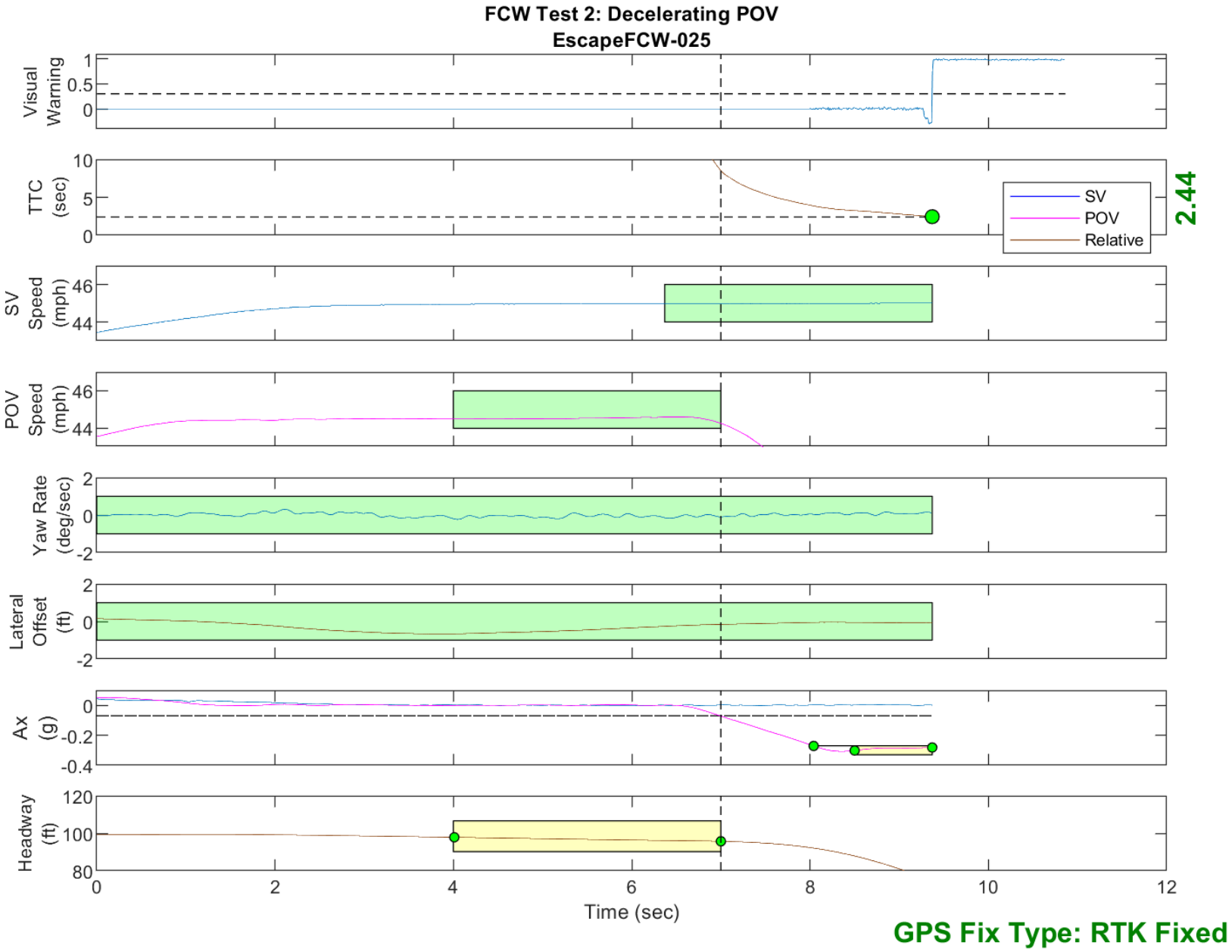

Figure D32. Time History for Run 25, Test 2 - Decelerating POV, Visual Warning

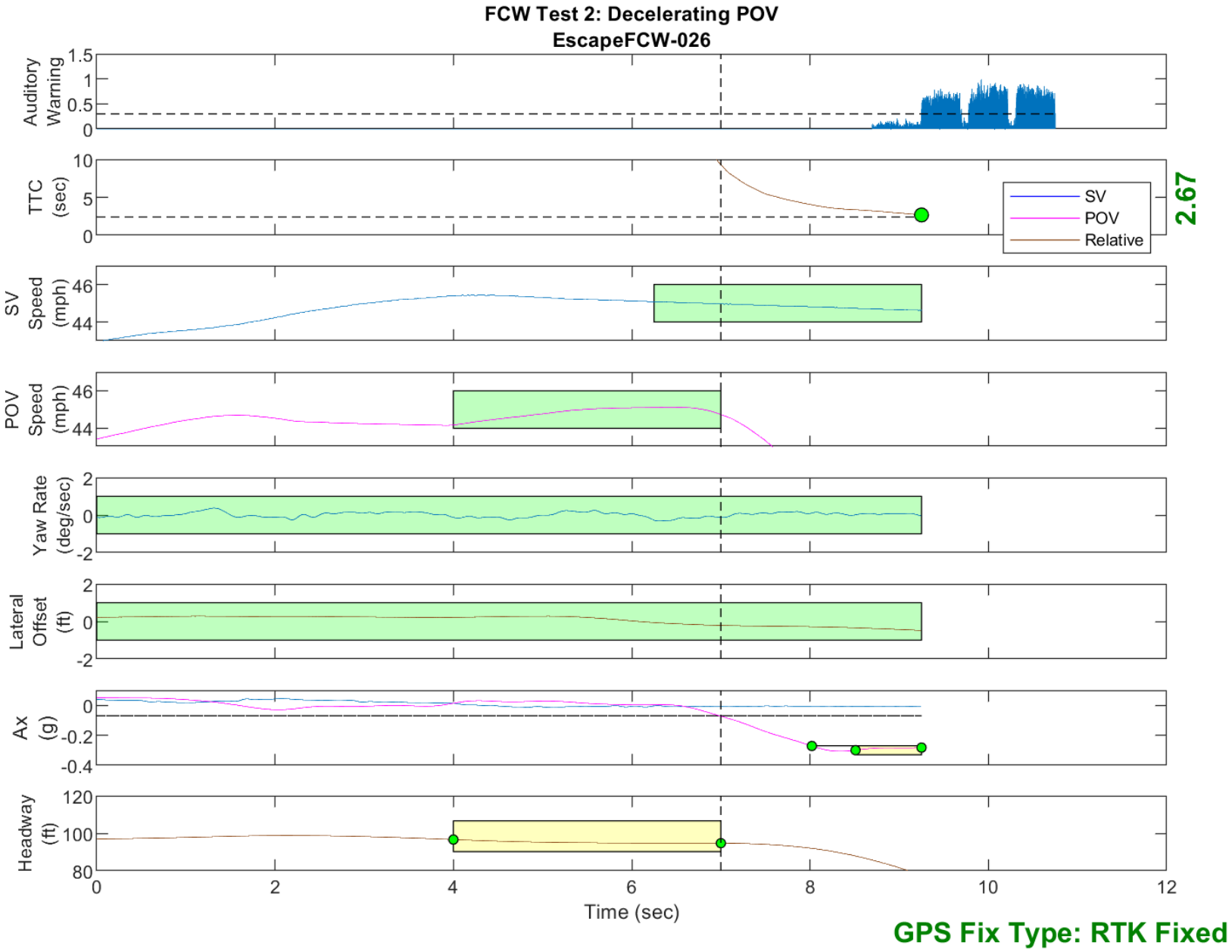

Figure D33. Time History for Run 26, Test 2 - Decelerating POV, Auditory Warning

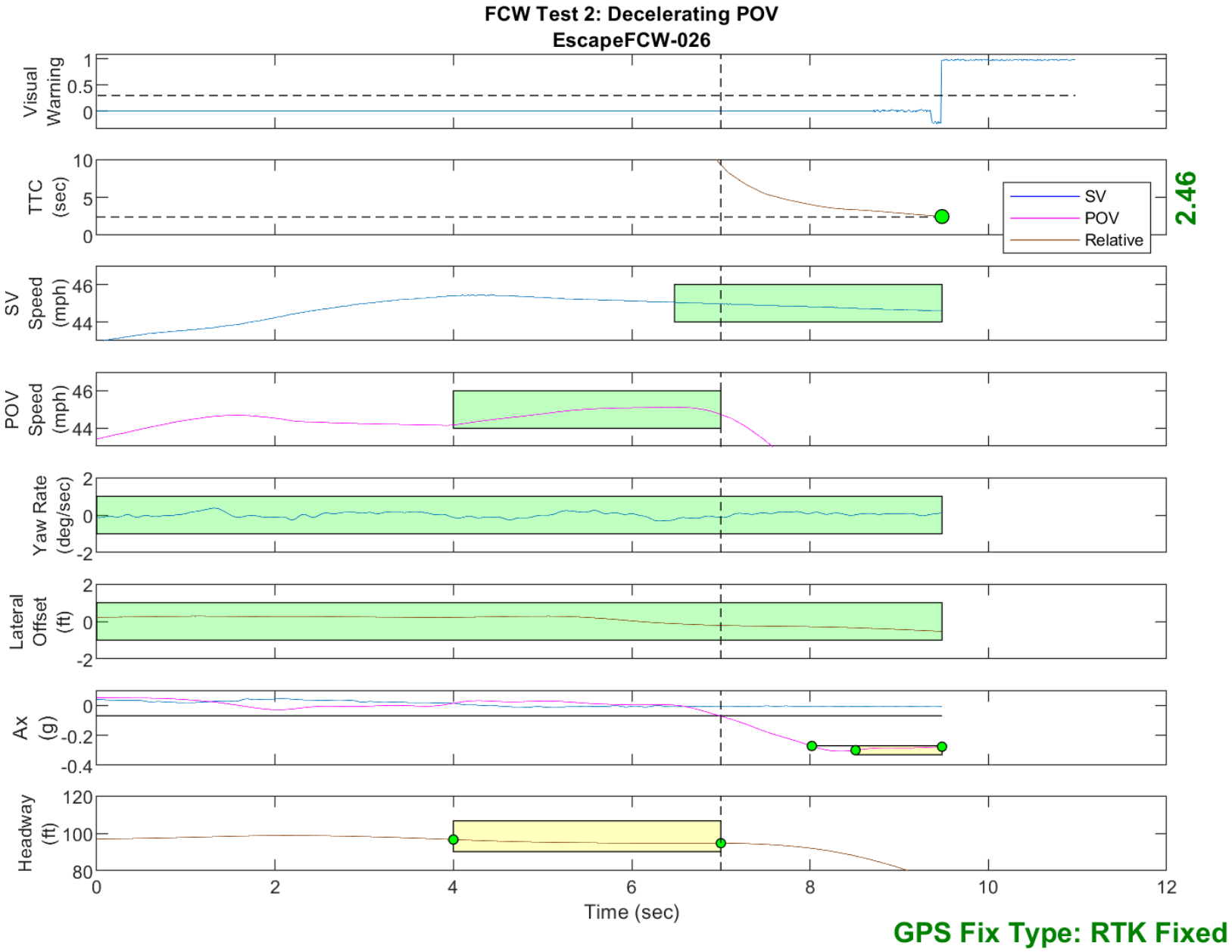

Figure D34. Time History for Run 26, Test 2 - Decelerating POV, Visual Warning

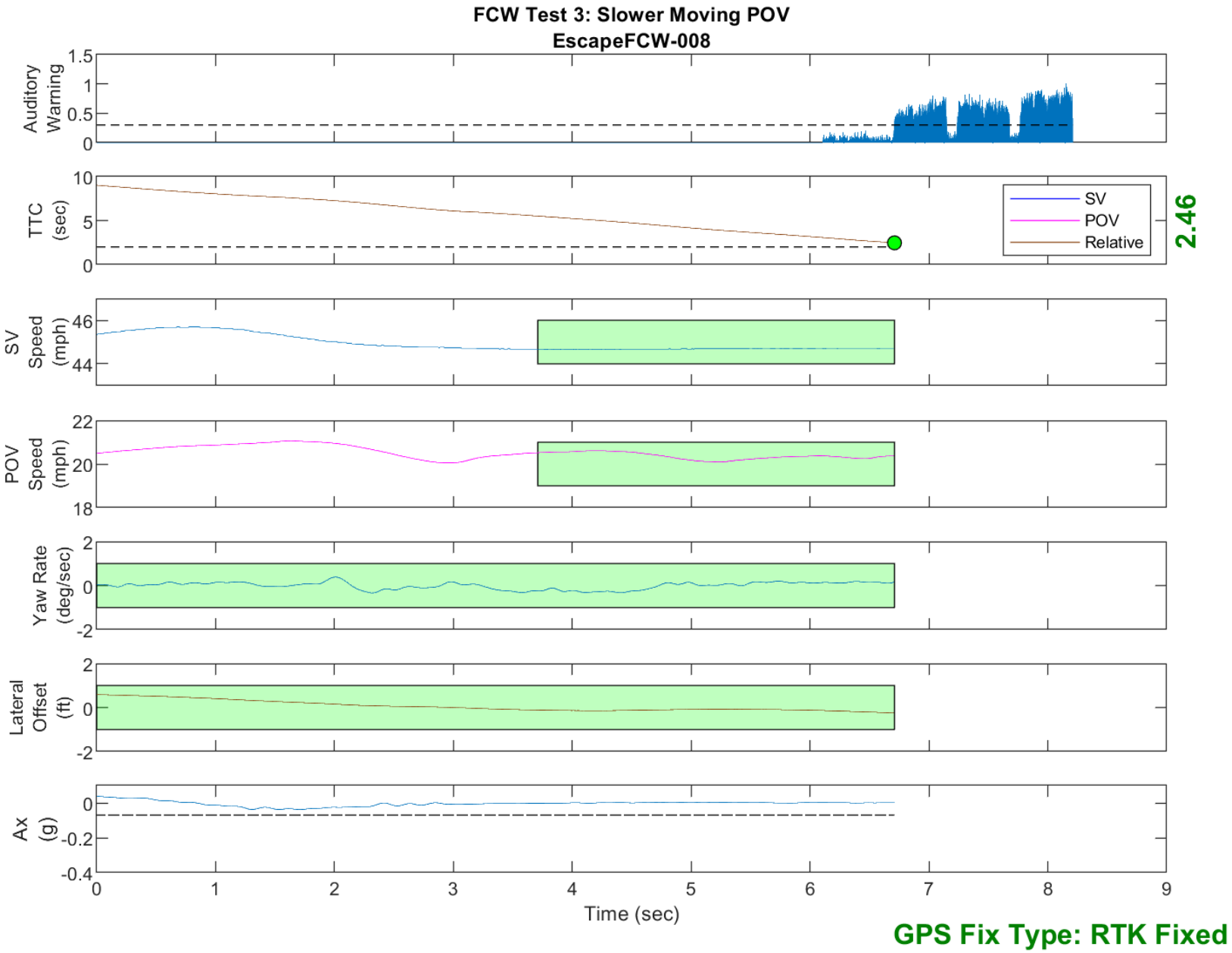

Figure D35. Time History for Run 8, Test 3 - Slower Moving POV, Auditory Warning

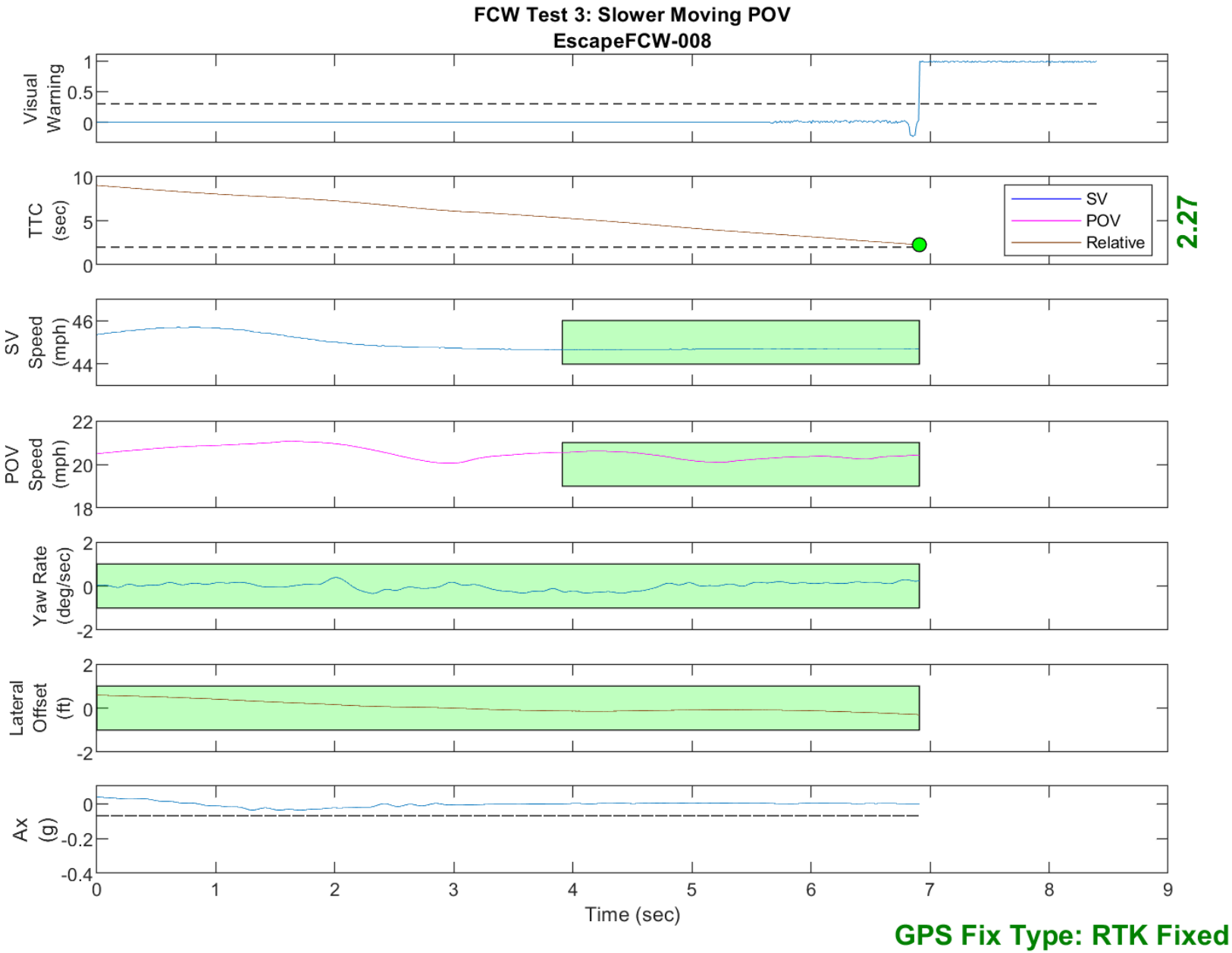

Figure D36. Time History for Run 8, Test 3 - Slower Moving POV, Visual Warning

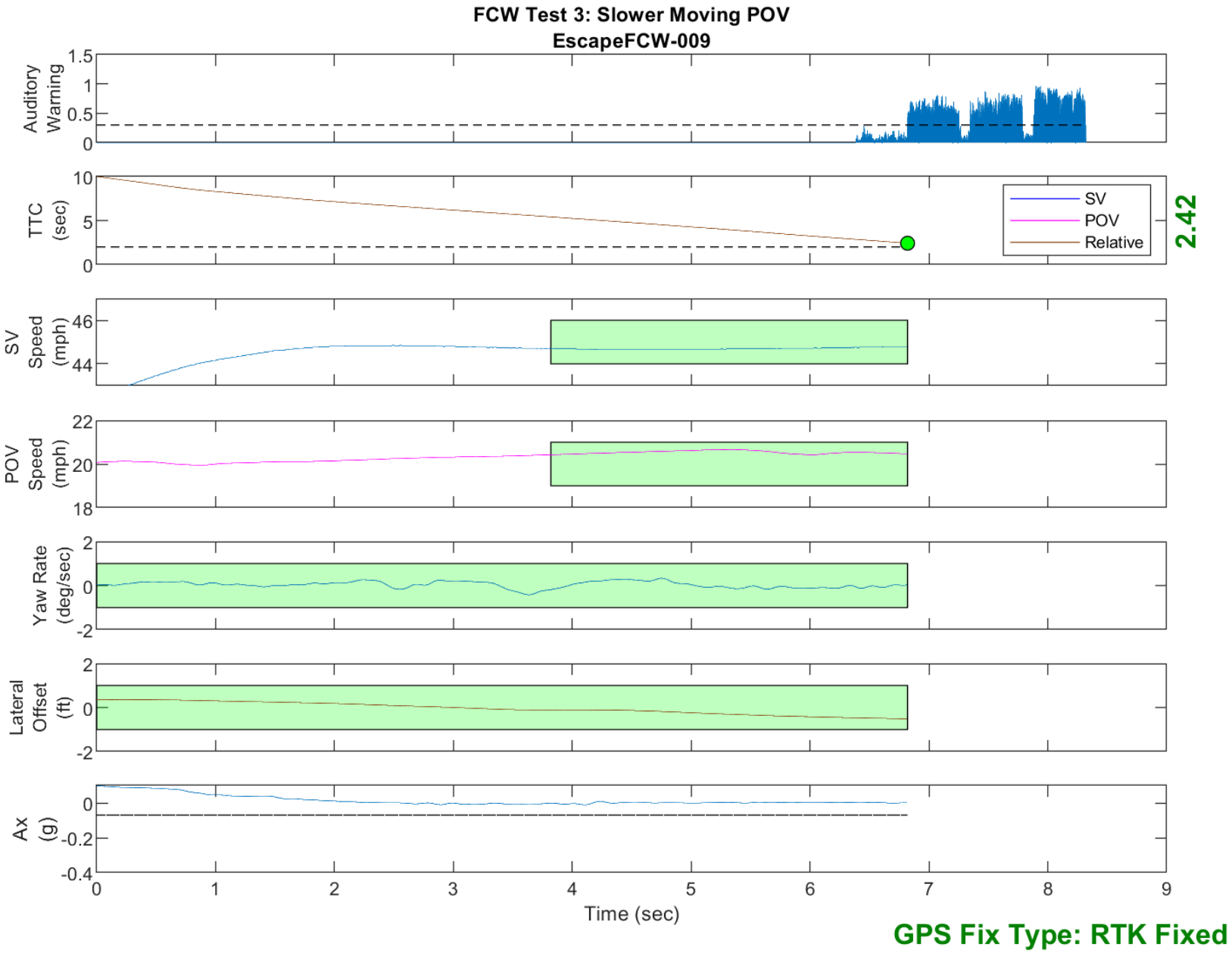

Figure D37. Time History for Run 9, Test 3 - Slower Moving POV, Auditory Warning

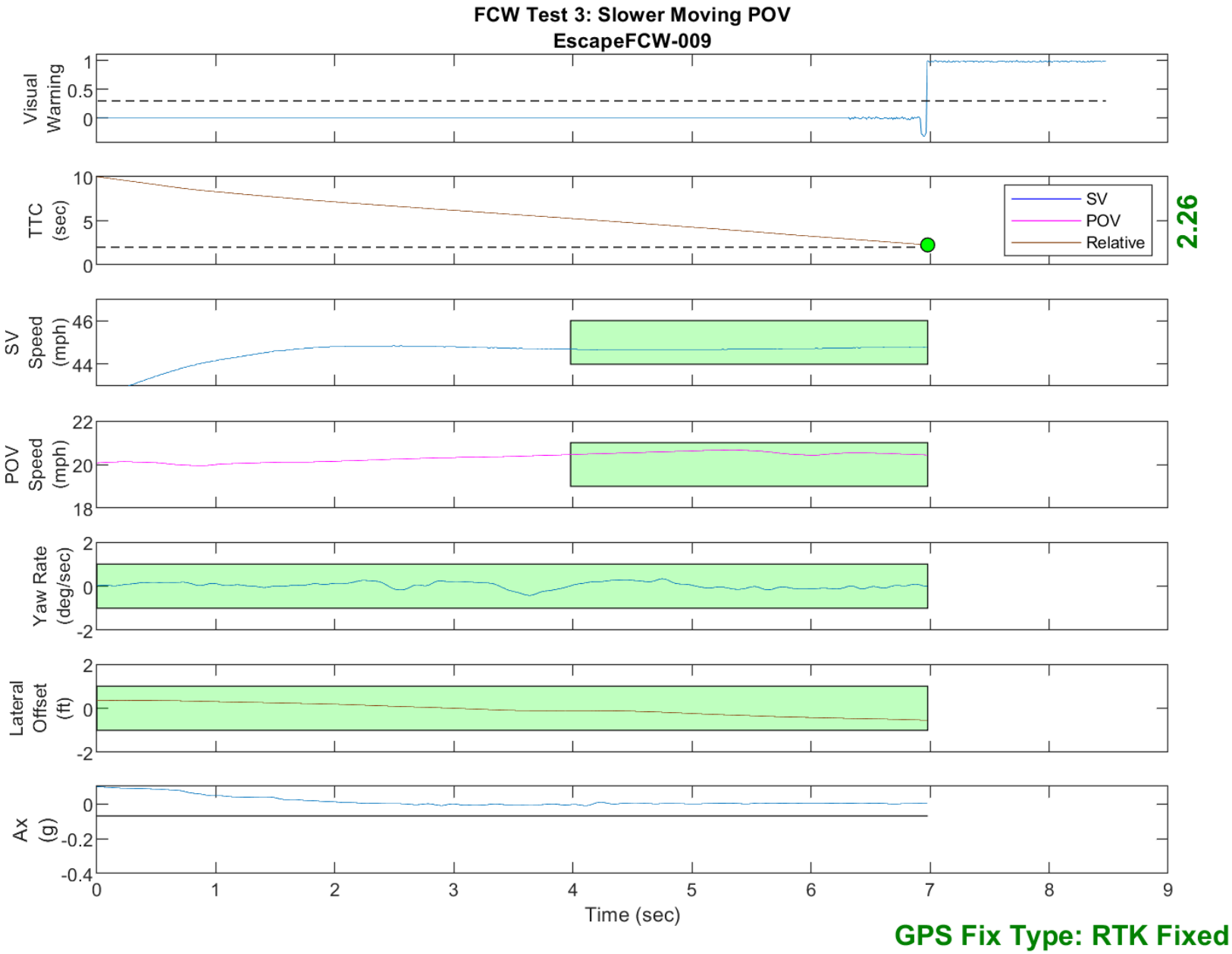

Figure D38. Time History for Run 9, Test 3 - Slower Moving POV, Visual Warning

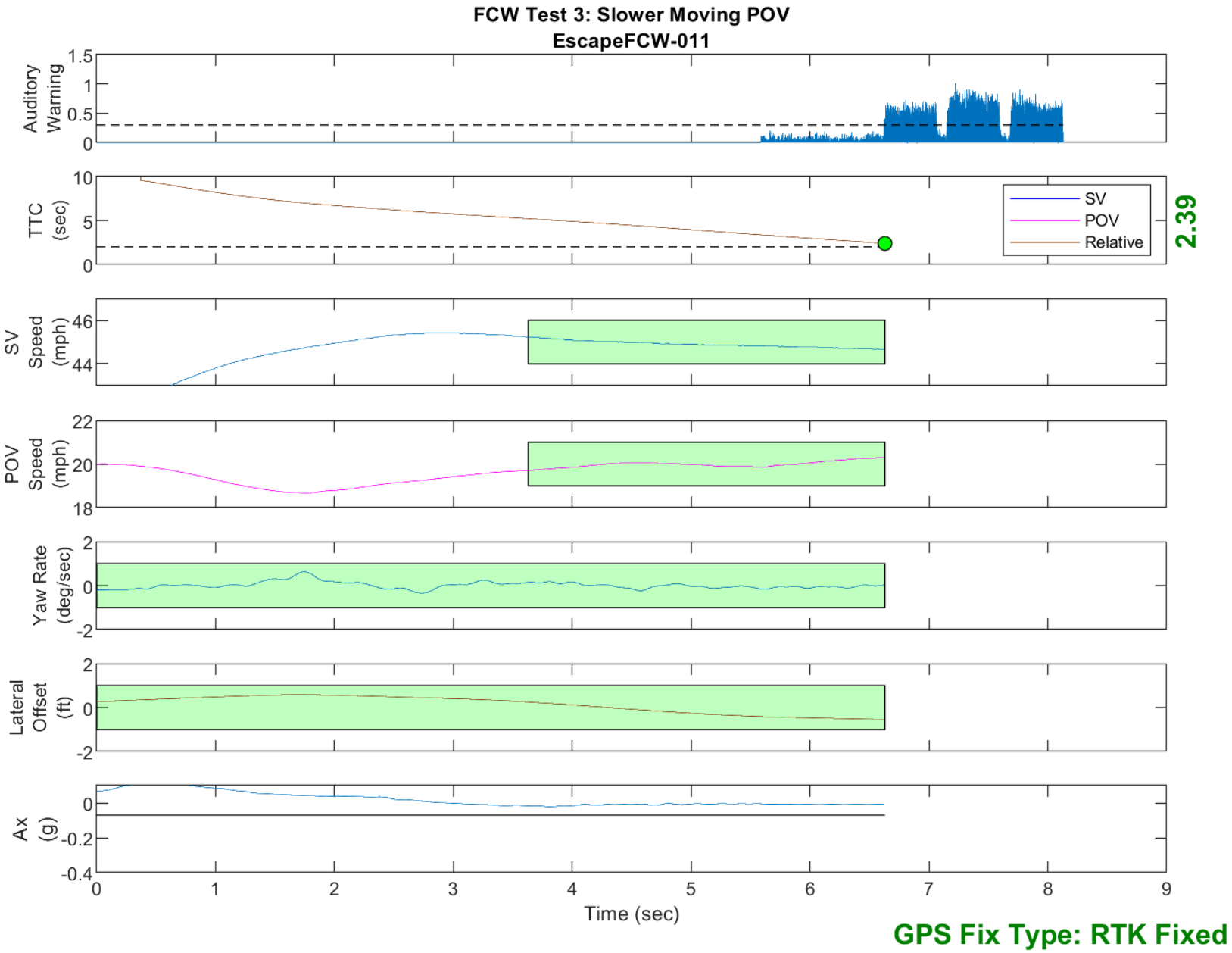

Figure D39. Time History for Run 11, Test 3 - Slower Moving POV, Auditory Warning

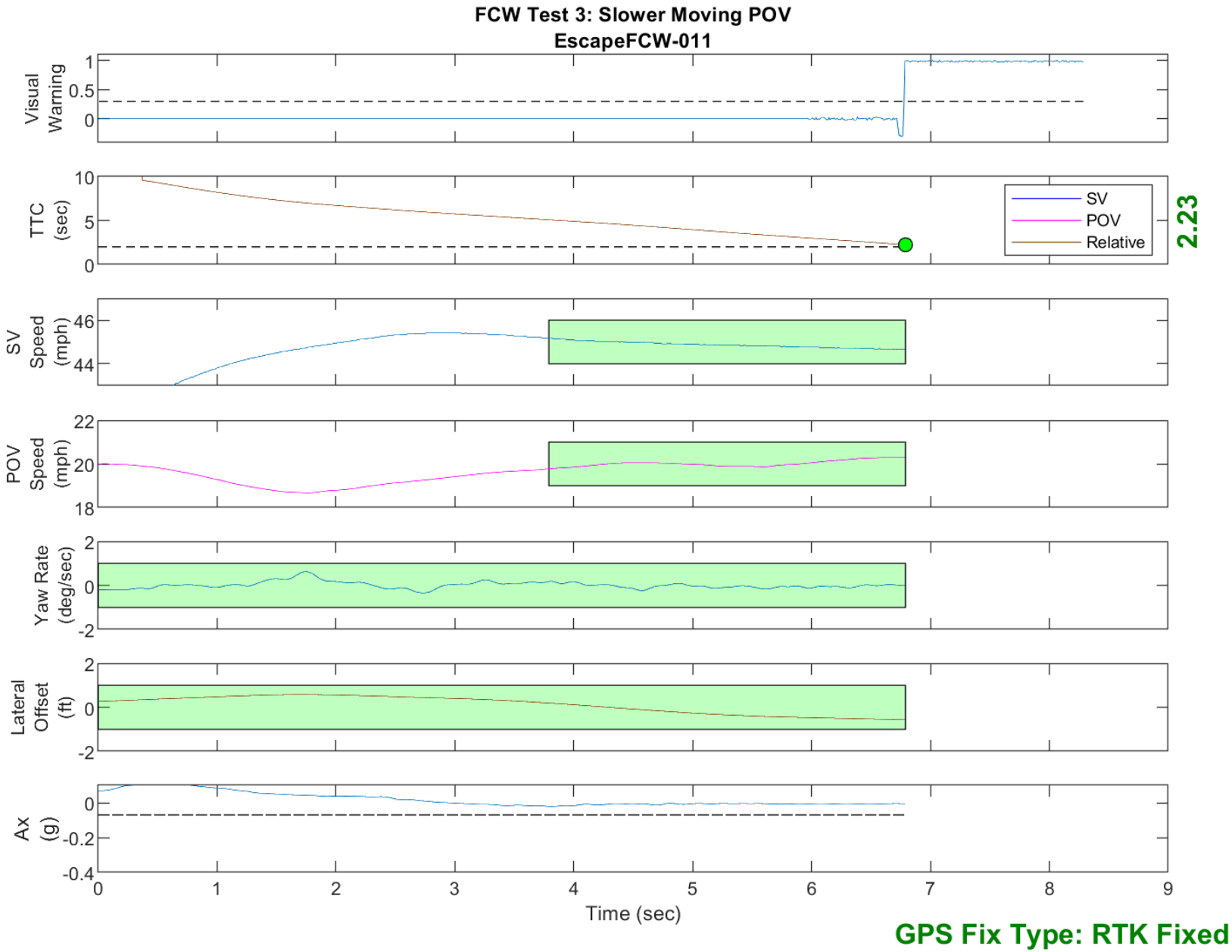

Figure D40. Time History for Run 11, Test 3 - Slower Moving POV, Visual Warning

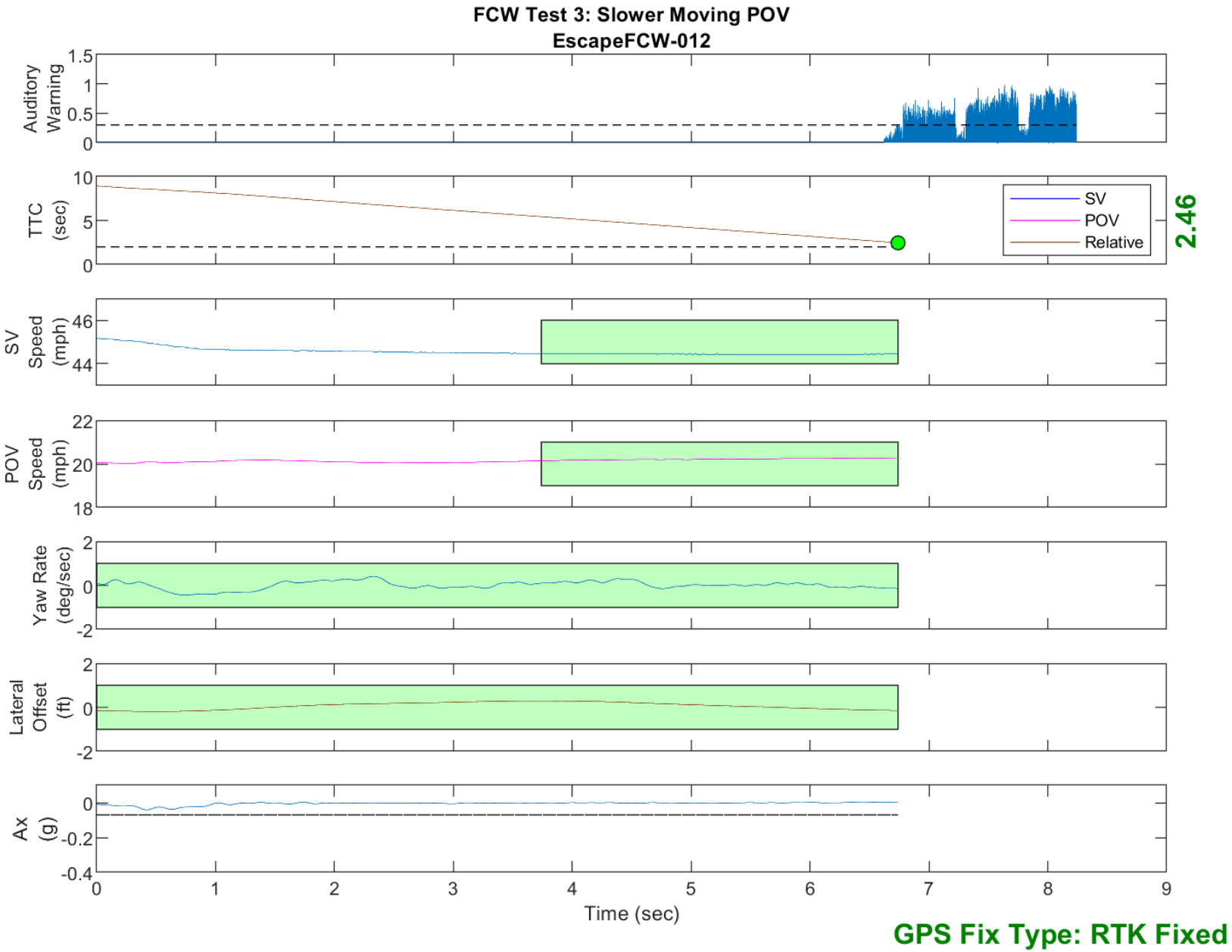

Figure D41. Time History for Run 12, Test 3 - Slower Moving POV, Auditory Warning

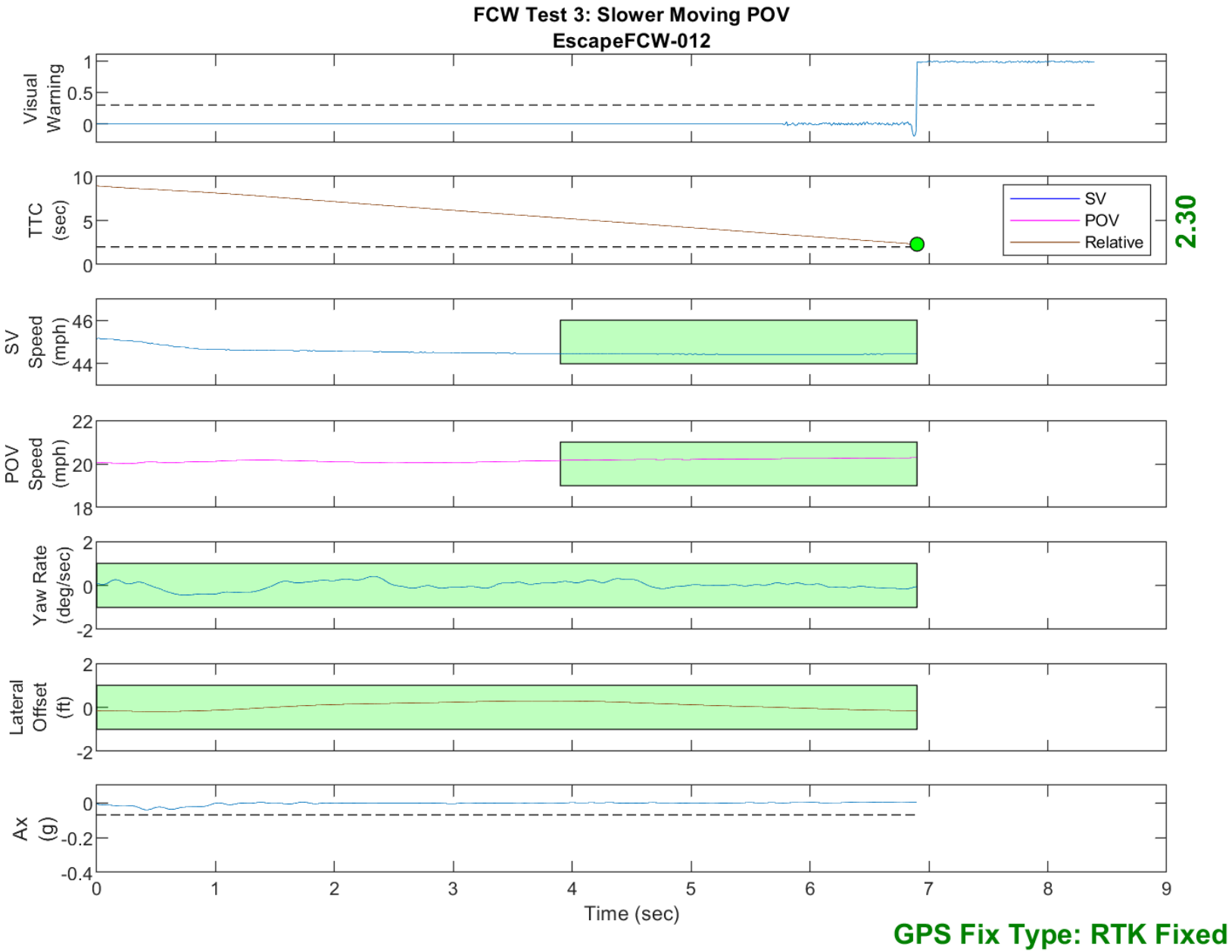

Figure D42. Time History for Run 12, Test 3 - Slower Moving POV, Visual Warning

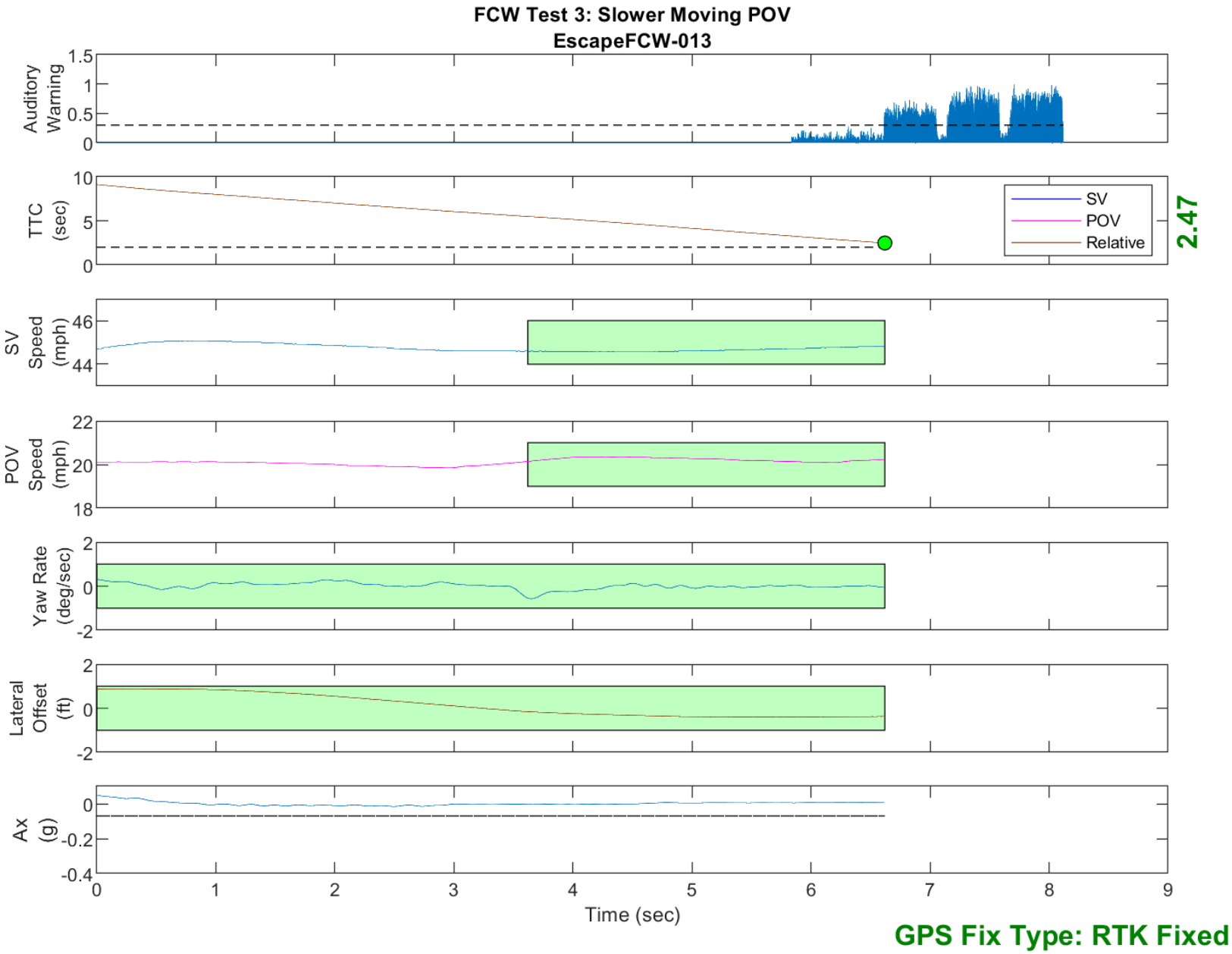

Figure D43. Time History for Run 13, Test 3 - Slower Moving POV, Auditory Warning

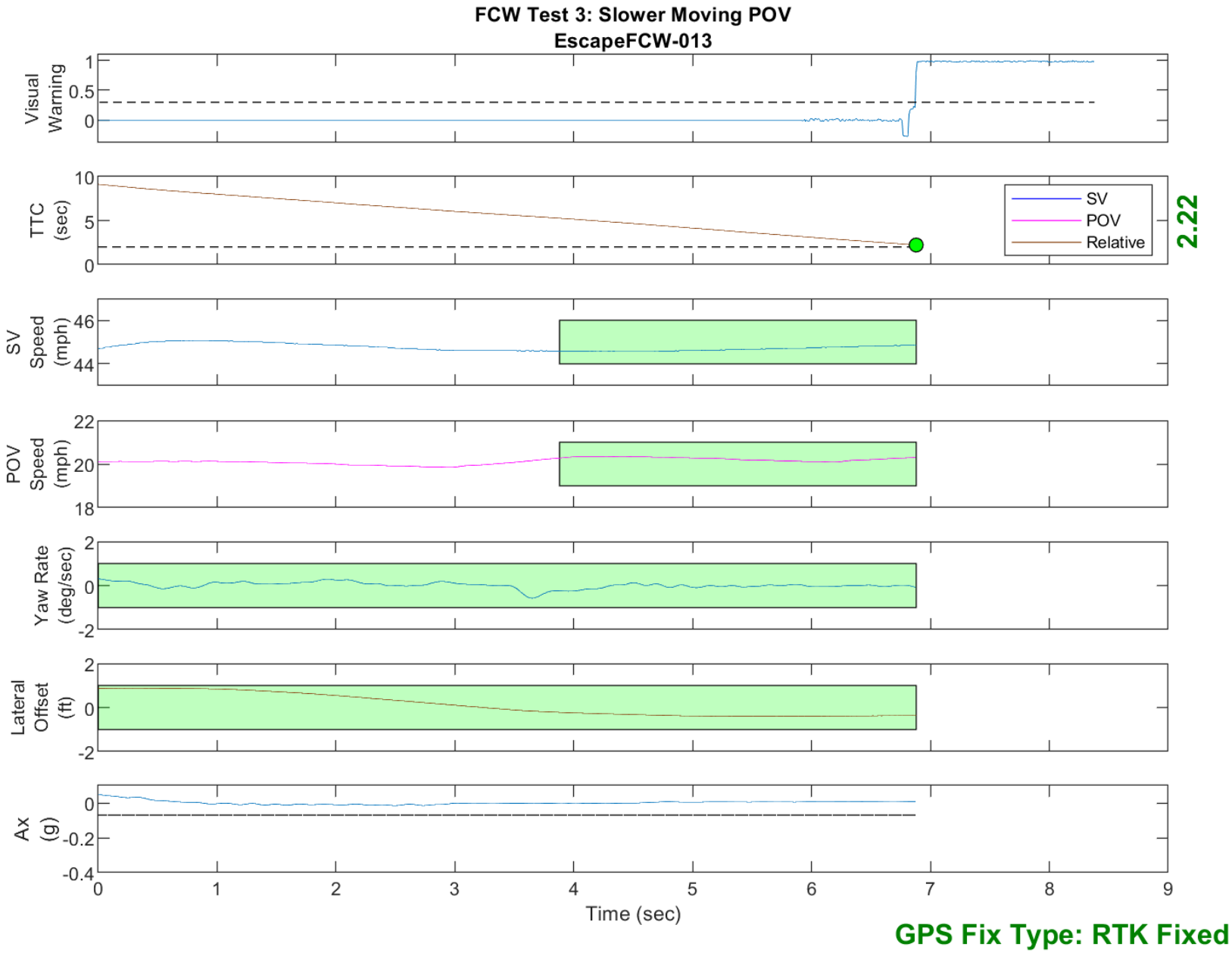

Figure D44. Time History for Run 13, Test 3 - Slower Moving POV, Visual Warning

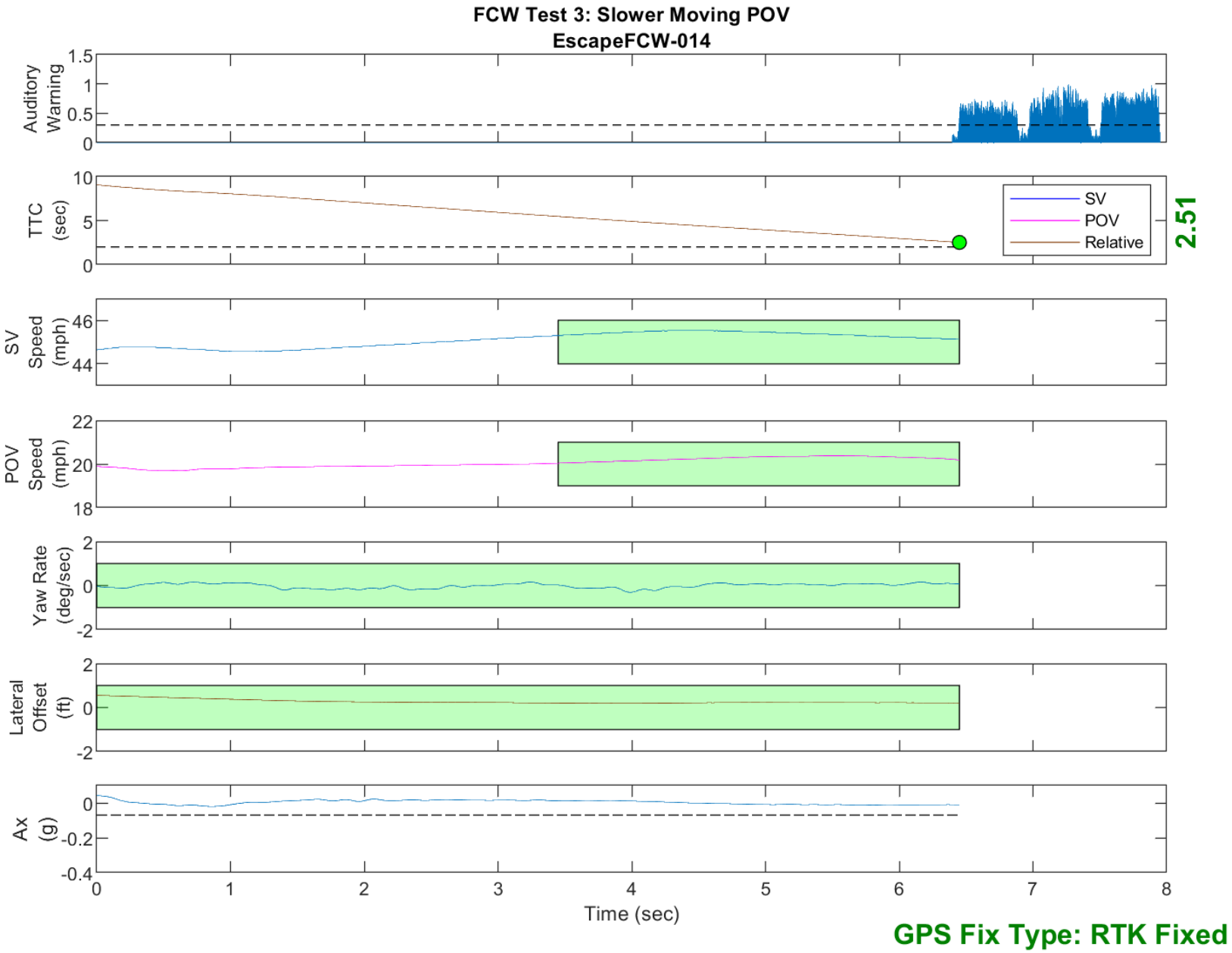

Figure D45. Time History for Run 14, Test 3 - Slower Moving POV, Auditory Warning

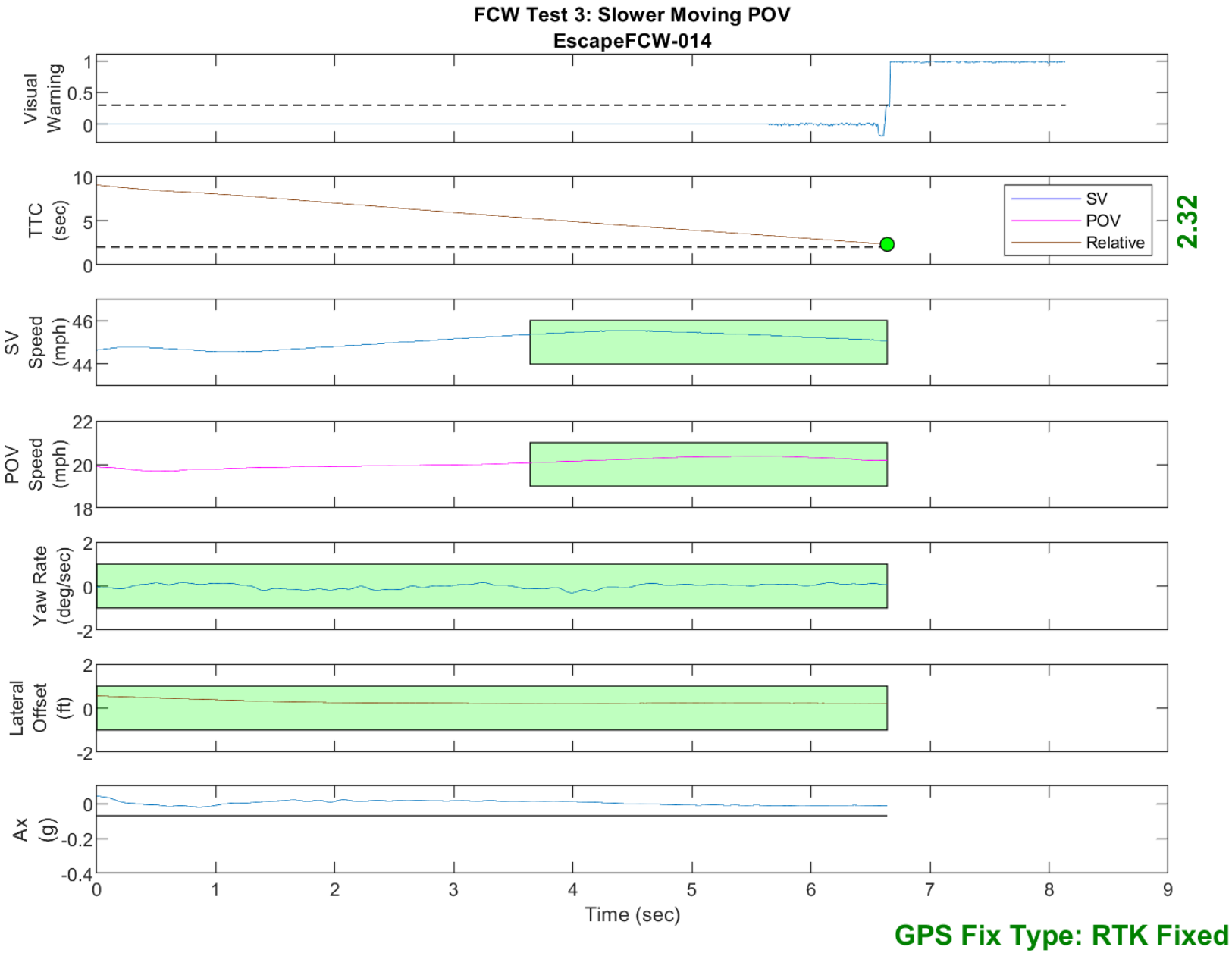

Figure D46. Time History for Run 14, Test 3 - Slower Moving POV, Visual Warning

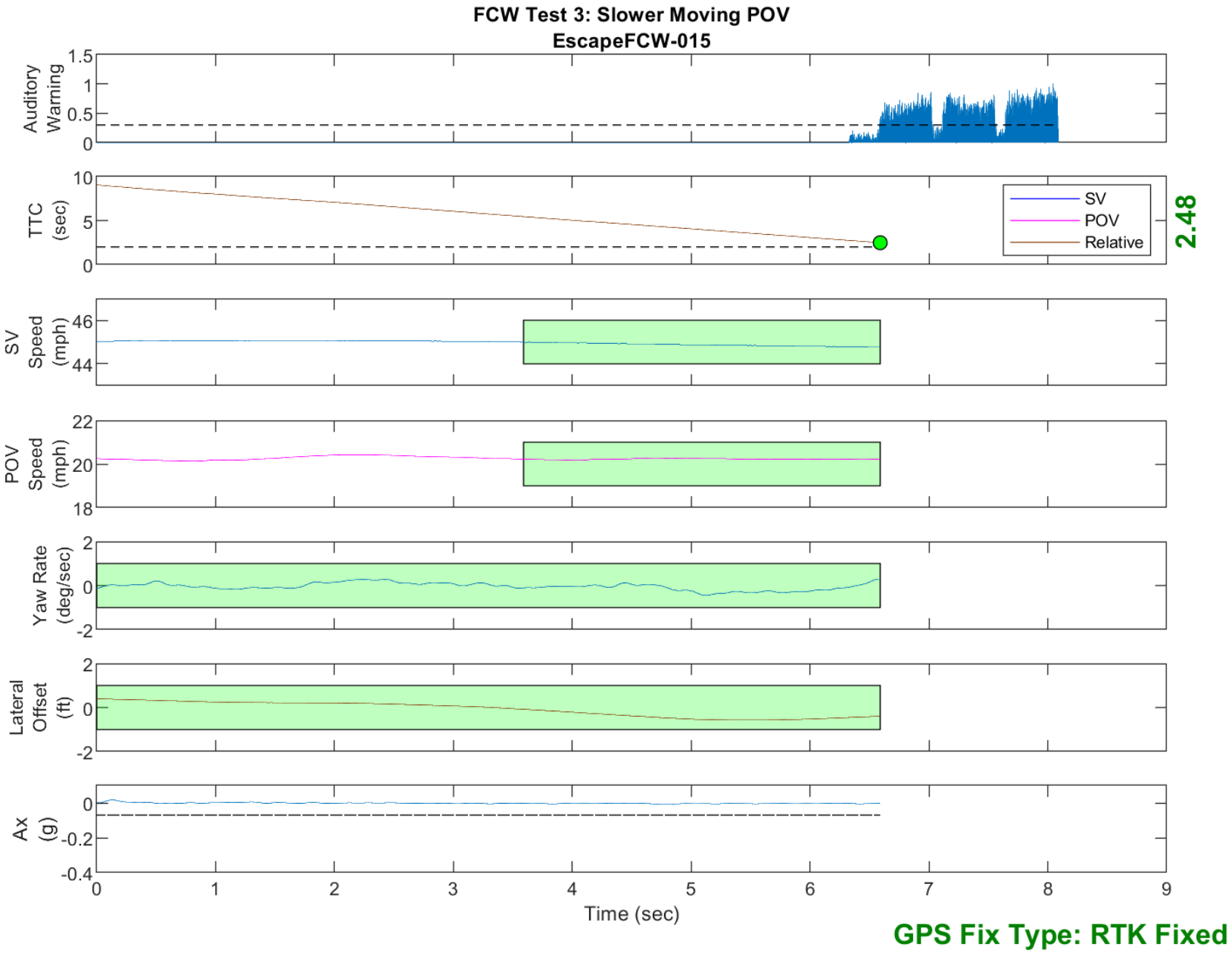

Figure D47. Time History for Run 15, Test 3 - Slower Moving POV, Auditory Warning

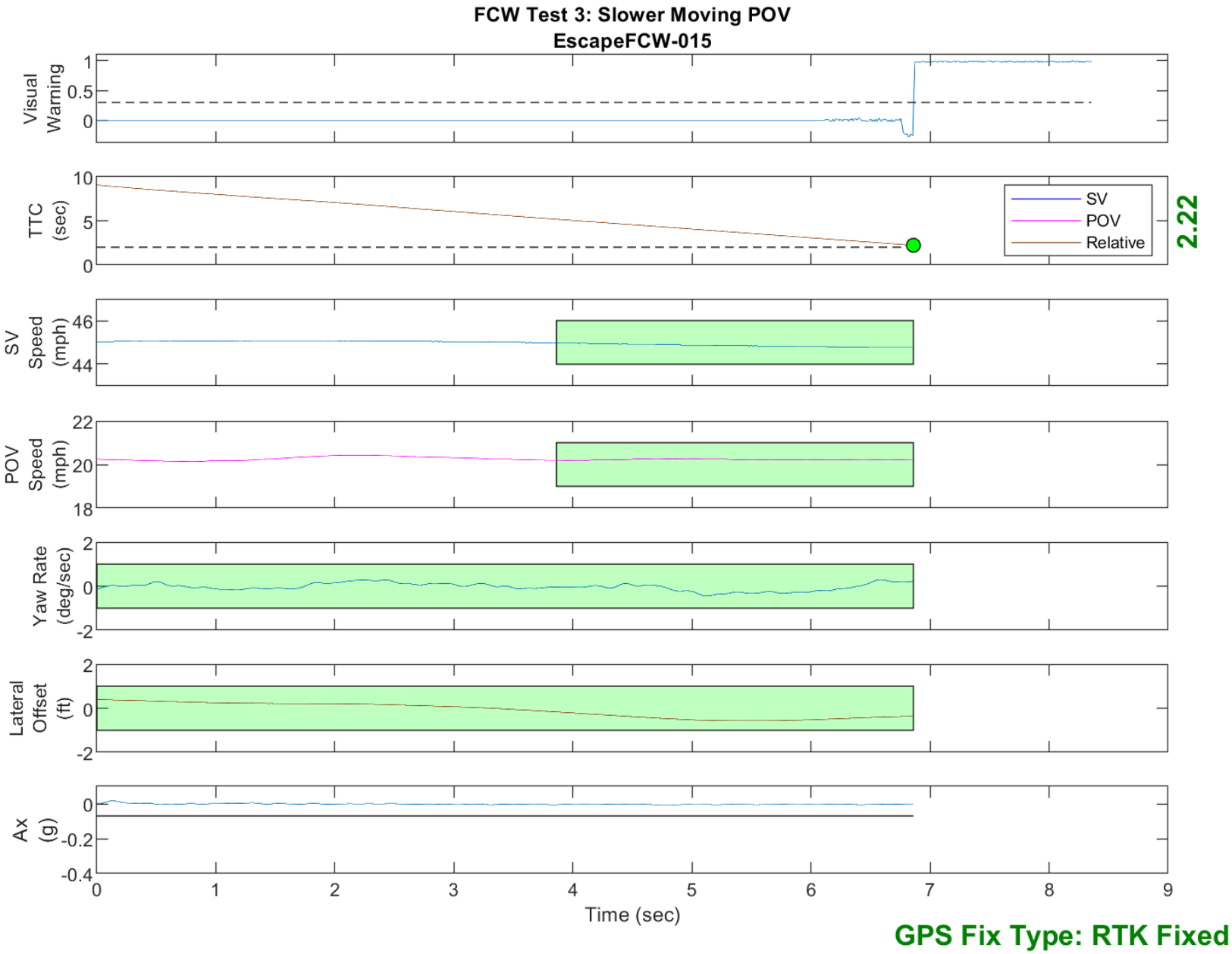

Figure D48. Time History for Run 15, Test 3 - Slower Moving POV, Visual Warning