NEW CAR ASSESSMENT PROGRAM
LANE DEPARTURE WARNING CONFIRMATION TEST
NCAP-DRI-LDW-22-13

2022 Toyota Tundra 4x4 CrewMax

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12 July 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
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Washington, DC 20590

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16. Abstract These tests were conducted on the subject 2022 Toyota Tundra 4x4 CrewMax in accordance with the specifications of the New Car Assessment Program's (NCAP's) most current Test Procedure in docket NHTSA-2006-26555-0135 to confirm the performance of a Lane Departure Warning system. The vehicle passed the requirements of the test for all three lane marking types and for both directions.			
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Section I

INTRODUCTION

The test procedure is described in detail in the National Highway Traffic Safety Administration (NHTSA) document "LANE DEPARTURE WARNING SYSTEM CONFIRMATION TEST" dated February of 2013 (Docket No. NHTSA-2006-26555-0135). Its purpose is to confirm the performance of LDW systems installed on light vehicles with gross vehicle weight ratings (GVWR) of up to 10,000 lbs. Current LDW technology relies on sensors to recognize a lane delimiting edge line. As such, the test procedures described in the document rely on painted lines, taped lines, or Botts Dots being present on the test course to emulate those found on public roadways. Although it is impossible to predict what technologies could be used by future LDW systems (e.g., magnetic markers, RADAR reflective striping, ultra violet paint, infrared, etc.), it is believed that minor modifications to these procedures, when deemed appropriate, could be used to accommodate the evaluation of alternative or more advanced LDW systems.

The purpose of the testing reported herein was to objectively quantify the performance of a Lane Departure Warning system installed on a 2022 Toyota Tundra 4x4 CrewMax. This test is part of the New Car Assessment Program to assess Lane Departure Warning Systems 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

LANE DEPARTURE WARNING

DATA SHEET 1: TEST RESULTS SUMMARY

(Page 1 of 1)

2022 Toyota Tundra 4x4 CrewMax

VIN: *5TFLA5DB9NX02xxxx*

Test start date: *7/5/2022*

Test end date: *7/5/2022*

Lane Departure Warning setting: *High (sensitivity)*

Test 1 – Continuous White Line	Left: *Pass*	Right: *Pass*
Test 2 – Dashed Yellow Line	Left: *Pass*	Right: *Pass*
Test 3 – Botts Dots	Left: *Pass*	Right: *Pass*

Overall: *Pass*

Notes:

LANE DEPARTURE WARNING

DATA SHEET 2: VEHICLE DATA

(Page 1 of 1)

2022 Toyota Tundra 4x4 CrewMax

TEST VEHICLE INFORMATION

VIN: *5TFLA5DB9NX02xxxx*

Body Style: *Truck* Color: *Magnetic Gray Metallic*

Date Received: *6/25/2022* Odometer Reading: *20 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *Toyota Motor Manufacturing, Texas, Inc*

Date of manufacture: *03/22*

Vehicle Type: *Truck*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *265/70R18*

Rear: *265/70R18*

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

Rear: *240 kPa (35 psi)*

TIRES

Tire manufacturer and model: *Yokohama Geolander X-CV*

Front tire size: *265/70R18 116T*

Rear tire size: *265/70R18 116T*

Front tire DOT prefix: *4UD6 6YK*

Rear tire DOT prefix: *4UD6 6YK*

LANE DEPARTURE WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2022 Toyota Tundra 4x4 CrewMax

GENERAL INFORMATION

Test start date: *7/5/2022*

Test end date: *7/5/2022*

AMBIENT CONDITIONS

Air temperature: *23.9 C (75 F)*

Wind speed: *0.0 m/s (0.0 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: *240 kPa (35 psi)*

Rear: *240 kPa (35 psi)*

LANE DEPARTURE WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2022 Toyota Tundra 4x4 CrewMax

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front:	*776.1 kg (1711 lb)*	Right Front:	*772.5 kg (1703 lb)*
Left Rear:	*554.7 kg (1223 lb)*	Right Rear:	*567.9 kg (1252 lb)*
		Total:	*2671.2 kg (5889 lb)*

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

(Page 1 of 3)

2022 Toyota Tundra 4x4 CrewMax

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

Toyota Safety Sense 2.5: Lane Departure Alert w/ Steering Assist comes standard on this vehicle.

Type and location of sensor(s) used:

The LDW system uses a mono camera in the top center of the windshield.

Lane Departure Warning Setting used in test:

Early

How is the Lane Departure Warning presented to the driver? (Check all that apply)

- **X** Warning light
- **X** Buzzer or auditory alarm
- **X** 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 LDW system alerts the driver with a visual and auditory or haptic alert. The visual alert is displayed in the multi-information display and consists of an icon of a vehicle crossing a lane line. If the multi-information display is switched to the driving support system information screen, an image of two white lane lines is shown. When the lane departure warning activates, the icon and the lane line corresponding to the side in which the vehicle crossed flashes on/off in orange. The auditory alert consists of three consecutive beeps with an approximate primary frequency of 1650 Hz. The haptic alert is provided by a vibration felt in the steering wheel.

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

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2022 Toyota Tundra 4x4 CrewMax

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

X Yes

_____ No

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

The LDW system as part of the overall Lane Tracing Assist (LTA) system can be turned on/off using the button on the right side of the steering wheel. When the system is turned on, an icon of a vehicle crossing a lane line will illuminate continuously in white in the multi-information display and message will briefly be displayed. When the system is turned off, the icon will not be displayed.

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

X Yes

_____ No

If yes, please provide a full description.

The range setting for the LDW system (part of the Lane Tracing Assist (LTA) system) can be adjusted using the buttons on the left side of the steering wheel. The procedure is as follows:

1. *Press the < > button until the gear icon is selected in the multi-information display.*
2. *Scroll down until "LTA" is outlined and hold the "OK" button.*
3. *Scroll down until "Sensitivity" is outlined and press the "OK" button to select between “High” and “Standard”.*

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

(Page 3 of 3)

2022 Toyota Tundra 4x4 CrewMax

Are there other driving modes or conditions that render LDW inoperable or reduce its effectiveness?

X Yes

____ No

If yes, please provide a full description.

Refer to the owner's manual pages 245-248 shown in Appendix B pages B-2 to B-5.

Notes:

Section III

TEST PROCEDURES

A. Test Procedure Overview

Each LDW test involved one of three lane marking types: solid white lines, dashed yellow lines, or Botts Dots. Lane departures were done both to the left and to the right, and each test condition was repeated five times, as shown in Table 1.

Table 1. LDW Test Matrix

Lane Geometry	Line Type	Departure Direction	Number of Trials
Straight	Solid	L	5
		R	5
	Dashed	L	5
		R	5
	Botts Dots	L	5
		R	5

Prior to the start of a test series involving a given lane marking type and departure direction combination, the accuracy of the distance to lane marking measurement was verified. This was accomplished by driving the vehicle to the approximate location at which the lane departure would occur and placing the tire at the lane marking edge of interest (i.e., distance to lane marking = 0). The real-time display of distance to the lane marking was then observed to verify that the measured distance was within the tolerance (5 cm). If the measured distance was found to be greater than the tolerance, the instrumentation setup was checked and corrected, if necessary. If the measured distance was found to be within the tolerance, the instrumentation setup was considered appropriate and the test series was begun.

To begin the maneuver, the vehicle was accelerated from rest to a test speed of 72.4 km/h (45 mph), while being driven in a straight line parallel to the lane marking of interest, with the centerline of the vehicle approximately 1.83 m (6.0 ft) from the lane edge (i.e., such that the vehicle would pass through the center of the start gate). The test speed was achieved at least 60 m (200 ft) before the start gate was reached. Striking any start gate cones was not permitted, and any run in which a cone was struck was considered to be invalid. Also, during the initialization and test phases, the test driver avoided using turn signals and avoided applying any sudden acceleration, sudden steering, or sudden braking, and any use of the turn signals, sudden acceleration, sudden steering, or sudden braking invalidated the test trial.

Data collection began with the vehicle at least 60 m (200 ft) from the start gate, which was configured using a pair of non-reflective, low-contrast color traffic cones. A second set of cones, placed 6 m (20 ft) longitudinally before the start gate, was used to guide the driver into the start gate. The lateral width between the cone pairs was 20 cm (8 in) greater than the width of the vehicle, and the centerline of each pair was laterally offset from the lane marking by 1.8 m (6 ft).

Once the driver passed the gate, the driver manually input sufficient steering to achieve a lane departure with a target lateral velocity of 0.5 m/s with respect to the lane line. As shown in Figure 1, two additional non-reflective cones were used to guide the driver in making this steering maneuver. Throughout the maneuver, the driver modulated the throttle or used cruise control, as appropriate, such that vehicle speed remained at constant speed. The test was considered complete when the vehicle crossed at least 1 m (3.3 ft) over the lane edge boundary.

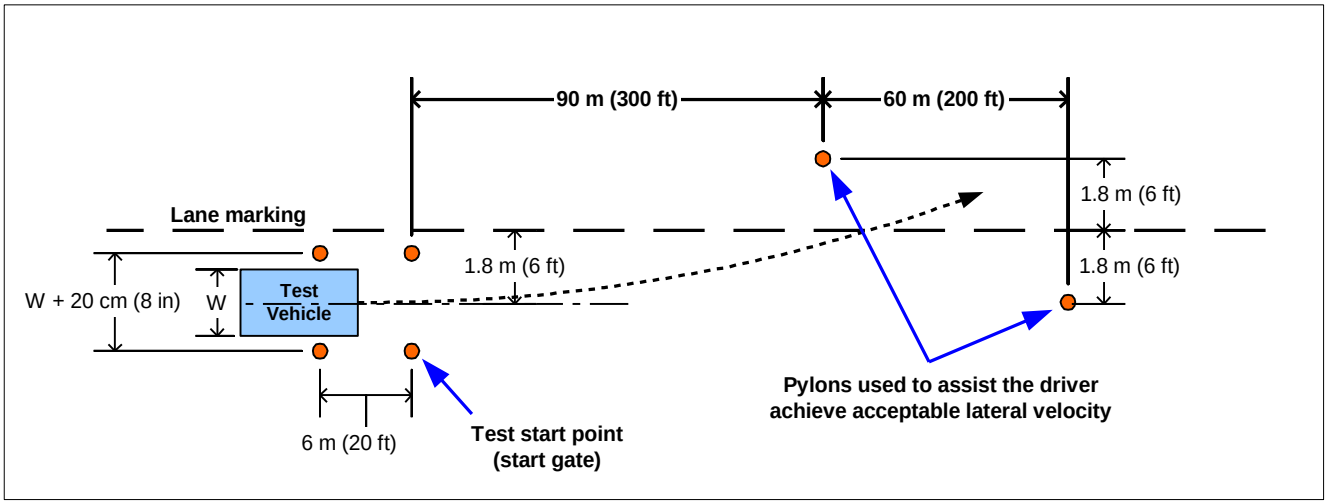


Figure 1. Position of Cones Used to Assist Driver

Data collected included vehicle speed, position, and yaw rate. In addition to cone strikes, vehicle speed and yaw rate data were used to identify invalid runs as described in Section C below. Data from trials where speed or yaw rate were outside of the performance specification were not considered valid.

B. Lane Delineation Markings

The New Car Assessment Program's Test Procedure for the confirmation of a Lane Departure Warning system contains a requirement that all lane markings meet United States Department of Transportation (USDOT) specifications as described in the Manual on Uniform Traffic Control Devices (MUTCD) and be considered in "very good condition".

1. Lane Marker Width

The width of the edge line marker was 10 to 15 cm (4 to 6 in). This is considered to be a normal width for longitudinal pavement markings under Section 3A.05 of the MUTCD.

2. Line Marking Color and Reflectivity

Lane marker color and reflectivity met all applicable standards. These standards include those from the International Commission of Illumination (CIE) for color and the American Society for Testing and Materials (ASTM) on lane marker reflectance.

3. Line Styles

The tests described in this document required the use of three lane line configurations: continuous solid white, discontinuous dashed yellow, and discontinuous with raised pavement markers.

- Continuous White Line

  A continuous white line is defined as a white line that runs for the entire length of the test course.

- Dashed Yellow Line

  As stated in the MUTCD, and as shown in Figure 2, a discontinuous dashed yellow line is defined as by a series of 3 m (10 ft) broken (dashed) yellow line segments, spaced 9.1 m (30 ft) apart.

- Raised Pavement Marker Line (Botts Dots)

  California Standard Plans indicates raised pavement markers are commonly used in lieu of painted strips for marking roads in California. Other states, mainly in the southern part of the United States, rely on them as well. These markers may be white or yellow, depending on the specific application, following the same basic colors of their analogous white and yellow painted lines. Following the California 2006 Standard Plans, three types of raised pavement markings are used to form roadway lines. It is believed that these types of roadway markings are the hardest for an LDW sensor system to process. Type A and Type AY are non-reflective circular domes that are approximately 10 cm (4 in) in diameter and approximately 1.8 cm (0.7 in) high. Type C and D are square markings that are retro reflective in two directions measuring approximately 10 x 10 x 5 cm (4 x 4 x 0.5 in), and Type G and H that are the same as C and D only retro reflective in a single direction.

For the tests described in this document, raised pavement markers were set up following California Standard Plan A20A, Detail 4, as shown in Figure 3. Note that in this figure, the squares are Type D yellow reflectors and the circles are yellow Type AY discs.

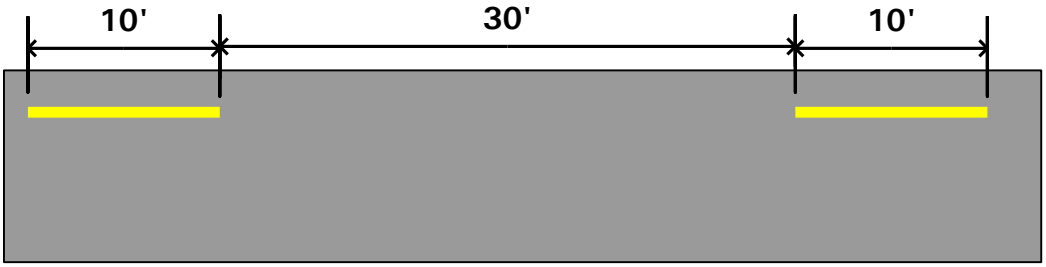


Figure 2. MUTCD Discontinuous Dashed Line Specifications

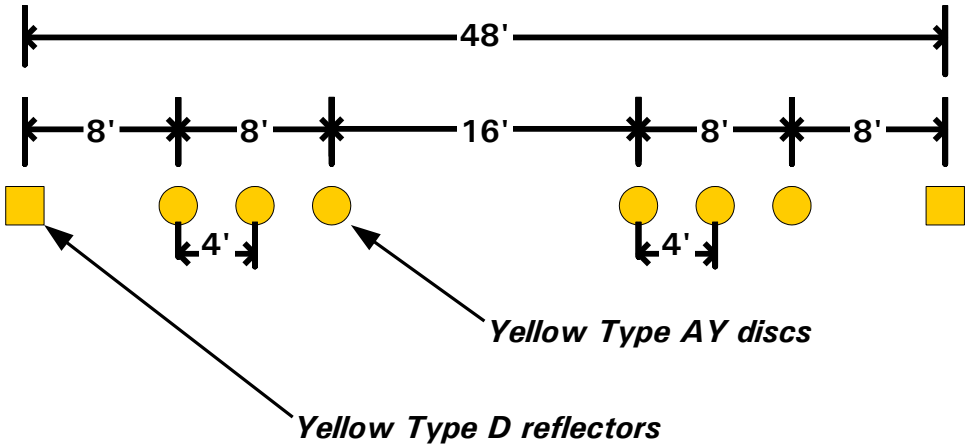


Figure 3. California Standard Plan A20A, Detail 4

C. Test Validity

1. Speed

All LDW tests were conducted at 72.4 km/h (45 mph). Test speed was monitored and a test was considered valid if the test speed remained within ± 2 km/h (± 1.2 mph) of the 72.4 km/h (45 mph) target speed. It was required that the speed must remain within this window from the start of the test until any part of the vehicle crossed a lane line by 1 m (3.3 ft) or more.

2. Lateral Velocity

All tests were conducted with a lateral velocity of 0.1 to 0.6 m/s (0.3 to 2.0 ft/s), measured with respect to the lane line at the time of the alert. To assist the test driver in being able to efficiently establish the target lateral velocity, cones were positioned in the manner shown in Figure 1.

3. Yaw Rate

It was required that the magnitude of the vehicle's yaw rate could not exceed 1.0 deg/sec at any time during lane departure maneuver, from the time the vehicle passes through the start gate to the instant the vehicle has crossed a lane line by 1 m (3.3 ft).

D. Pass/Fail Criteria

The measured test data were used to determine the pass/fail outcome for each trial. The outcome was based on whether the LDW produced an appropriate alert during the maneuver. In the context of this test procedure, a lane departure is said to occur when any part of the two-dimensional polygon used to represent the test vehicle breaches the inboard lane line edge (i.e., the edge of the line close to the vehicle before the departure occurs). In the case of tests performed in this procedure, the front corner of the polygon, defined as the intersection of the center of the front wheels (longitudinally) with the outboard edge of the front tire (laterally), crossed the line edge first. So, for example, if the vehicle departed its lane to the left, the left front corner of the polygon would first breach the lane line edge.

For an individual trial to be considered a "pass":

- Test speed, lateral velocity, and yaw rate validity conditions must be satisfied.
- The LDW alert must not occur when the lateral position of the vehicle is greater than 0.75 m (2.5 ft) from the lane line edge (i.e., prior to the lane departure).
- The LDW alert must occur before the lane departure exceeds 0.3 m (1.0 ft).

For an overall, "Pass" the LDW system must satisfy the pass criteria for 3 of 5 individual trials for each combination of departure direction and lane line type (60%), and pass 20 of the 30 trials overall (66%).

E. Instrumentation

Table 2 lists the sensors, signal conditioning, and data acquisition equipment used for these tests.

Table 2. Test Instrumentation and Equipment

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Tire Pressure Gauge	Vehicle Tire Pressure	0-100 psi 0-690 kPa	< 1% error between 20 and 100 psi	Omega DPG8001	17042707002	By: DRI Date: 10/5/2021 Due: 10/5/2022
Platform Scales	Vehicle Total, Wheel, and Axle Load	2200 lb/platform 5338 N/	0.1% of applied load	Intercomp SWI	1110M206352	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	Oxford Inertial +	2182	By: Oxford Technical Solutions[1] Date: 11/19/2021 Due: 11/19/2023
Real-Time Calculation of Position and Velocity Relative to Lane Markings	Distance and velocity to lane markings	Lateral Lane Dist: ±30 m Lateral Lane Velocity: ±20 m/sec	Lateral Distance to Lane Marking: ±2 cm Lateral Velocity to Lane Marking: ±0.02m/sec	Oxford Technical Solutions (OXTS), RT-Range	97	N/A

[1] Oxford Technical Solutions recommends calibration every two years.

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Microphone	Sound (to measure time at alert)	Frequency Response: 80 Hz – 20 kHz	Signal-to-noise: 64 dB, 1 kHz at 1 Pa	Audio-Technica AT899	N/A	N/A
Light Sensor	Light intensity (to measure time at alert)	Spectral Bandwidth: 440-800 nm	Rise time < 10 msec	DRI designed and developed Light Sensor	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).	D-Space 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 3.

Table 3. 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

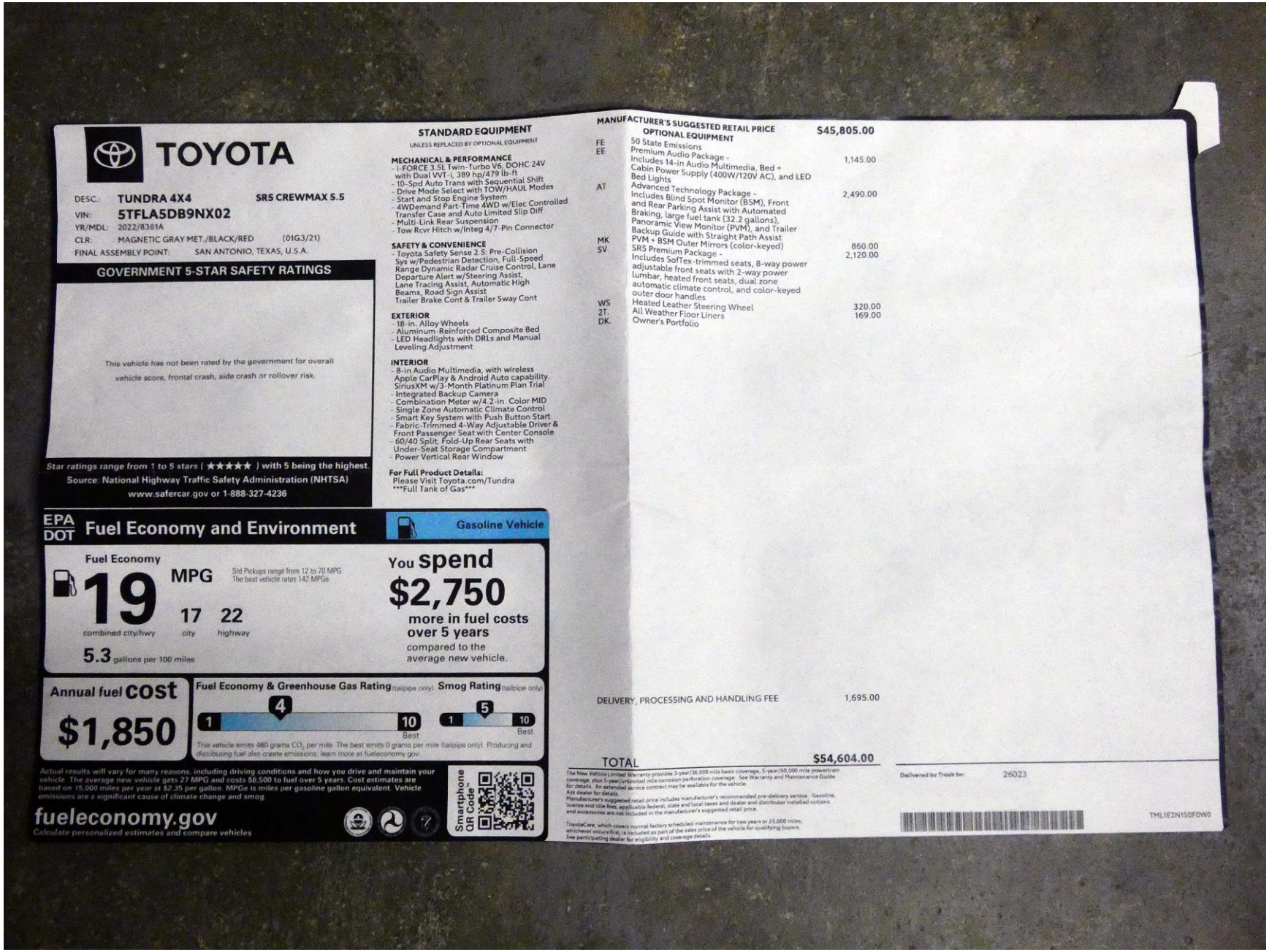


Figure A3. Window Sticker (Monroney Label)

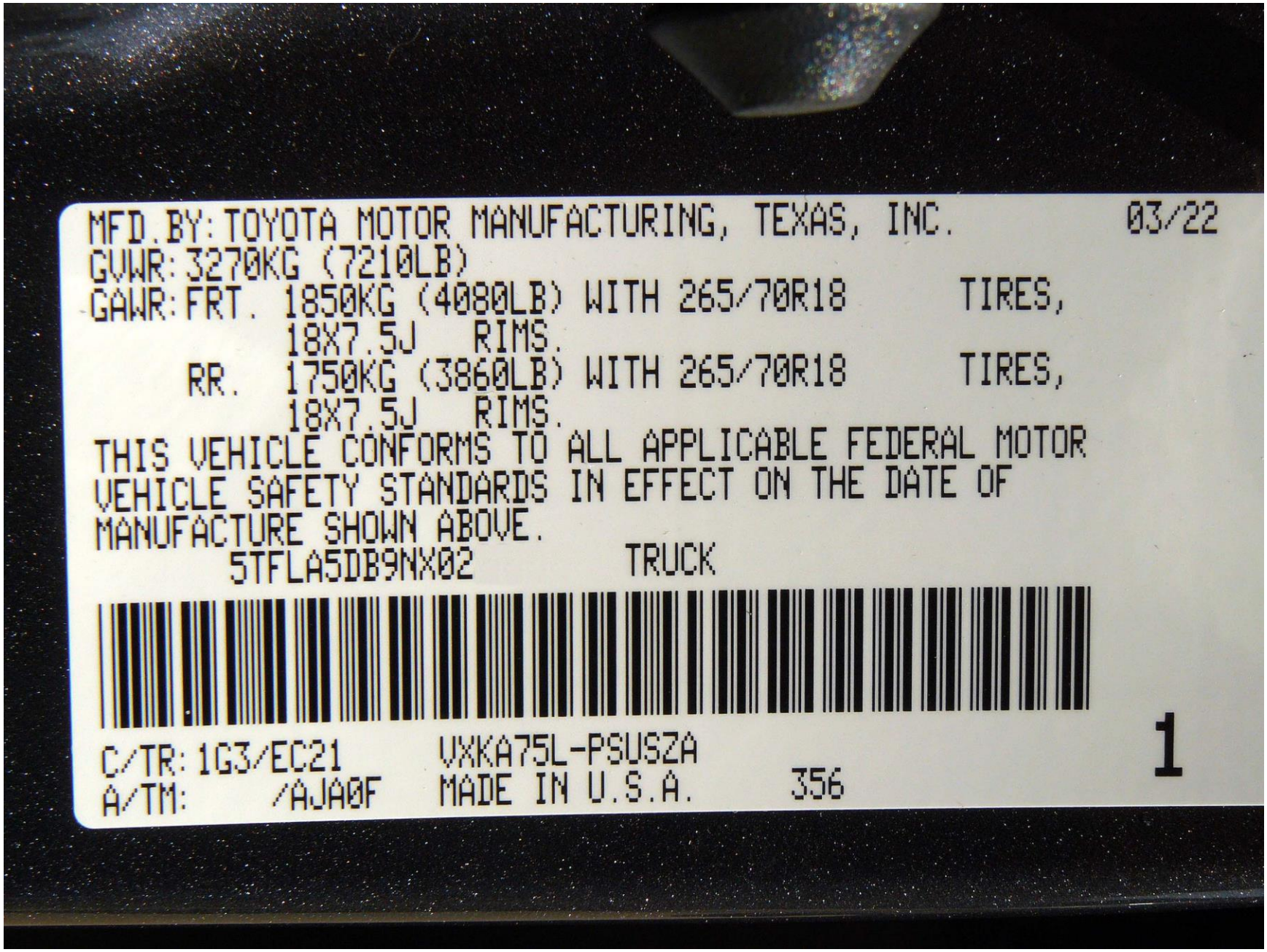


Figure A4. Vehicle Certification Label

Figure A5. Tire Placard

Figure A6. DGPS, Inertial Measurement Unit, and MicroAutoBox Installed in Subject Vehicle

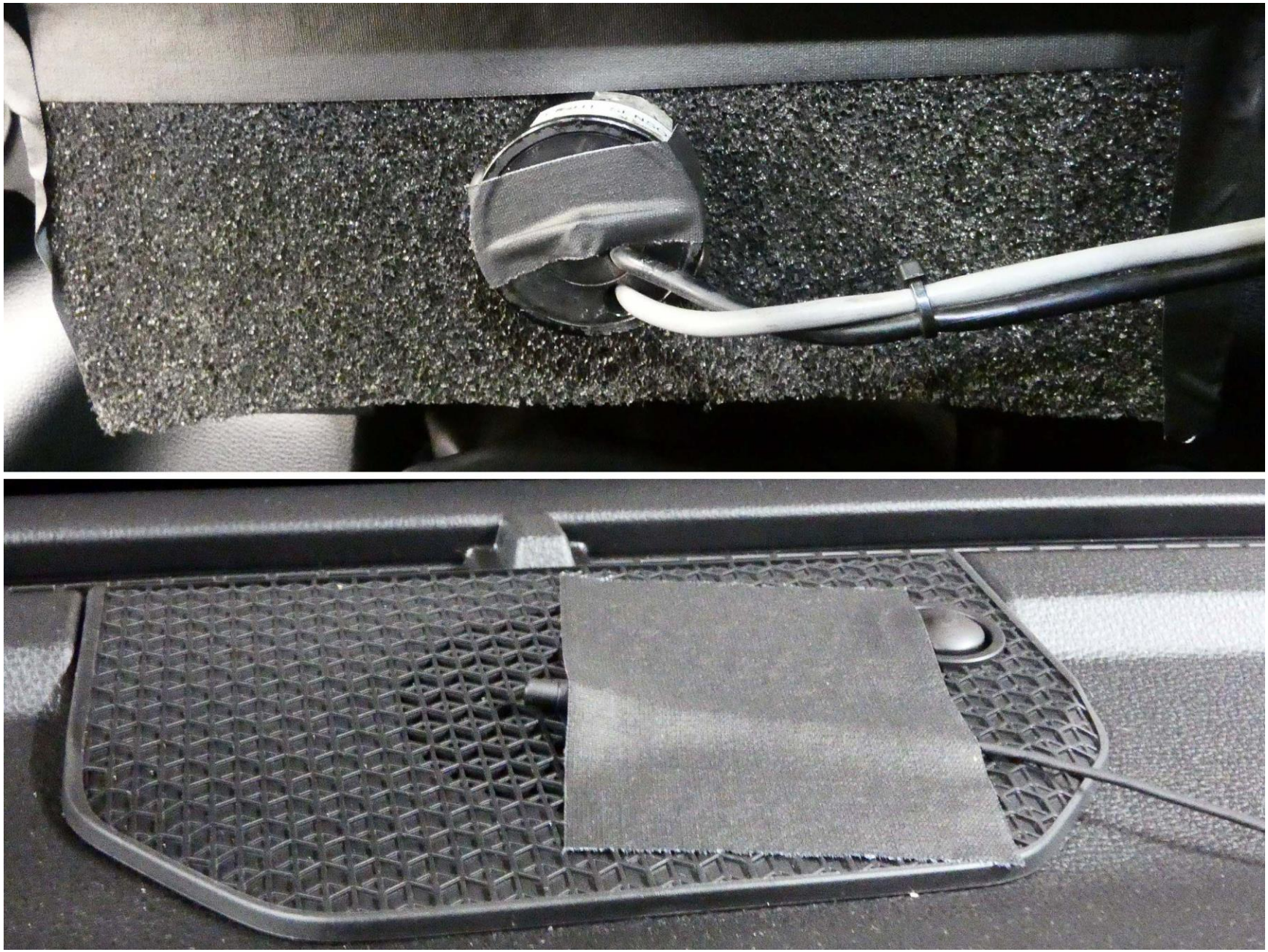


Figure A7. Sensors for Detecting Visual and Auditory Alerts

Figure A8. Computer Installed in Subject Vehicle

Figure A9. Steering Wheel Buttons for Adjusting LDW Sensitivity and Alert Type

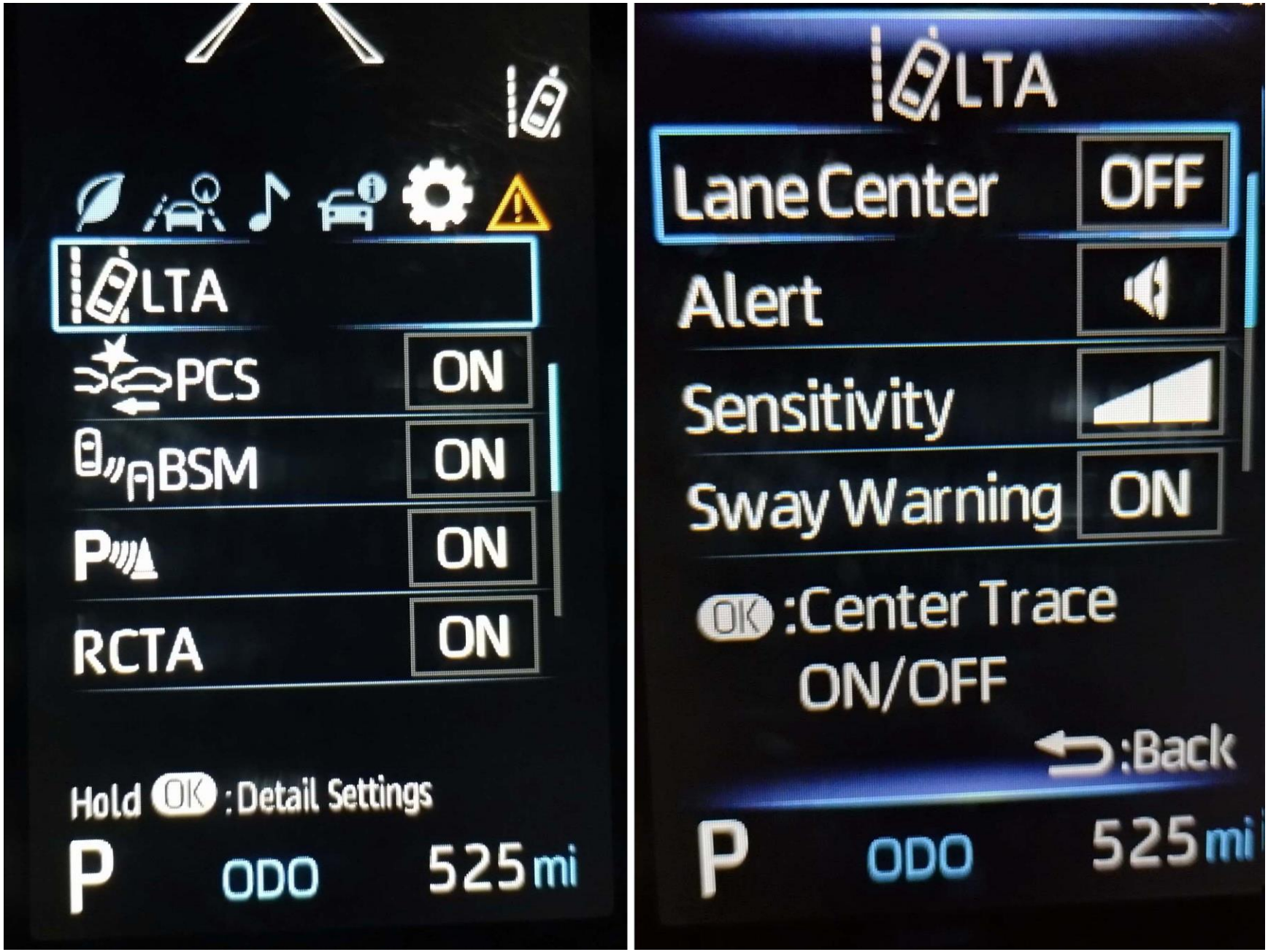


Figure A10. Menus for Adjusting LDW Sensitivity and Alert Type

Figure A11. LDW System On/Off Button

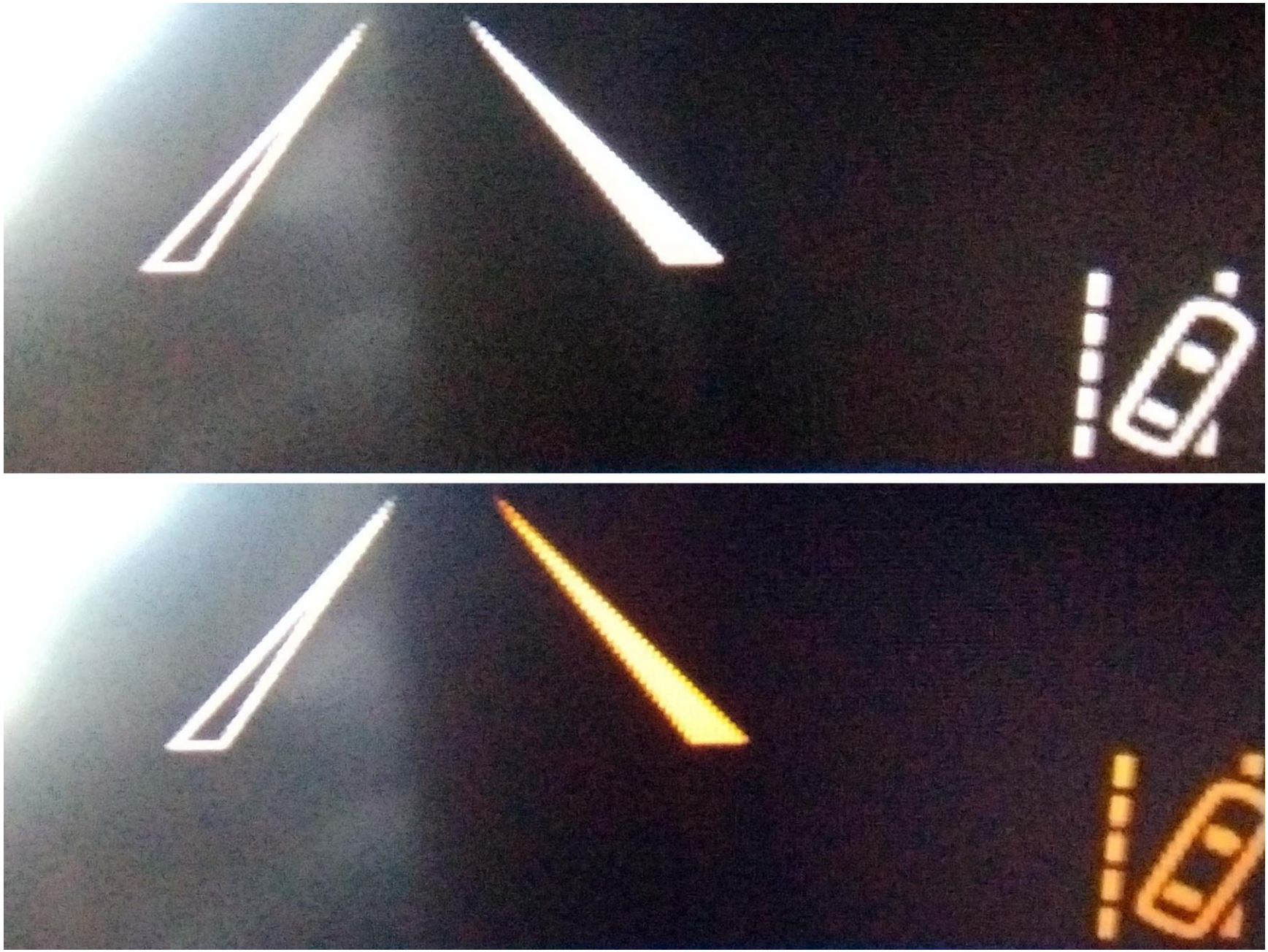


Figure A12. Visual Alert

APPENDIX B

Excerpts from Owner’s Manual

LTA (Lane Tracing Assist)*

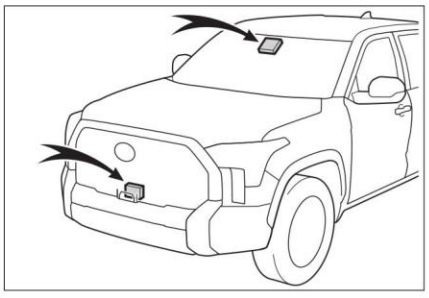
*: If equipped

Summary of functions

While driving on a road with clear white (yellow) lane lines, the LTA system warns the driver if the vehicle may deviate from the current lane*, and also can slightly operate the steering wheel to help avoid deviation from the lane. Also, while the dynamic radar cruise control with full-speed range is operating, this system will operate the steering wheel to maintain the vehicle's lane position.

The LTA system recognizes white (yellow) lane lines* using the front camera. Additionally, it detects preceding vehicles using the front camera and radar.

*: May recognize the boundaries between the asphalt and the side of the road, such as grass, soil, or the curb, to be road lanes



WARNING

■ Before using LTA system

- Do not rely solely upon the LTA system. The LTA system does not automatically drive the vehicle or reduce the amount of attention that must be paid to the area in front of the vehicle. The driver must always assume full responsibility for driving safely by paying careful attention to the surrounding conditions and operating the steering wheel to correct the path of the vehicle. Also, the driver must take adequate breaks when fatigued, such as from driving for a long period of time.
- Failure to perform appropriate driving operations and pay careful attention may lead to an accident, resulting in death or serious injury.
- The lane centering function will be disabled automatically when LTA detects a trailer connection. Turn off the lane centering function if a trailer is connected and it is not automatically disabled. After trailer disconnect and engine switch is turned off, lance centering function can be turned on.
- Do not use the lane centering system and steering assist function when the vehicle is lifted unless using a Toyota official lift up kit up to 4 in. (101 mm), including tire height. Aftermarket lift kits may degrade system performance.

■ Situations unsuitable for LTA system

In the following situations, use the LTA switch to turn the system off. Failure to do so may lead to an accident, resulting in death or serious injury.

WARNING

- Vehicle is driven on a road surface which is slippery due to rainy weather, fallen snow, freezing, etc.
- Vehicle is driven on a snow-covered road.
- White (yellow) lines are difficult to see due to rain, snow, fog, dust, etc.
- Vehicle is driven in a temporary lane or restricted lane due to construction work.
- Vehicle is driven in a construction zone.
- A spare tire, tire chains, etc., are equipped.
- When the tires have been excessively worn, or when the tire inflation pressure is low.
- When your vehicles is towing a trailer or another vehicle, except when the following condition is met.
  - When the other vehicle is a trailer properly attached and connected to Toyota's official TBC ECU. (→P.184)
- When the vehicle is lifted up, except in the following cases.
  - When using a Toyota official lift kit up to 4 in. (101 mm), including tire height. Aftermarket lift kits may degrade system performance.

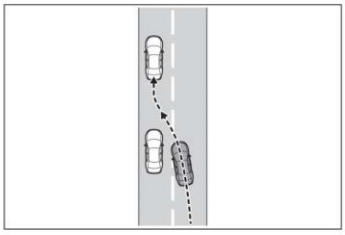
■ Preventing LTA system malfunctions and operations performed by mistake

- Do not modify the headlights or place stickers, etc., on the surface of the lights.
- Do not modify the suspension, etc. If the suspension, etc., needs to be replaced, contact your Toyota dealer.
- Do not install or place anything on the hood or grille. Also, do not install a grille guard (bull bars, kangaroo bar, etc.).
- If your windshield needs repairs, contact your Toyota dealer.

■ Conditions in which functions may not operate properly

In the following situations, the functions may not operate properly and the vehicle may depart from its lane. Drive safely by always paying careful attention to your surroundings and operate the steering wheel to correct the path of the vehicle without relying solely on the functions.

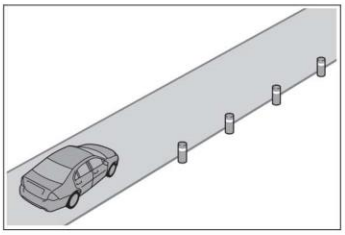
- When the follow-up cruising display is displayed (→P.251) and the preceding vehicle changes lanes. (Your vehicle may follow the preceding vehicle and also change lanes.)



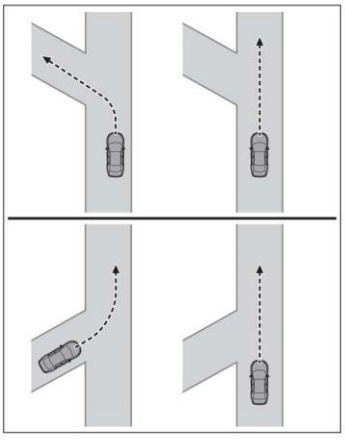
- When the follow-up cruising display is displayed (→P.251) and the preceding vehicle is swaying. (Your vehicle may sway accordingly and depart from the lane.)

WARNING

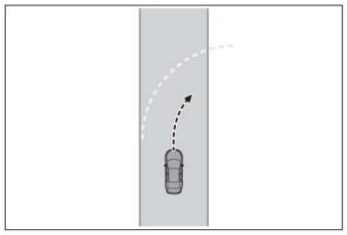
- When the follow-up cruising display is displayed (→P.251) and the preceding vehicle departs from its lane. (Your vehicle may follow the preceding vehicle and depart from the lane.)
- When the follow-up cruising display is displayed (→P.251) and the preceding vehicle is being driven extremely close to the left/right lane line. (Your vehicle may follow the preceding vehicle and depart from the lane.)
- Vehicle is being driven around a sharp curve.
- Objects or patterns that could be mistaken for white (yellow) lines are present on the side of the road (guardrails, reflective poles, etc.).



- Vehicle is driven where the road diverges, merges, etc.



- Repair marks of asphalt, white (yellow) lines, etc., are present due to road repair.



- There are shadows on the road that run parallel with, or cover, the white (yellow) lines.
- The vehicle is driven in an area without white (yellow) lines, such as in front of a tollgate or checkpoint, or at an intersection, etc.
- The white (yellow) lines are cracked, “Botts’ dots”, “Raised pavement marker” or stones are present.
- The white (yellow) lines cannot be seen or are difficult to see due to sand, etc.
- The vehicle is driven on a road surface that is wet due to rain, puddles, etc.
- The traffic lines are yellow (which may be more difficult to recognize than lines that are white).
- The white (yellow) lines cross over a curb, etc.
- The vehicle is driven on a bright surface, such as concrete.
- The vehicle is driven on a surface that is bright due to reflected light, etc.

WARNING

- The vehicle is driven in an area where the brightness changes suddenly, such as at the entrances and exits of tunnels, etc.
- Light from the headlights of an oncoming vehicle, the sun, etc., enters the camera.
- The vehicle is driven on a slope.
- The vehicle is driven on a road which tilts left or right, or a winding road.
- The vehicle is driven on an unpaved or rough road.
- The traffic lane is excessively narrow or wide.
- The vehicle is extremely tilted due to carrying heavy luggage or having improper tire pressure.
- The distance to the preceding vehicle is extremely short.
- The vehicle is moving up and down a large amount due to road conditions during driving (poor roads or road seams).
- When driving in a tunnel or at night with the headlights off or when a headlight is dim due to its lens being dirty or it being misaligned.
- The vehicle is struck by a crosswind.
- The vehicle is affected by wind from a vehicle driven in a nearby lane.
- The vehicle has just changed lanes or crossed an intersection.
- Tires which differ by structure, manufacturer, brand or tread pattern are used.
- When tires of a size other than specified are installed.
- Snow tires, etc., are equipped.
- The vehicle is being driven at extremely high speeds.
- When your vehicles is towing a trailer or another vehicle, except when the following condition is met.
  - When the other vehicle is a trailer properly attached and connected to Toyota's official TBC ECU. (→P.184)
- When the vehicle is lifted up, except in the following cases.
  - When using a Toyota official lift kit up to 4 in. (101 mm), including tire height. Aftermarket lift kits may degrade system performance.

Functions included in LTA system

Lane departure alert function

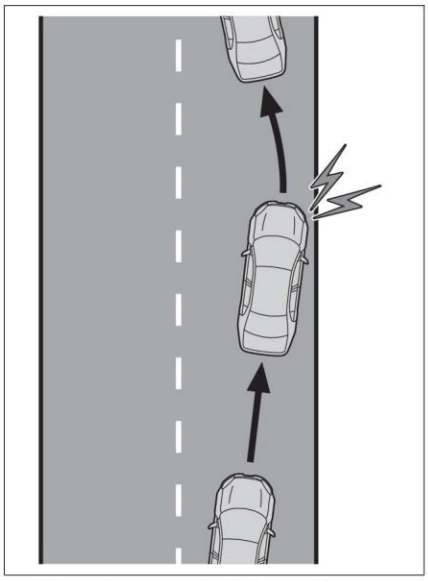
When the system determines that the vehicle might depart from its lane*, a warning is displayed on the multi-information display, and either a warning buzzer will sound or the steering wheel will vibrate to alert the driver.

When the warning buzzer sounds or the steering wheel vibrates, check the area around your vehicle and carefully operate the steering

wheel to move the vehicle back to the center of the lane.

Vehicle with BSM: When the system determines that the vehicle might depart from its lane and that the possibility of a collision with an overtaking vehicle in the adjacent lane is high, the lane departure alert will operate even if the turn signals are operating.

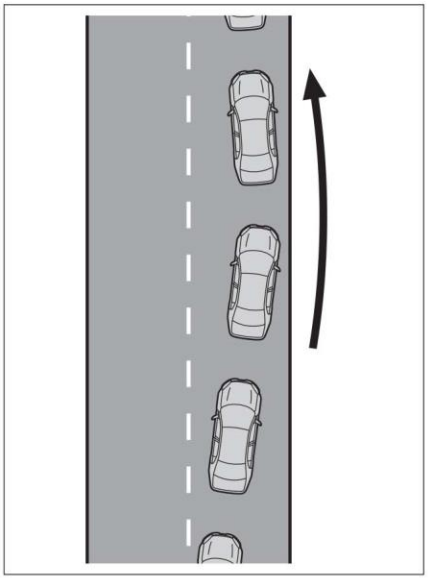
*: May recognize the boundaries between the asphalt and the side of the road, such as grass, soil, or the curb, to be road lanes



Steering assist function

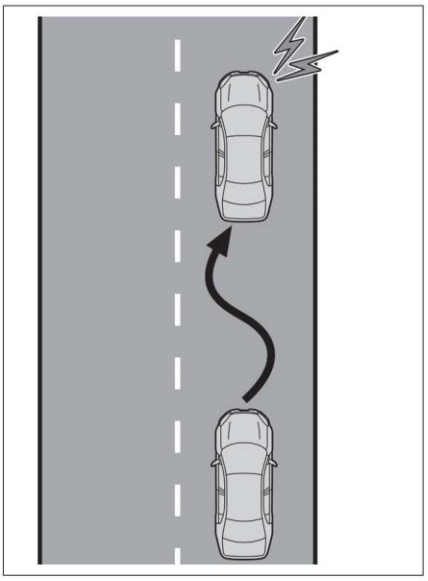
When the system determines that the vehicle might depart from its lane, the system provides assistance as necessary by operating the steering wheel in small amounts for a short period of time to keep the vehicle in its lane.

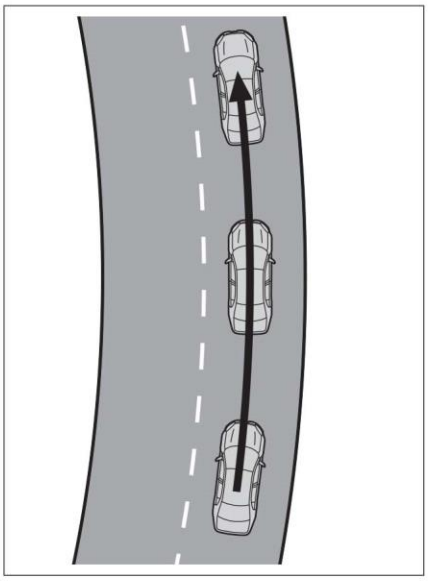
Vehicle with BSM: When the system determines that the vehicle might depart from its lane and that the possibility of a collision with an overtaking vehicle in the adjacent lane is high, the steering assist function will operate even if the turn signals are operating.



Vehicle sway warning function

When the vehicle is swaying within a lane, the warning buzzer will sound and a message will be displayed on the multi-information display to alert the driver.





■ Lane centering function

This function is linked with dynamic radar cruise control with full-speed range and provides the required assistance by operating the steering wheel to keep the vehicle in its current lane.

When dynamic radar cruise control with full-speed range is not operating, the lane centering function does not operate.

In situations where the white (yellow) lane lines are difficult to see or are not visible, such as when in a traffic jam, this function will operate to help follow a preceding vehicle by monitoring the position of the preceding vehicle.

LTA system setting

■ Turning the LTA system ON

Press the LTA switch

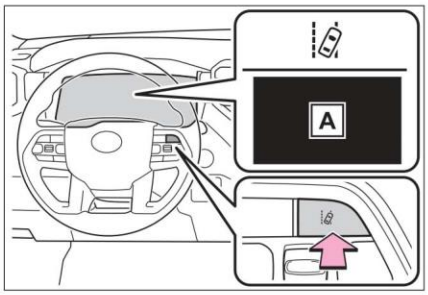
The LTA indicator illuminates and a message is displayed on the multi-information display.

■ Turning the lane centering function ON/OFF

Press the LTA switch

The lane centering function will change between ON/OFF each time the switch is pressed.

The current setting will be displayed on the multi-information display.



▶ Lane centering function ON

A "LTA Steering Assist Active Lane Centering Active"

▶ Lane centering function OFF

A "LTA Steering Assist Active"

■ Turning the LTA system OFF

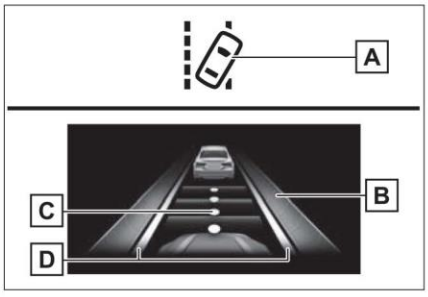
Press and hold the LTA switch

The LTA indicator light turns off when the LTA is turned OFF.

Press the switch again to turn the system on.

When the LTA system is turned on or off, operation of the LTA system continues in the same condition the next time the engine started.

Indications on multi-information display



A LTA indicator

The illumination condition of the indicator informs the driver of the system operation status.

Illuminated in white: LTA system is operating.

Illuminated in green: Steering wheel assistance of the steering assist function or lane centering function is operating.

Flashing in orange: Lane departure alert function is operating.

B Operation display of steering wheel operation support

Displayed when the multi-information display is switched to the driving support system information screen.

Indicates that steering wheel assistance of the steering assist function or lane centering function is operating.

Both outer sides of the lane are displayed: Indicates that steering wheel assist of the lane centering function is operating.

One outer side of the lane is displayed: Indicates that steering wheel assist of the steering assist function is operating.

Both outer sides of the lane are flashing: Alerts the driver that their input is necessary to stay in the center of the lane (lane centering function).

C Follow-up cruising display

Displayed when the multi-information display is switched to the driving support system information screen.

Indicates that steering assist of the lane centering function is operating by monitoring the position of a pre-

ceding vehicle.

When the follow-up cruising display is displayed, if the preceding vehicle moves, your vehicle may move in the same way. Always pay careful attention to your surroundings and operate the steering wheel as necessary to correct the path of the vehicle and ensure safety.

D Lane departure alert function display

Displayed when the multi-information display is switched to the driving support system information screen.

▶ Inside of displayed lines is white

Indicates that the system is recognizing white (yellow) lines*. When the vehicle departs from its lane, the white line displayed on the side the vehicle departs from flashes orange.

▶ Inside of displayed lines is black

Indicates that the system is not able to recognize white (yellow) lines* or is temporarily canceled.

*: May recognize the boundaries between the asphalt and the side of the road, such as grass, soil, or the curb, to be road lanes

■ Operation conditions of each function

●Lane departure alert function

This function operates when all of the following conditions are met.

- LTA is turned on.
- Vehicle speed is approximately 32 mph (50 km/h) or more.*1
- System recognizes white (yellow) lane lines*2. (When a white [yellow] line*2 is recognized on only one side, the system will operate only for the recognized side.)
- Width of traffic lane is approximately 9.8 ft. (3 m) or more.
- Turn signal lever is not operated. (Vehicle with BSM: Except when another vehicle is in the lane on the side where the turn signal was operated)
- Vehicle is not being driven around a sharp curve.
- No system malfunctions are detected. (→P.255)

*1: The function operates even if the vehicle speed is less than

approximately 32 mph (50 km/h) when the lane centering function is operating.

*2: May recognize the boundaries between the asphalt and the side of the road, such as grass, soil, or the curb, to be road lanes

● Steering assist function

This function operates when all of the following conditions are met in addition to the operation conditions for the lane departure alert function.

- Vehicle is not accelerated or decelerated by a fixed amount or more.
- Steering wheel is not operated with a steering force level suitable for changing lanes.
- ABS, VSC, TRAC and PCS are not operating.
- TRAC or VSC is not turned off.
- Hands off steering wheel warning is not displayed. (→P.254)

● Vehicle sway warning function

This function operates when all of the following conditions are met.

- Setting for “Sway Warning” in ⚙ of the multi-information display is set to “ON”. (→P.573)
- Vehicle speed is approximately 32 mph (50 km/h) or more.
- Width of traffic lane is approximately 9.8 ft. (3 m) or more.
- No system malfunctions are detected. (→P.255)

● Lane centering function

This function operates when all of the following conditions are met.

- LTA is turned on.
- Setting for “Lane Center” in ⚙ of the multi-information display is set to “ON”. (→P.573)
- This function recognizes white (yellow) lane lines or the position of a preceding vehicle (except when the preceding vehicle is small, such as a motorcycle).
- The dynamic radar cruise control with full-speed range is operating in vehicle-to-vehicle distance control mode.
- Width of traffic lane is approximately 10 to 13 ft. (3 to 4 m).
- Turn signal lever is not operated.
- Vehicle is not being driven around a sharp curve.
- No system malfunctions are detected. (→P.255)
- Vehicle does not accelerate or decelerate by a fixed amount or more.
- Steering wheel is not operated with a steering force level suitable for changing lanes.
- ABS, VSC, TRAC and PCS are not operating.
- TRAC or VSC is not turned off.
- Hands off steering wheel warning is not displayed. (→P.254)
- The vehicle is being driven in the center of a lane.
- Steering assist function is not operating.
- When your vehicle is not towing a trailer or during emergency towing.

■ **Temporary cancelation of functions**

● When operation conditions are no longer met, a function may be temporarily canceled. However, when the operation conditions are met again, operation of the function is automatically restored. (→P.252)

● If the operation conditions (→P.252) are no longer met while the lane centering function is operating, the steering wheel may vibrate and the buzzer may sound to indicate that the function has been temporarily canceled. However, if the “Alert” customization setting is set to 《》, the system will notify the driver by vibrating the steering wheel instead of

sounding the buzzer.

■ **Steering assist function/lane centering function**

- Depending on the vehicle speed, lane departure situation, road conditions, etc., the driver may not feel the function is operating or the function may not operate at all.
- The steering control of the function is overridden by the driver's steering wheel operation.
- Do not attempt to test the operation of the steering assist function.

■ **Lane departure alert function**

- The warning buzzer may be difficult to hear due to external noise, audio playback, etc. Also, it may be difficult to feel steering wheel vibrations due to the road conditions, etc.
- Vehicle with BSM: It may not be possible for the system to determine if there is a danger of a collision with a vehicle in an adjacent lane.
- Do not attempt to test the operation of the lane departure alert function.

■ **Hands off steering wheel warning**

In the following situations, a warning message urging the driver to hold the steering wheel and the symbol shown in the illustration are displayed on the multi-information display to warn the driver. The warning stops when the system determines that the driver holds the steering wheel. Always keep your hands on the steering wheel when using this system, regardless of warnings.

- When the system determines that the driver is driving without holding the steering wheel while the system is operating

If the driver continues to keep their hands off of the steering wheel, the buzzer sounds, the driver is warned and the function is temporarily canceled. This warning also operates in the same way when the driver continuously operates the steering wheel only a small amount.

The buzzer also sounds even if the alert type is set to 《》.

- When the system determines that the vehicle may deviate from the lane while driving around a curve while the lane centering function is operating.

Depending on the vehicle condition and road conditions, the warning may not operate. Also, if the system determines that the vehicle is driving around a curve, warnings will occur earlier than during straight-lane driving.

- When the system determines that the driver is driving without holding the steering wheel while the steering wheel assist of the steering assist function is operating.

If the driver continues to keep their hands off of the steering wheel and the steering wheel assist is operating, the buzzer sounds and the driver is warned. Each time the buzzer sounds, the continuing time

of the buzzer becomes longer.

The buzzer also sounds even if the alert type is set to 《》.

Vehicle sway warning function

When the system determines that the vehicle is swaying while the vehicle sway warning function is operating, a buzzer sounds and a warning message urging the driver to rest and the symbol shown in the illustration are simultaneously displayed on the multi-information display.

Depending on the vehicle and road conditions, the warning may not operate.

Warning message

If the following warning message is displayed on the multi-information display and the LTA indicator illuminates in orange, follow the appropriate troubleshooting procedure. Also, if a different warning message is displayed, follow the instructions displayed on the screen.

- "LTA Malfunction Visit Your Dealer"

The system may not be operating properly. Have the vehicle inspected by your Toyota dealer.

- "LTA Unavailable"

The system is temporarily canceled due to a malfunction in a sensor other than the front camera. Turn the LTA system off, wait for a little while, and then turn the LTA system back on.

- "LTA Unavailable at Current Speed"

The function cannot be used as the vehicle speed exceeds the LTA operation range. Drive slower.

Customization

Function settings can be changed. (Customizable features:→P.573)

APPENDIX C

Run Log

Subject Vehicle: **2022 Toyota Tundra 4x4 CrewMax** Test start date: **7/5/2022**

Driver: **Anthony Saldana** Test end date: **7/5/2022**

Note: For Distance at Warning, positive values indicate inside the lane

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Auditory Alert (ft)	Distance at Visual Alert (ft)	Pass/Fail	Notes
1	**Botts**	**Left**	Y	-0.02	-0.21	Pass	
2			Y	-0.17	-0.29	Pass	
3			Y	-0.05	-0.17	Pass	
4			Y	-0.26	-0.42	Pass	
5			Y	-0.41	-0.52	Pass	
6			Y	-0.24	-0.35	Pass	
7			Y	-0.27	-0.40	Pass	
8	**Botts**	**Right**	Y	-0.12	-0.25	Pass	
9			N				Invalid Due To Radar Error
10			N				Invalid Due To Radar Error
11			N				Invalid Due To Radar Error
12			Y	-0.02	-0.12	Pass	
13			Y	0.61	0.49	Pass	
14			Y	0.01	-0.15	Pass	
15			Y	0.41	0.31	Pass	

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Auditory Alert (ft)	Distance at Visual Alert (ft)	Pass/Fail	Notes
16			Y	-0.11	-0.21	Pass	
17			Y	-0.19	-0.30	Pass	
18	**Solid**	**Right**	Y	0.30	0.14	Pass	
19			Y	0.36	0.27	Pass	
20			Y	0.00	-0.11	Pass	
21			Y	0.41	0.27	Pass	
22			Y	0.13	0.03	Pass	
23			Y	0.21	0.07	Pass	
24			Y	0.53	0.37	Pass	
25	**Solid**	**Left**	Y	0.25	0.13	Pass	
26			Y	0.63	0.49	Pass	
27			Y	0.50	0.37	Pass	
28			Y	0.21	0.04	Pass	
29			Y	0.50	0.40	Pass	
30			Y	0.29	0.14	Pass	
31			Y	0.60	0.45	Pass	
32	**Dashed**	**Left**	Y	0.08	-0.05	Pass	
33			Y	0.16	0.04	Pass	
34			N				Invalid Due To Radar Error

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Auditory Alert (ft)	Distance at Visual Alert (ft)	Pass/Fail	Notes
35			Y	1.17	1.05	Pass	
36			Y	1.37	1.31	Pass	
37			Y	0.82	0.75	Pass	
38			N				Invalid Due To Radar Error
39			N				Invalid Due To Radar Error
40			Y	-0.10	-0.18	Pass	
41			Y	-0.17	-0.29	Pass	
42	**Dashed**	**Right**	Y	0.06	-0.03	Pass	
43			Y	0.24	0.10	Pass	
44			Y	0.29	0.20	Pass	
45			Y	0.30	0.20	Pass	
46			Y	0.25	0.13	Pass	
47			Y	0.17	0.07	Pass	
48			Y	0.22	0.07	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 the Subject Vehicle, 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 for data envelopes.

Time History Plot Description

Time history figures include the following sub-plots:

- Warning – Indicates timing of warning issued by LDW system. Depending on the type of LDW alert or instrumentation used to measure the alert, this can be any of the following:
    - Filtered and rectified sound signal
    - Filtered and rectified acceleration (e.g., steering wheel vibration)
    - Light sensor signal
    - Discrete on/off value
- Speed (mph) – Speed of the Subject Vehicle
- Yaw Rate (deg/sec) – Yaw rate of the Subject Vehicle
- Distance to Lane Edge (ft) – Lateral distance (in lane coordinates) from the outer front tire bulge to the inside edge of the lane marking of interest for a given test (a positive value indicates the vehicle is completely within the lane while a negative value indicates that the outer front tire bulge has crossed over the inner lane marking edge). The distance to the lane edge at the moment the LDW alert is issued, is displayed to the right of subplot.
- Lateral Lane Velocity (ft/sec) – Lateral velocity (in lane coordinates) of the outer front tire bulge
- Bird’s Eye View – Indicates the position of the Subject Vehicle with respect to the lane marking of interest for a given test. Green rectangles represent the Subject Vehicle’s position at approximately 2 second intervals, while the yellow rectangle indicates the position of the Subject Vehicle at the time of LDW warning issuance.

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 right end. Exceedances at the right extent of a yellow envelope are indicated by red asterisks. Data within the boundaries at the right extent of a yellow envelope are indicated by green circles.

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

Color Codes

Color codes have been adopted to easily identify the types of data, envelopes, and thresholds used in the plots.

Color codes can be broken into three categories:

1. Validation envelopes and thresholds
2. Instantaneous samplings
3. Text

1. 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 right end
   - 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 which are used to determine the timing of the alert

2. 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

3. 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.

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 (including passing, failing and invalid runs) are shown in Figure D1 through Figure D3. Actual time history data plots for the vehicle under consideration are provided subsequently.

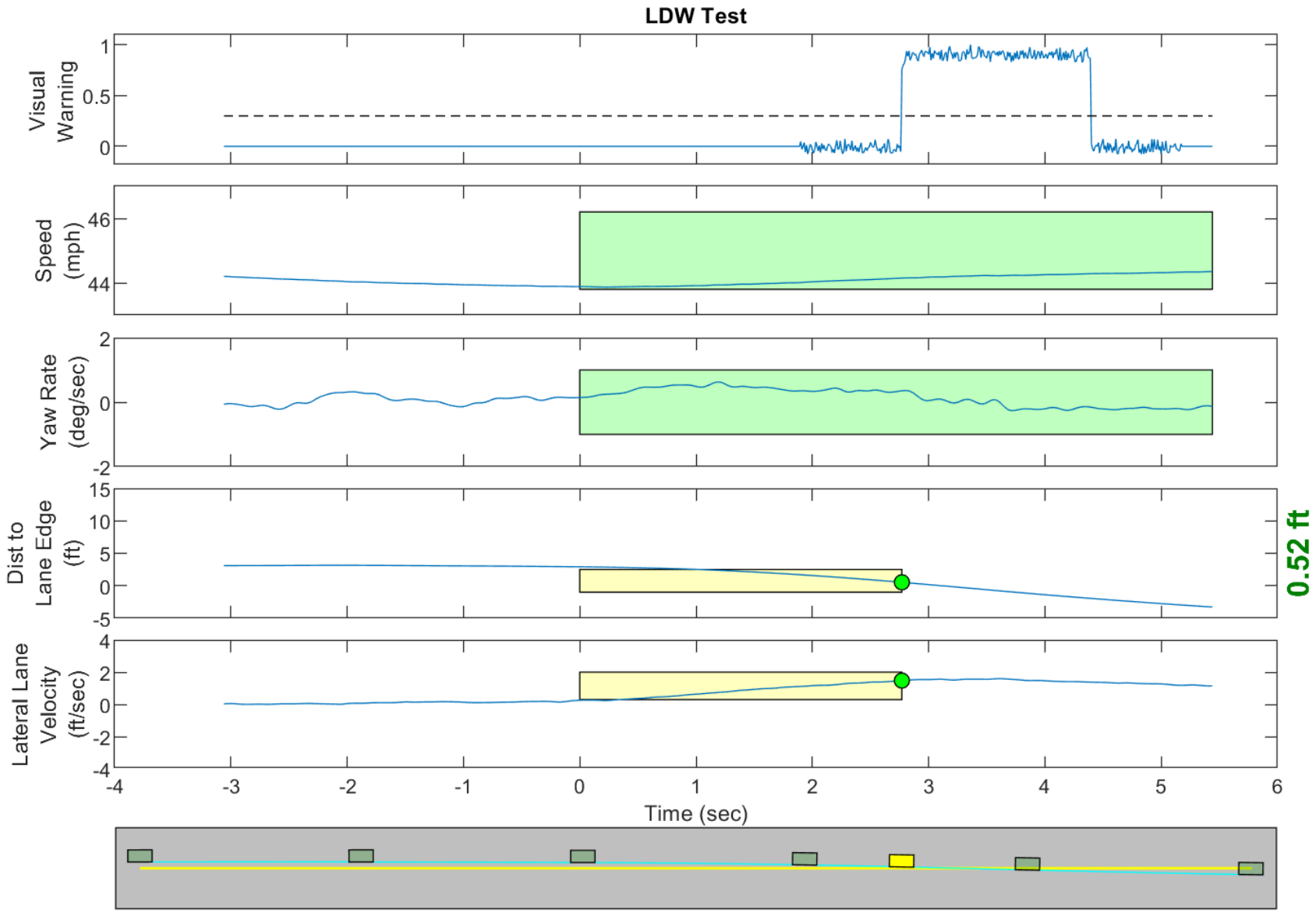


Figure D1. Example Time History for Lane Departure Warning Test, Passing

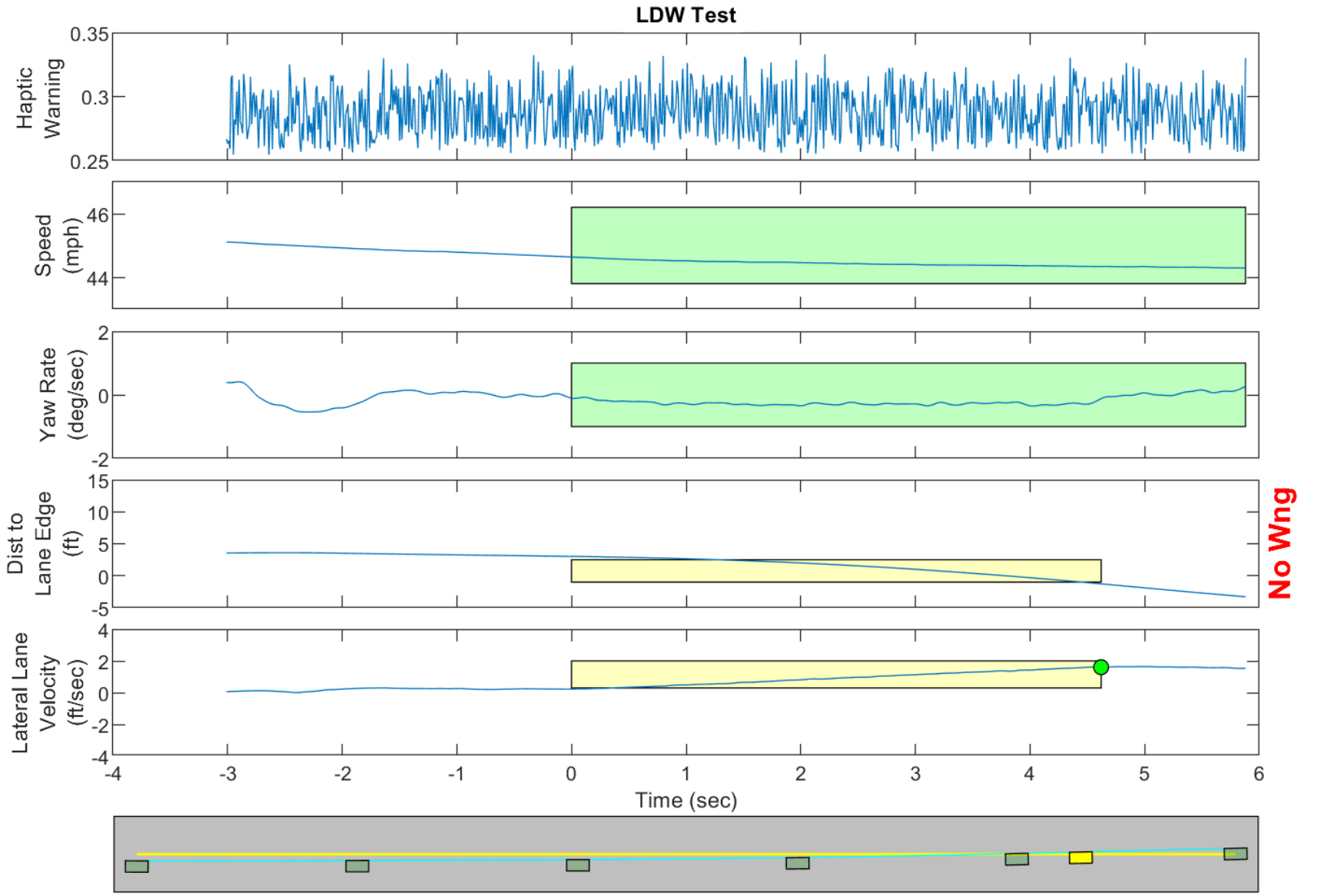


Figure D2. Example Time History for Lane Departure Warning Test, Failing, No Warning Issued

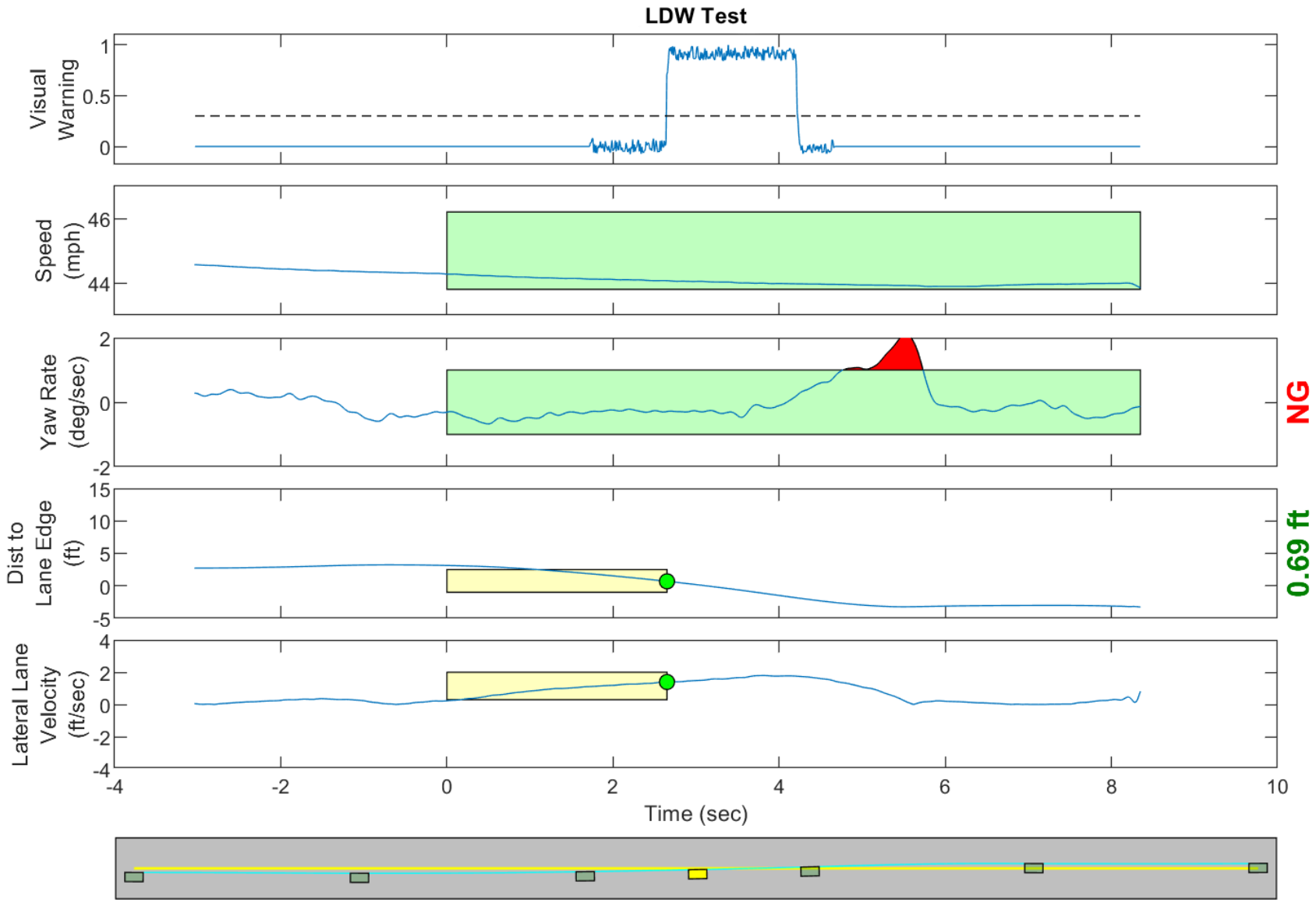


Figure D3. Example Time History for Lane Departure Warning Test, Invalid Run Due to Subject Vehicle Yaw Rate

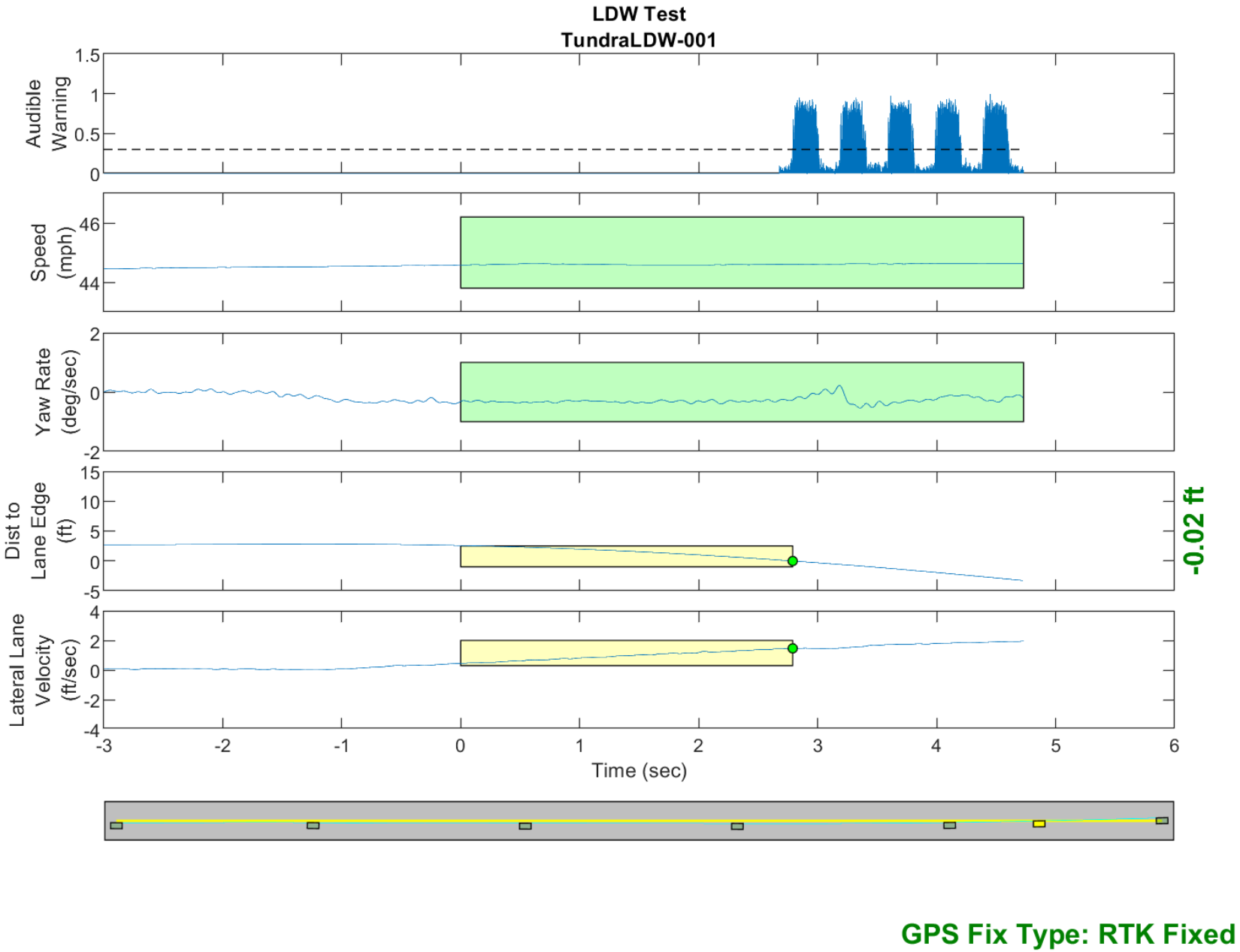


Figure D4. Time History for Run 01, Botts Dots, Left Departure, Auditory Warning

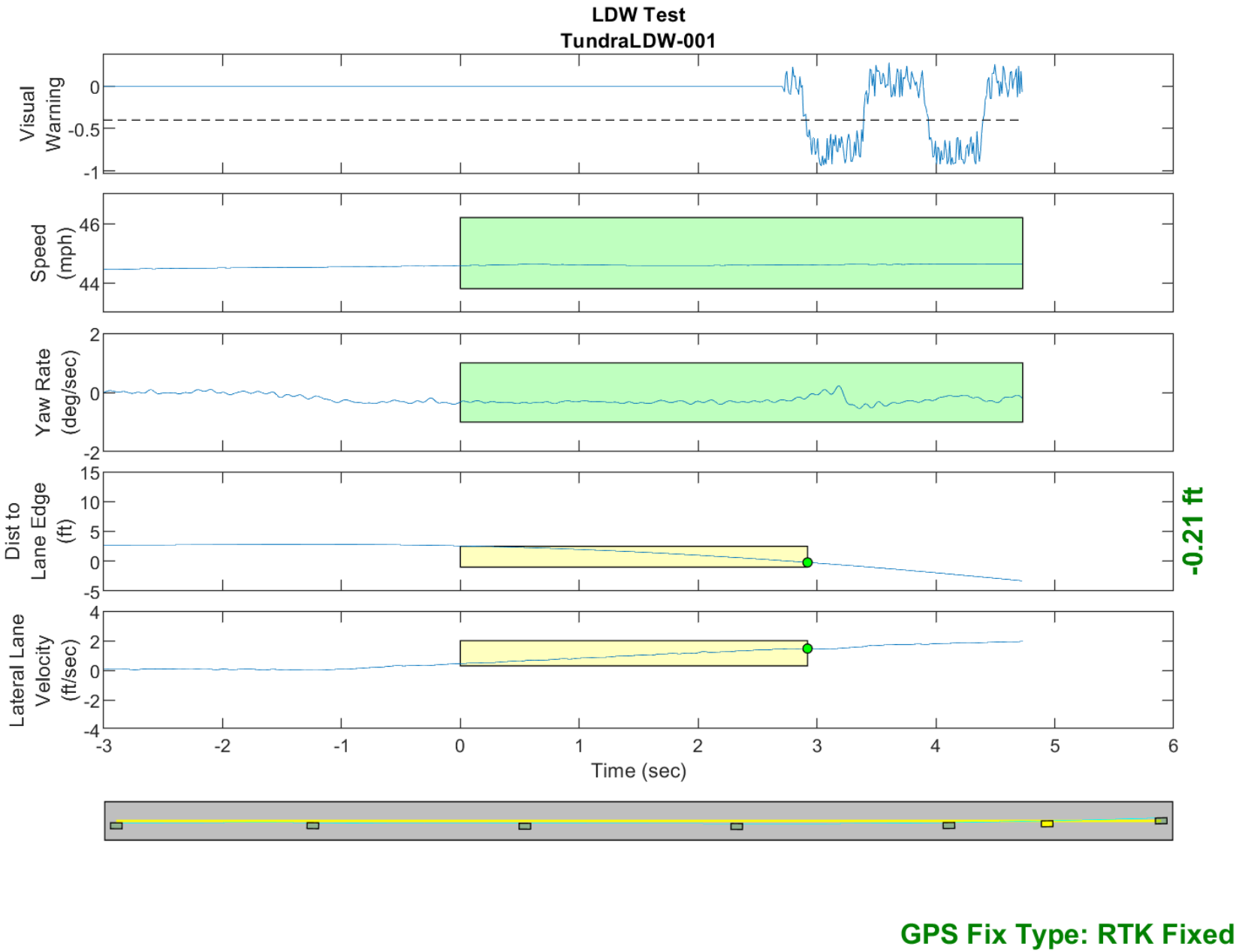


Figure D5. Time History for Run 01, Botts Dots, Left Departure, Visual Warning

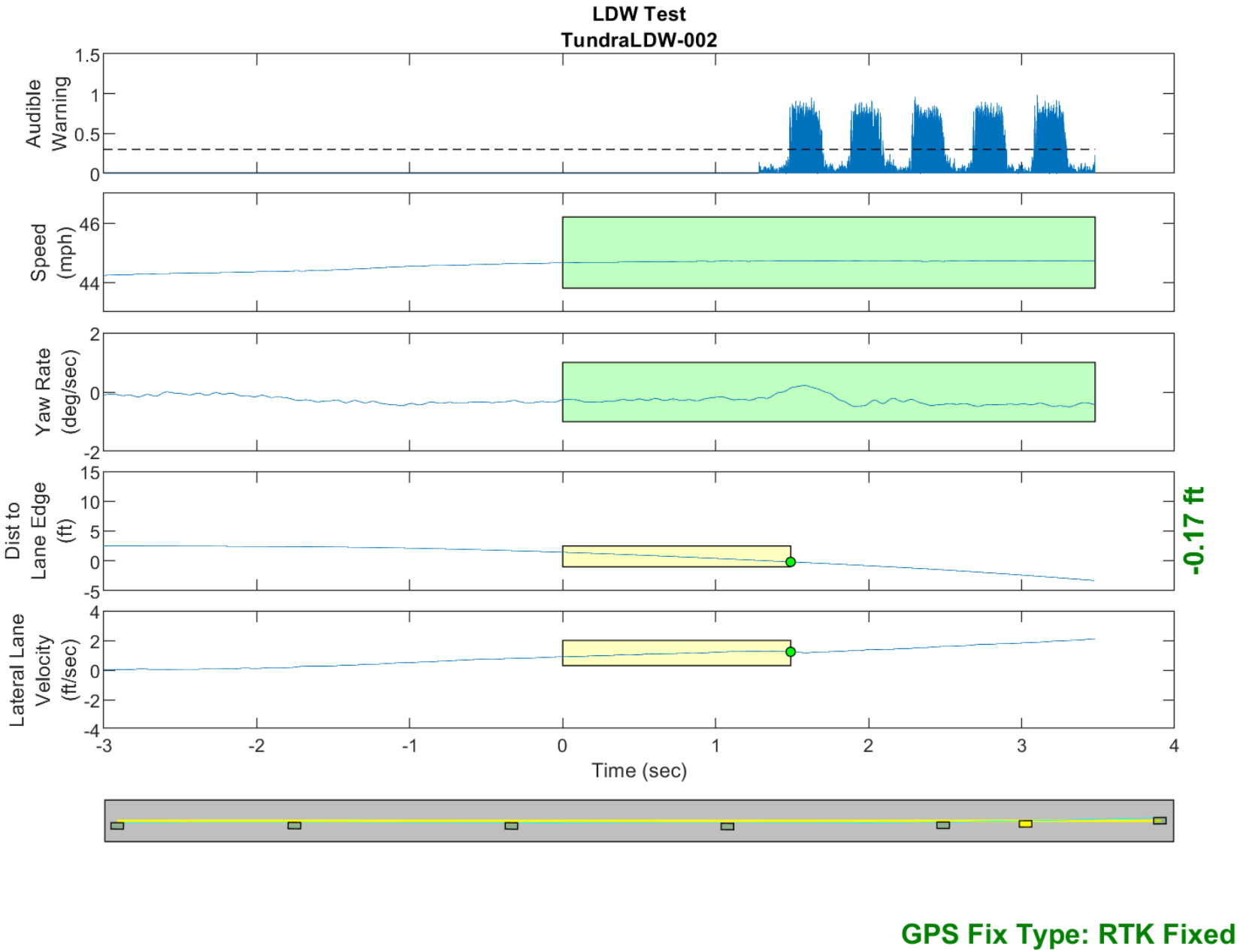


Figure D6. Time History for Run 02, Botts Dots, Left Departure, Auditory Warning

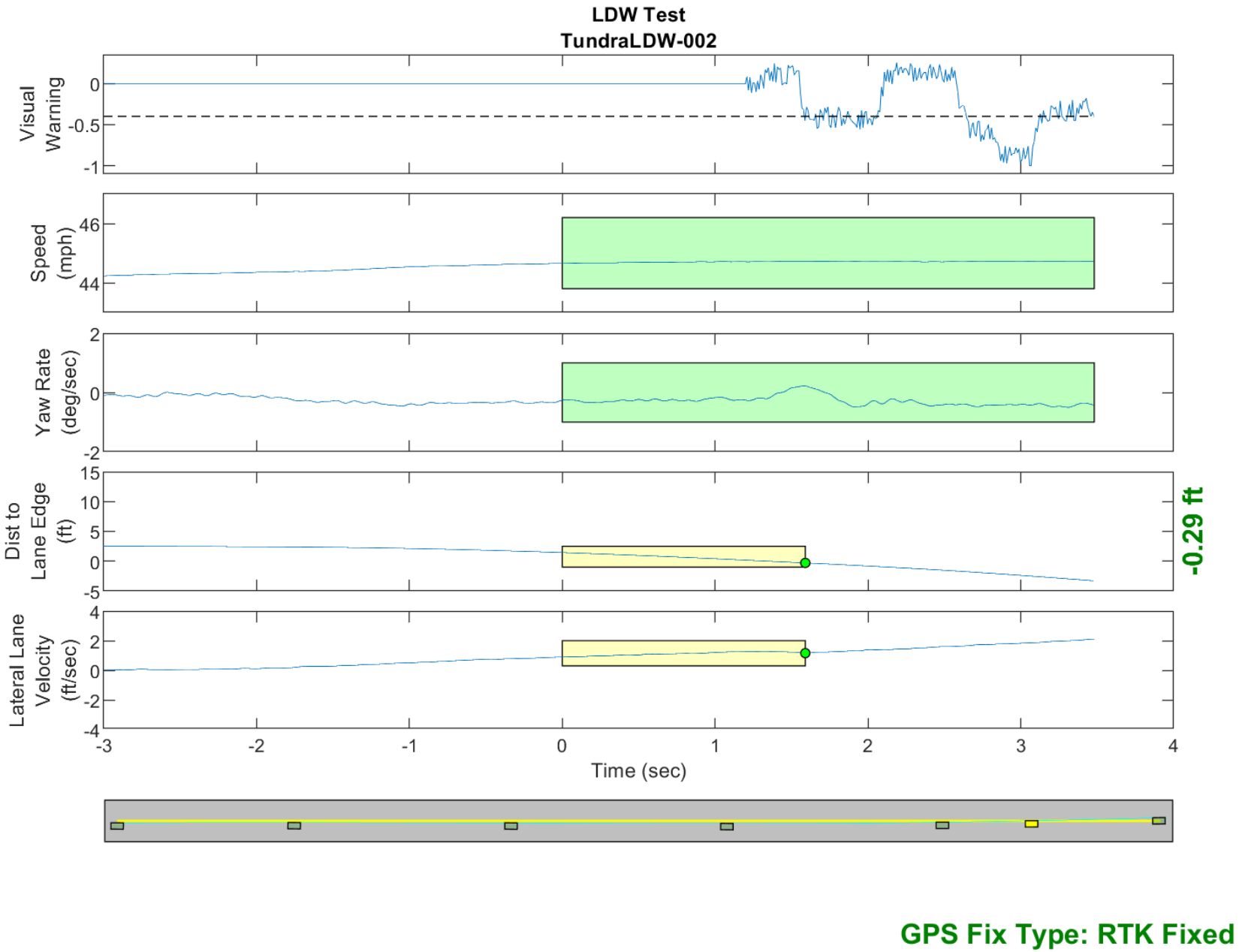


Figure D7. Time History for Run 02, Botts Dots, Left Departure, Visual Warning

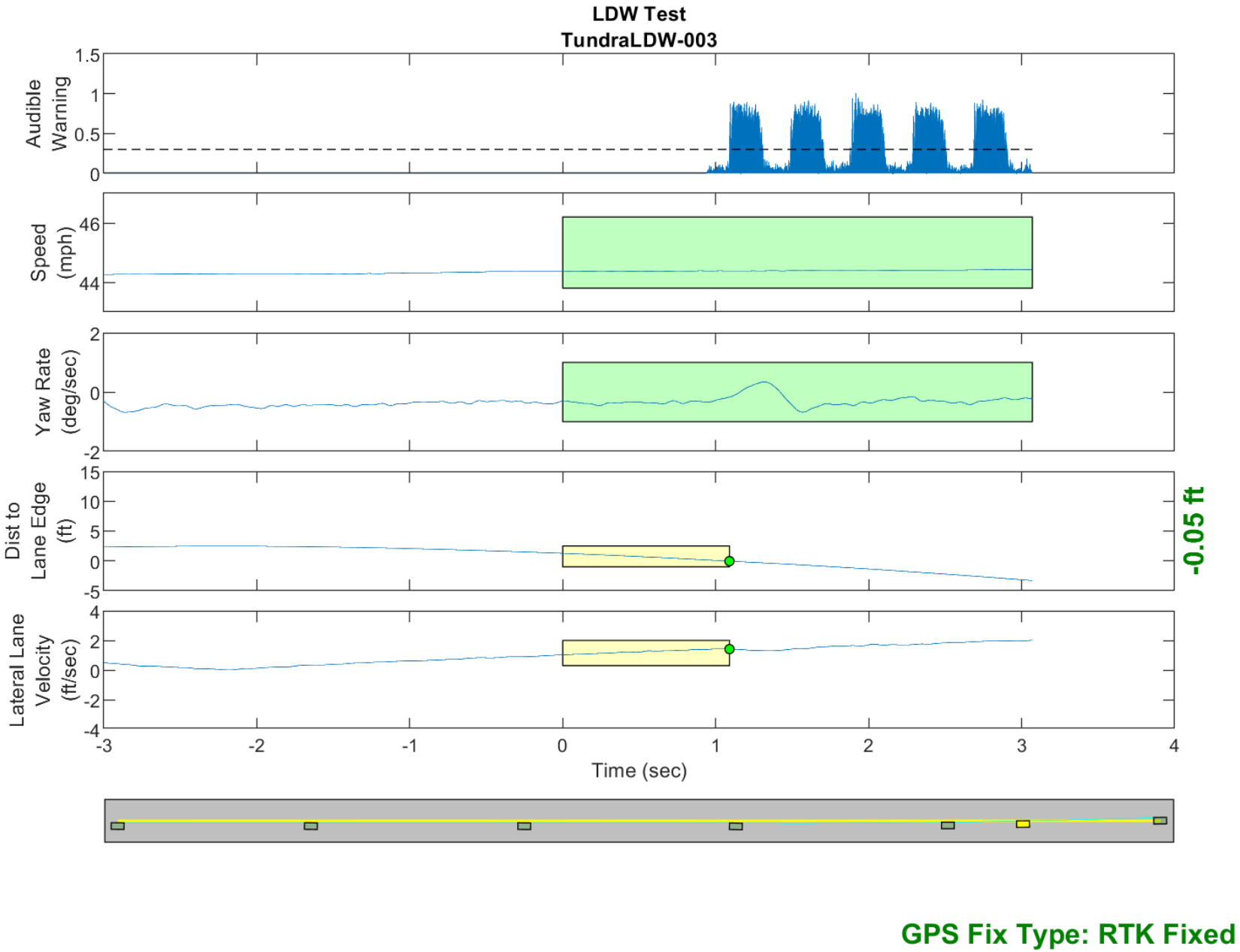


Figure D8. Time History for Run 03, Botts Dots, Left Departure, Auditory Warning

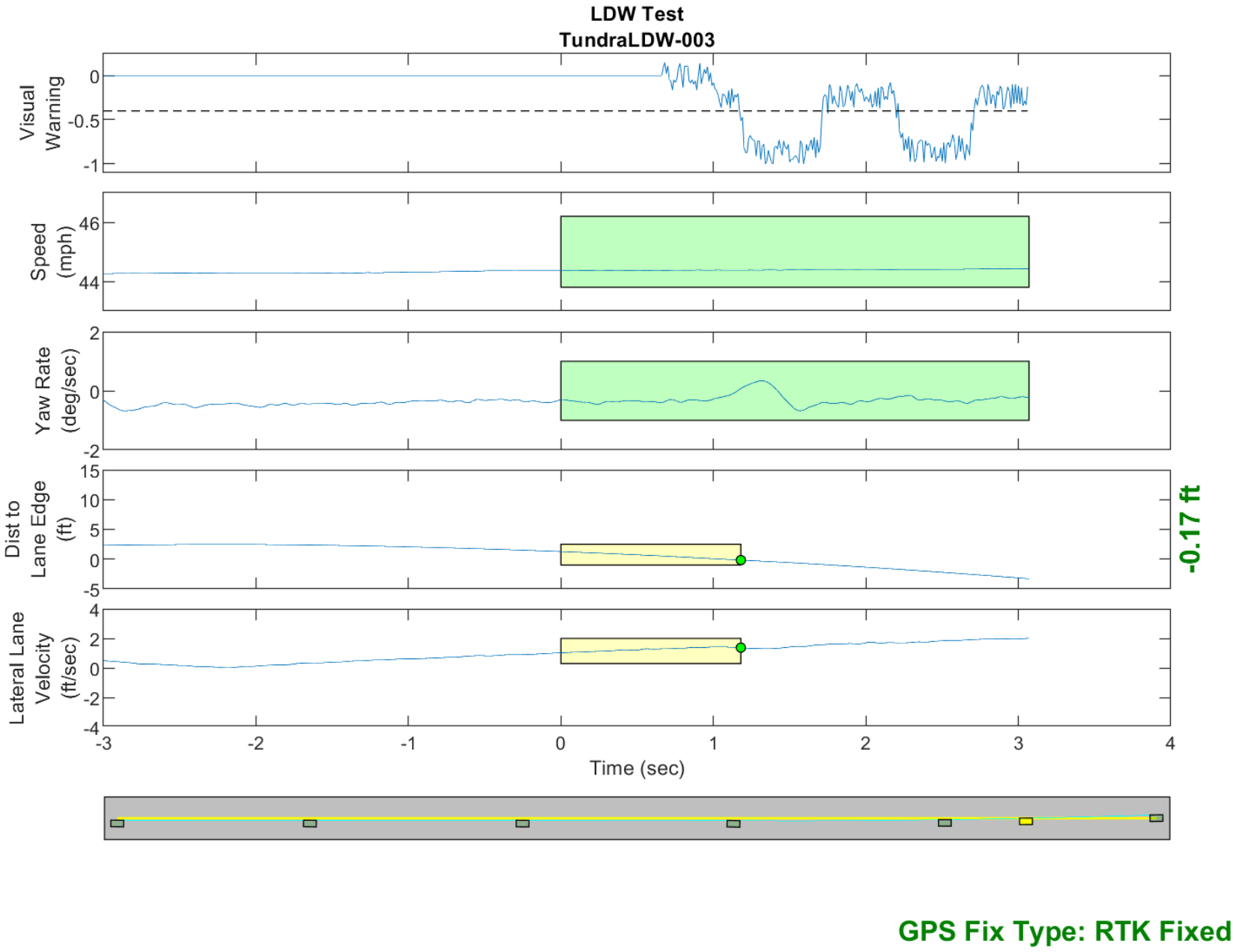


Figure D9. Time History for Run 03, Botts Dots, Left Departure, Visual Warning

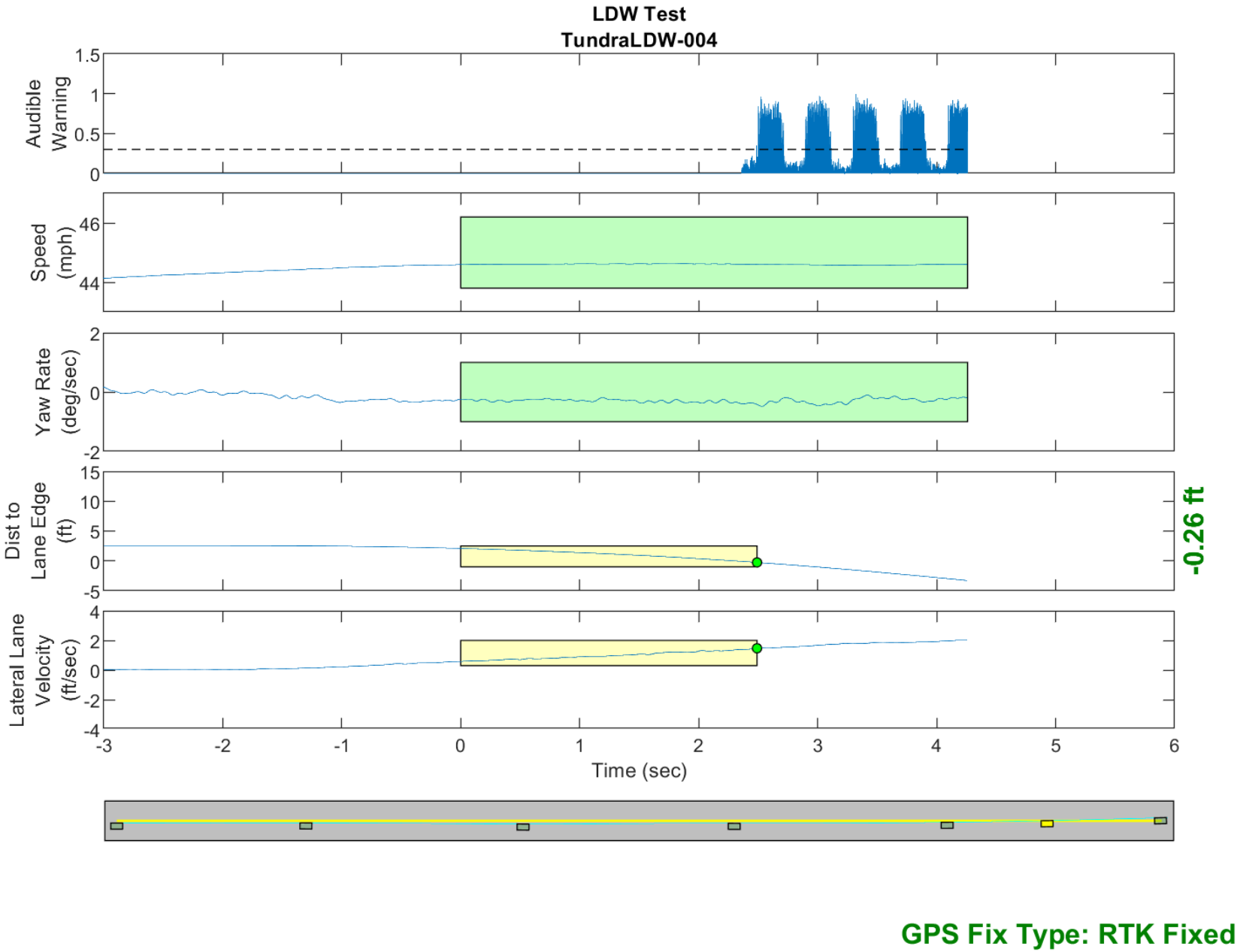


Figure D10. Time History for Run 04, Botts Dots, Left Departure, Auditory Warning

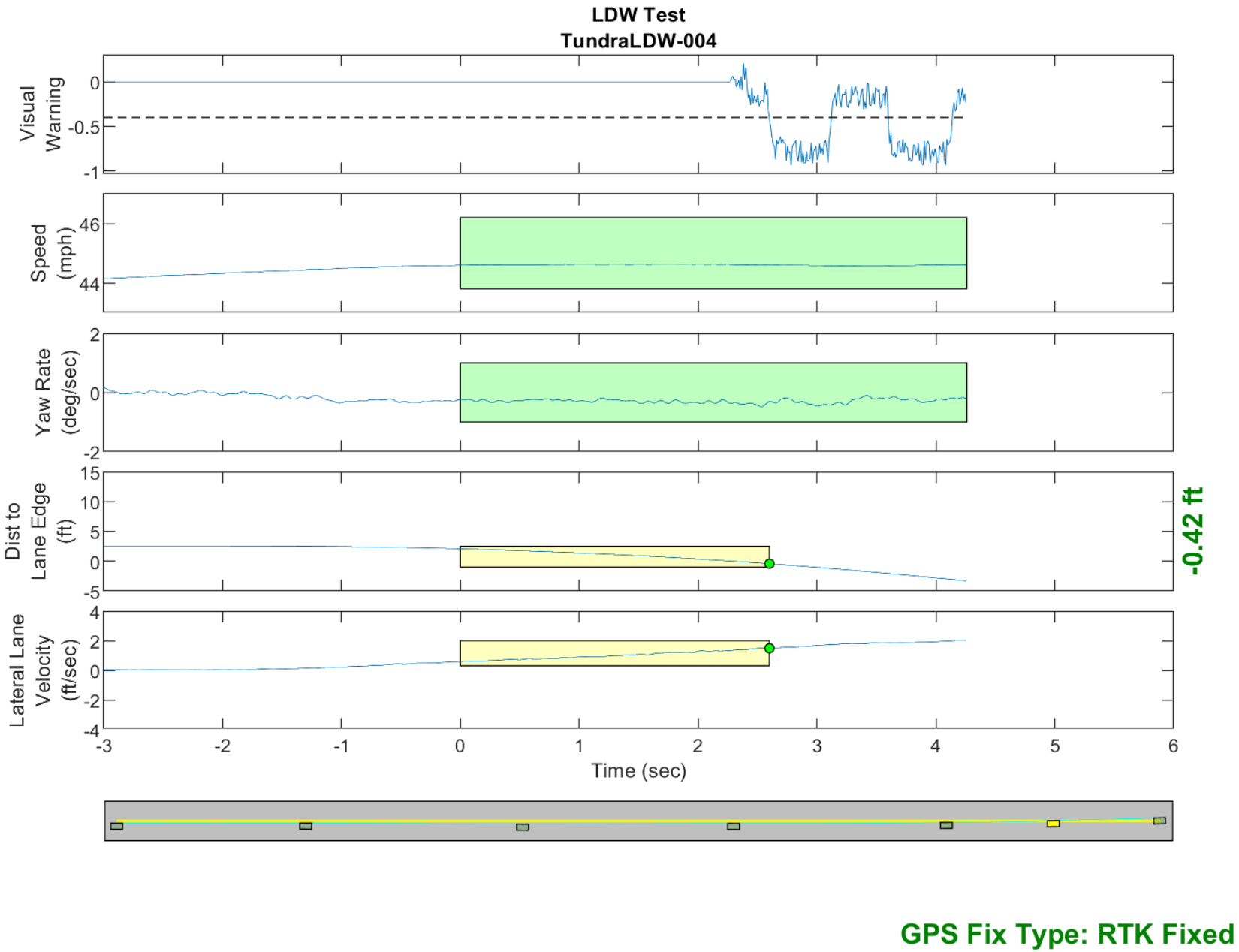


Figure D11. Time History for Run 04, Botts Dots, Left Departure, Visual Warning

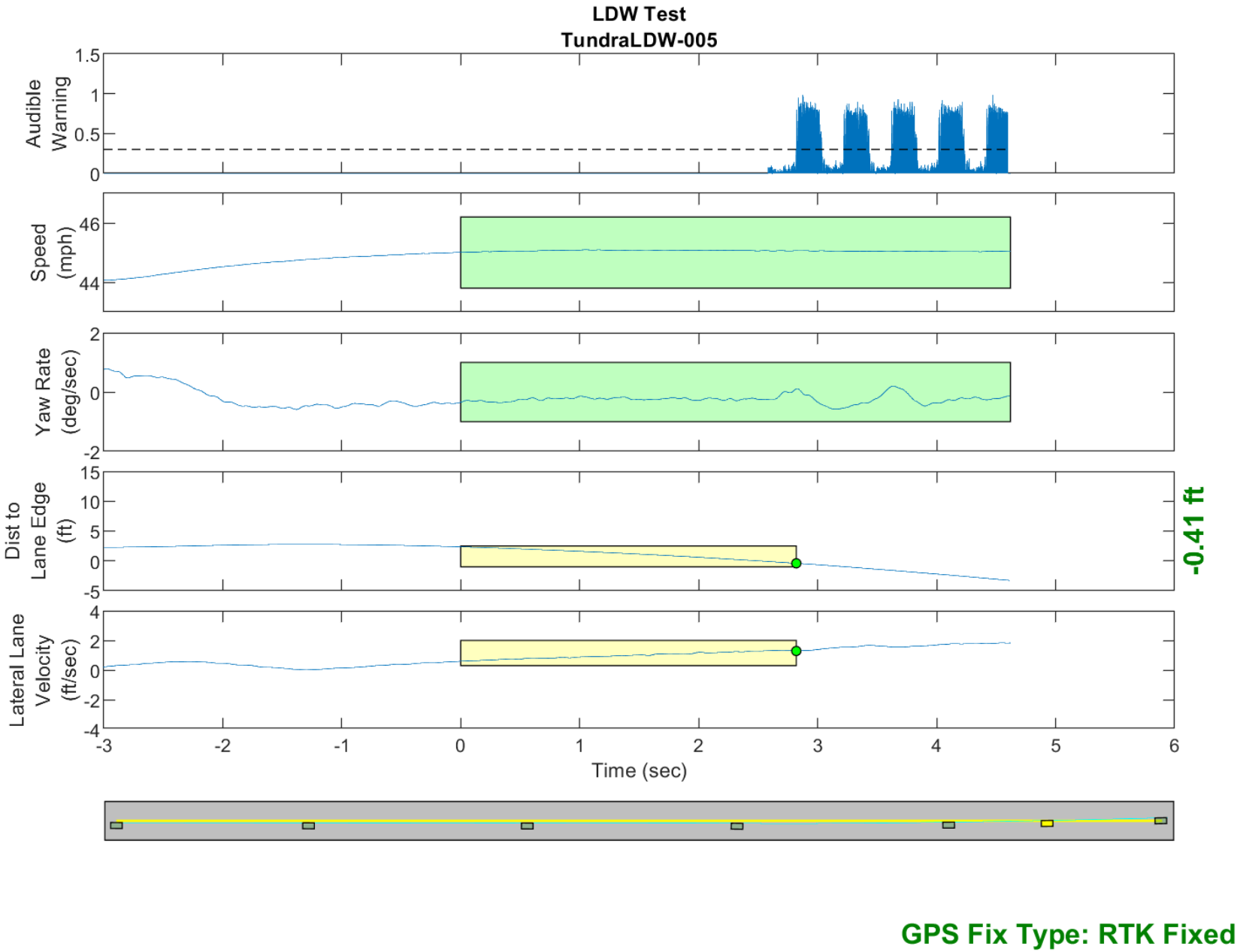


Figure D12. Time History for Run 05, Botts Dots, Left Departure, Auditory Warning

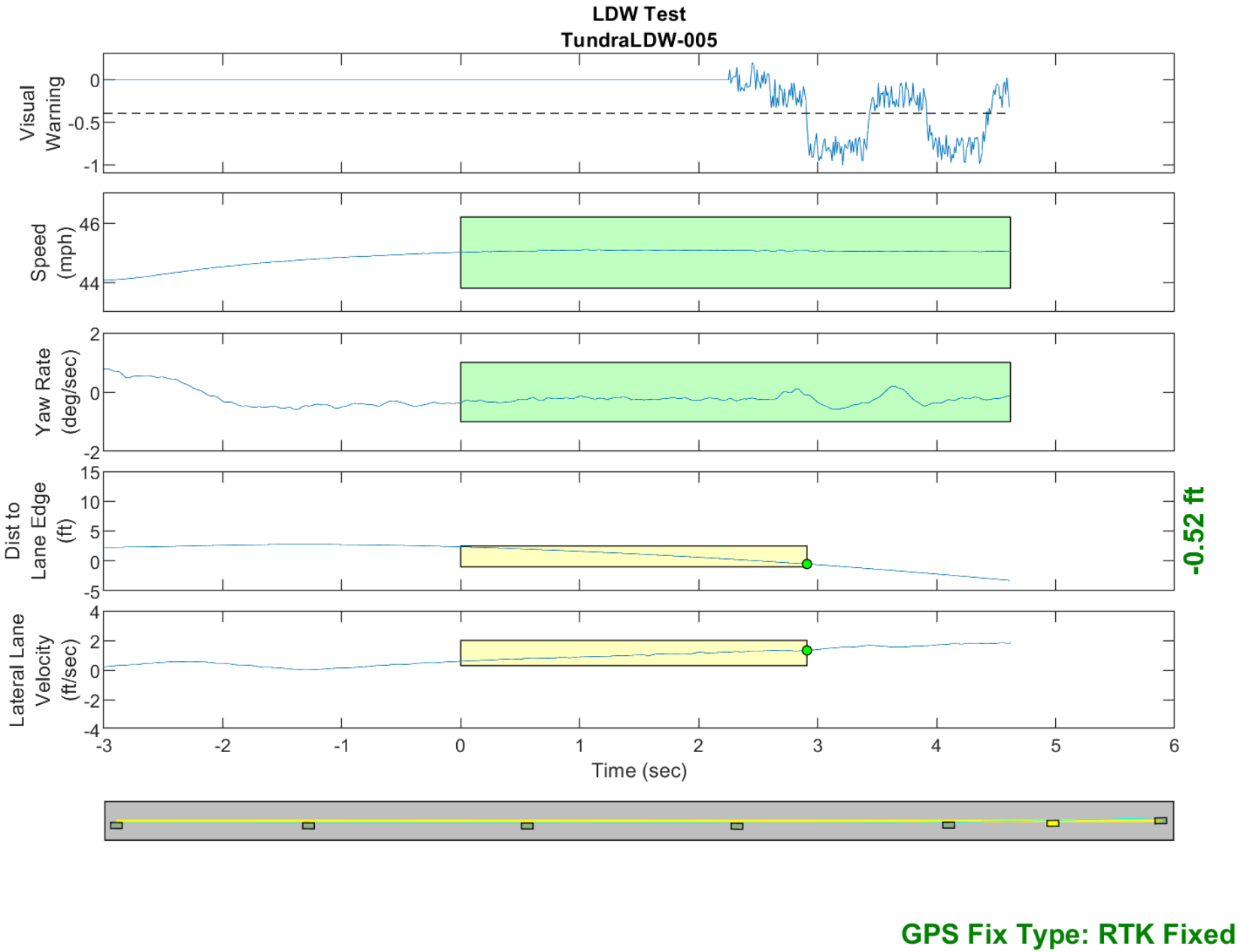


Figure D13. Time History for Run 05, Botts Dots, Left Departure, Visual Warning

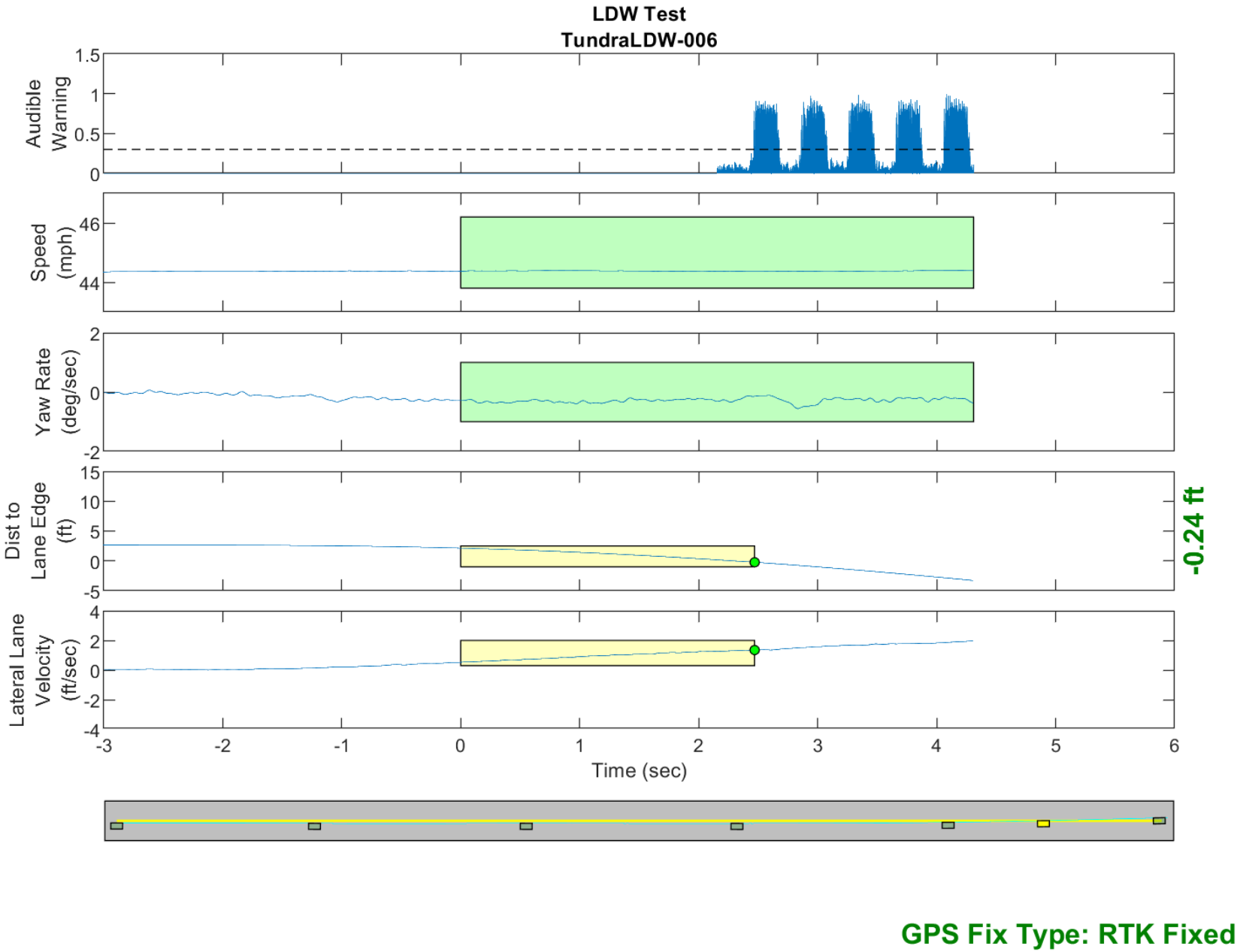


Figure D14. Time History for Run 06, Botts Dots, Left Departure, Auditory Warning

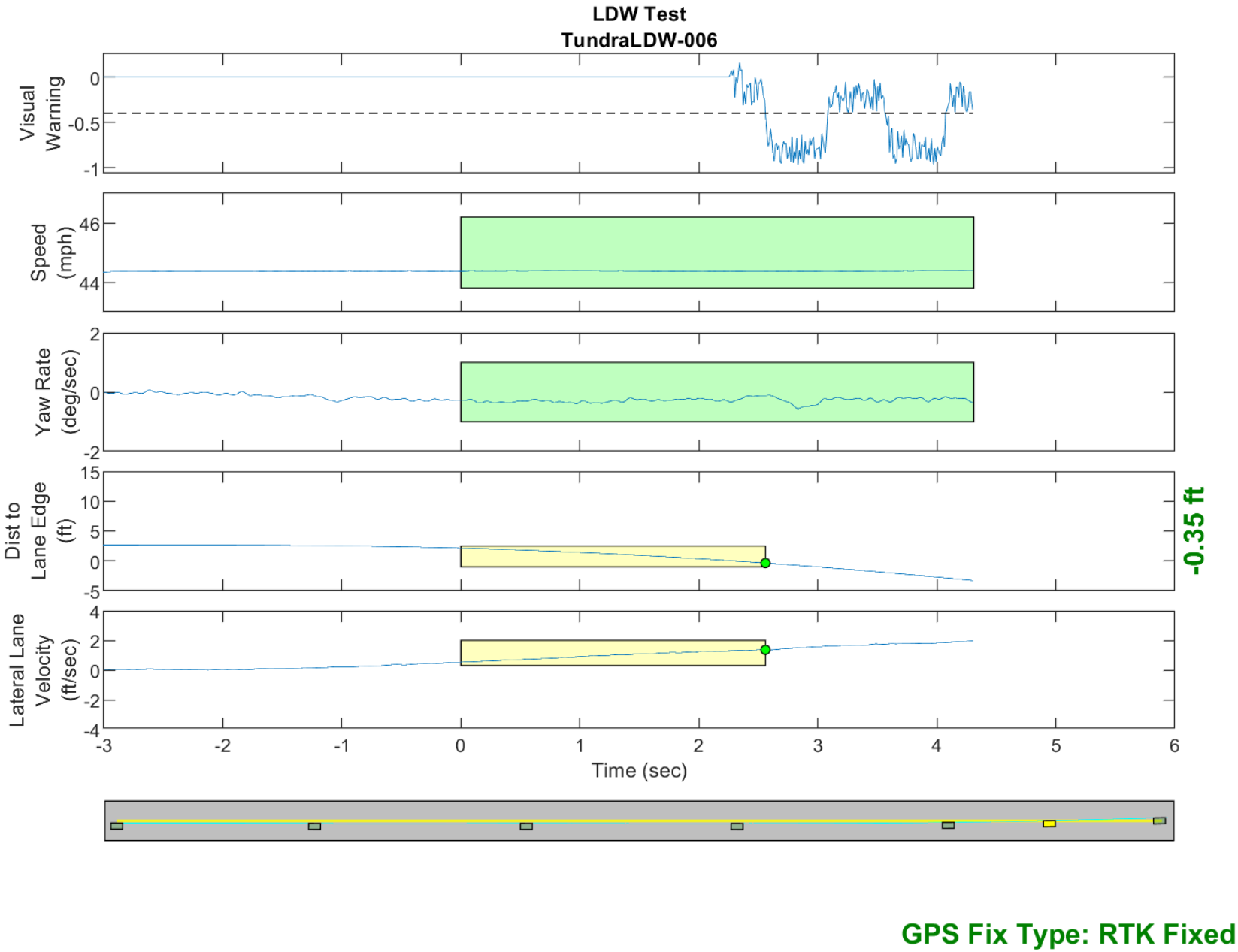


Figure D15. Time History for Run 06, Botts Dots, Left Departure, Visual Warning

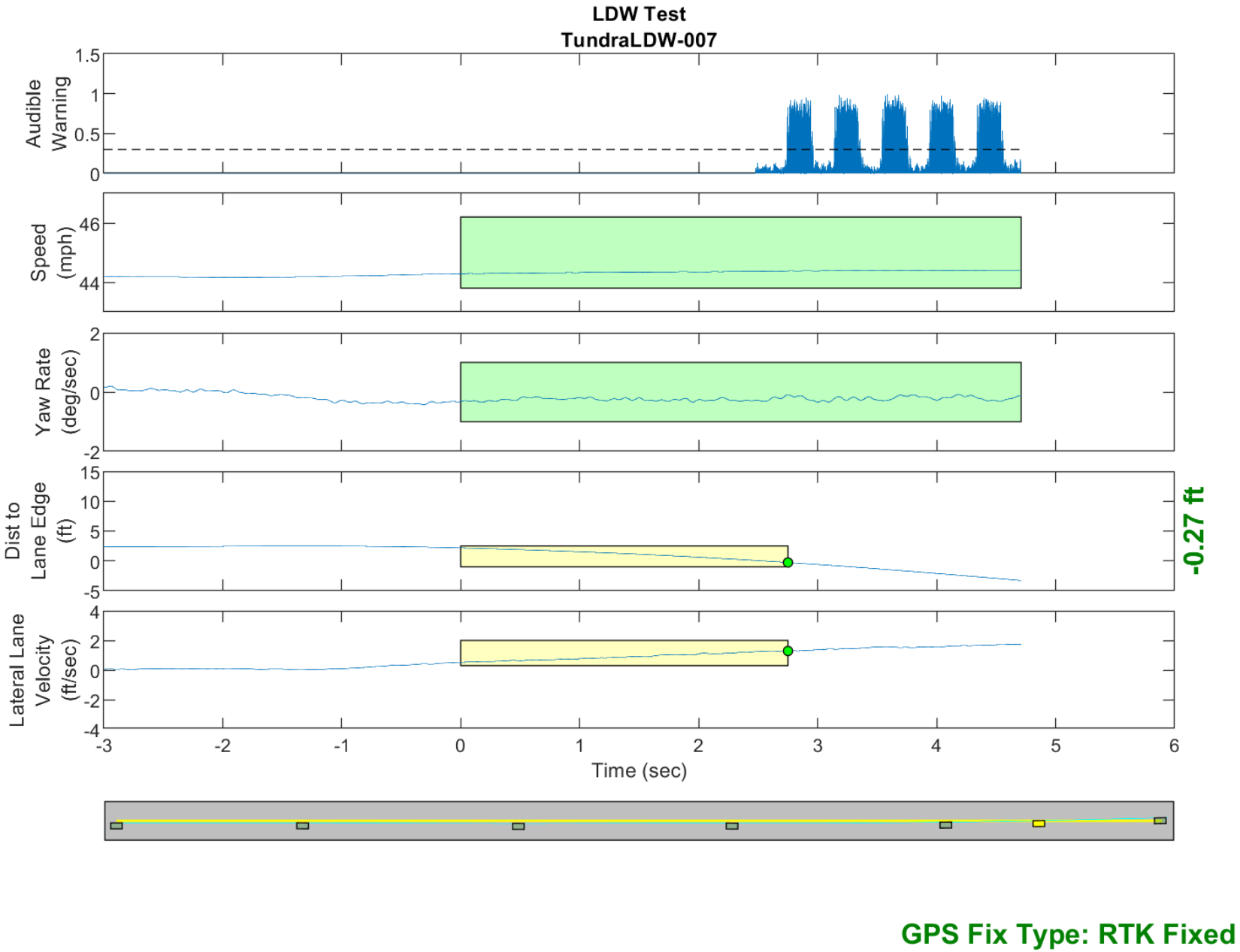


Figure D16. Time History for Run 07, Botts Dots, Left Departure, Auditory Warning

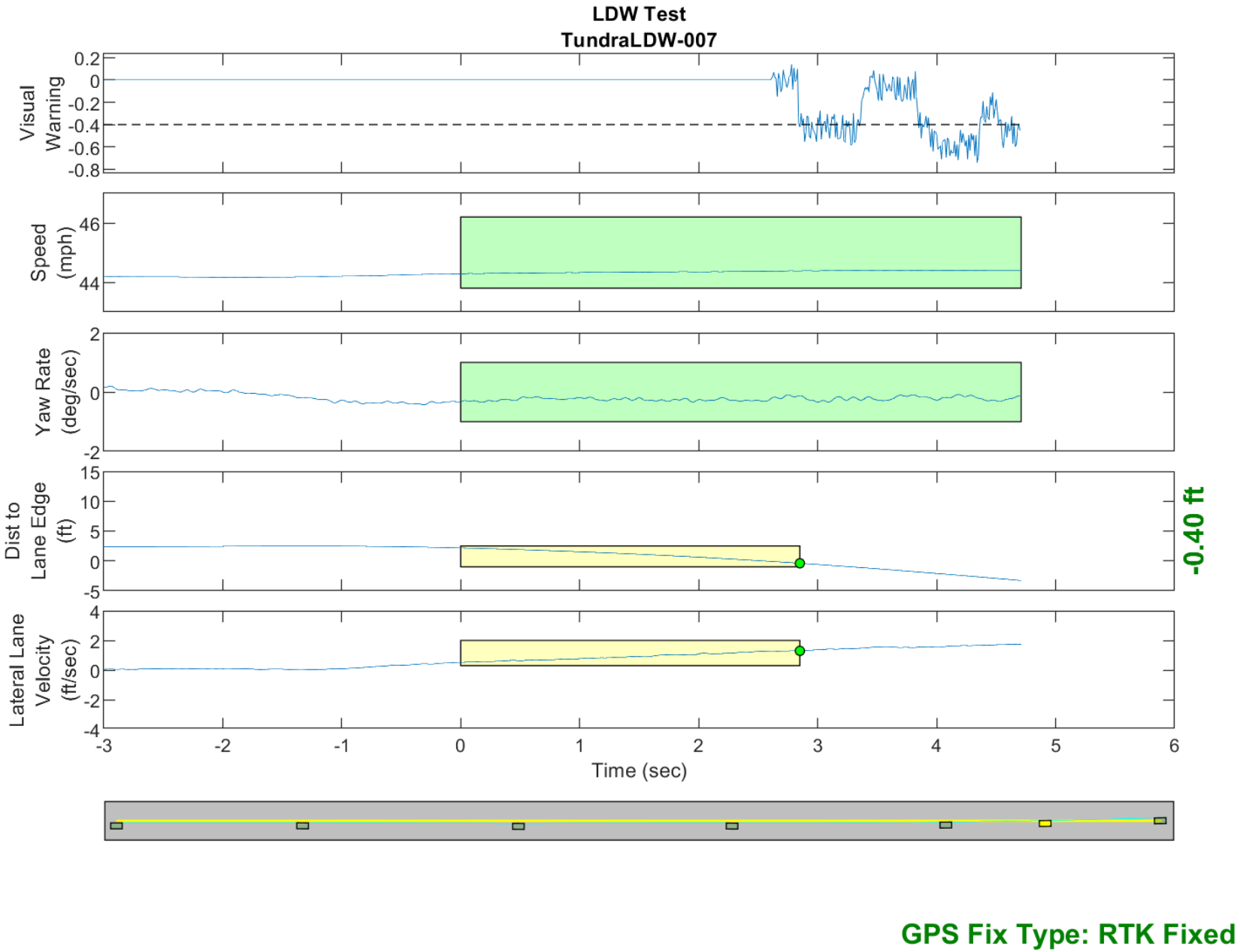


Figure D17. Time History for Run 07, Botts Dots, Left Departure, Visual Warning

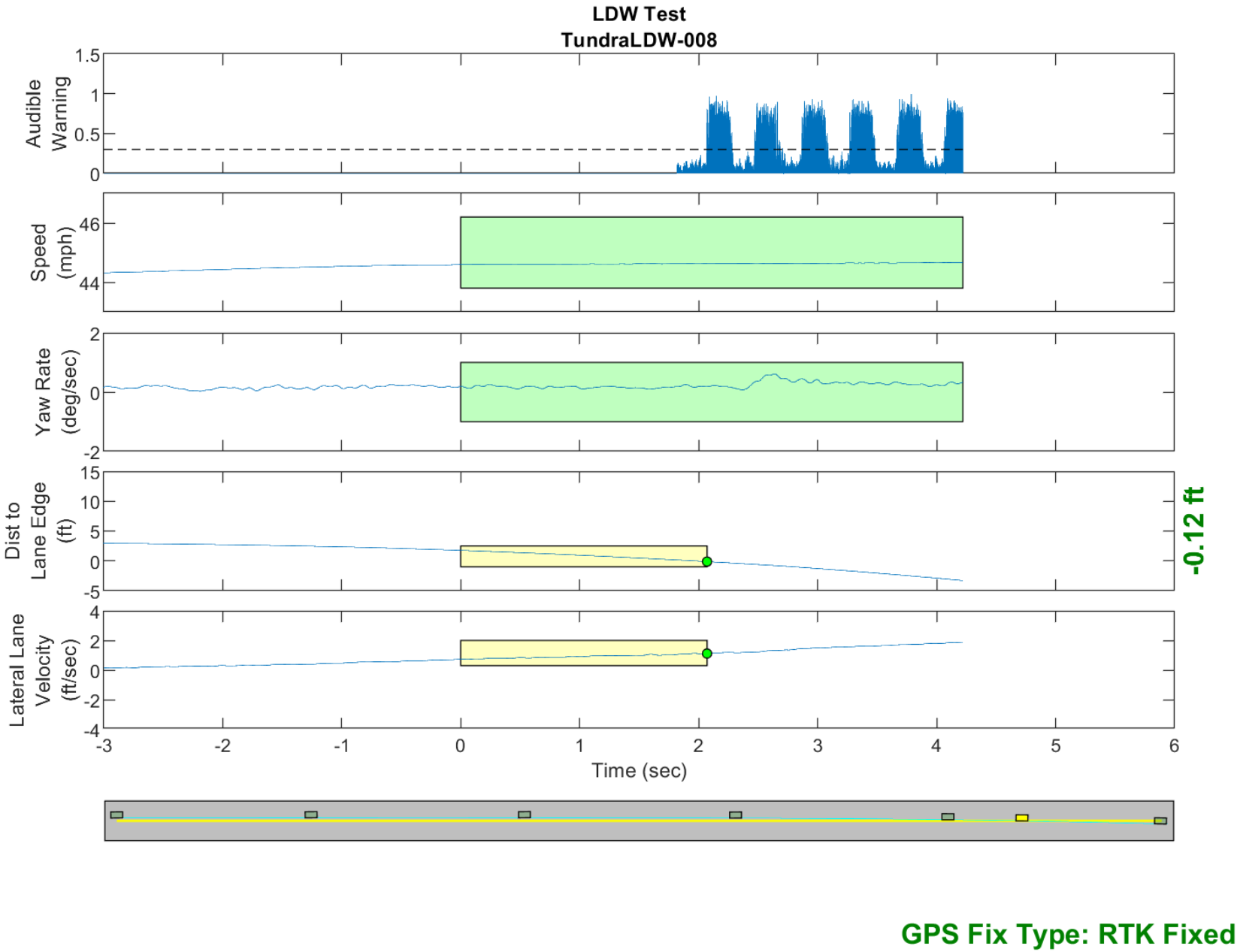


Figure D18. Time History for Run 08, Botts Dots, Right Departure, Auditory Warning

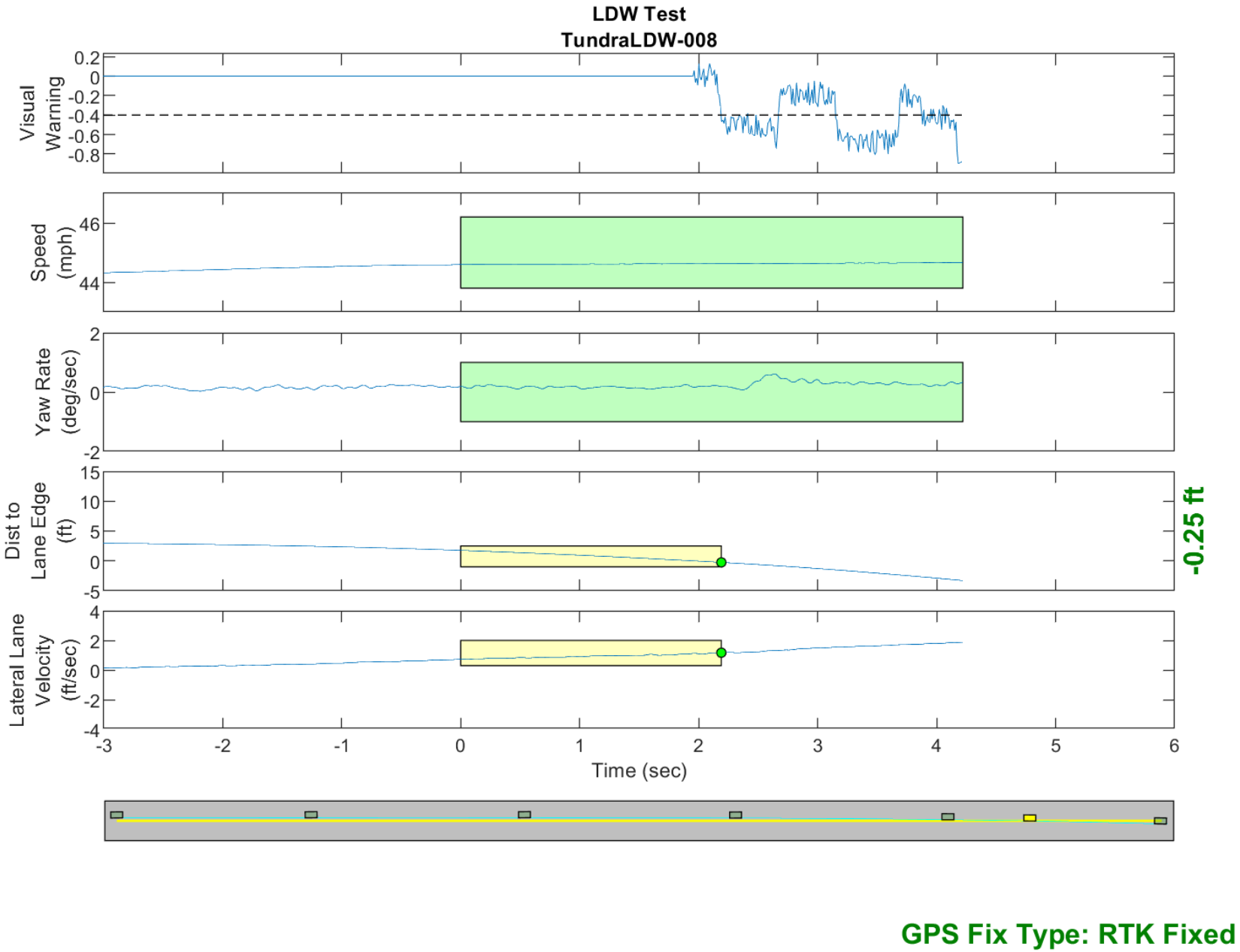


Figure D19. Time History for Run 08, Botts Dots, Right Departure, Visual Warning

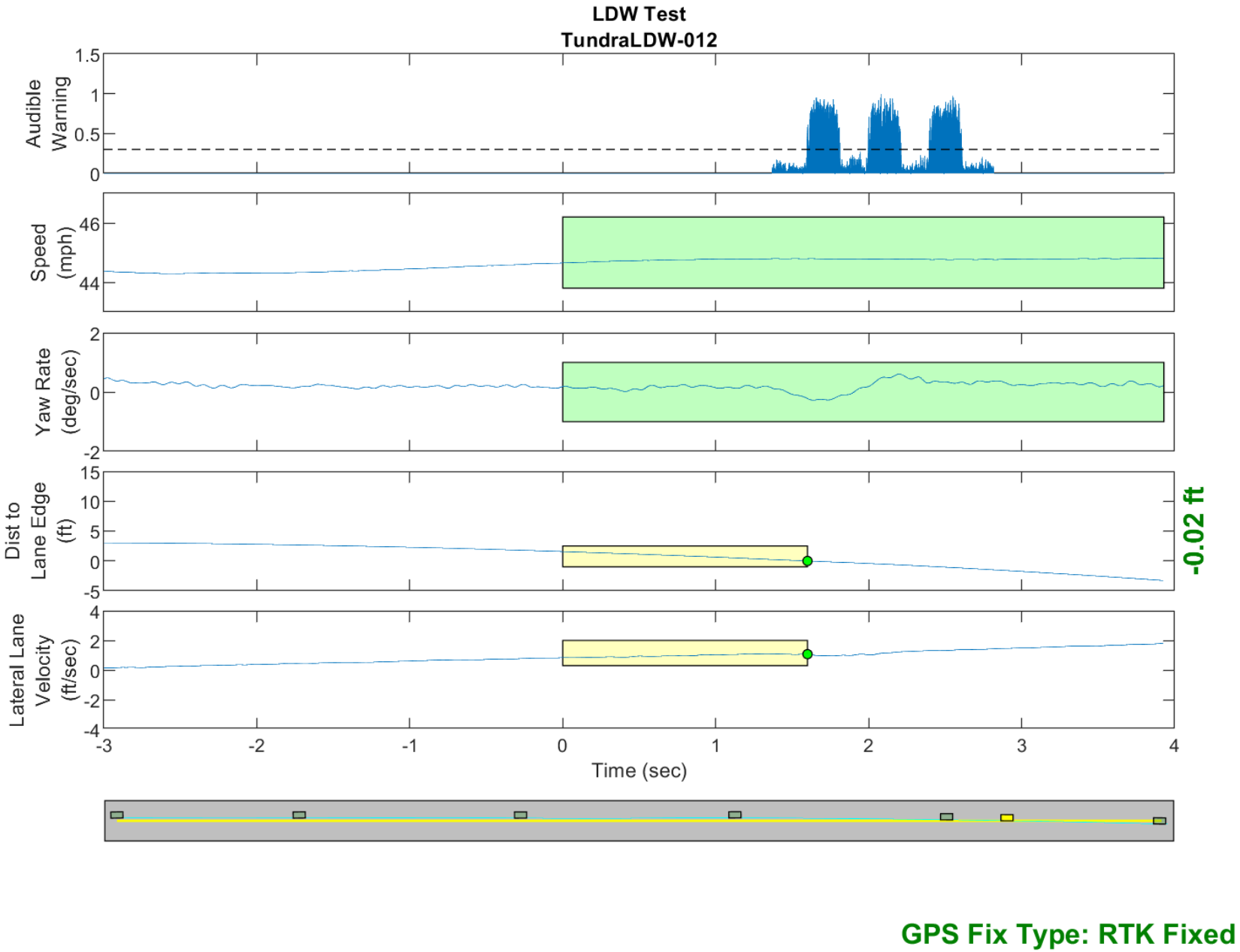


Figure D20. Time History for Run 12, Botts Dots, Right Departure, Auditory Warning

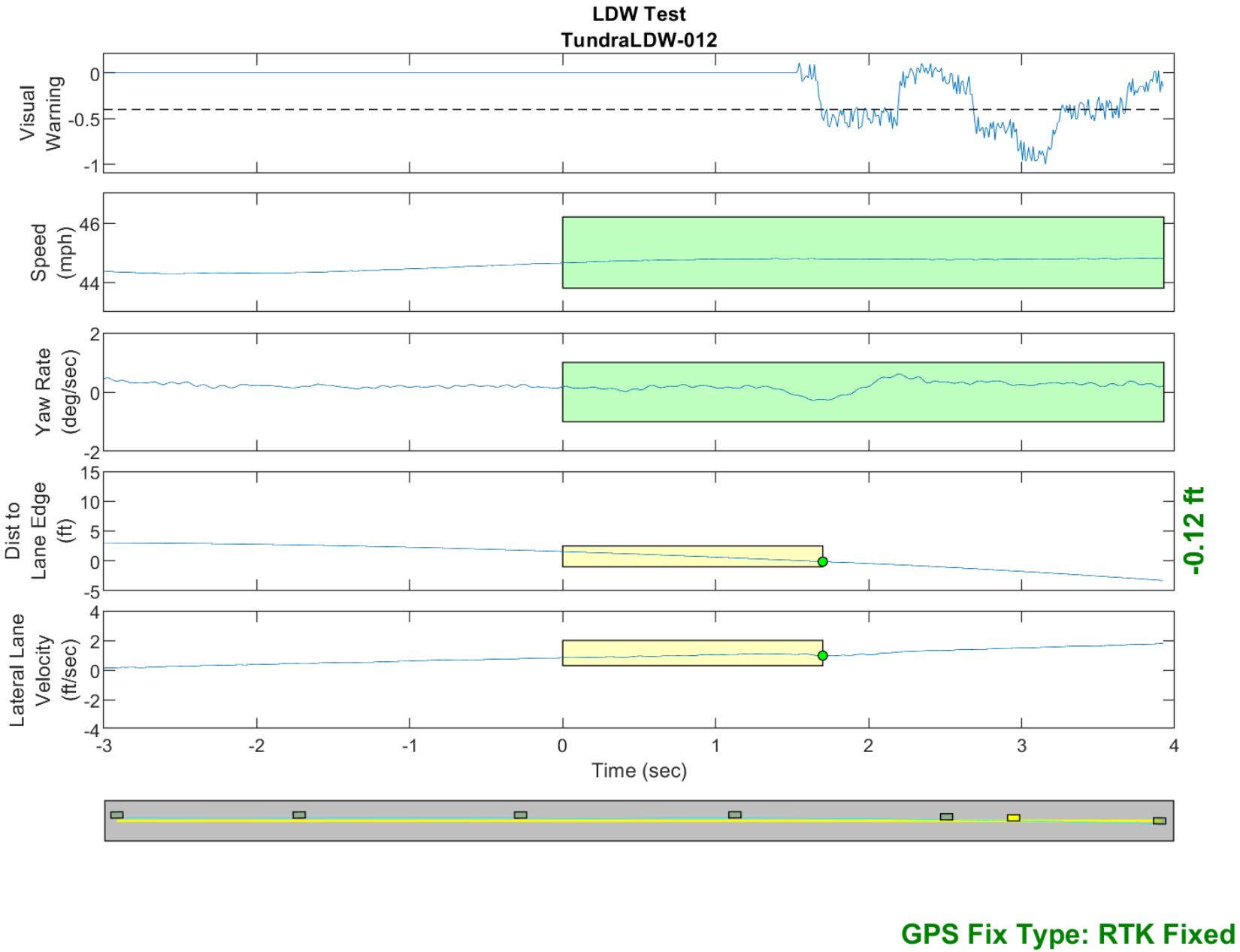


Figure D21. Time History for Run 12, Botts Dots, Right Departure, Visual Warning

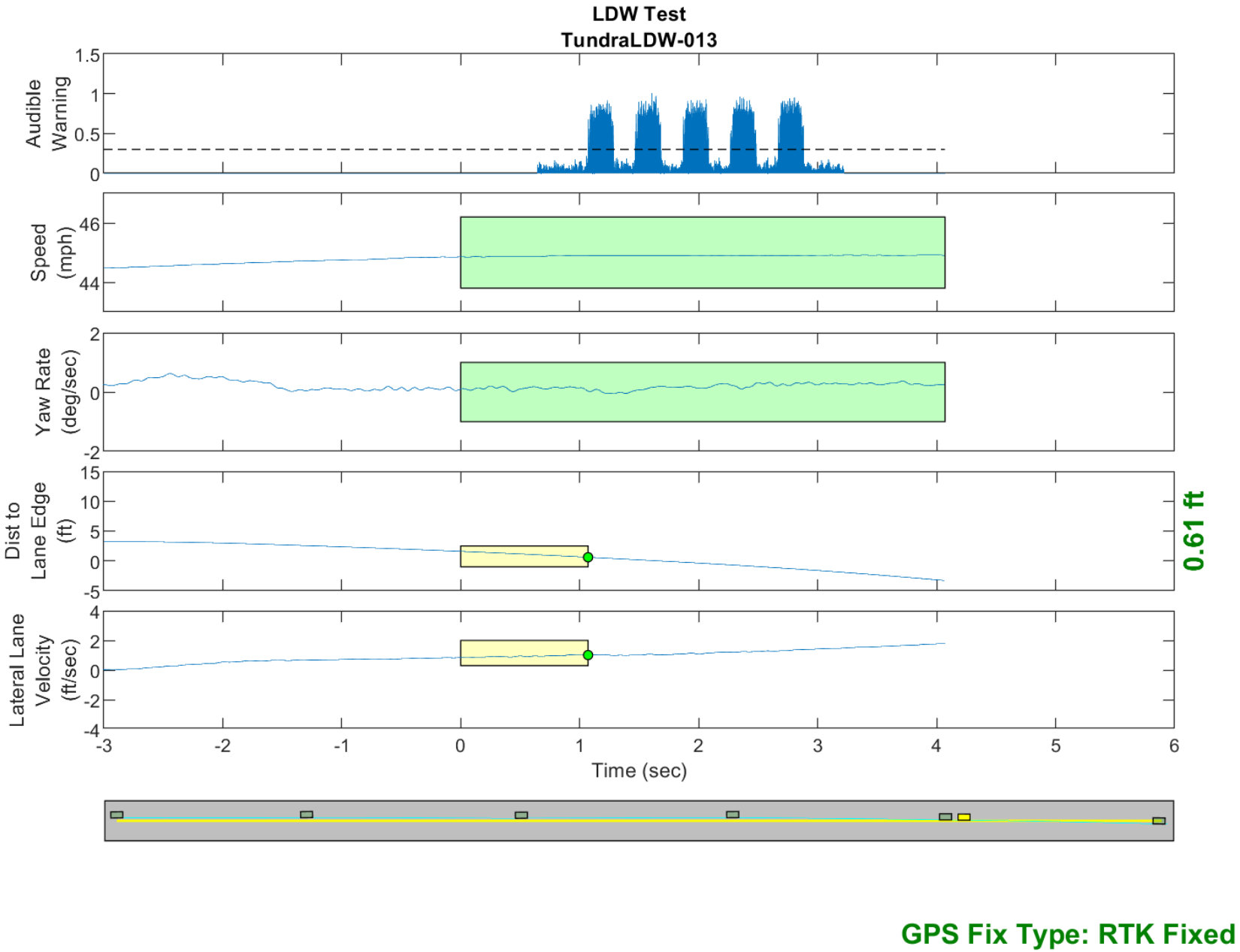


Figure D22. Time History for Run 13, Botts Dots, Right Departure, Auditory Warning

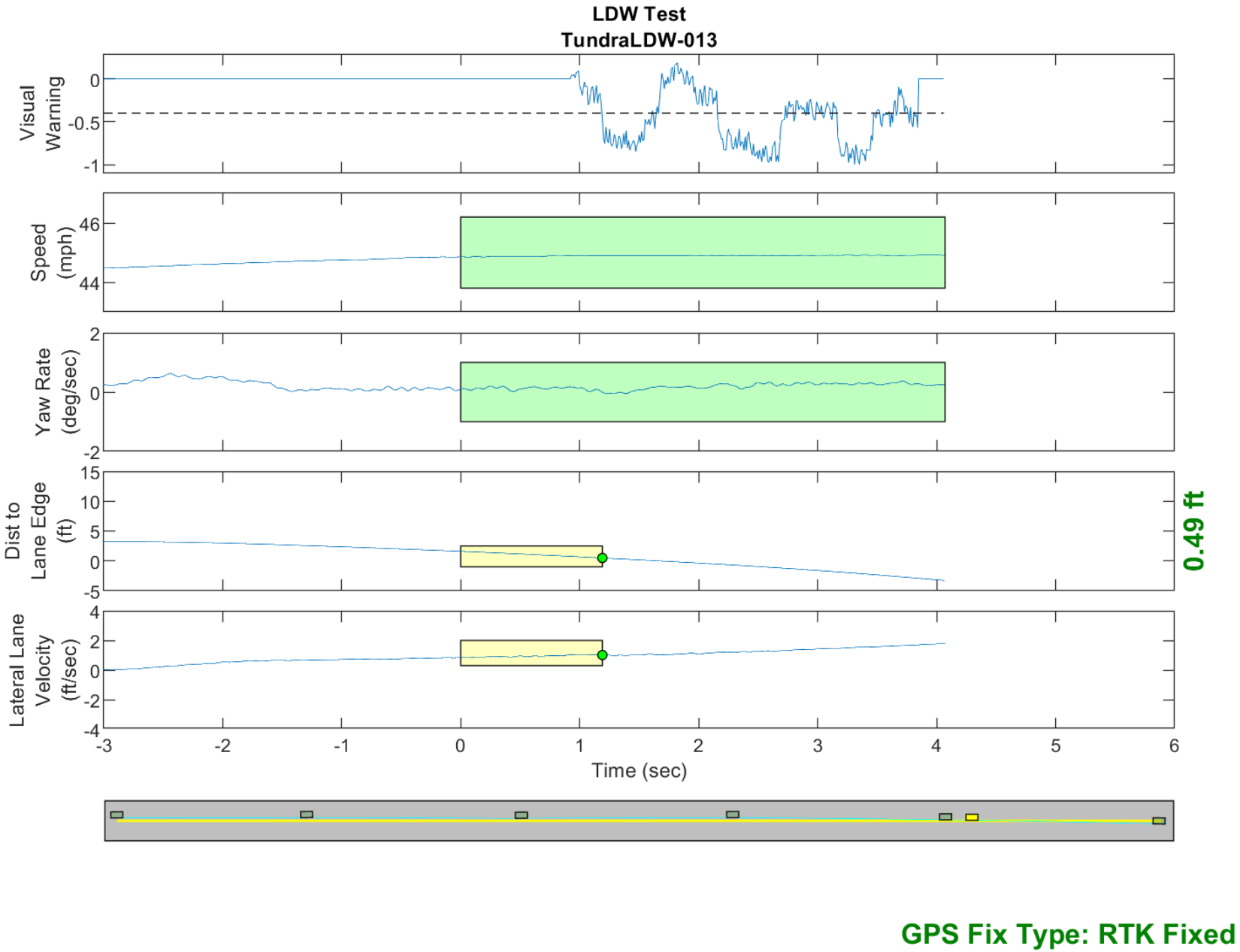


Figure D23. Time History for Run 13, Botts Dots, Right Departure, Visual Warning

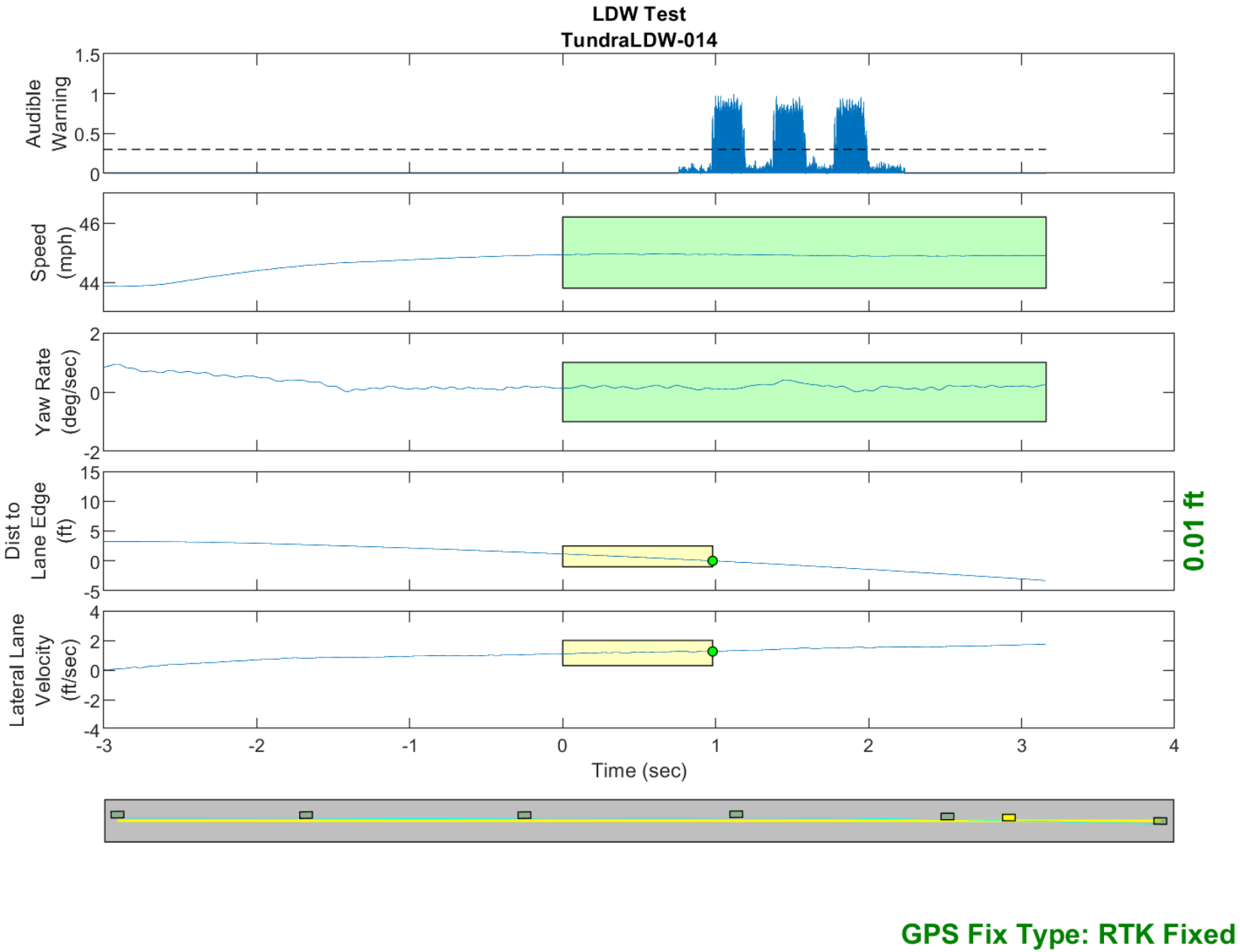


Figure D24. Time History for Run 14, Botts Dots, Right Departure, Auditory Warning

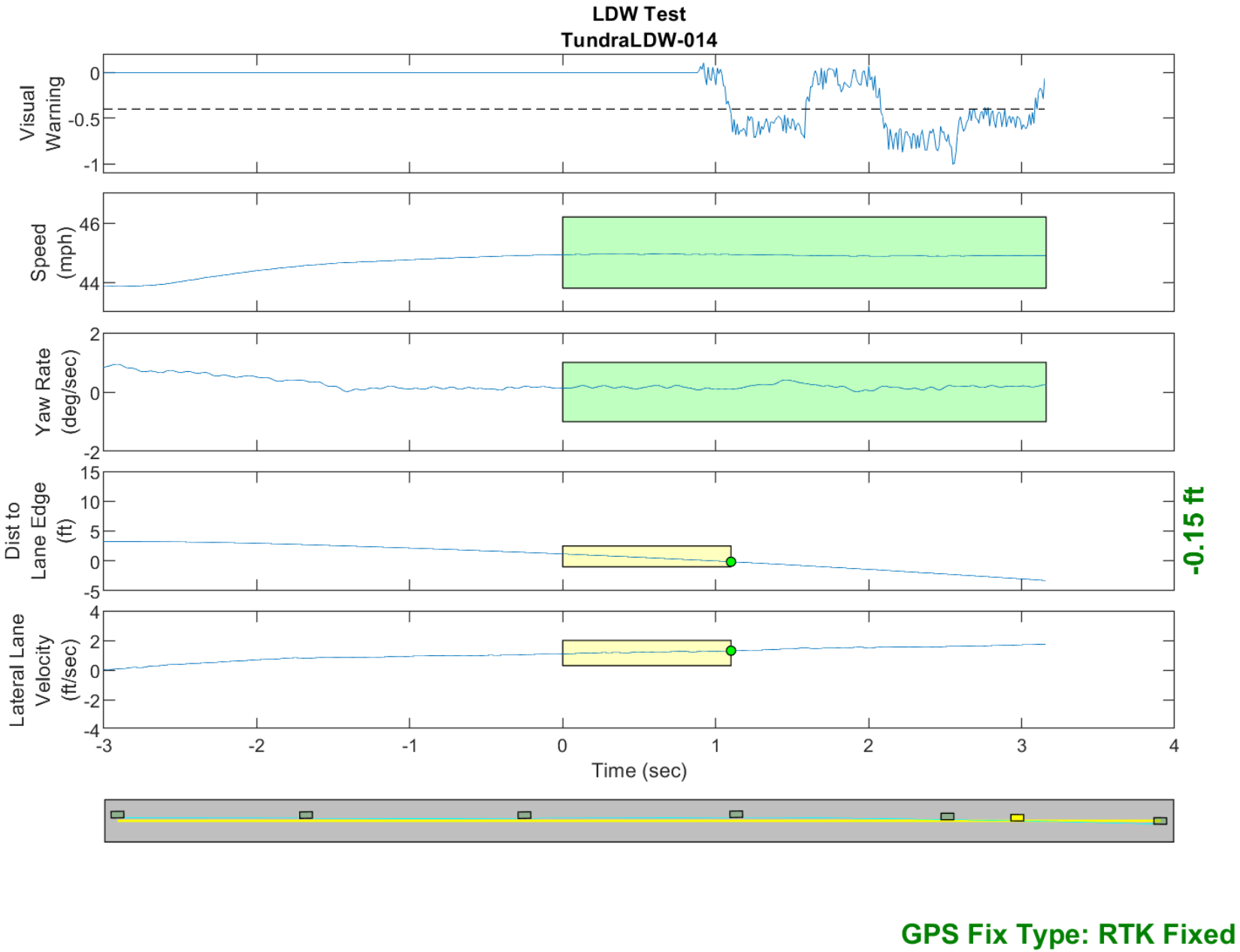


Figure D25. Time History for Run 14, Botts Dots, Right Departure, Visual Warning

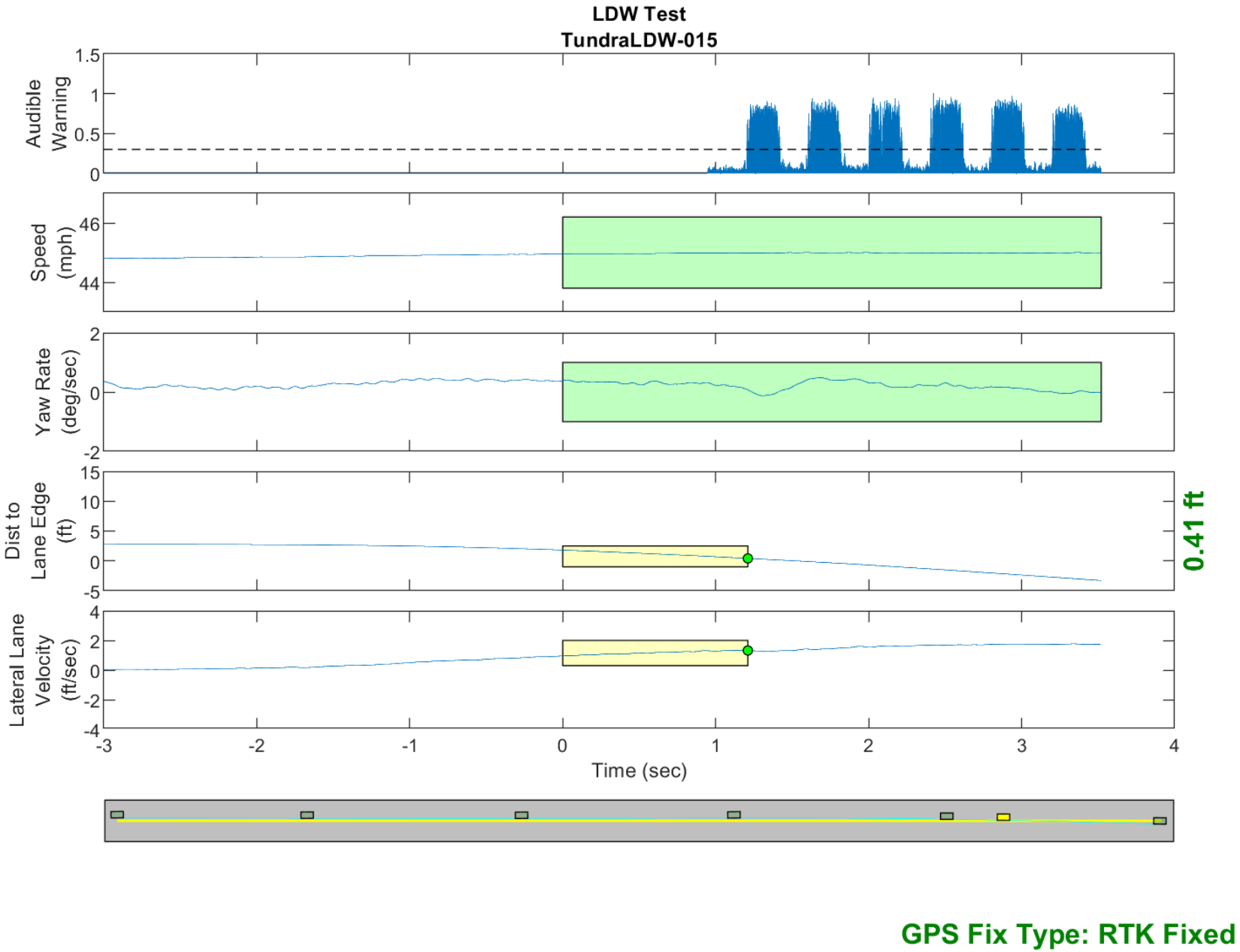


Figure D26. Time History for Run 15, Botts Dots, Right Departure, Auditory Warning

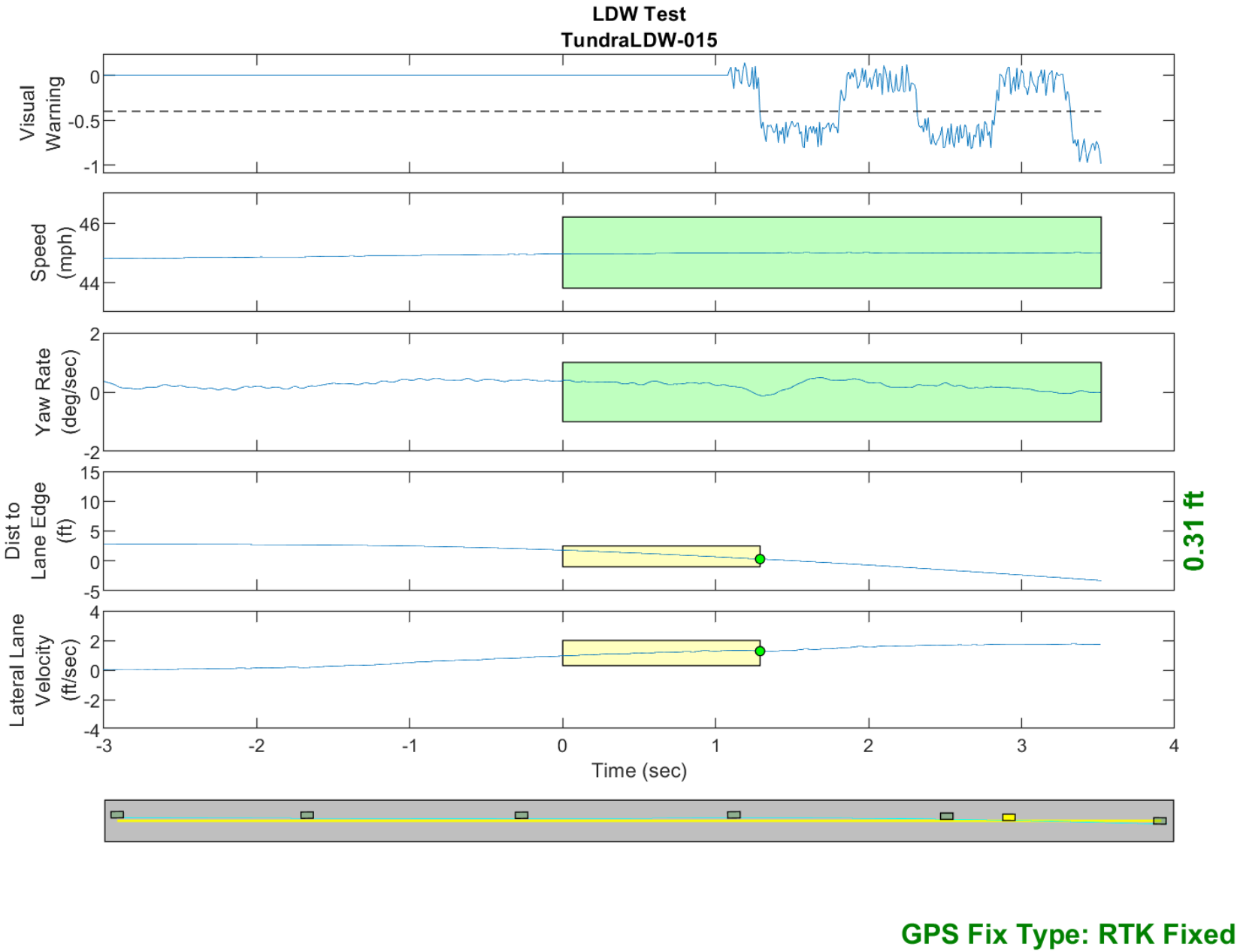


Figure D27. Time History for Run 15, Botts Dots, Right Departure, Visual Warning

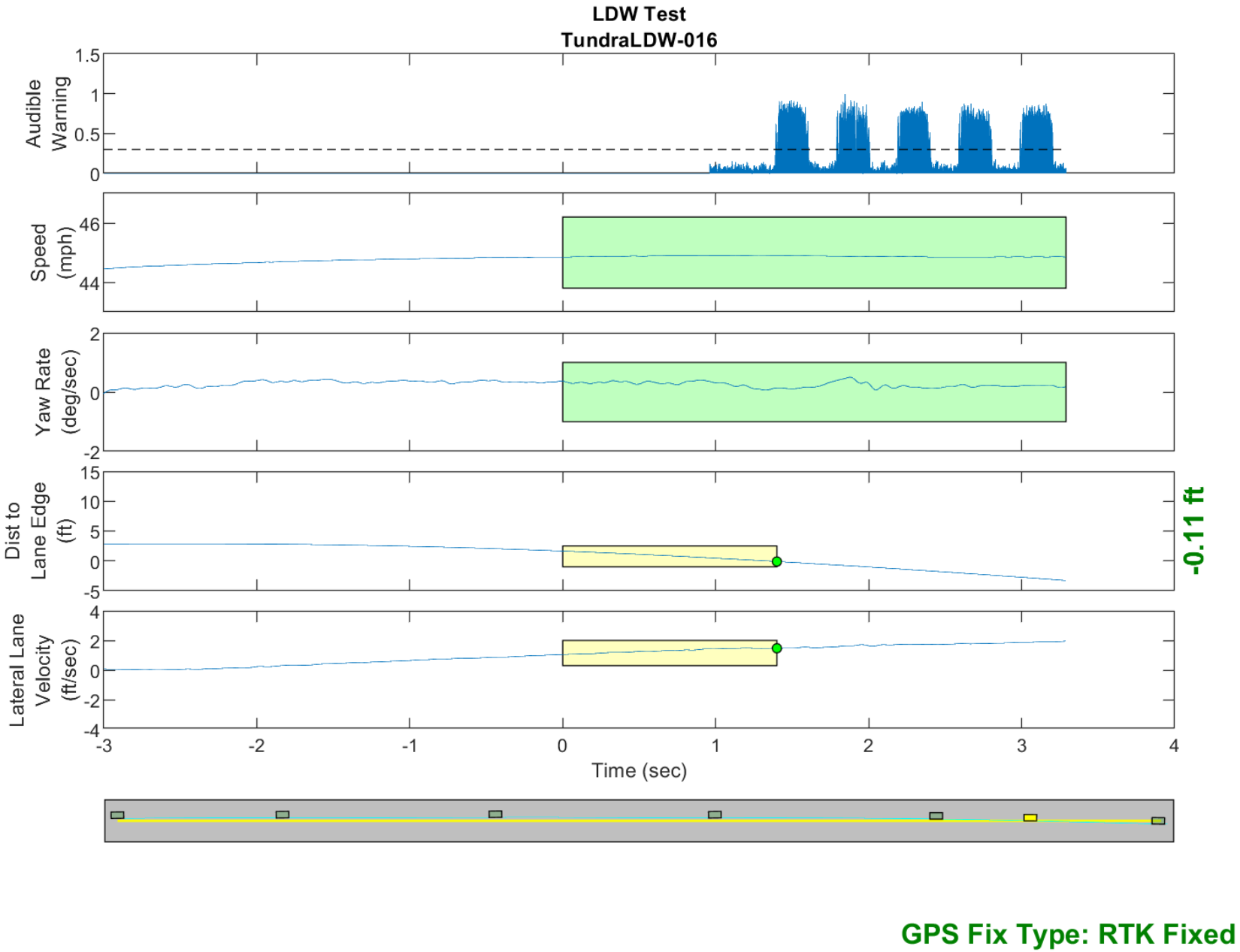


Figure D28. Time History for Run 16, Botts Dots, Right Departure, Auditory Warning

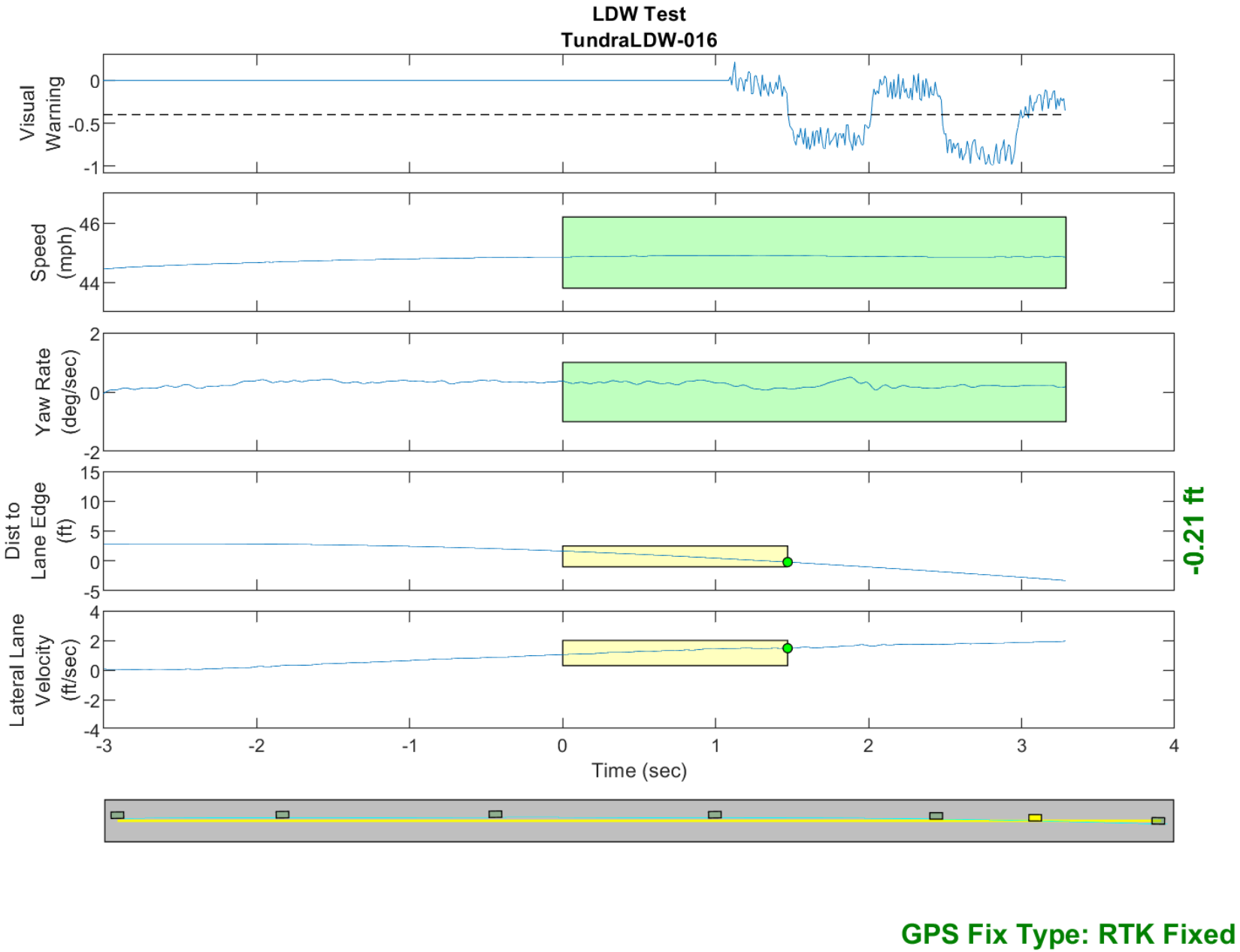


Figure D29. Time History for Run 16, Botts Dots, Right Departure, Visual Warning

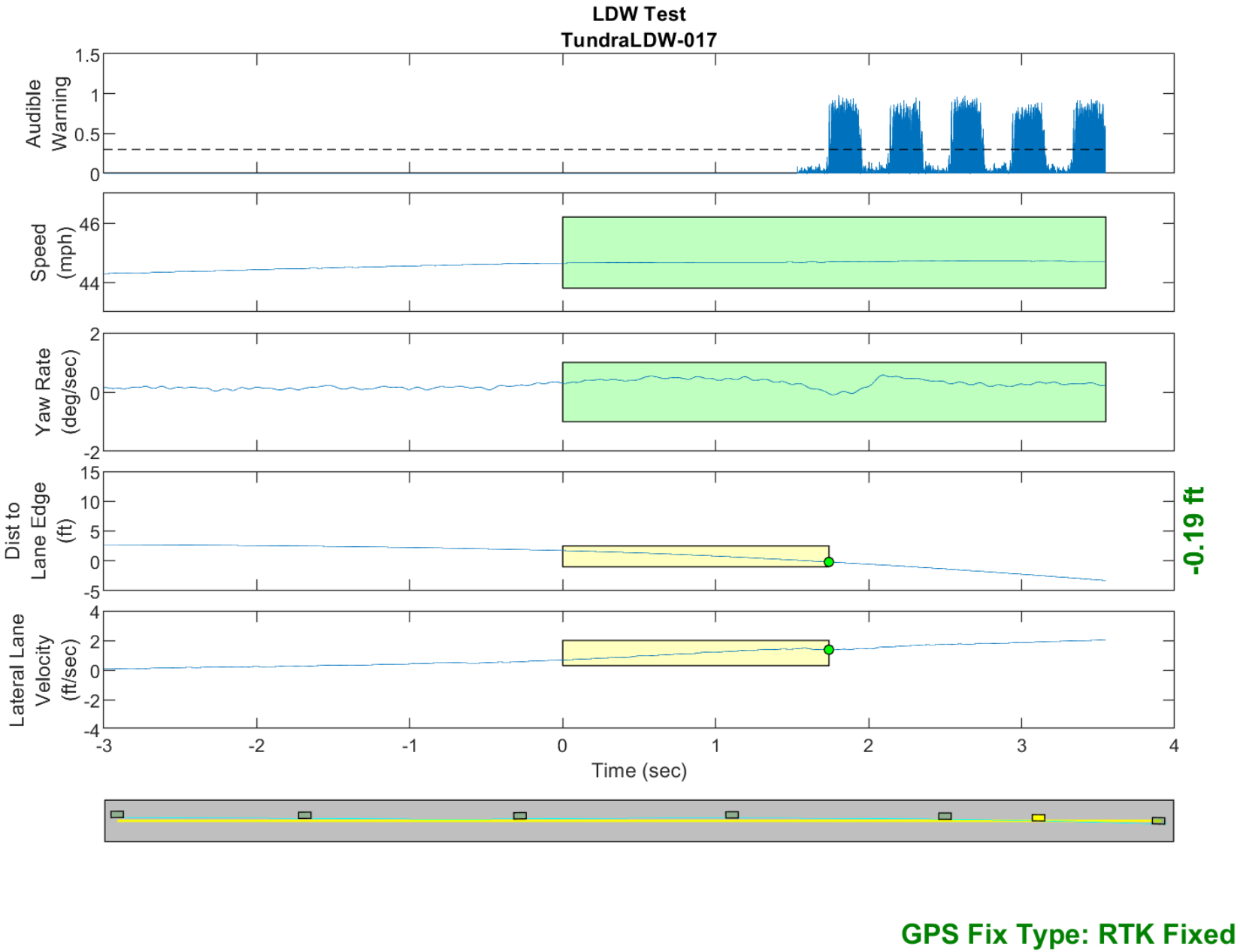


Figure D30. Time History for Run 17, Botts Dots, Right Departure, Auditory Warning

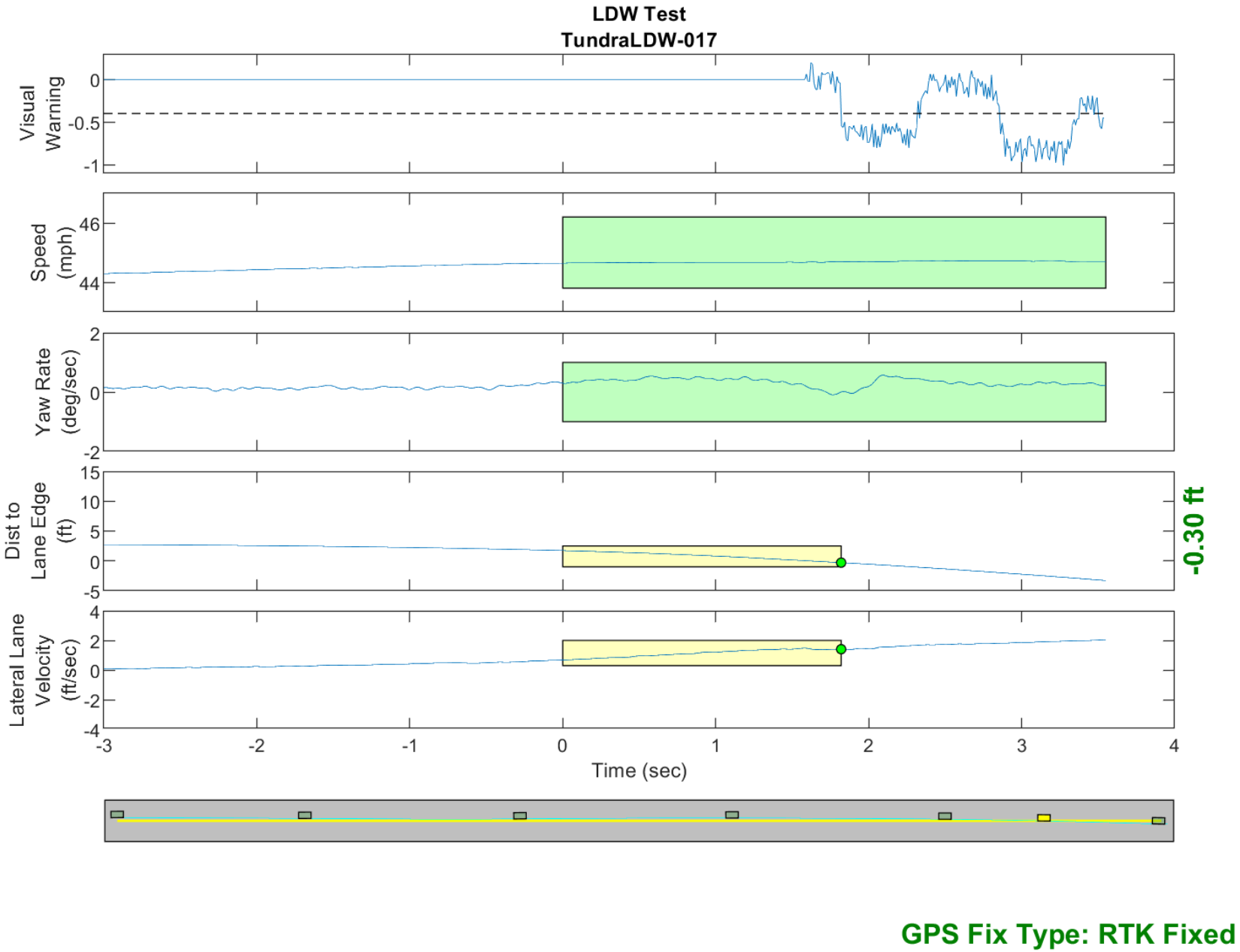


Figure D31. Time History for Run 17, Botts Dots, Right Departure, Visual Warning

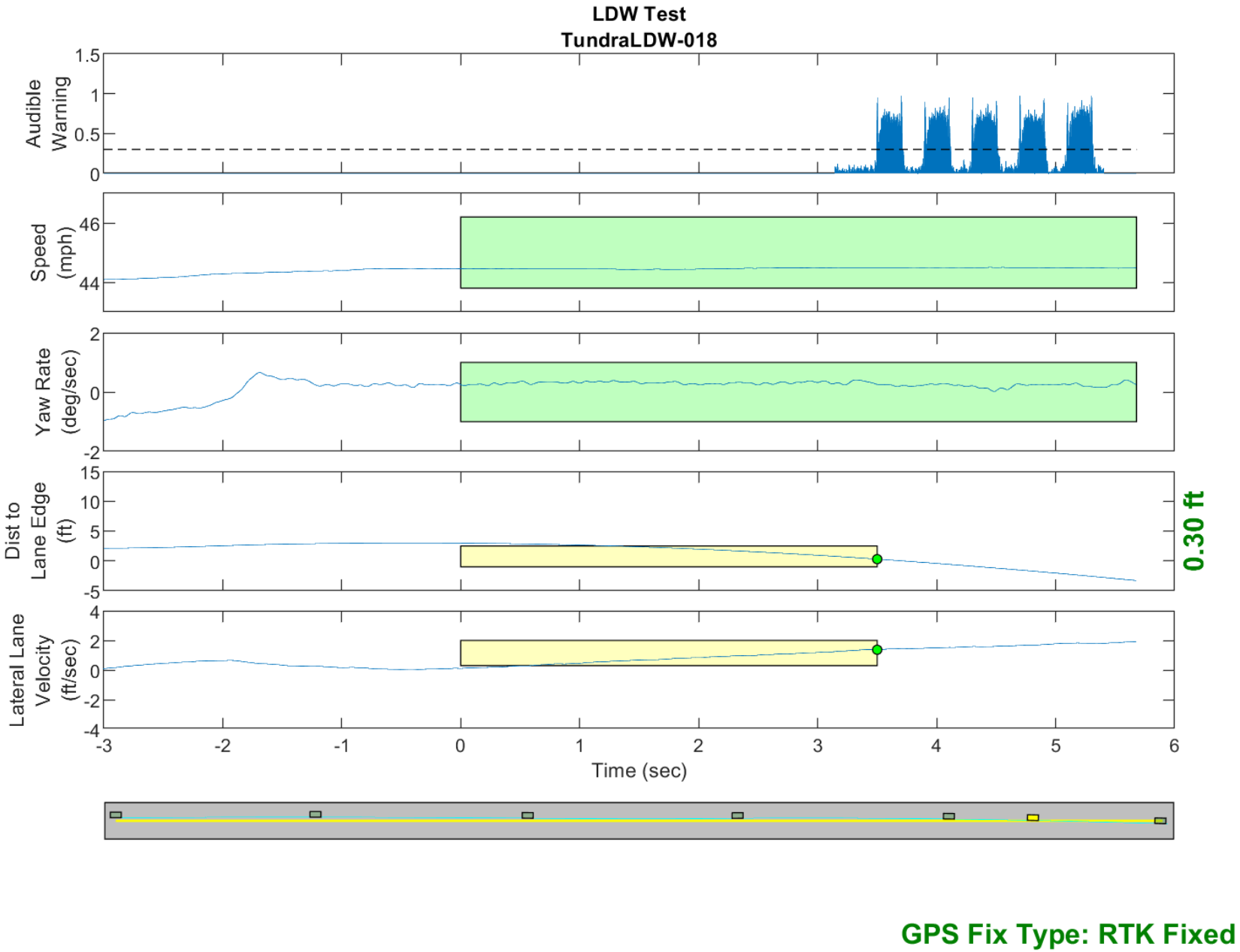


Figure D32. Time History for Run 18, Solid Line, Right Departure, Auditory Warning

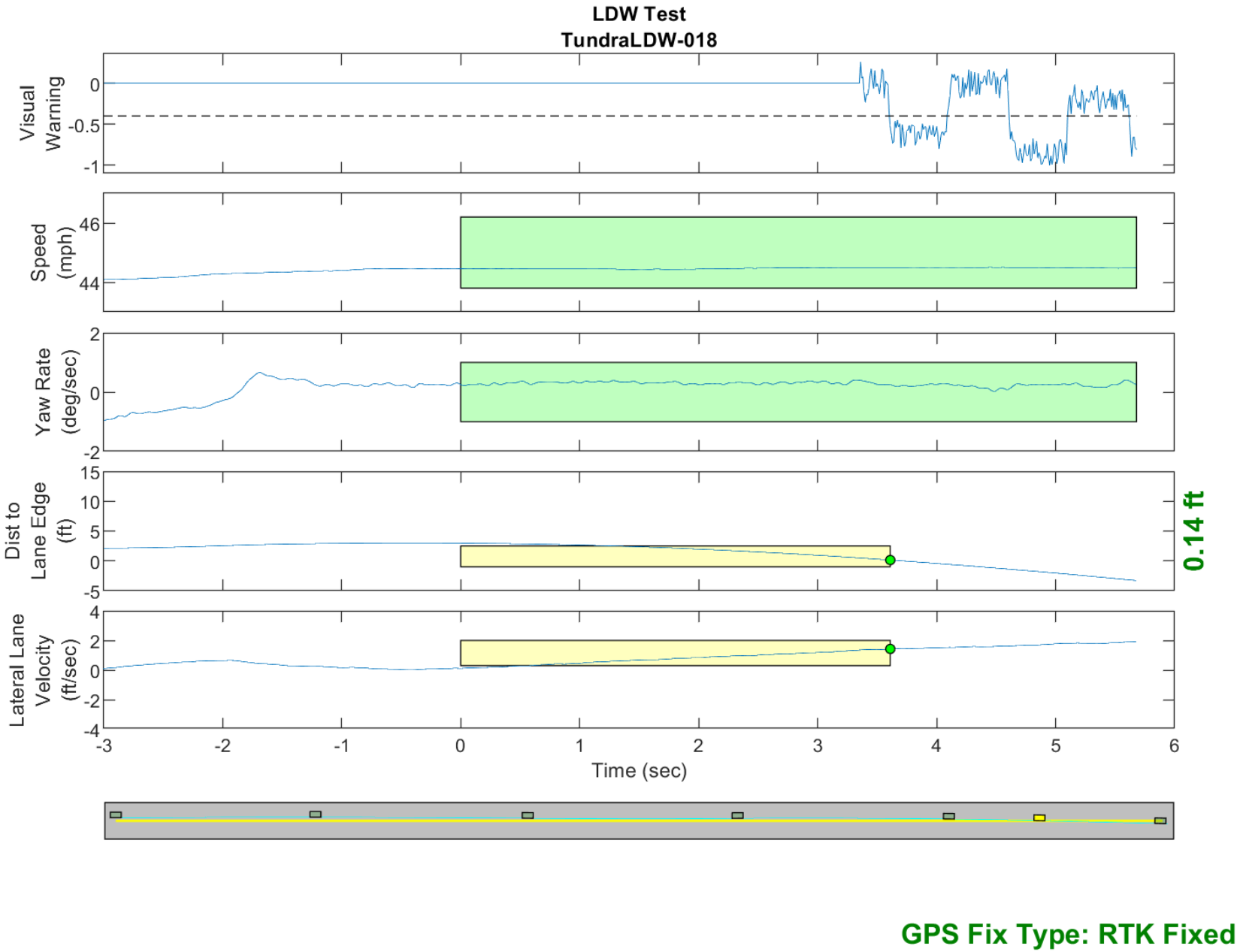


Figure D33. Time History for Run 18, Solid Line, Right Departure, Visual Warning

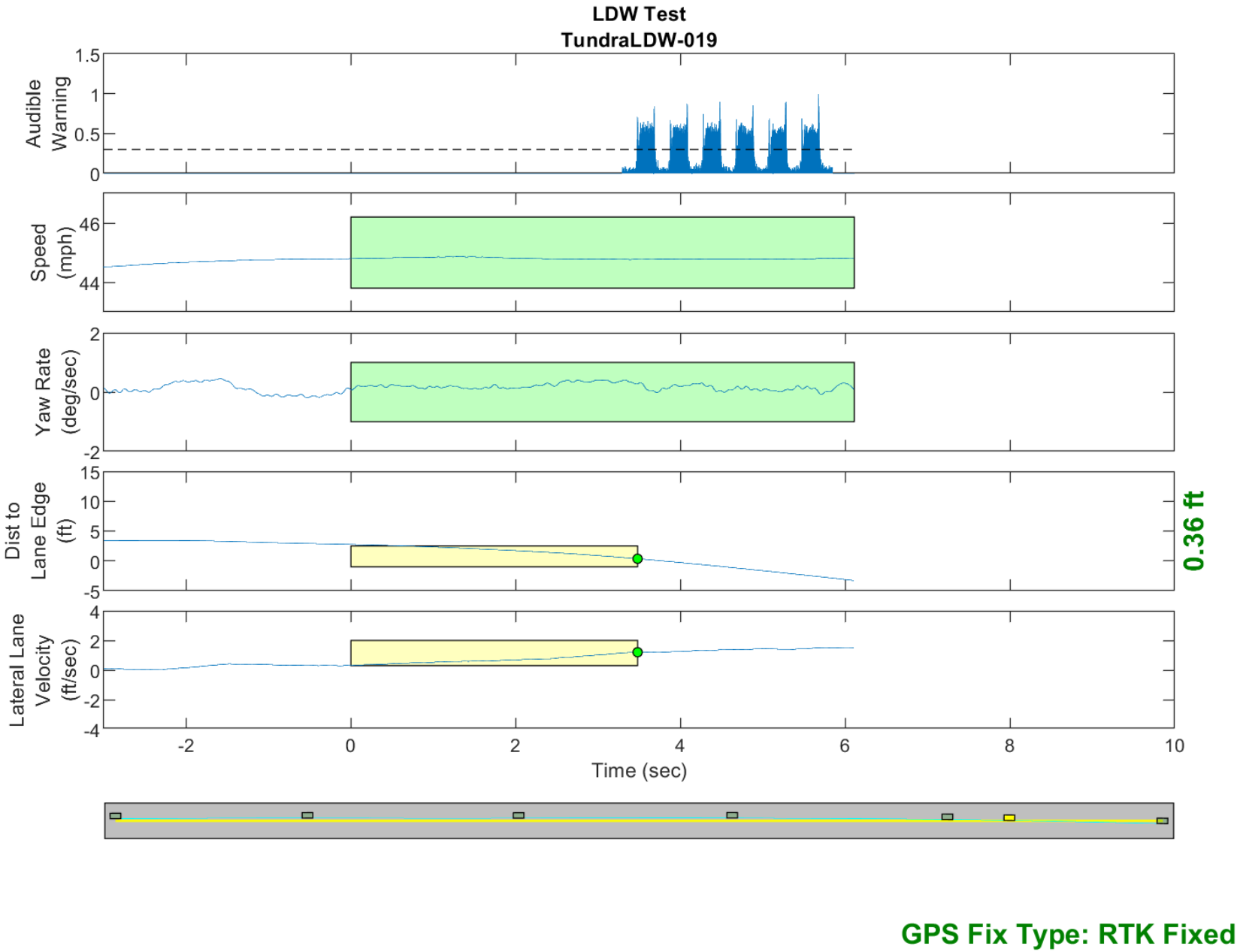


Figure D34. Time History for Run 19, Solid Line, Right Departure, Auditory Warning

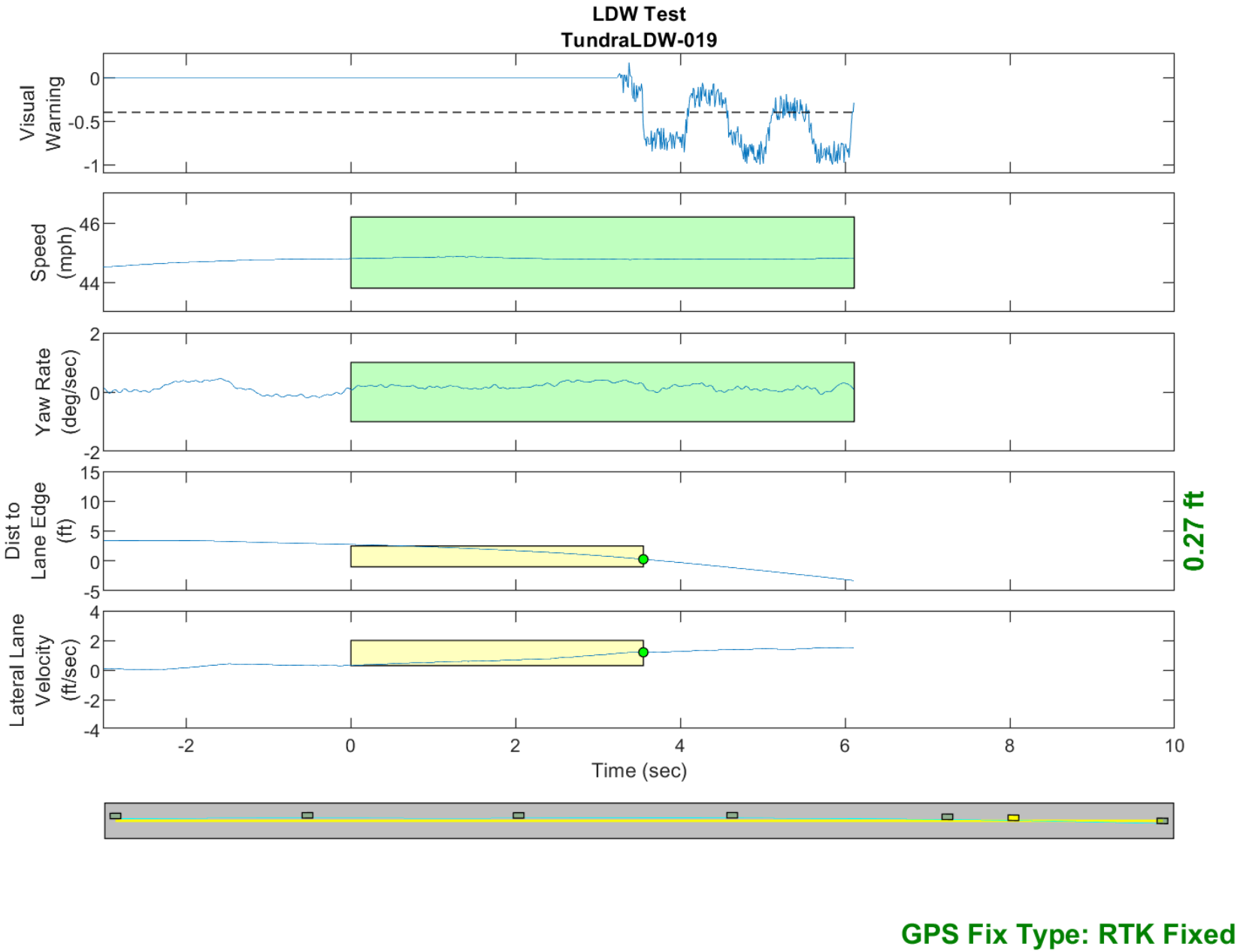


Figure D35. Time History for Run 19, Solid Line, Right Departure, Visual Warning

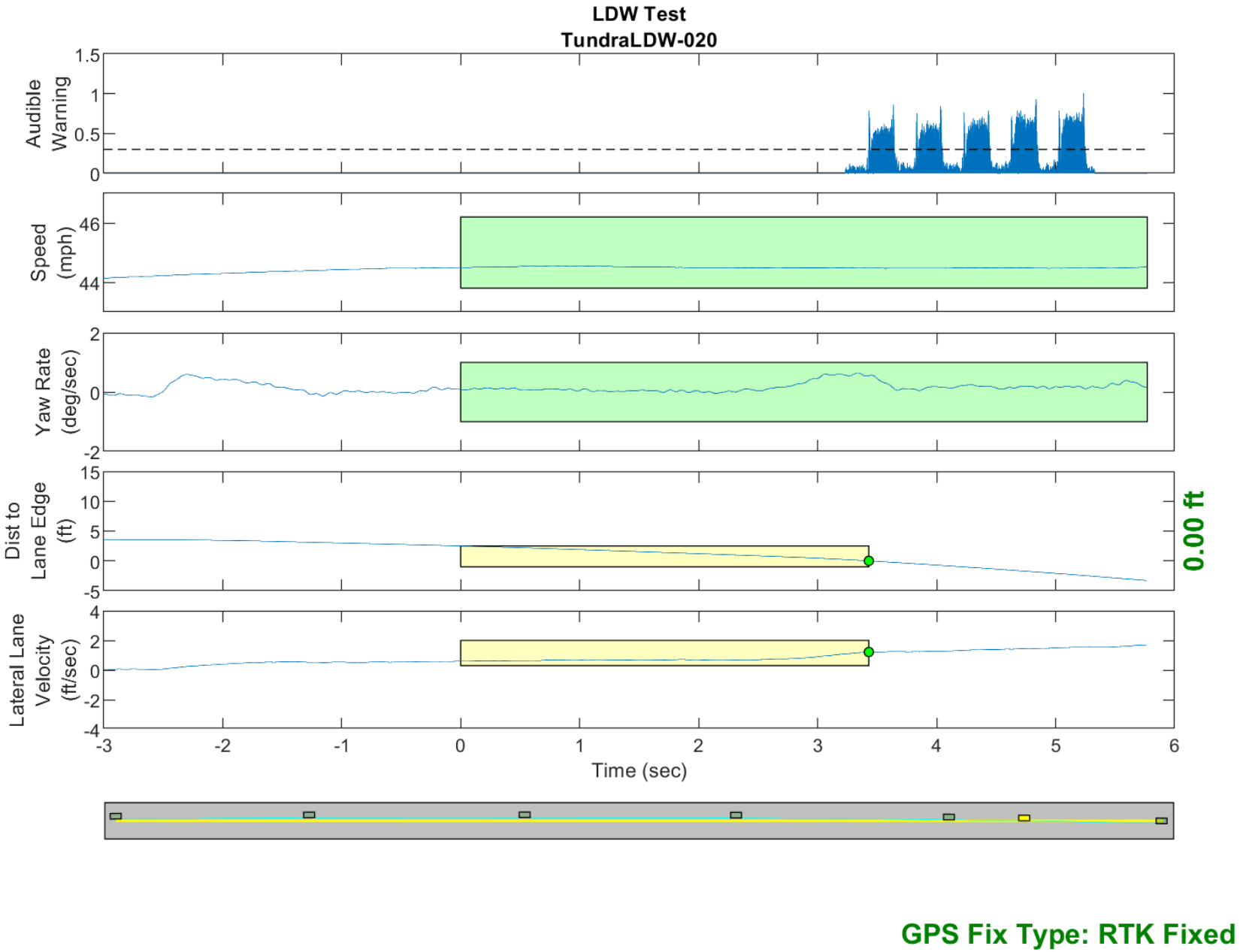


Figure D36. Time History for Run 20, Solid Line, Right Departure, Auditory Warning

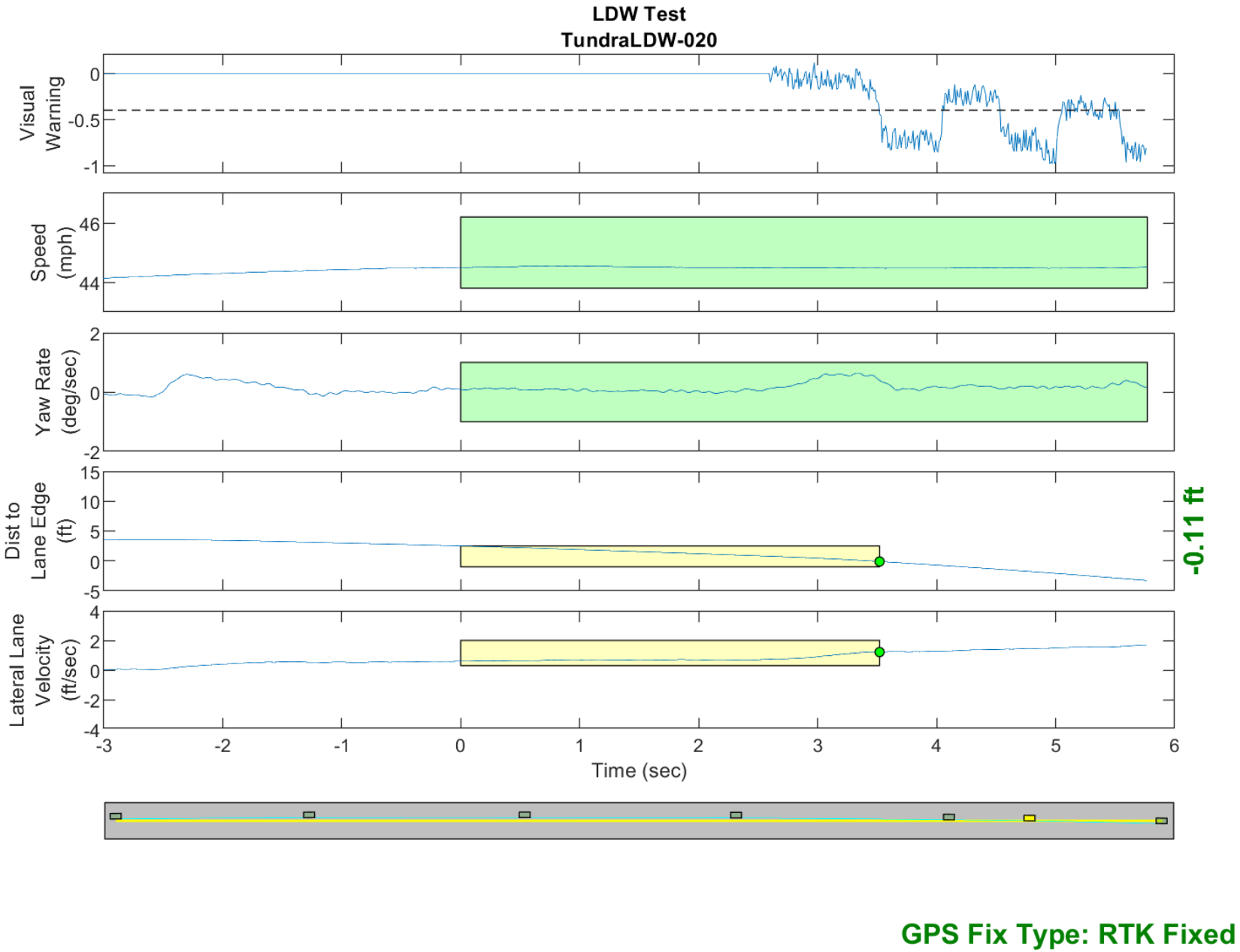


Figure D37. Time History for Run 20, Solid Line, Right Departure, Visual Warning

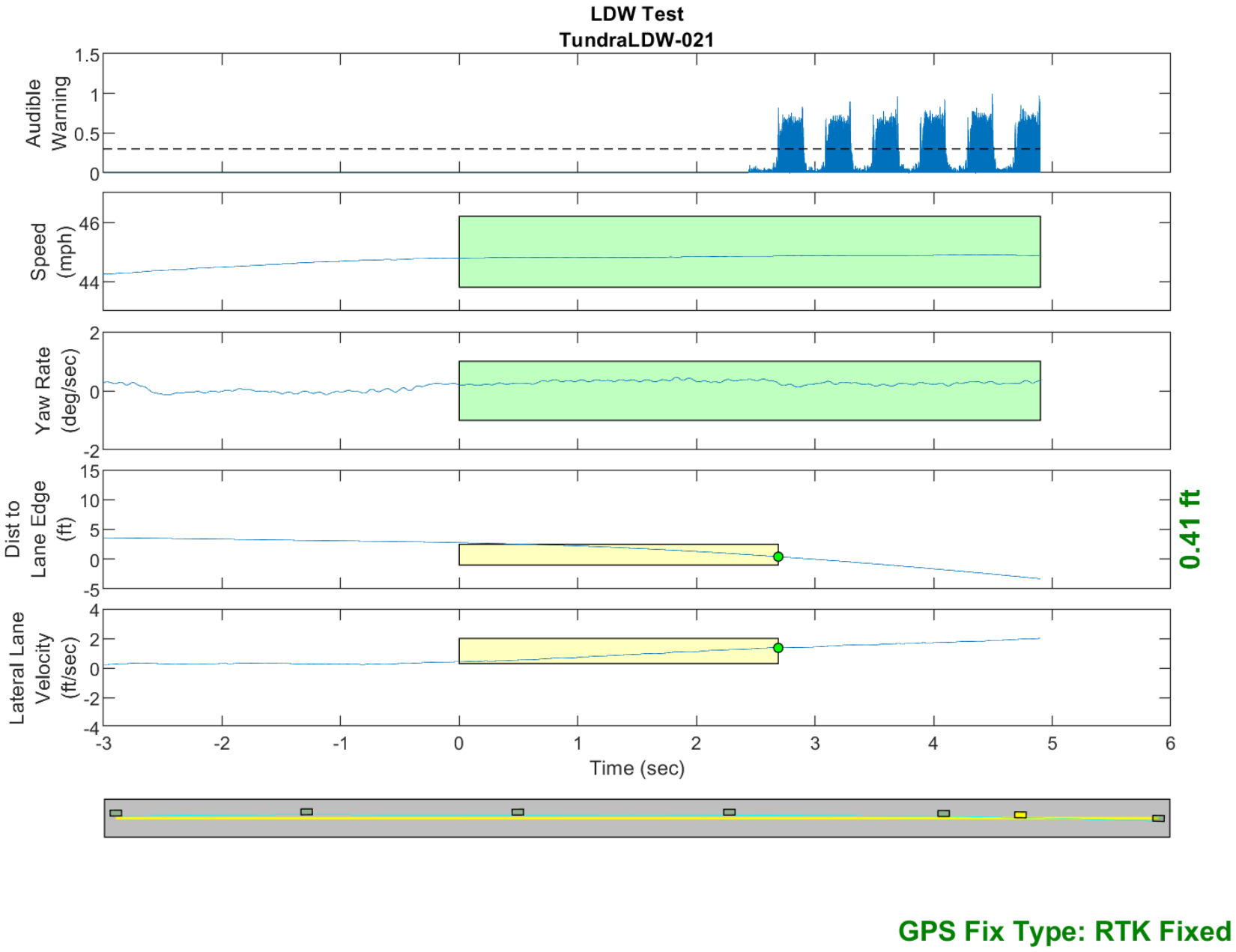


Figure D38. Time History for Run 21, Solid Line, Right Departure, Auditory Warning

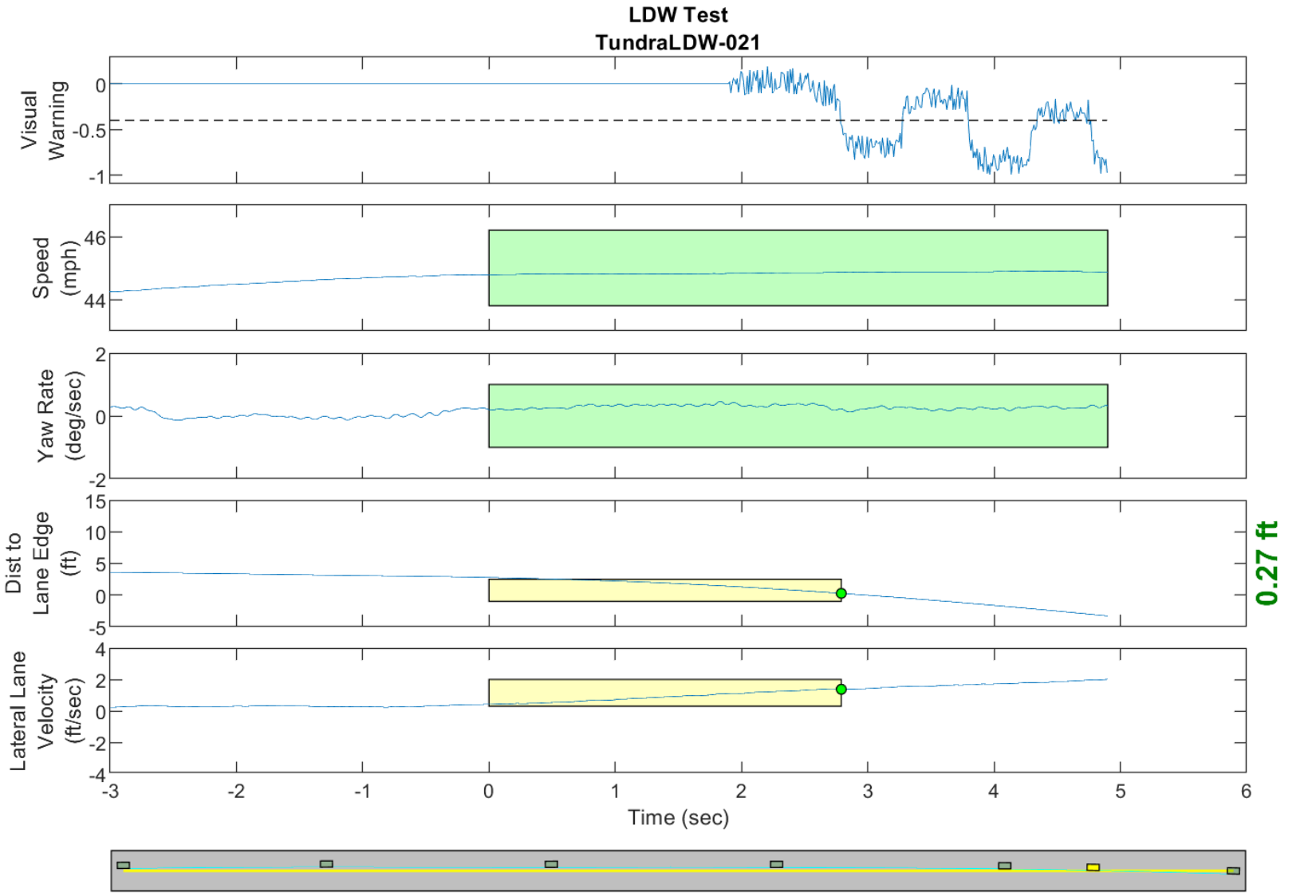


Figure D39. Time History for Run 21, Solid Line, Right Departure, Visual Warning

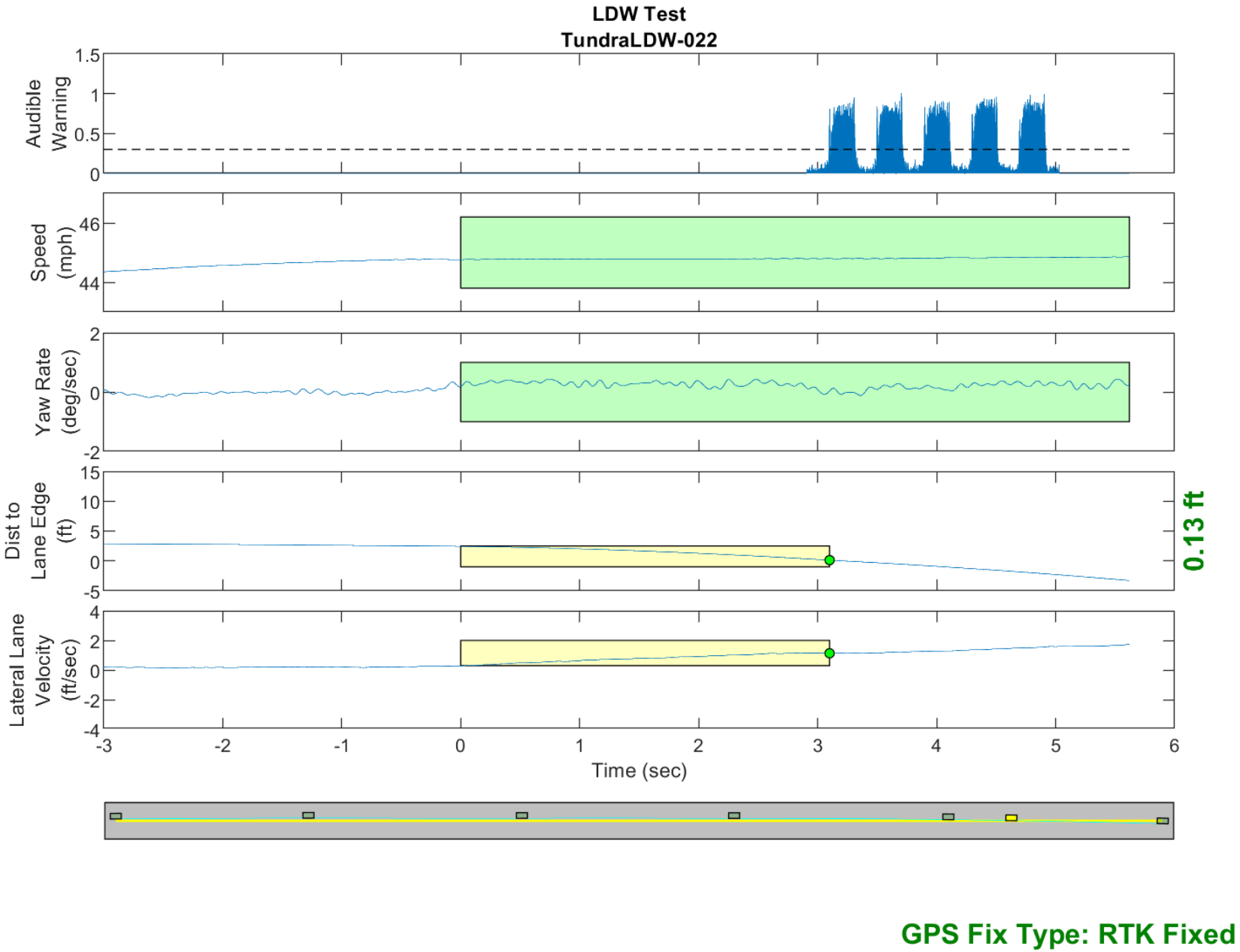


Figure D40. Time History for Run 22, Solid Line, Right Departure, Auditory Warning

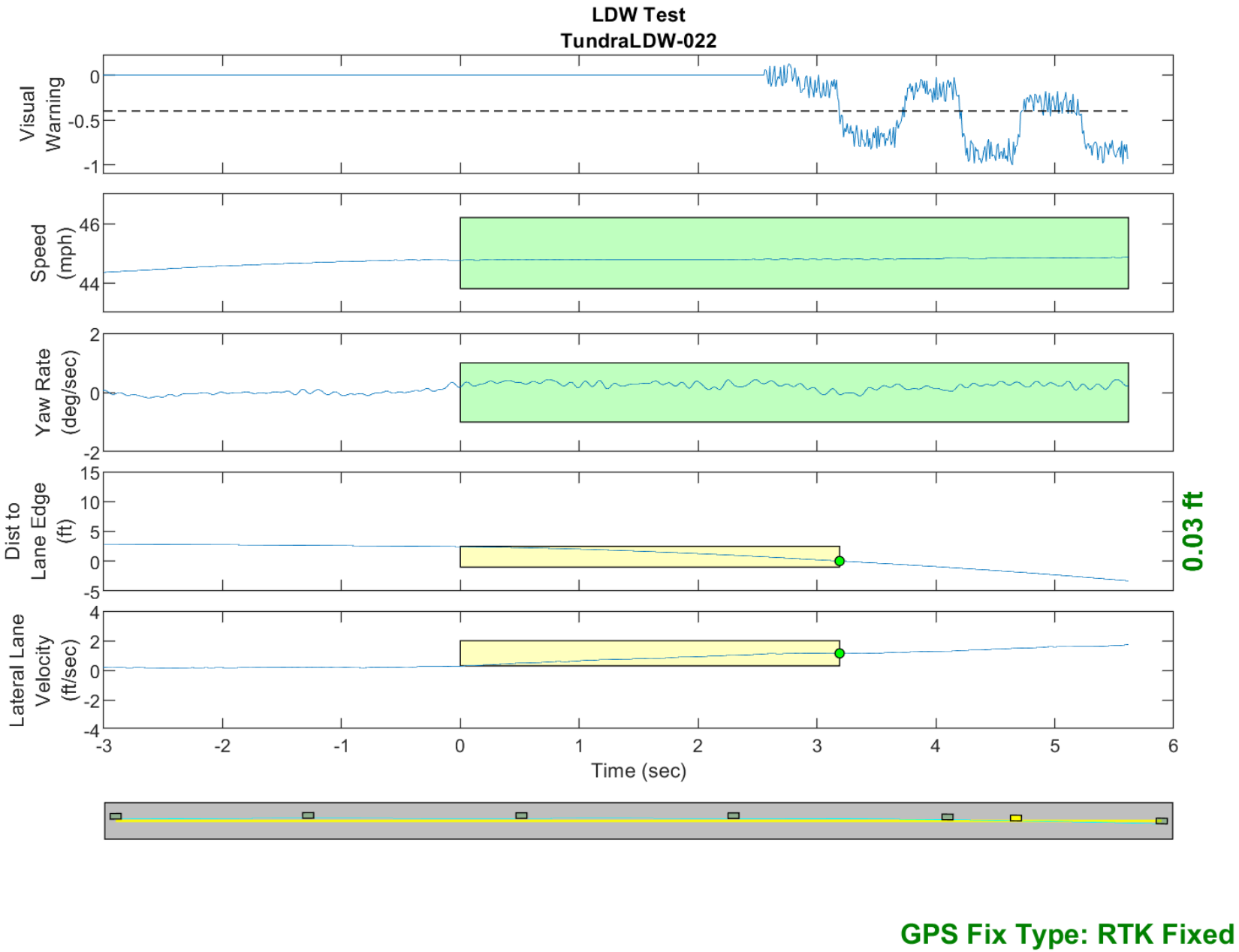


Figure D41. Time History for Run 22, Solid Line, Right Departure, Visual Warning

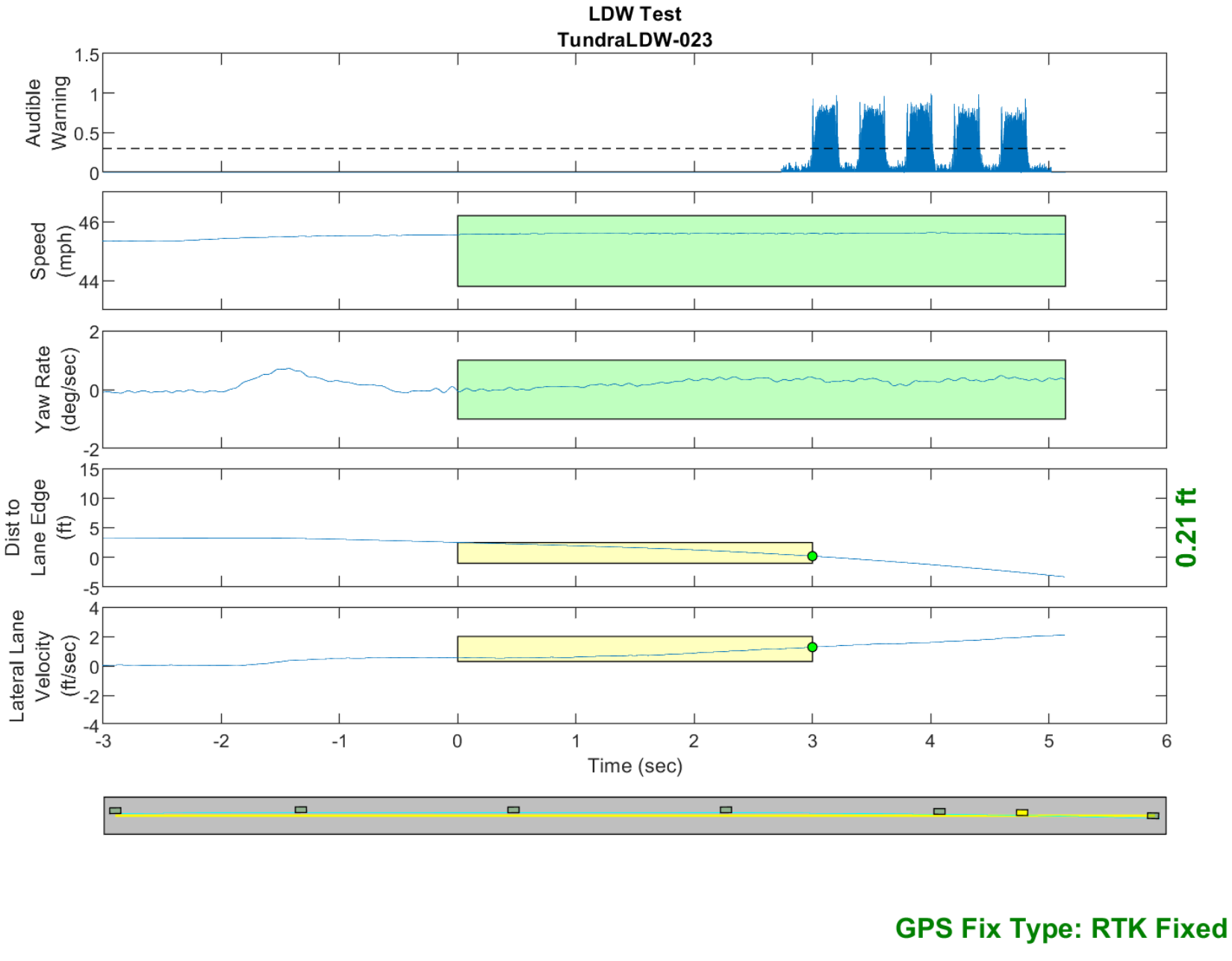


Figure D42. Time History for Run 23, Solid Line, Right Departure, Auditory Warning

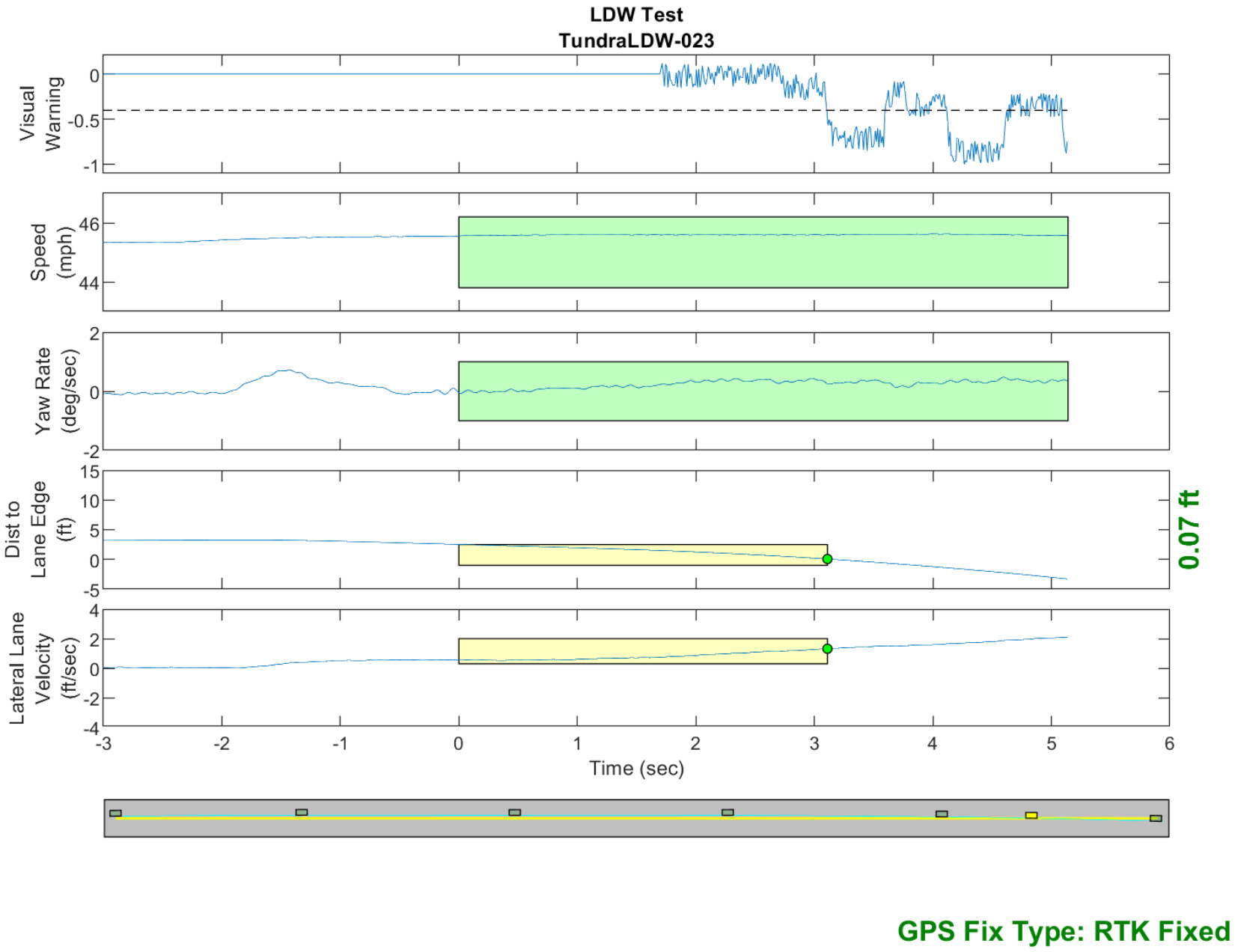


Figure D43. Time History for Run 23, Solid Line, Right Departure, Visual Warning

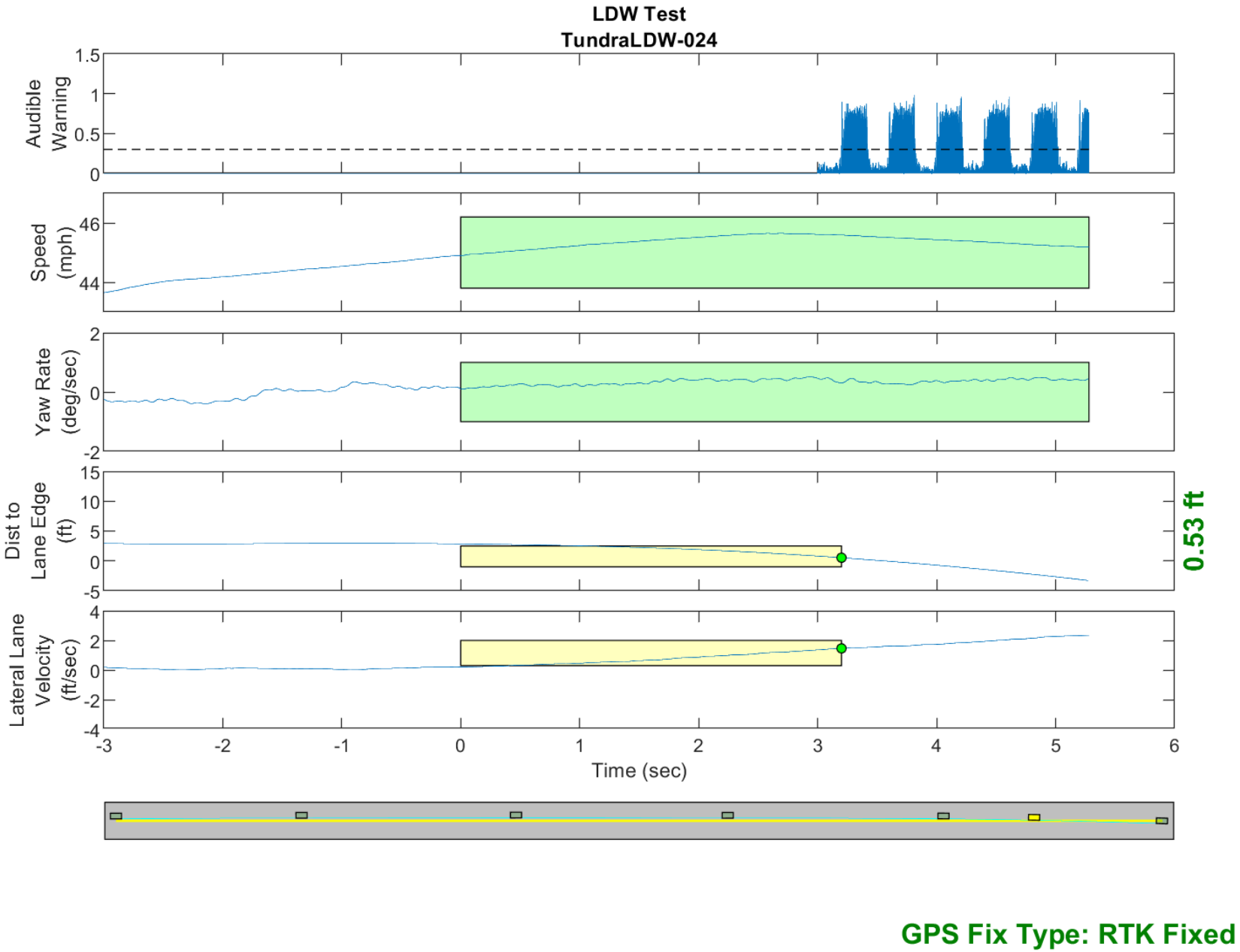


Figure D44. Time History for Run 24, Solid Line, Right Departure, Auditory Warning

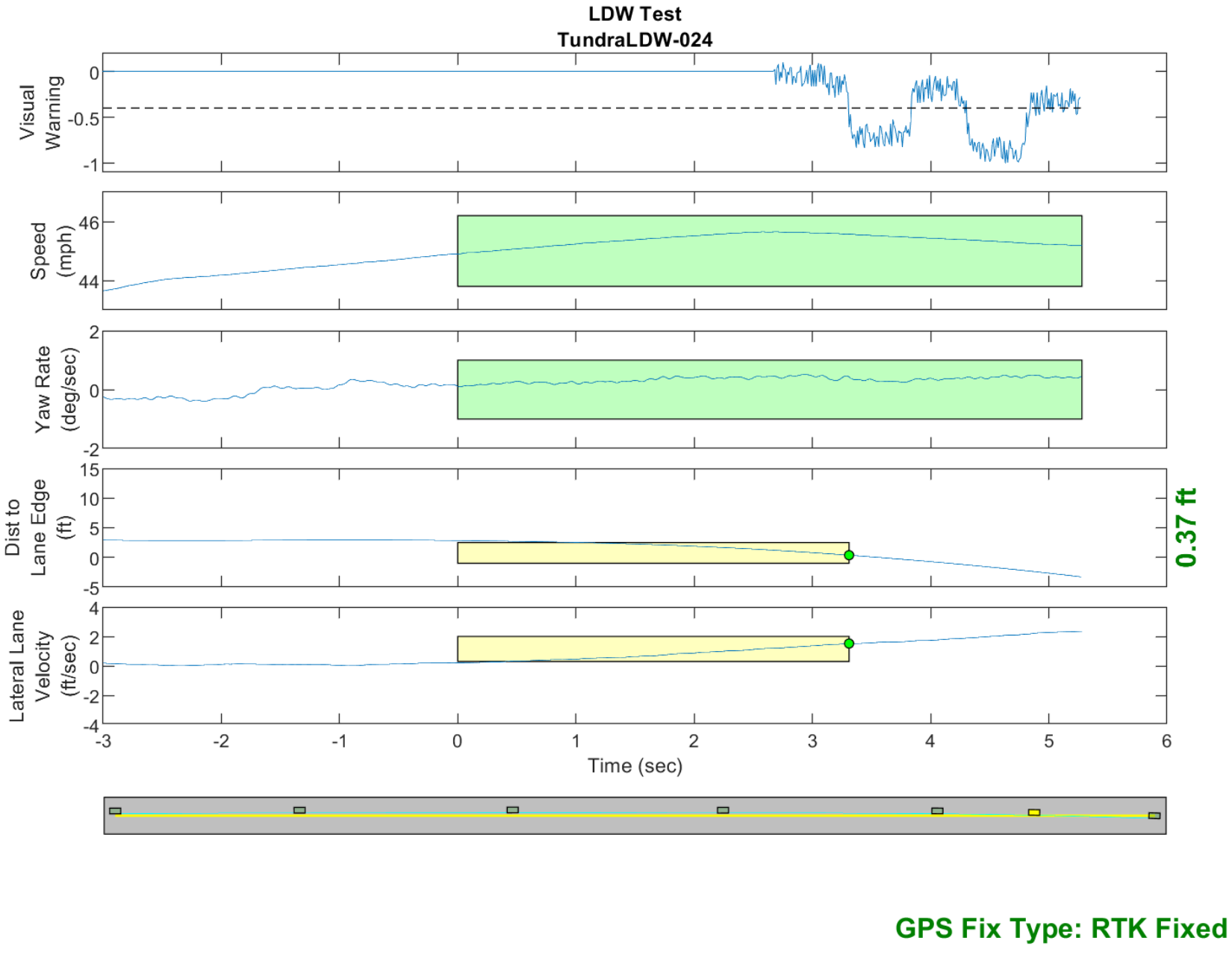


Figure D45. Time History for Run 24, Solid Line, Right Departure, Visual Warning

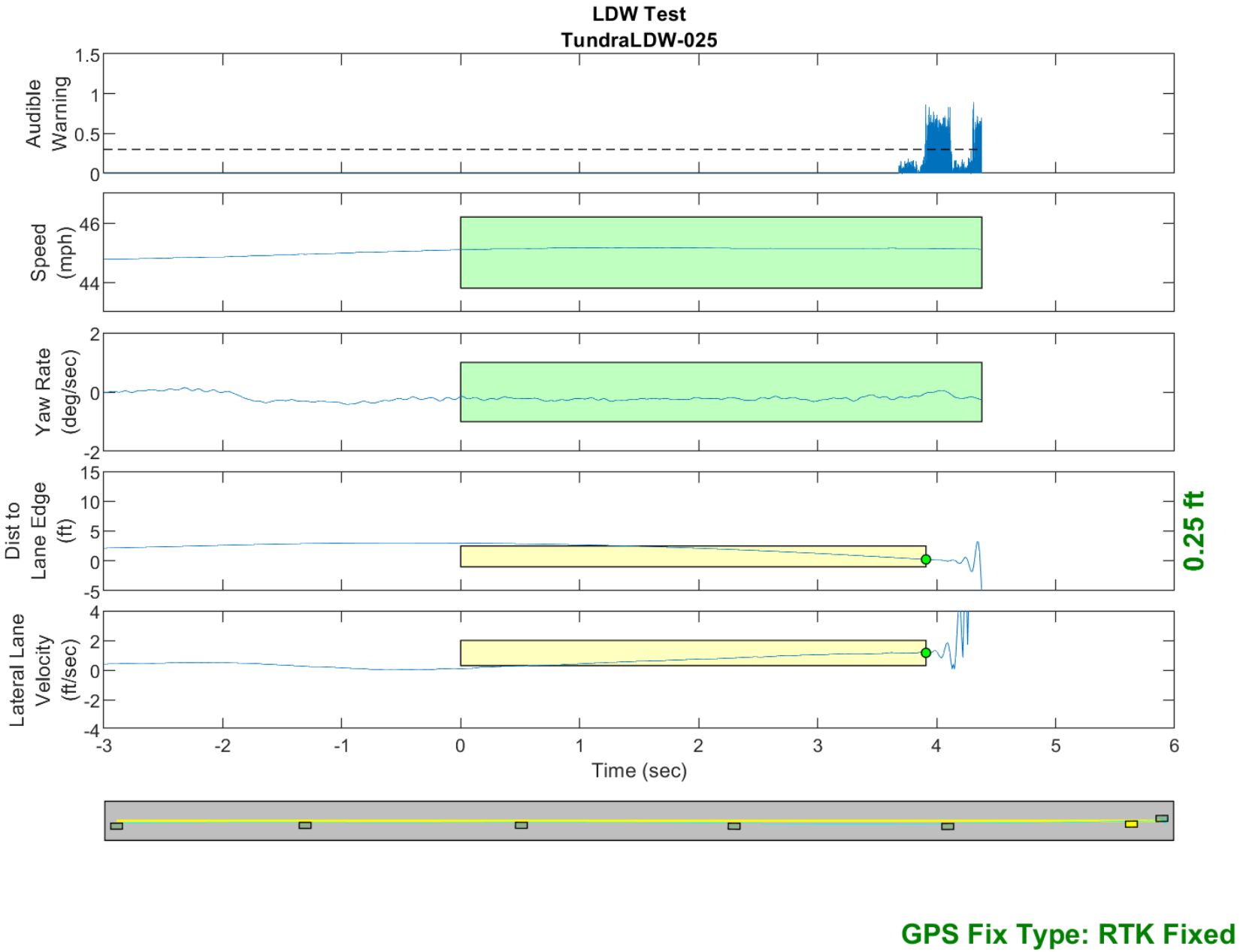


Figure D46. Time History for Run 25, Solid Line, Left Departure, Auditory Warning

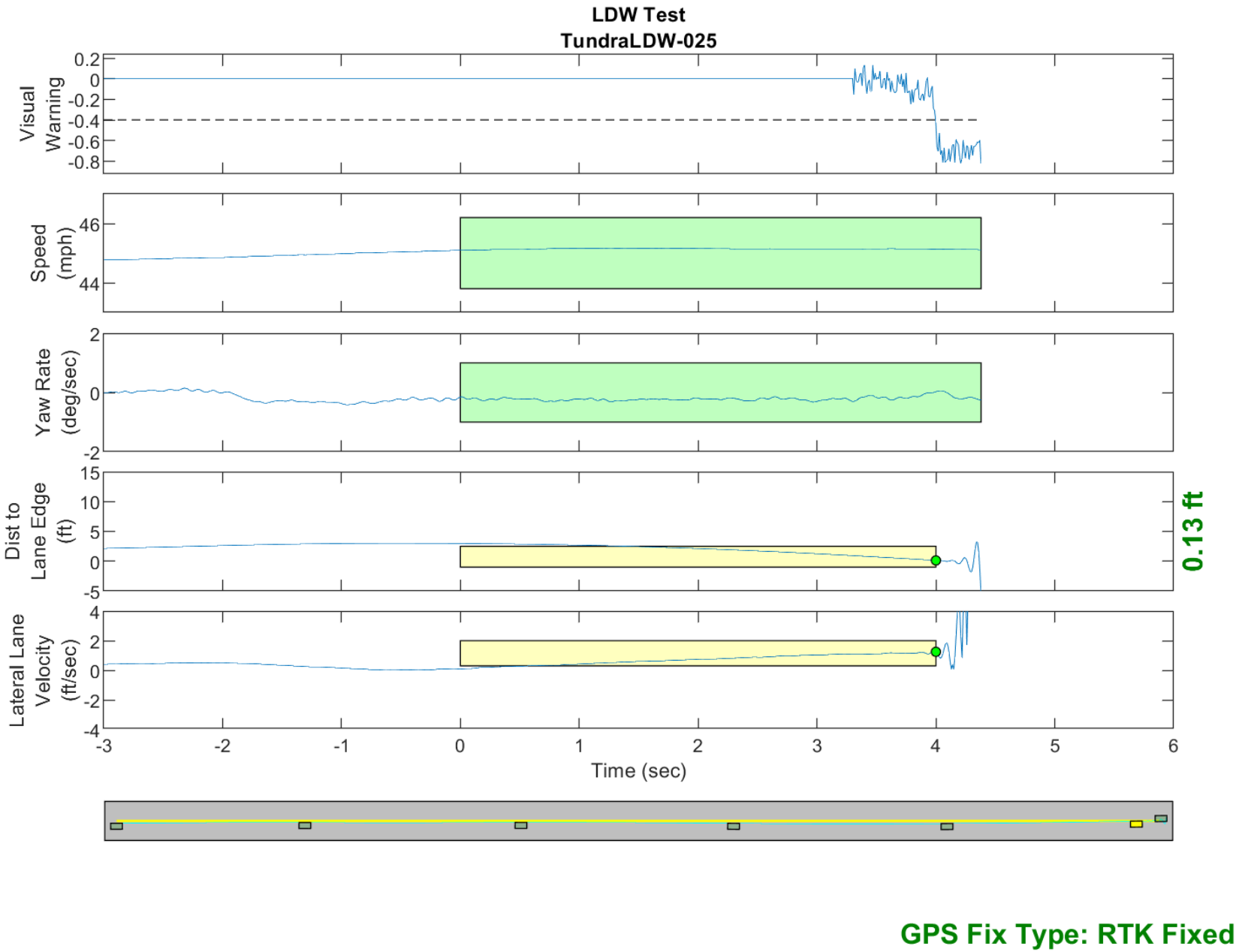


Figure D47. Time History for Run 25, Solid Line, Left Departure, Visual Warning

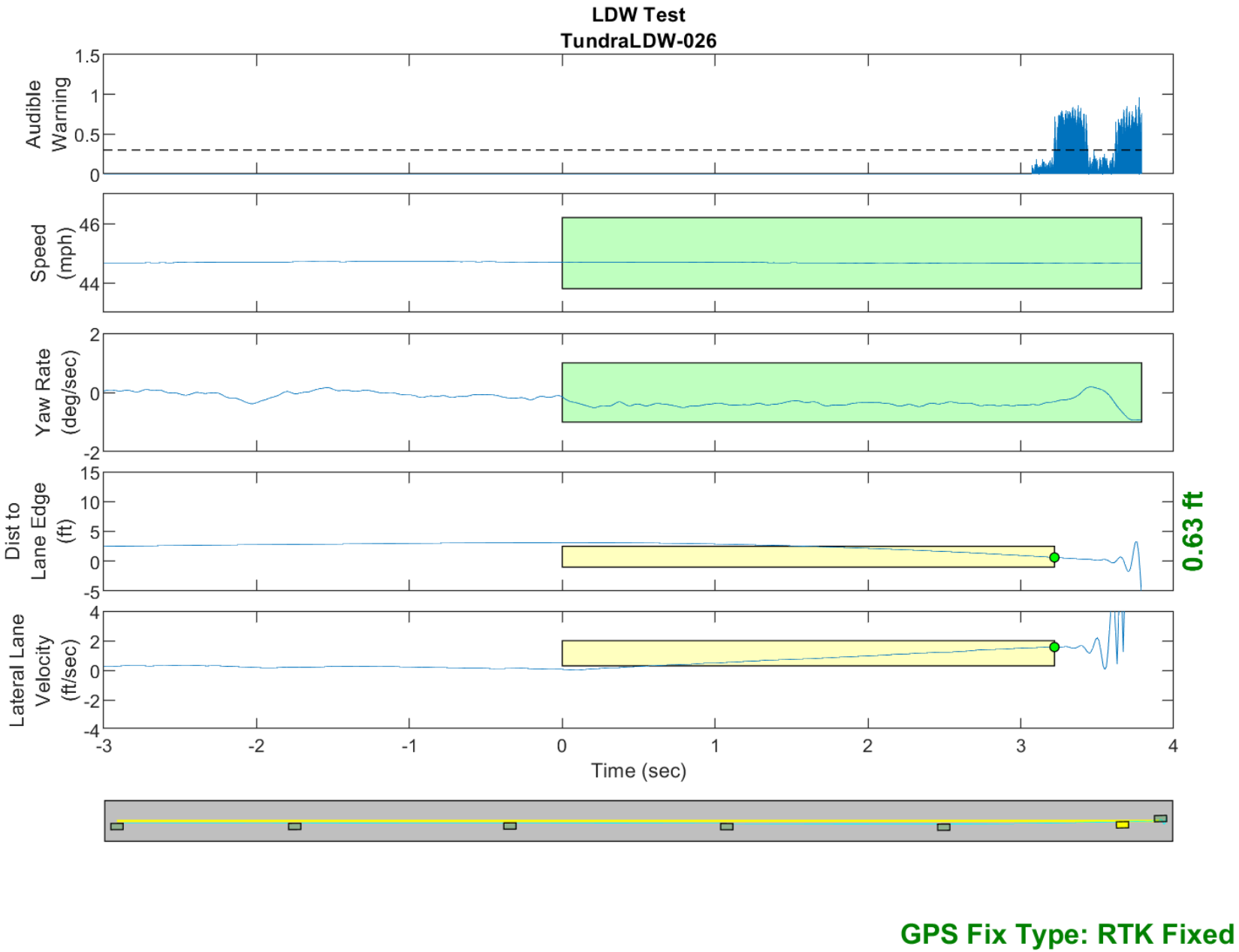


Figure D48. Time History for Run 26, Solid Line, Left Departure, Auditory Warning

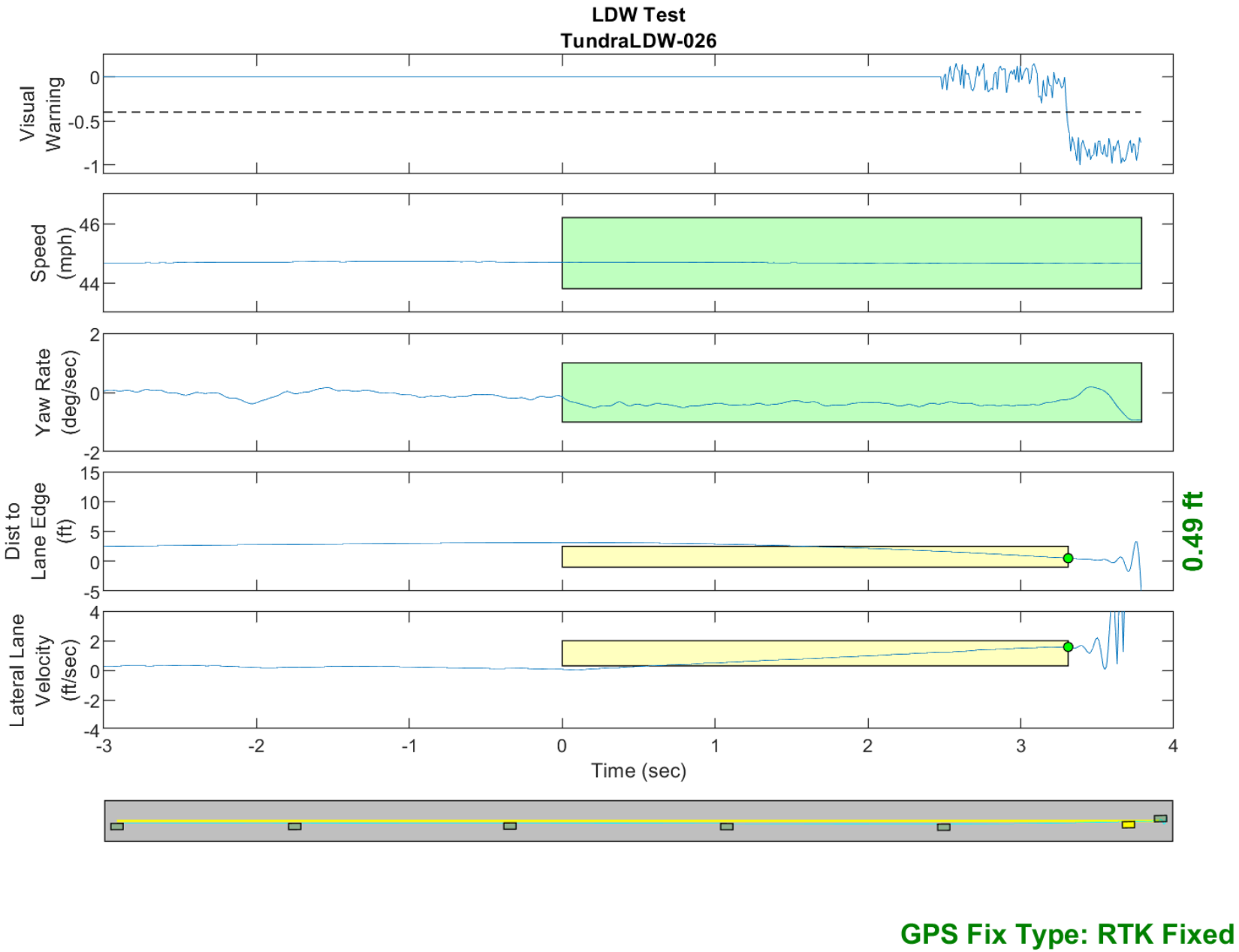


Figure D49. Time History for Run 26, Solid Line, Left Departure, Visual Warning

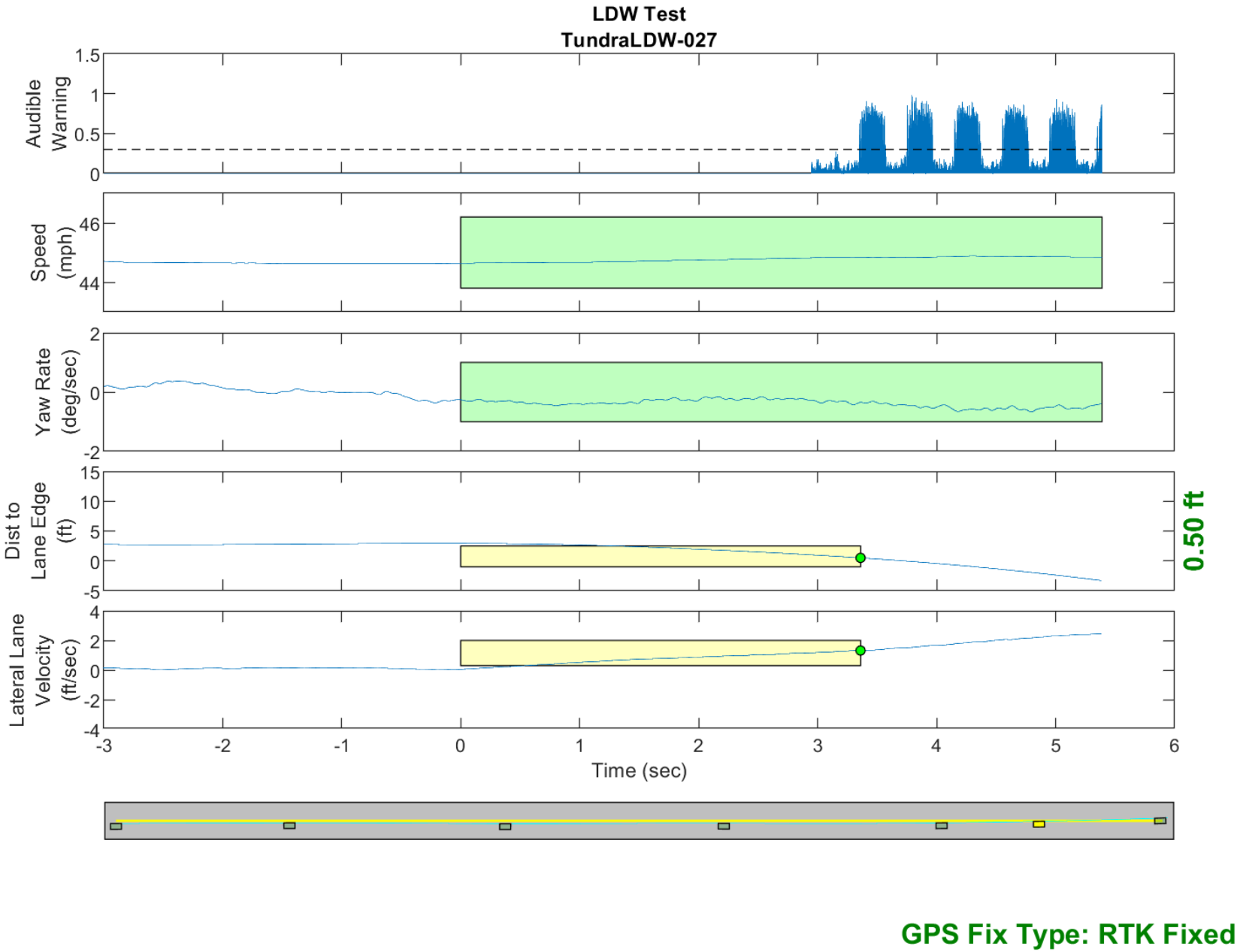


Figure D50. Time History for Run 27, Solid Line, Left Departure, Auditory Warning

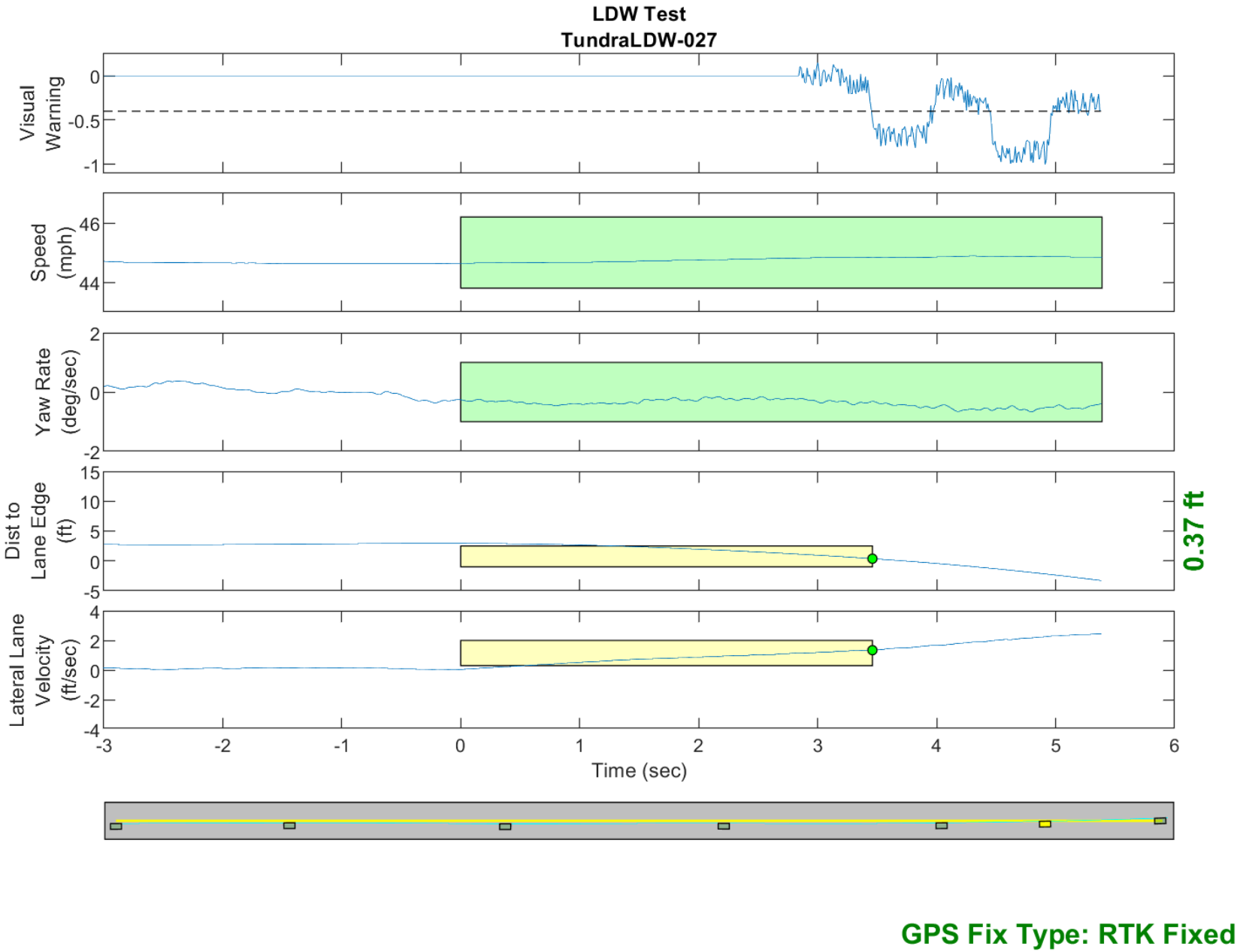


Figure D51. Time History for Run 27, Solid Line, Left Departure, Visual Warning

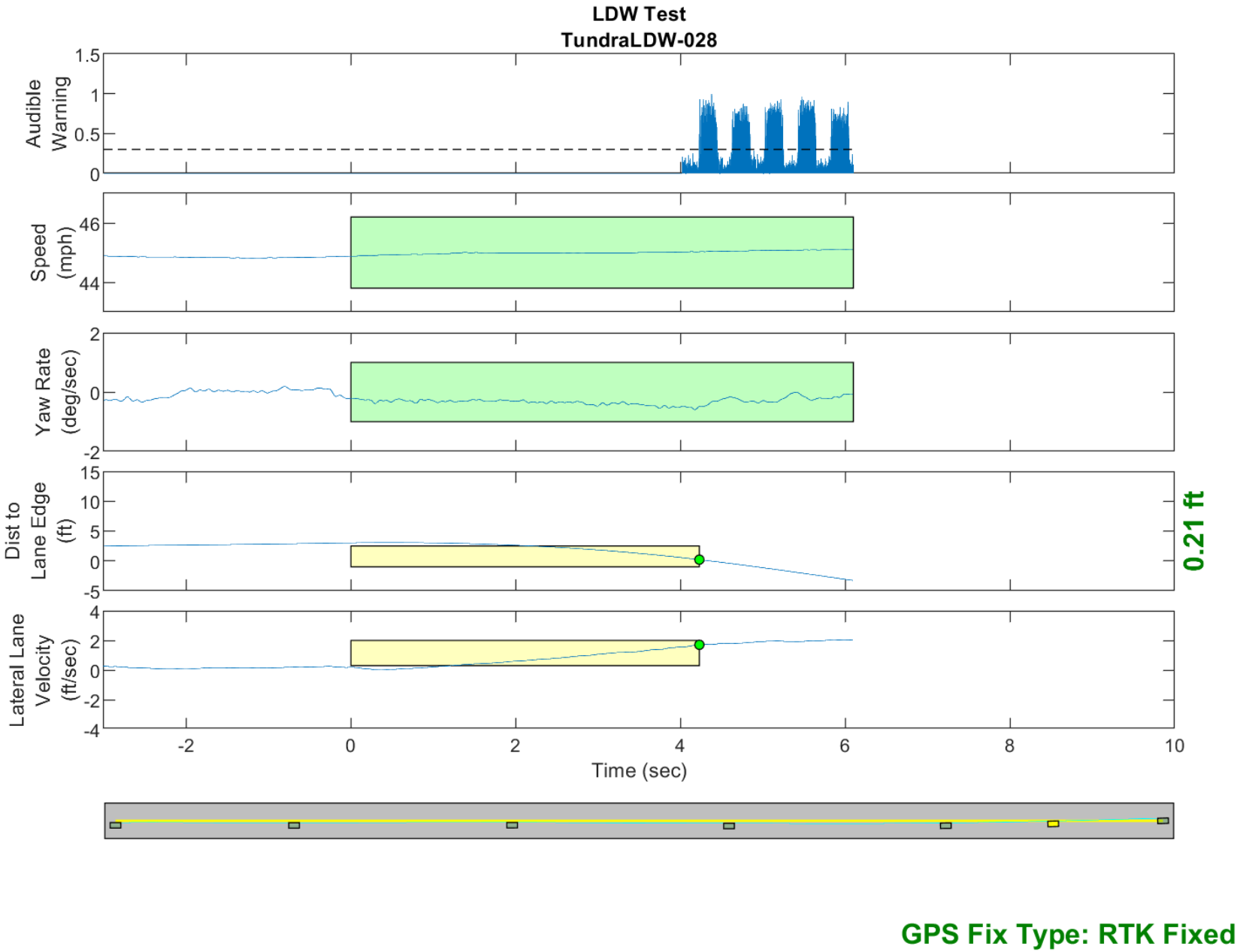


Figure D52. Time History for Run 28, Solid Line, Left Departure, Auditory Warning

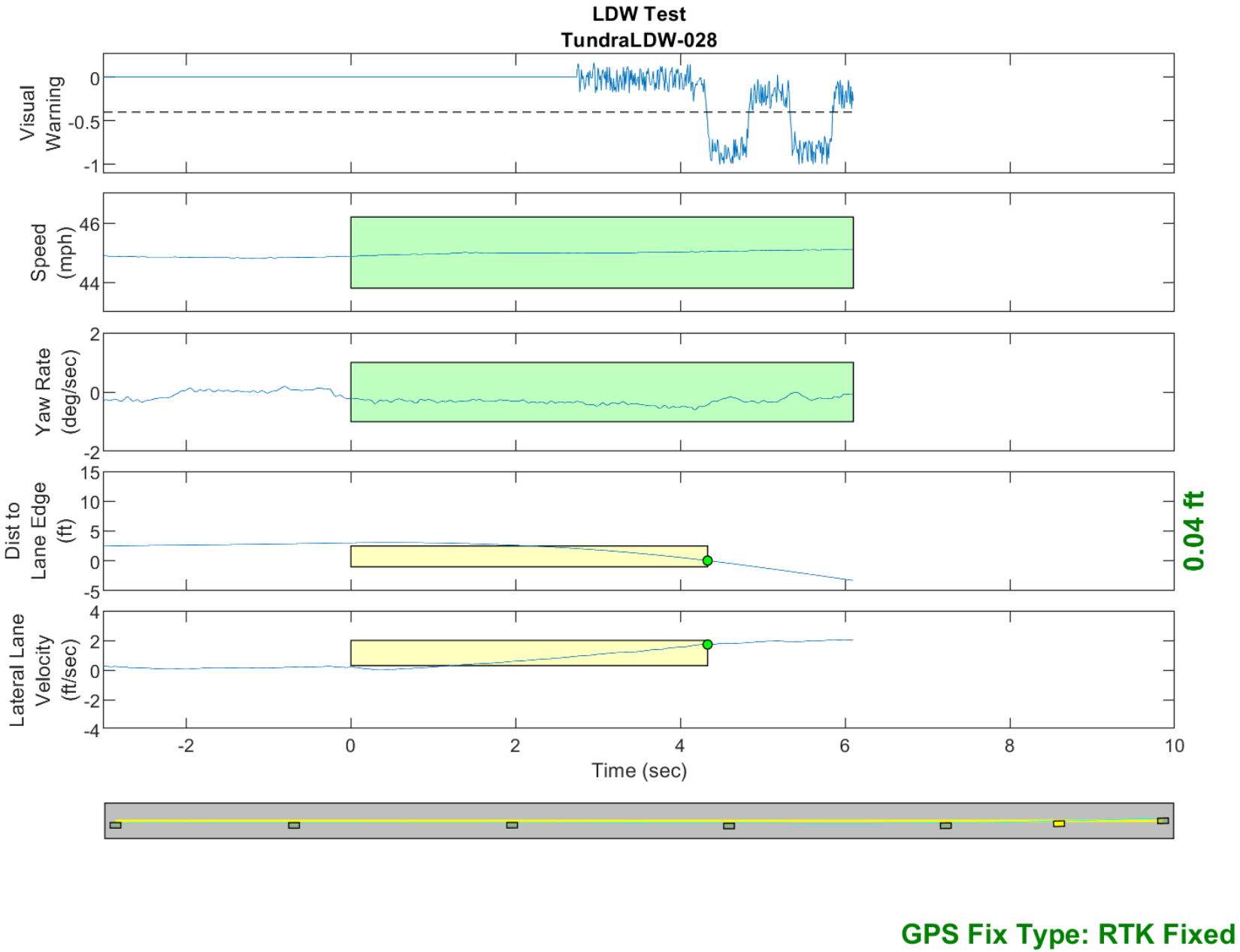


Figure D53. Time History for Run 28, Solid Line, Left Departure, Visual Warning

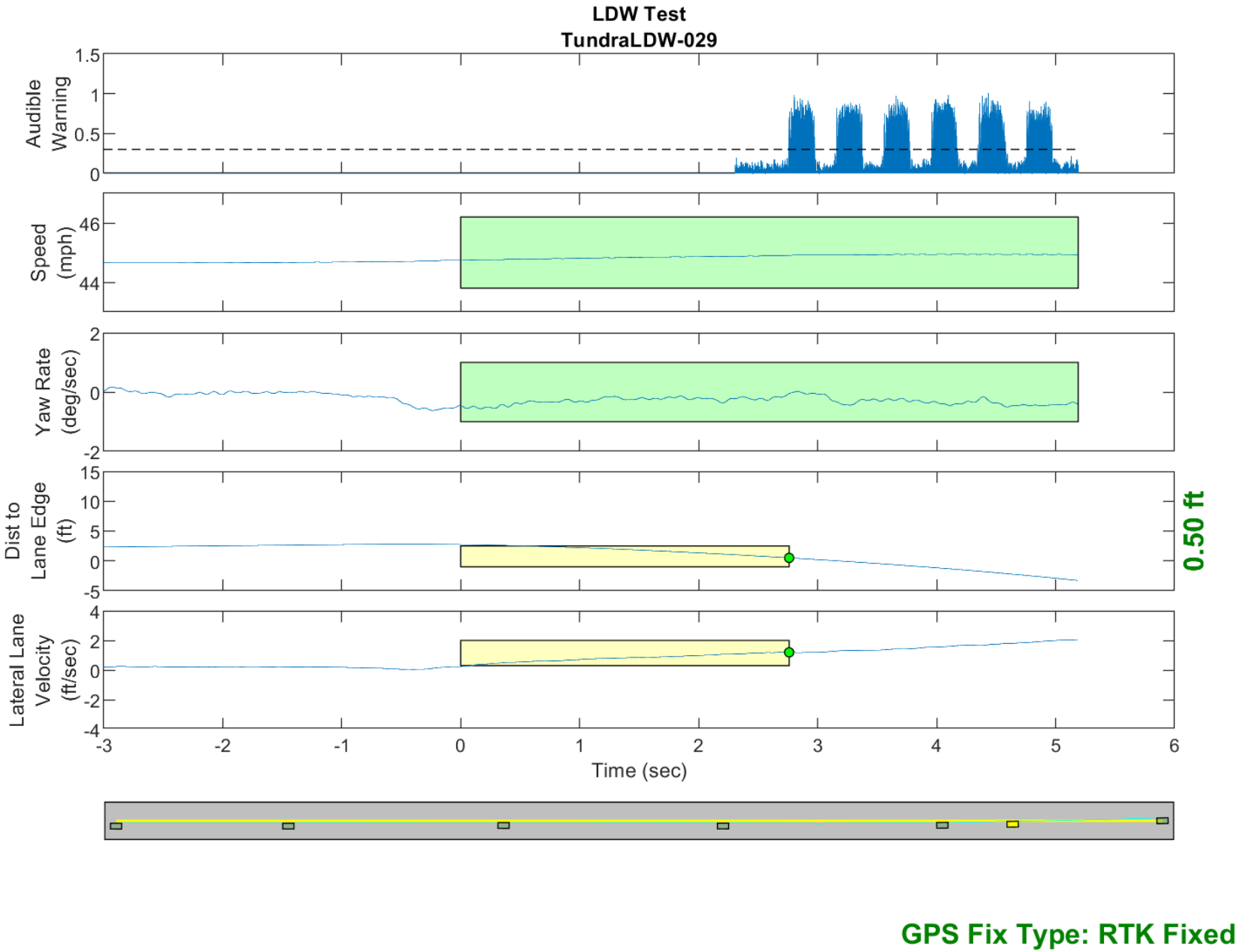


Figure D54. Time History for Run 29, Solid Line, Left Departure, Auditory Warning

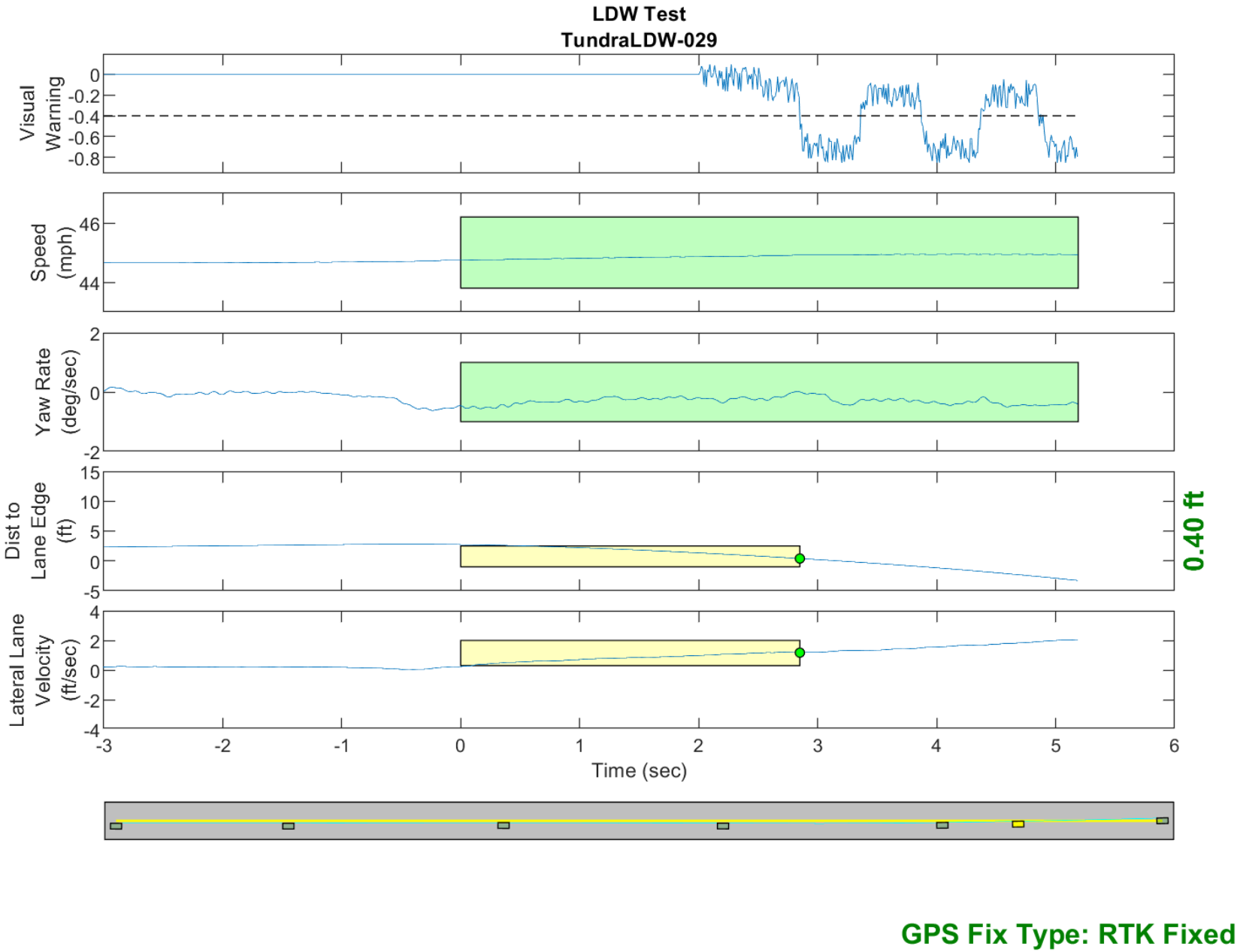


Figure D55. Time History for Run 29, Solid Line, Left Departure, Visual Warning

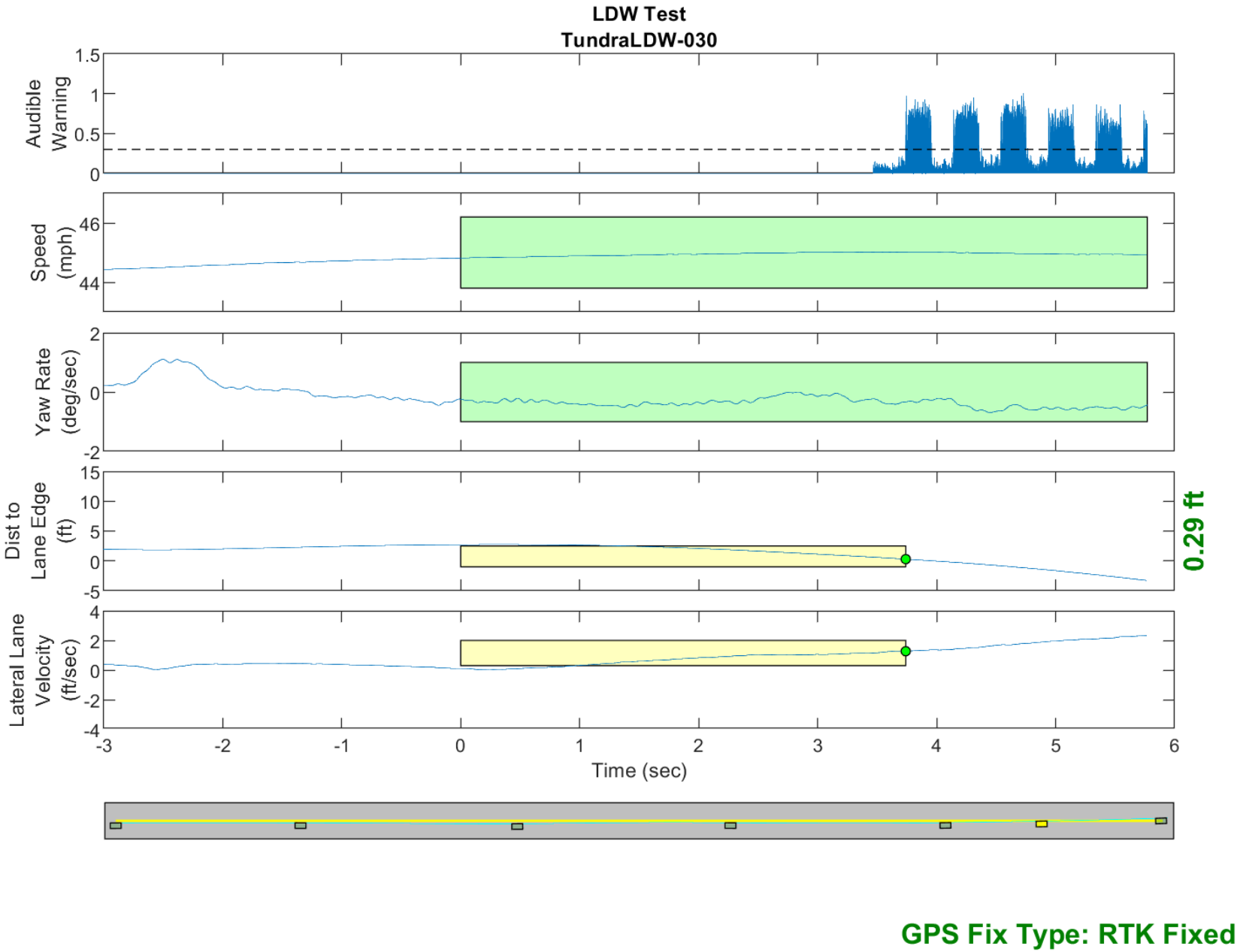


Figure D56. Time History for Run 30, Solid Line, Left Departure, Auditory Warning

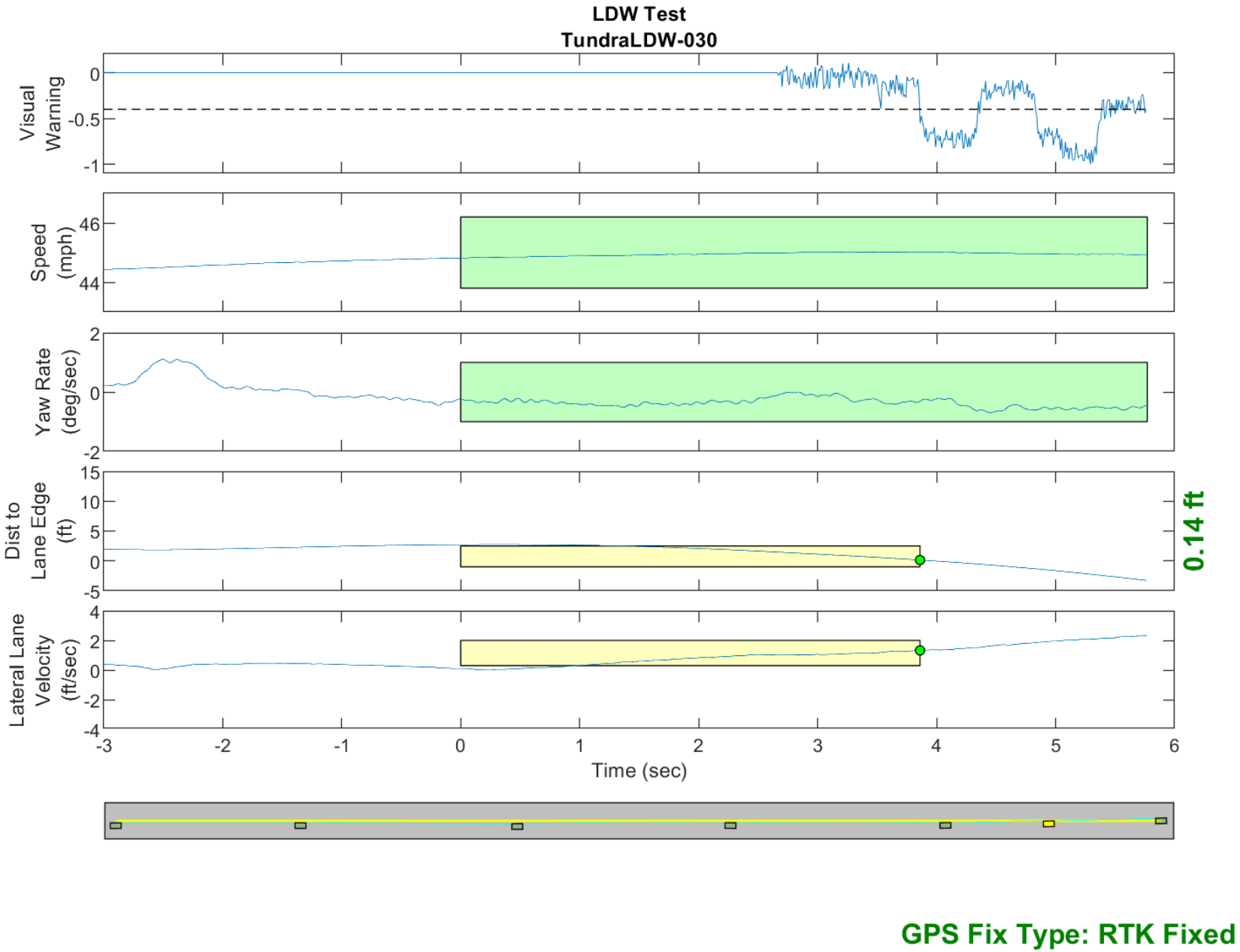


Figure D57. Time History for Run 30, Solid Line, Left Departure, Visual Warning

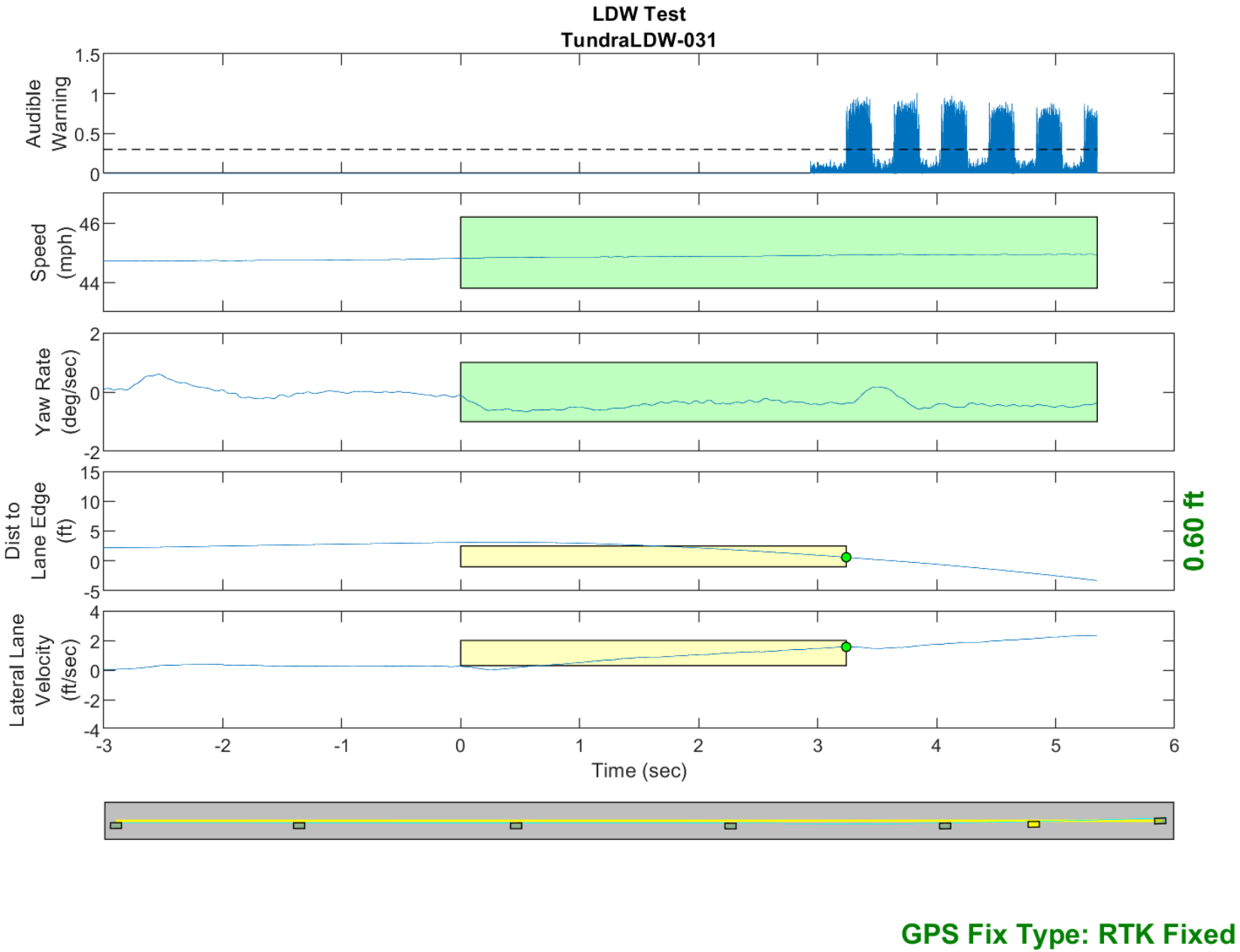


Figure D58. Time History for Run 31, Solid Line, Left Departure, Auditory Warning

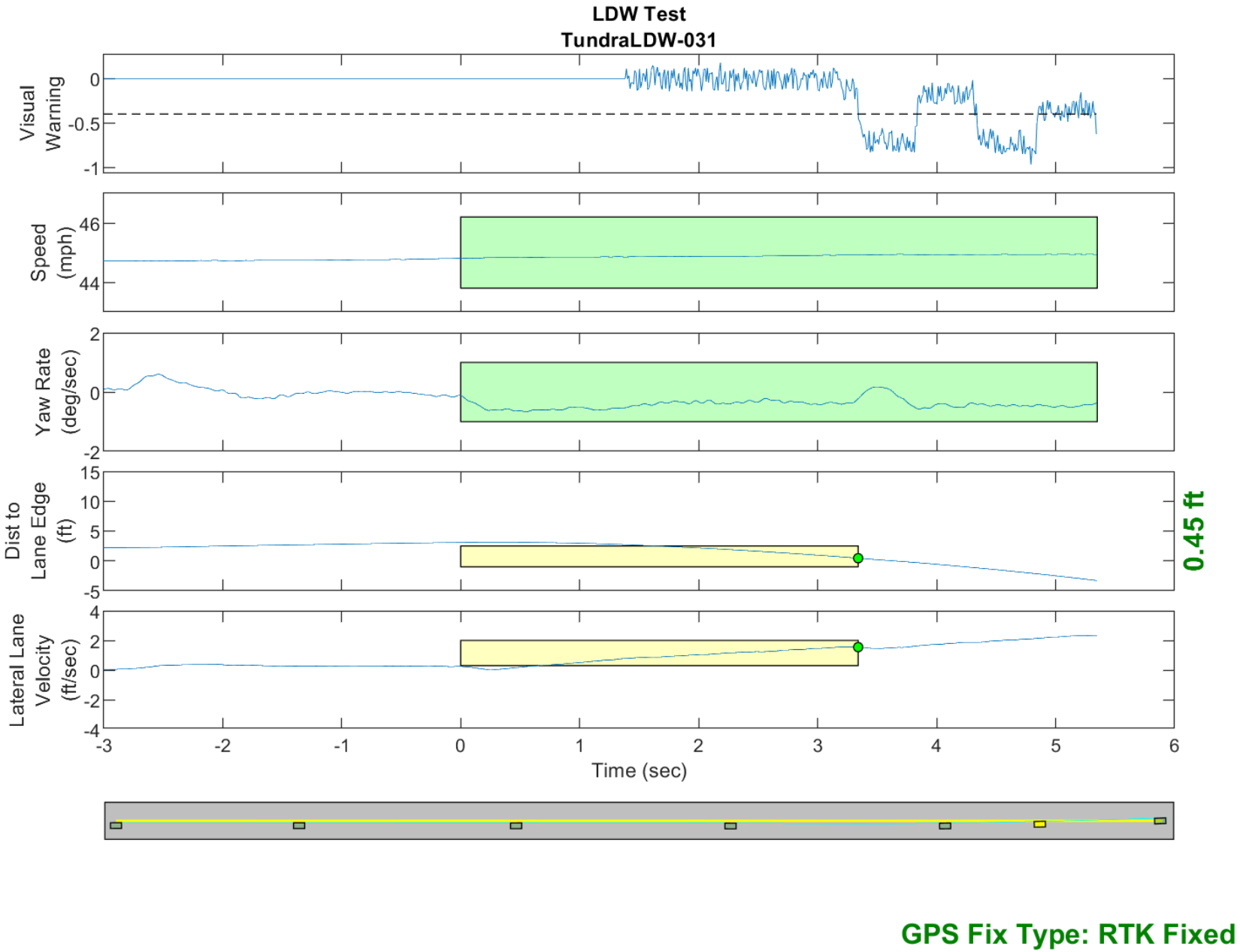


Figure D59. Time History for Run 31, Solid Line, Left Departure, Visual Warning

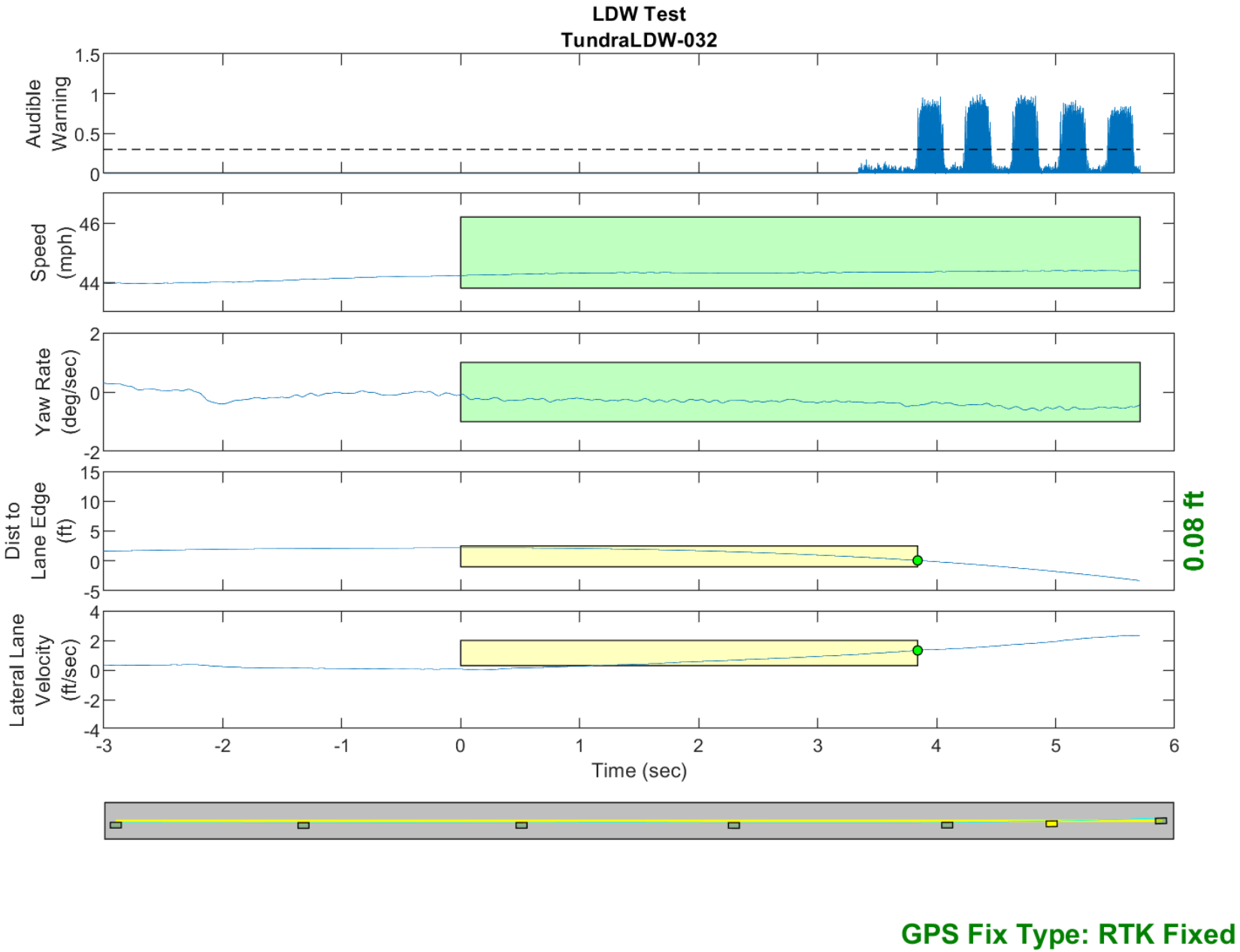


Figure D60. Time History for Run 32, Dashed Line, Left Departure, Auditory Warning

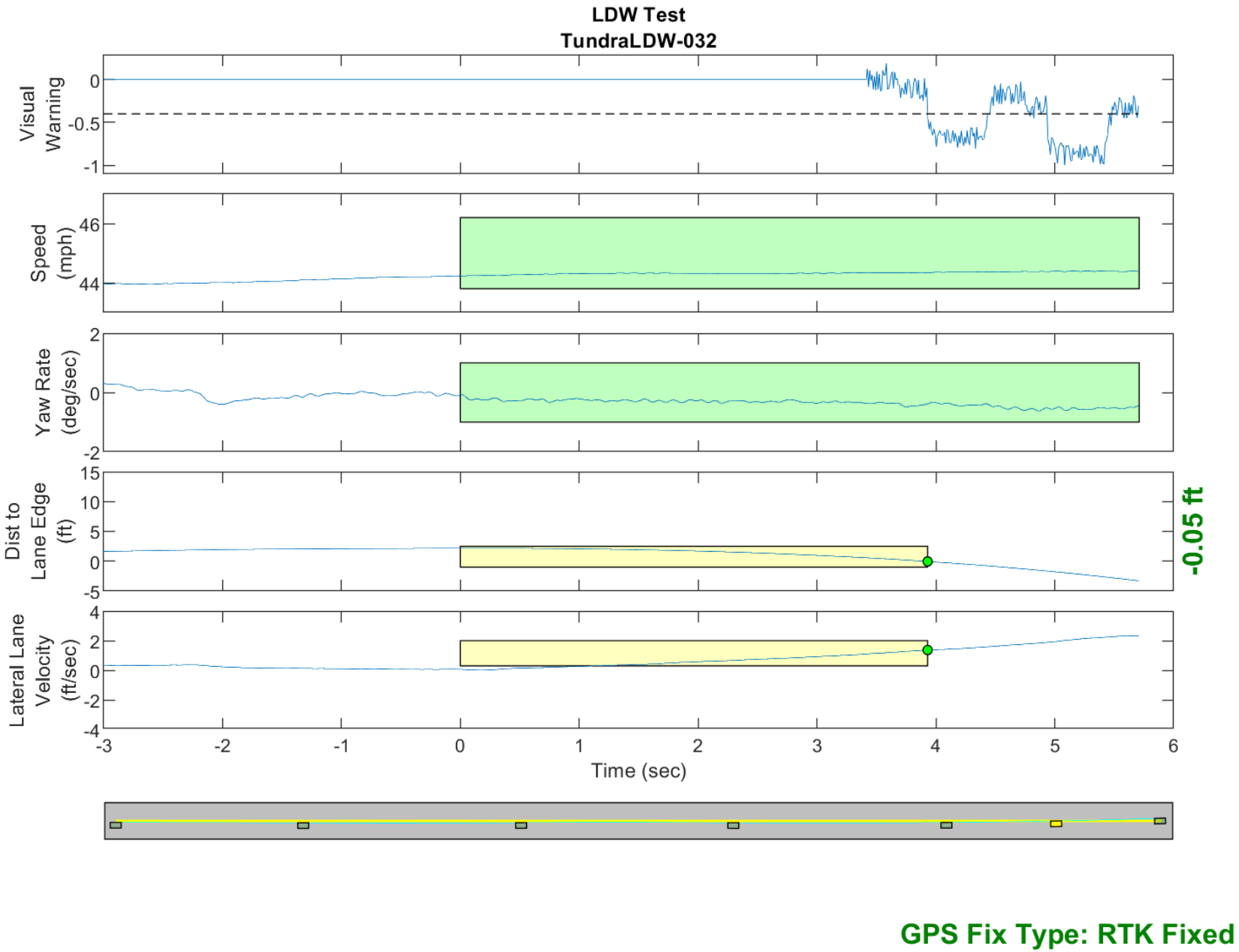


Figure D61. Time History for Run 32, Dashed Line, Left Departure, Visual Warning

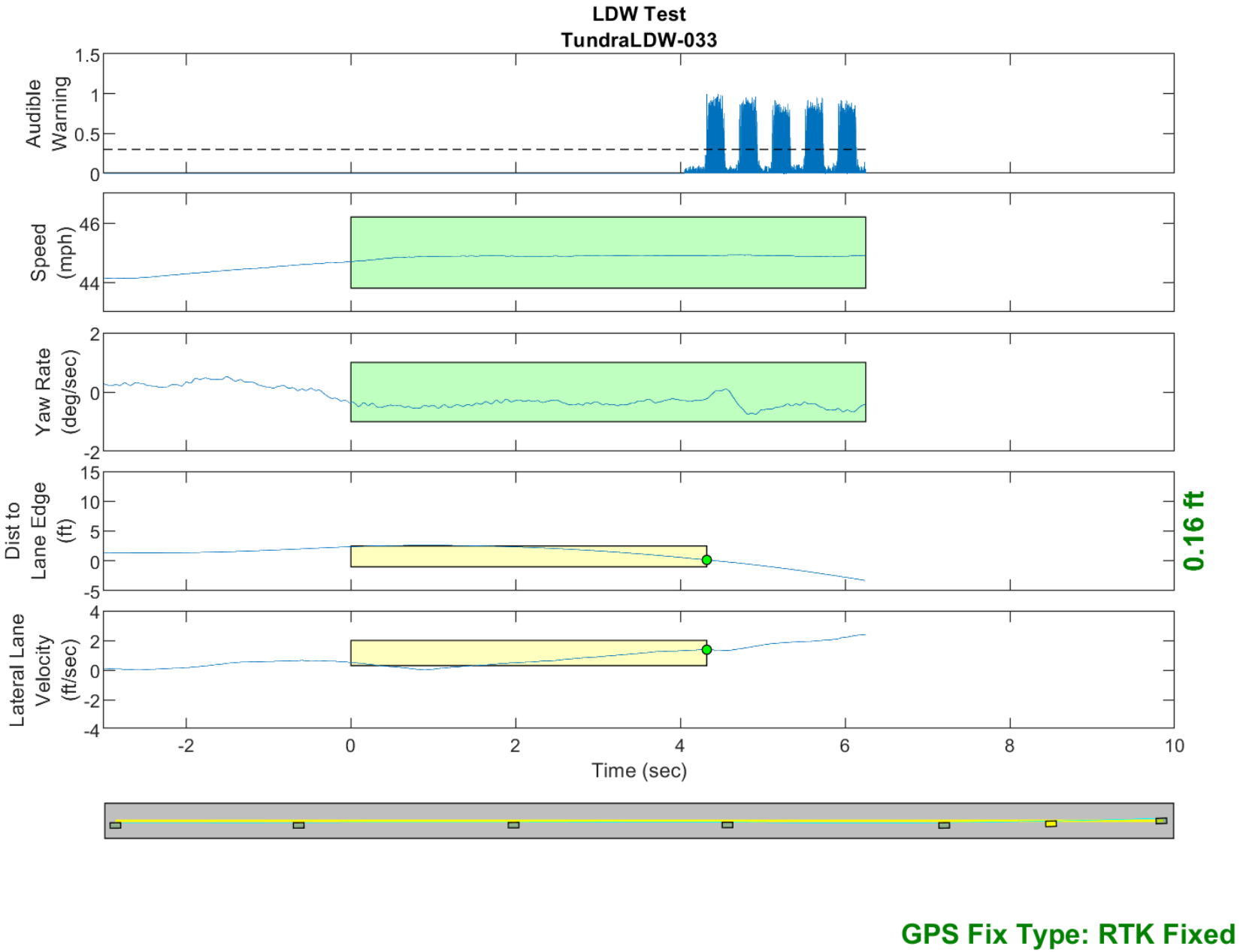


Figure D62. Time History for Run 33, Dashed Line, Left Departure, Auditory Warning

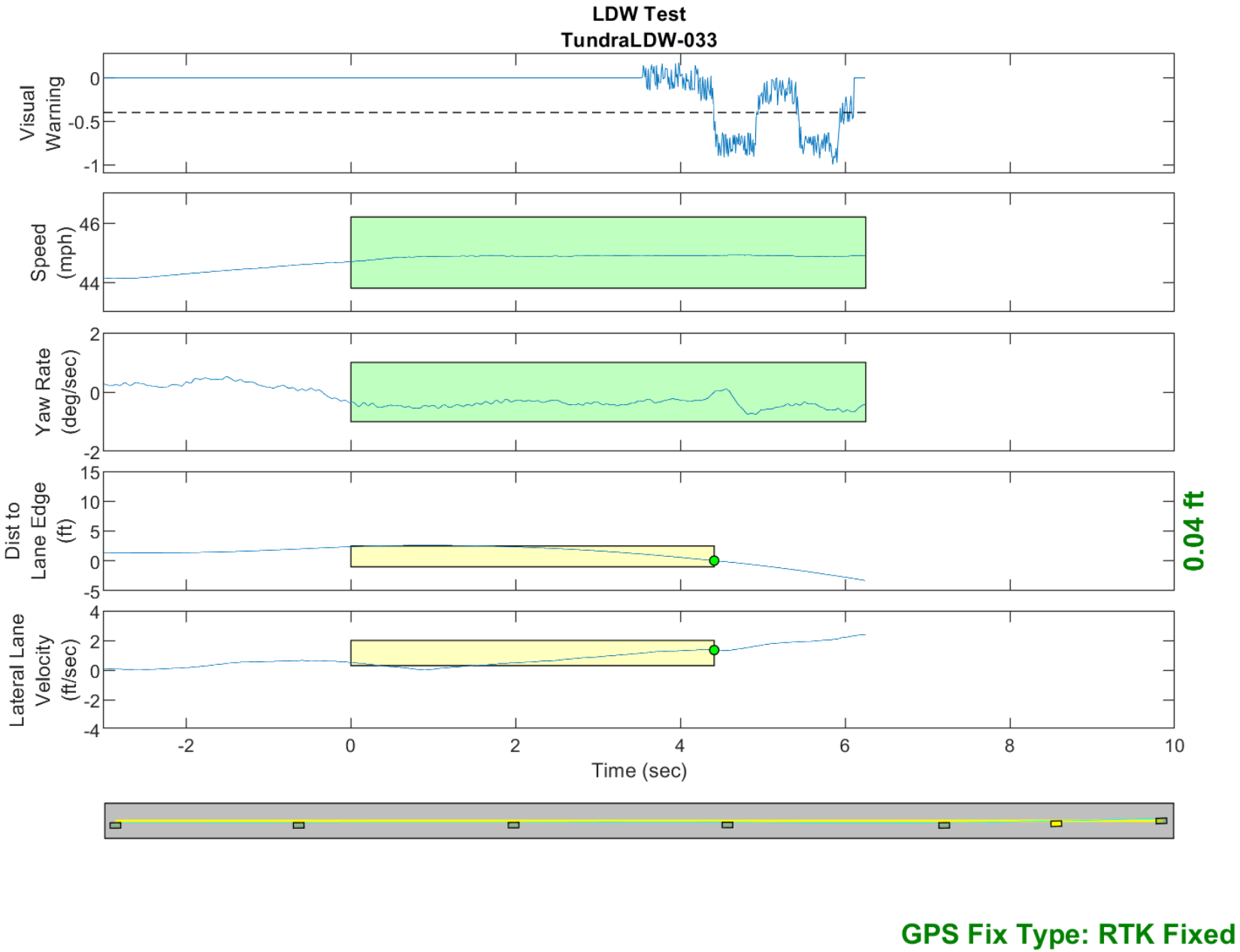


Figure D63. Time History for Run 33, Dashed Line, Left Departure, Visual Warning

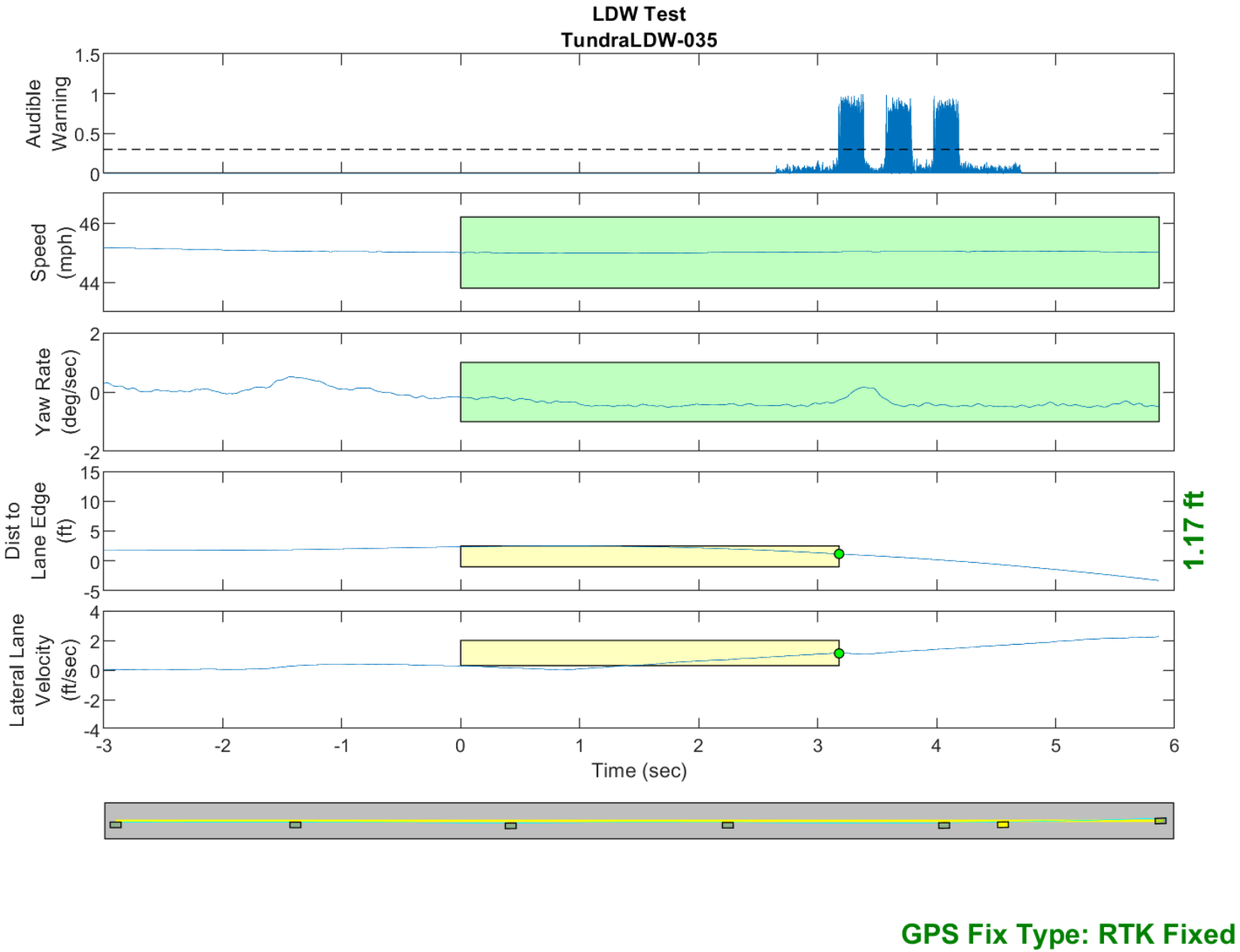


Figure D64. Time History for Run 35, Dashed Line, Left Departure, Auditory Warning

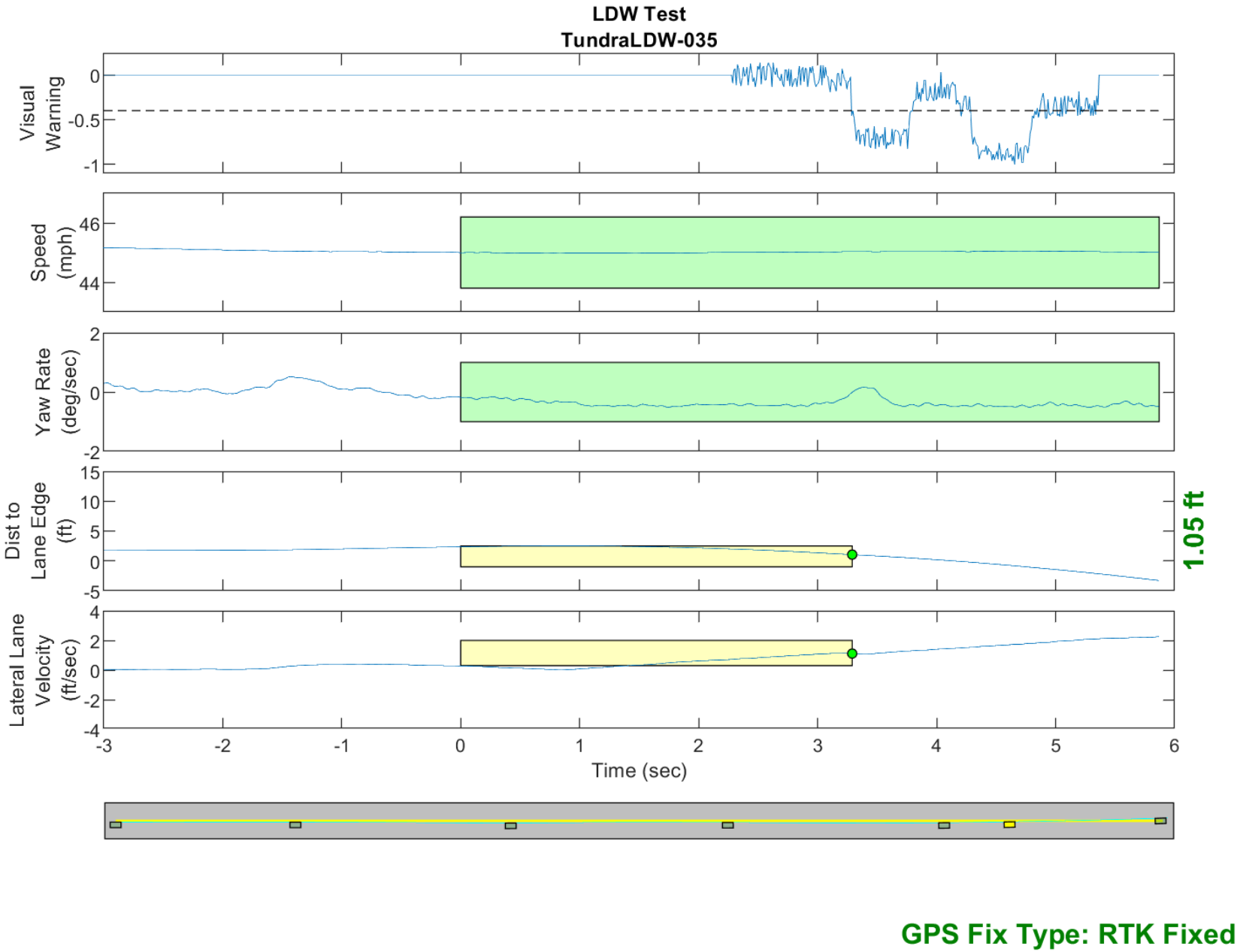


Figure D65. Time History for Run 35, Dashed Line, Left Departure, Visual Warning

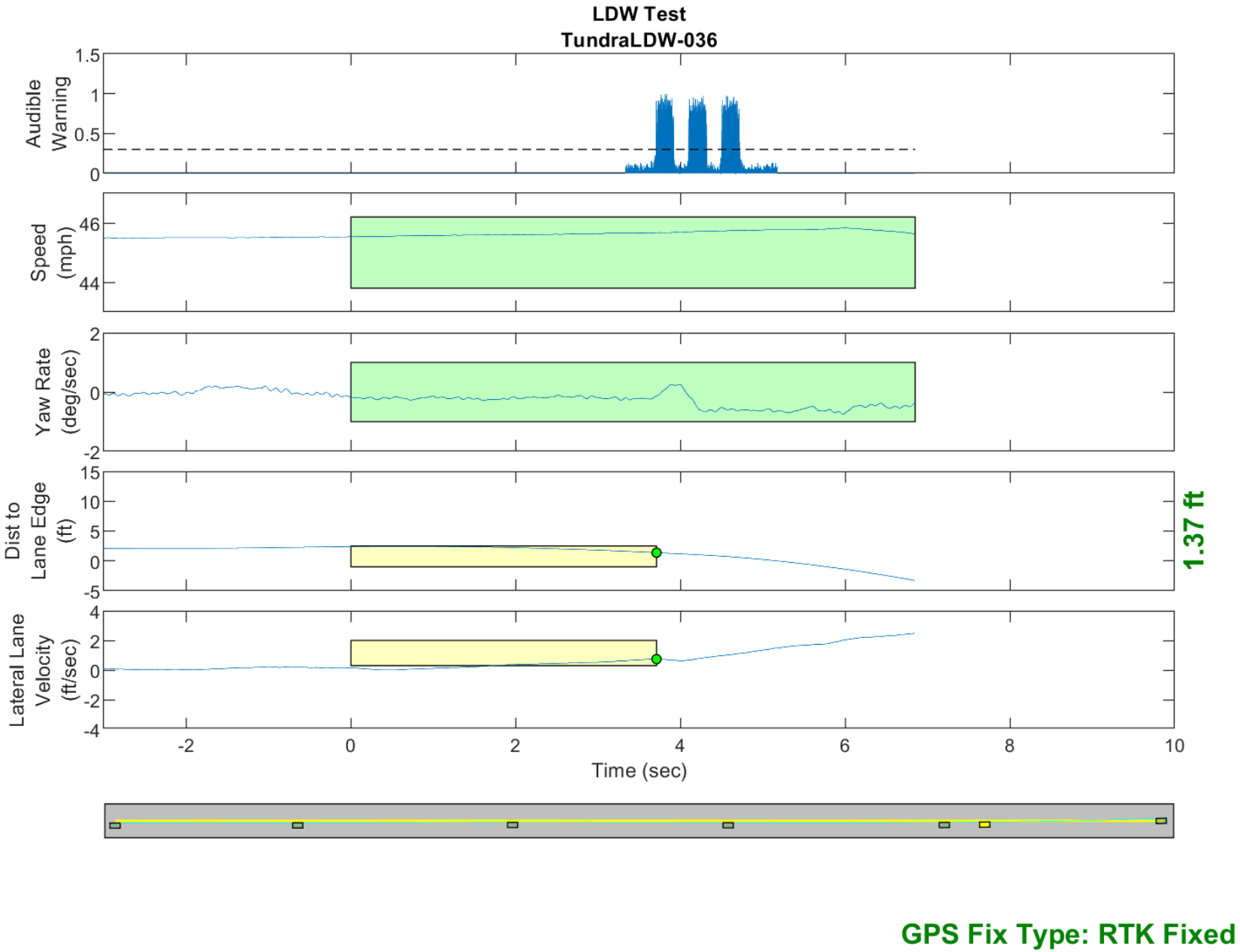


Figure D66. Time History for Run 36, Dashed Line, Left Departure, Auditory Warning

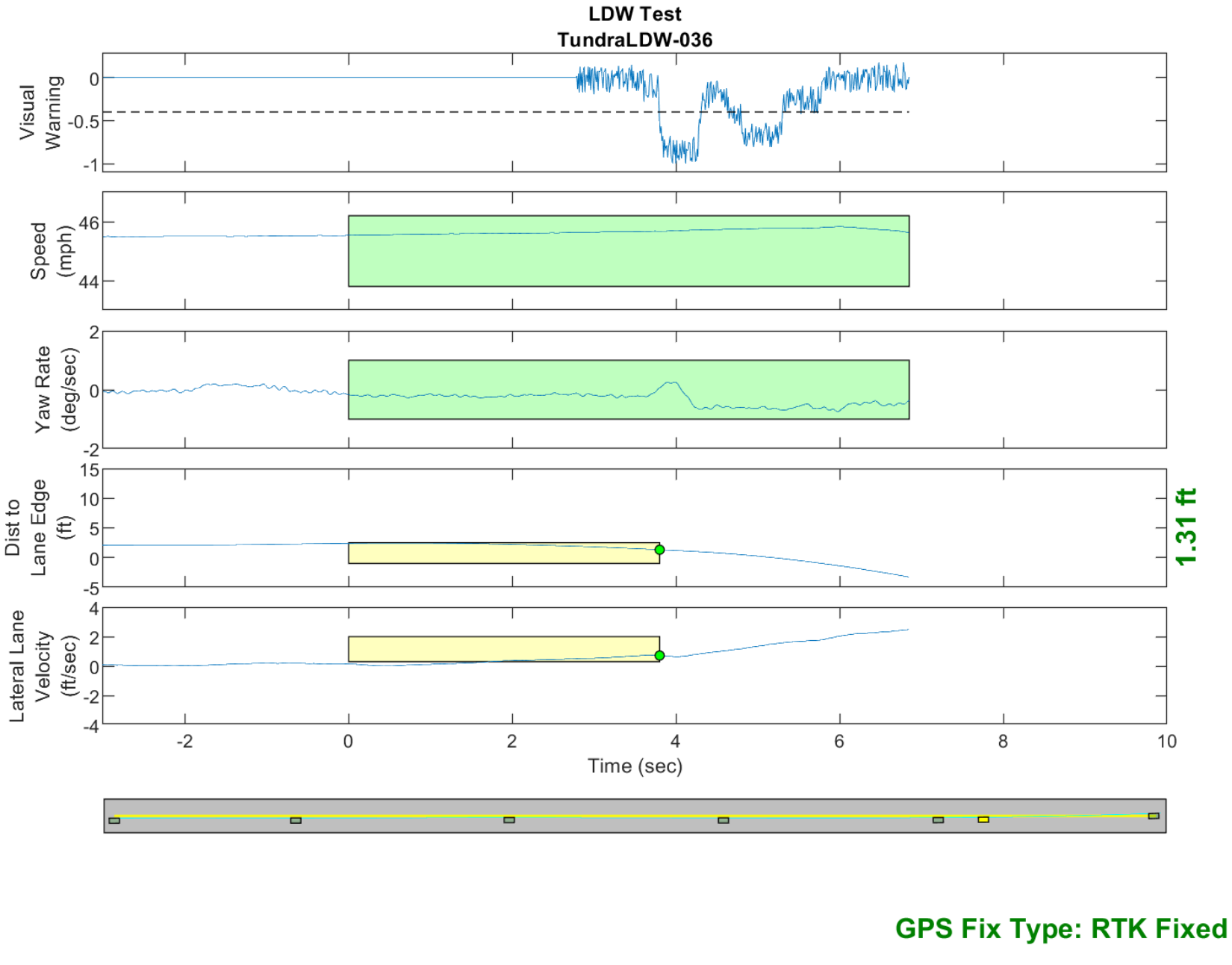


Figure D67. Time History for Run 36, Dashed Line, Left Departure, Visual Warning

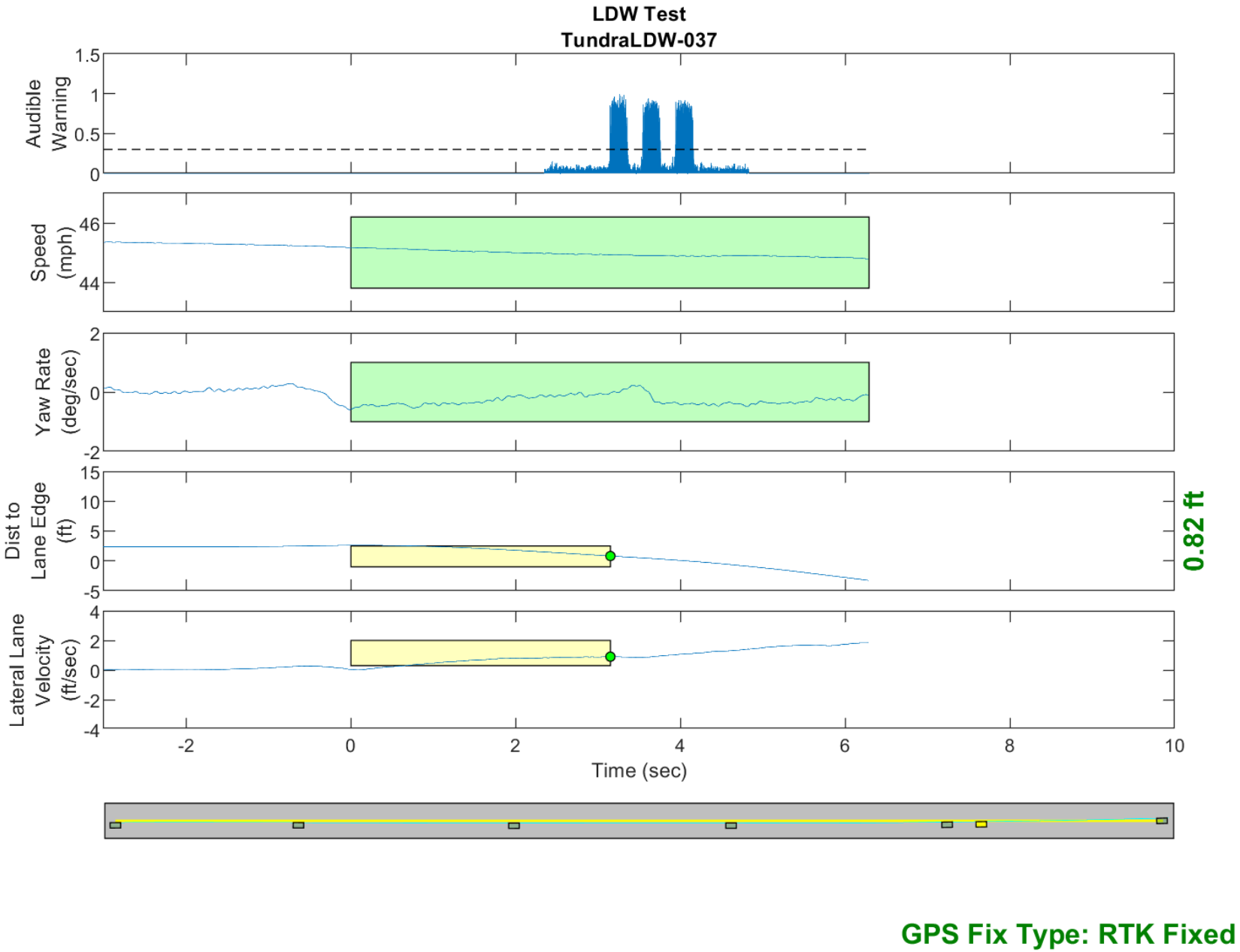


Figure D68. Time History for Run 37, Dashed Line, Left Departure, Auditory Warning

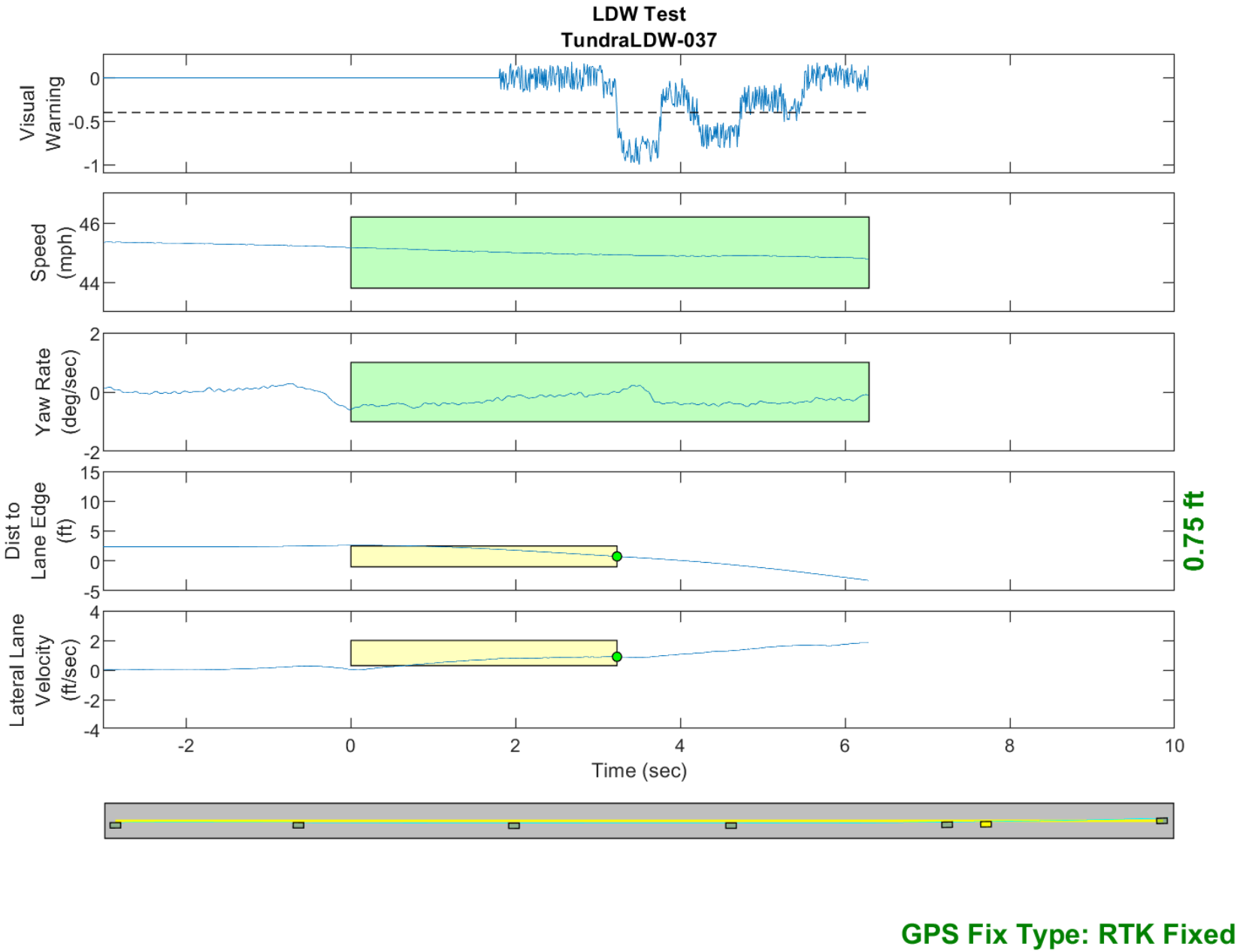


Figure D69. Time History for Run 37, Dashed Line, Left Departure, Visual Warning

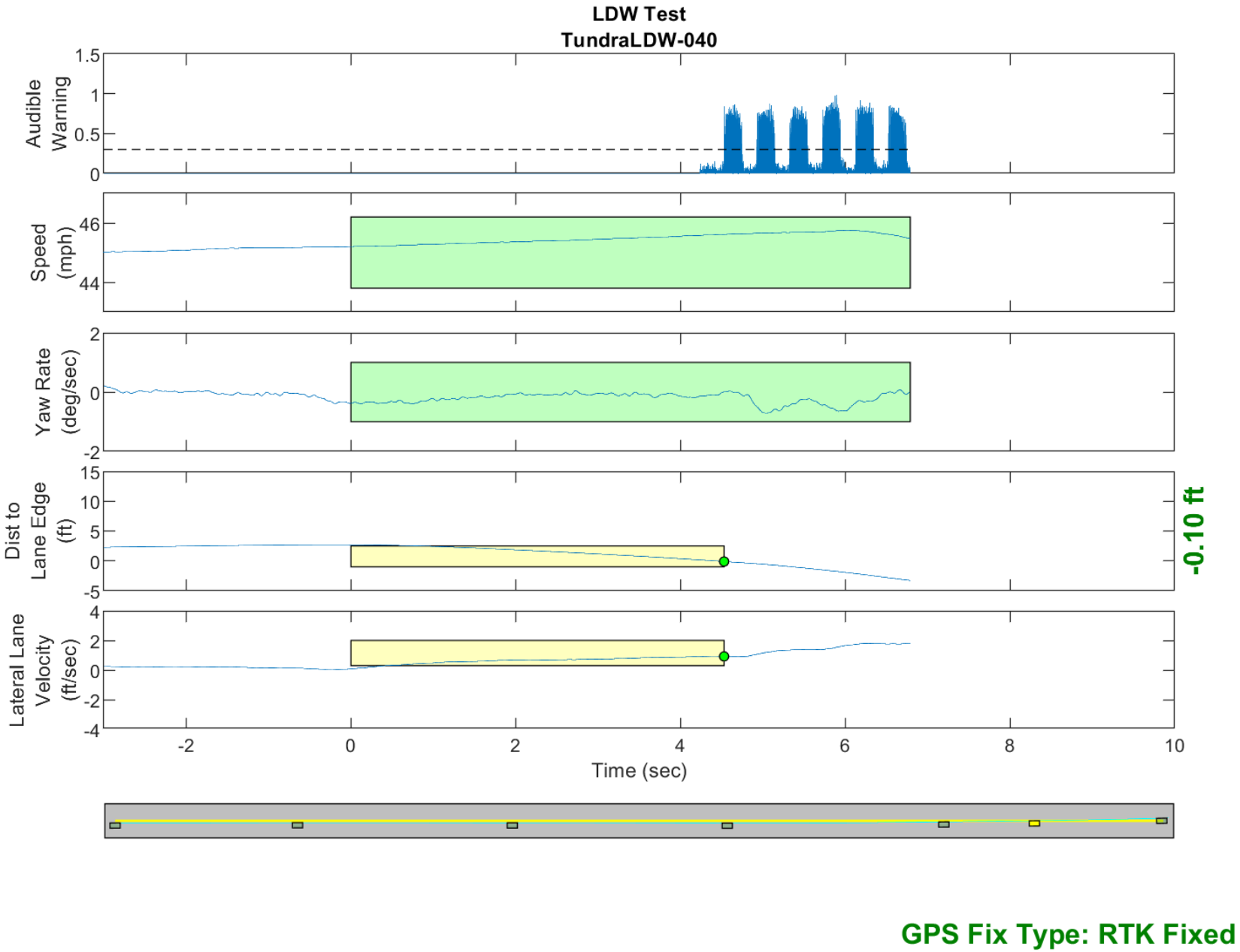


Figure D70. Time History for Run 40, Dashed Line, Left Departure, Auditory Warning

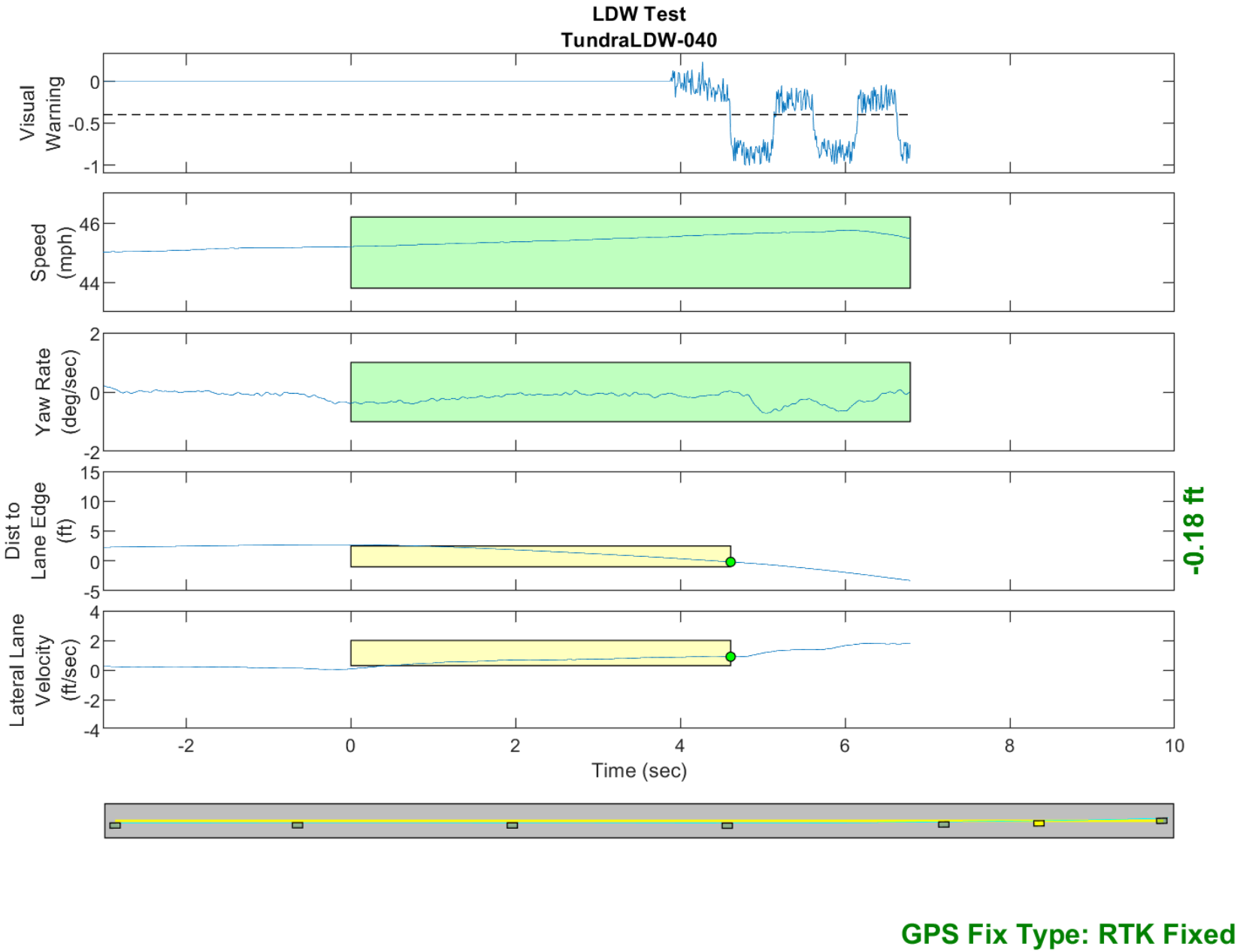


Figure D71. Time History for Run 40, Dashed Line, Left Departure, Visual Warning

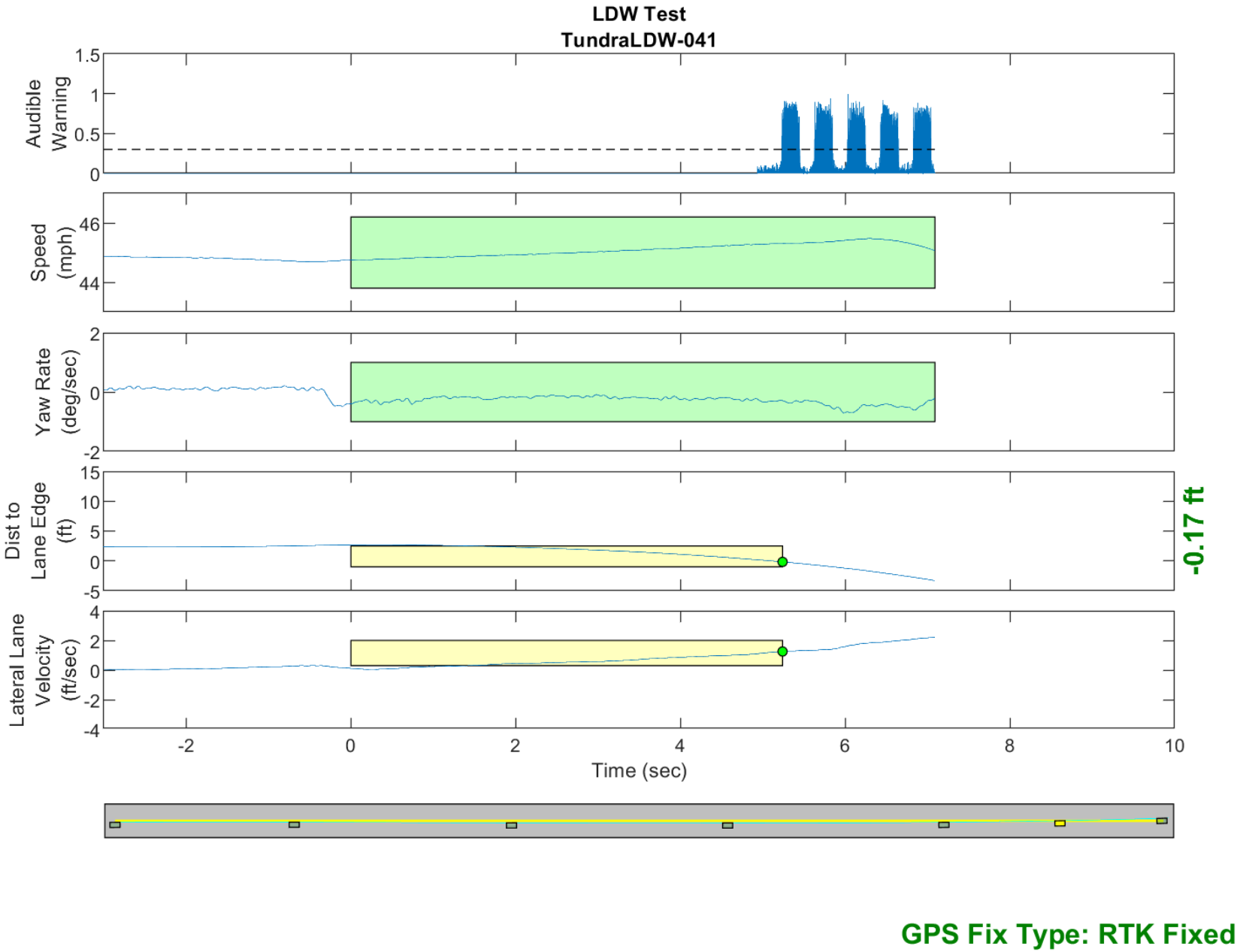


Figure D72. Time History for Run 41, Dashed Line, Left Departure, Auditory Warning

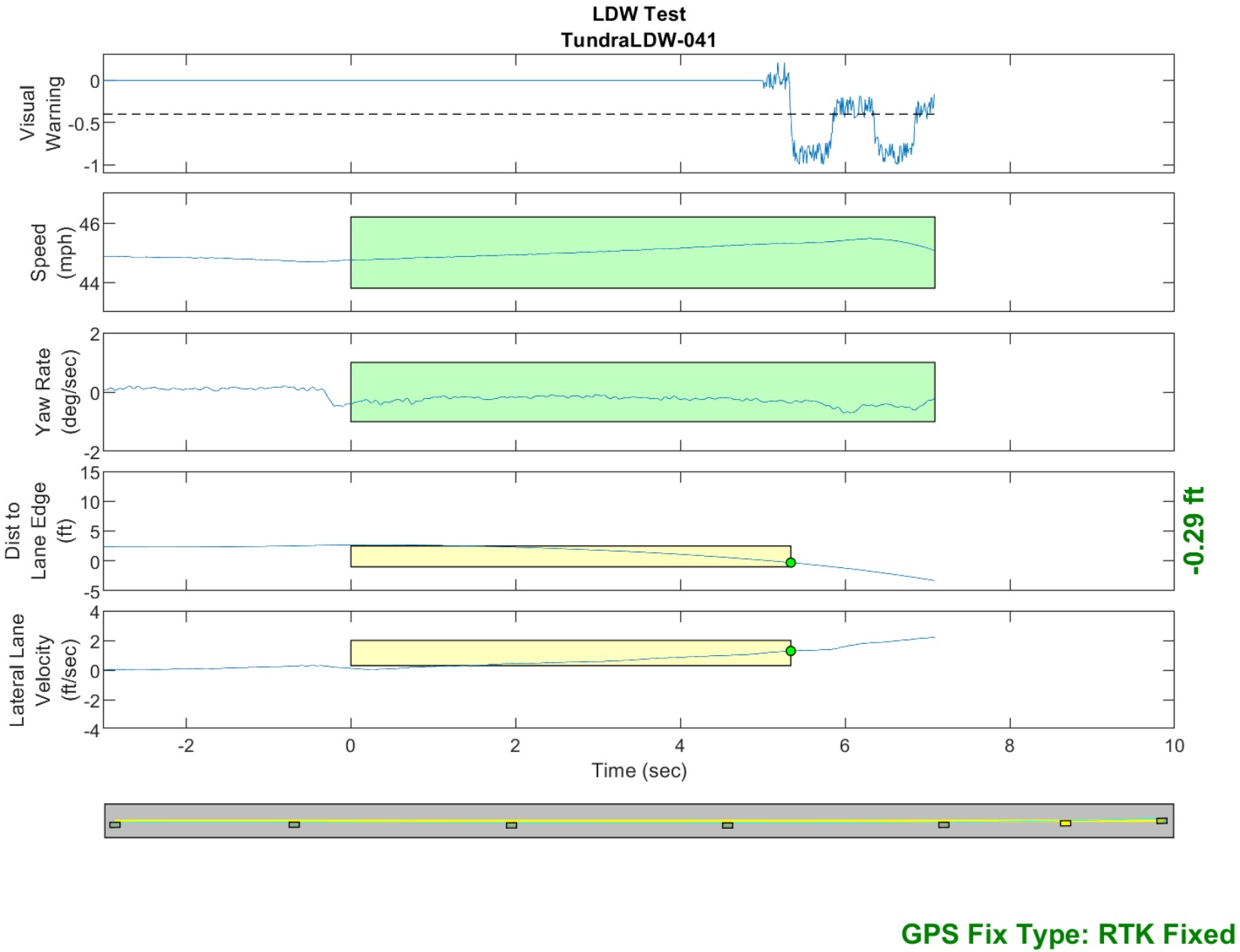


Figure D73. Time History for Run 41, Dashed Line, Left Departure, Visual Warning

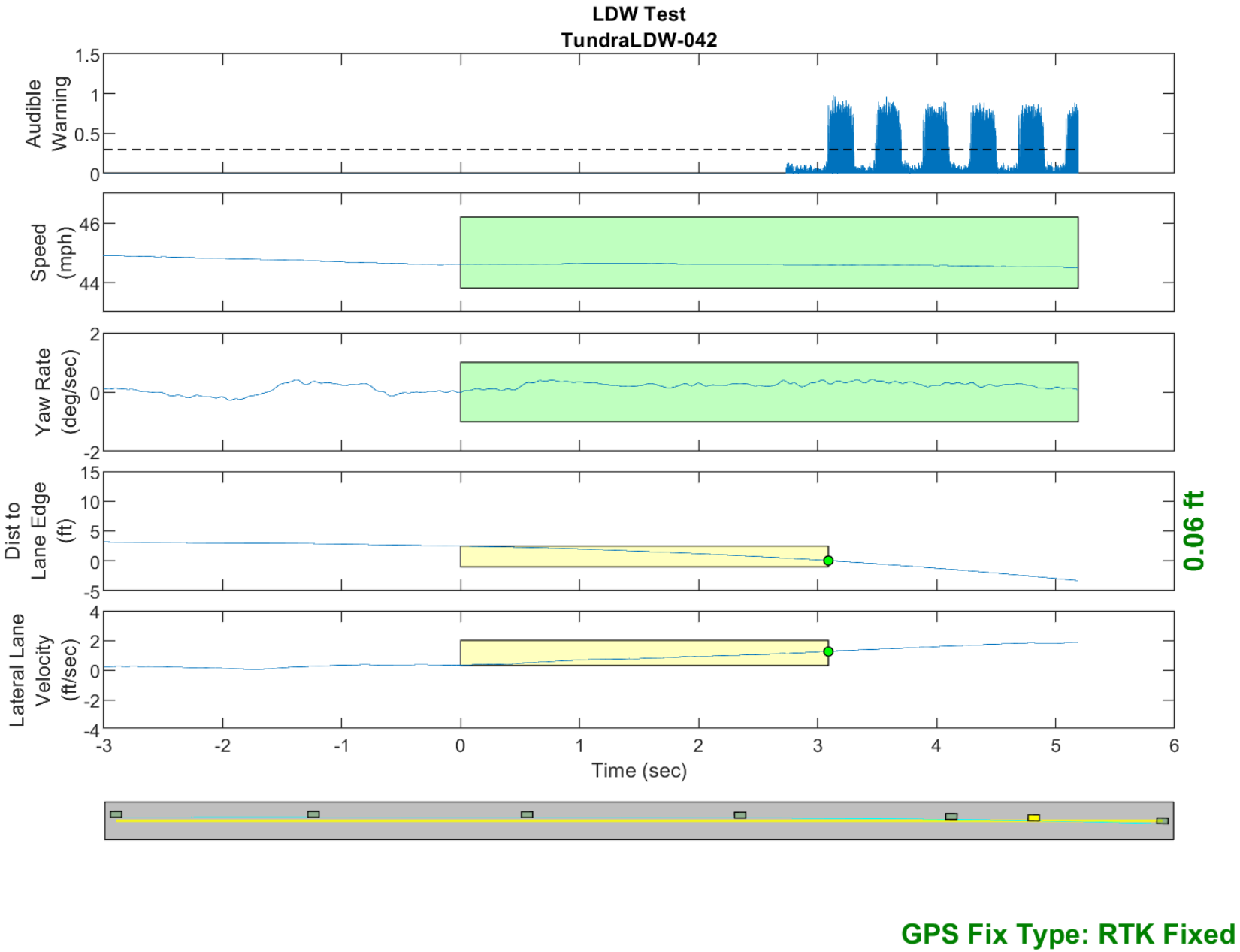


Figure D74. Time History for Run 42, Dashed Line, Right Departure, Auditory Warning

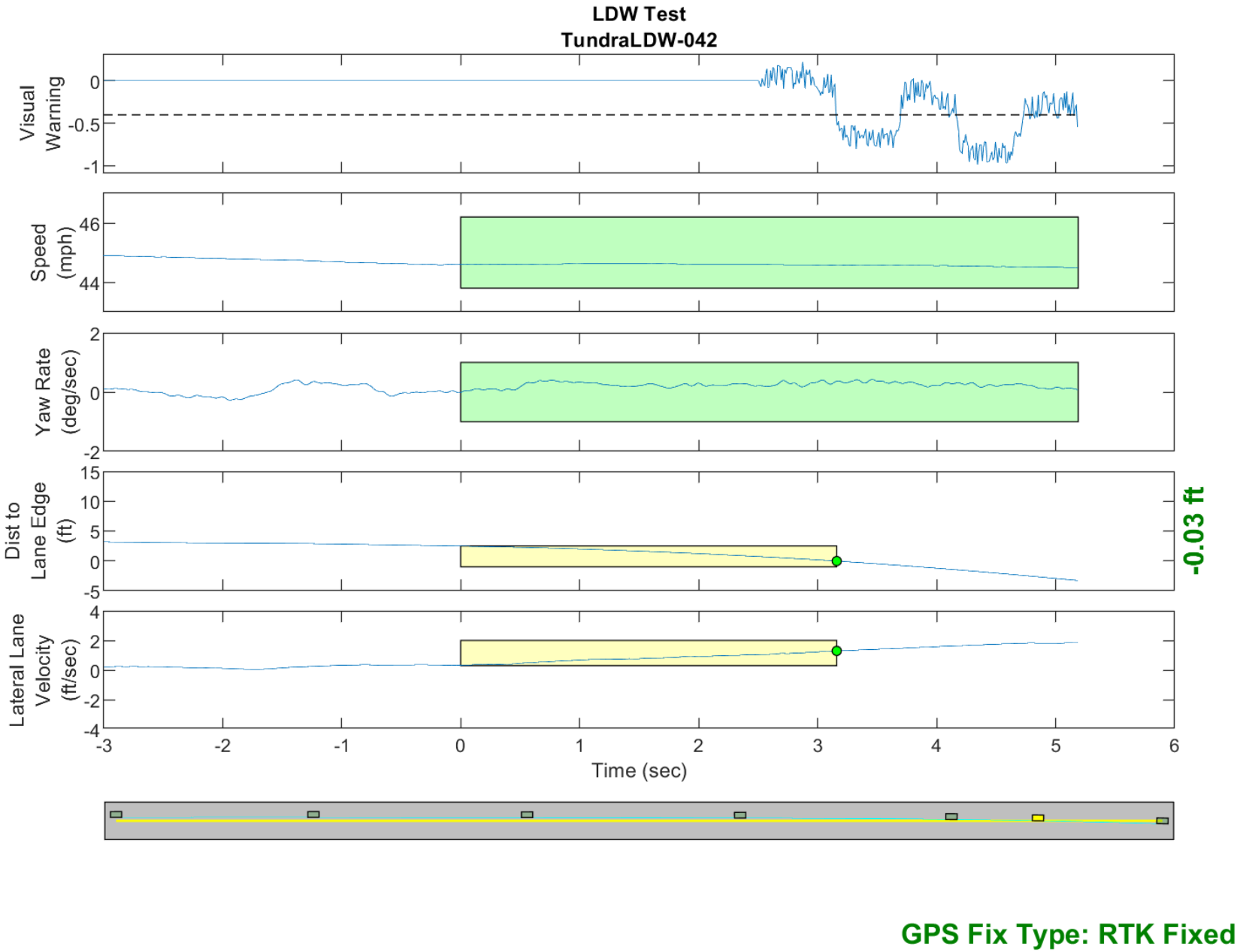


Figure D75. Time History for Run 42, Dashed Line, Right Departure, Visual Warning

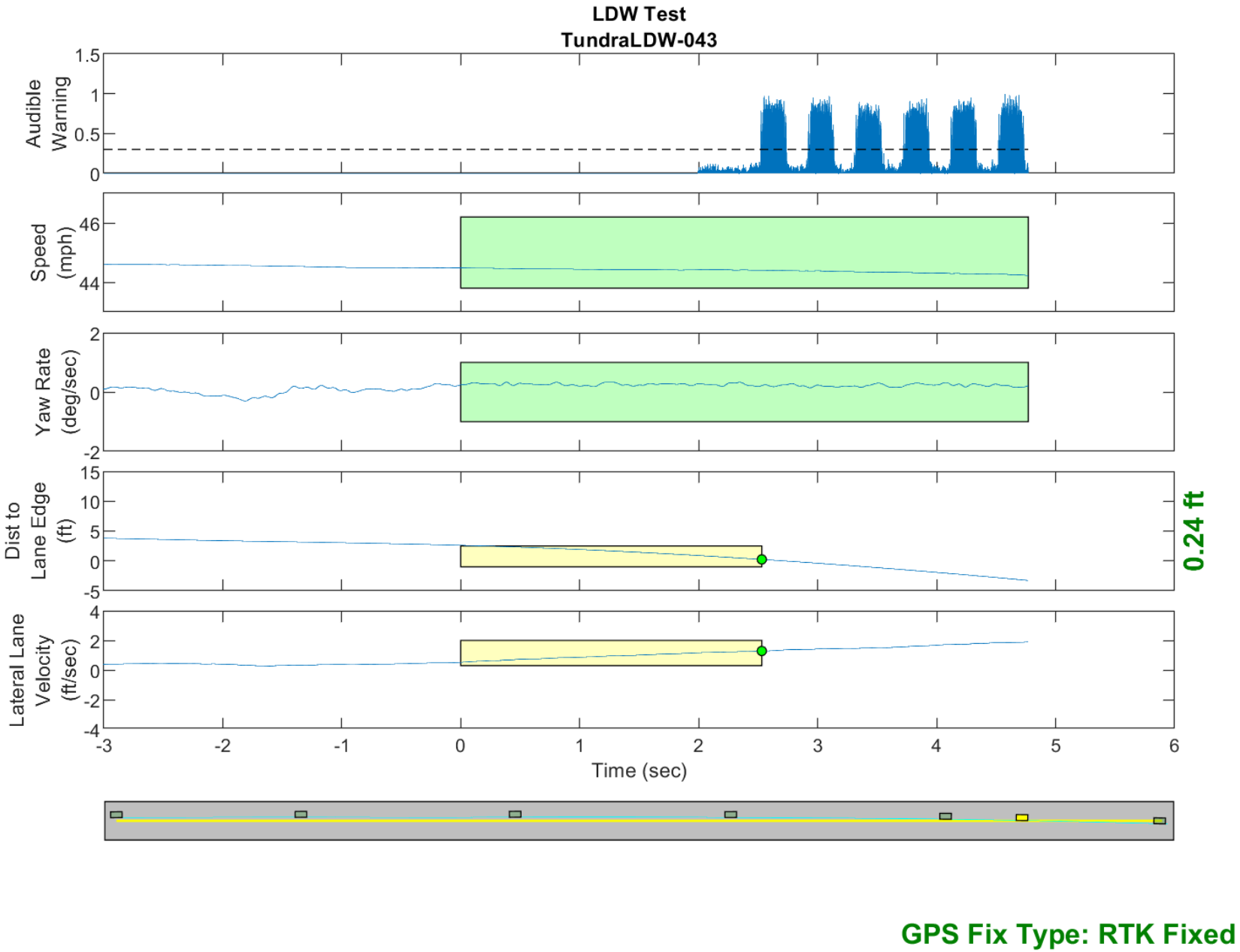


Figure D76. Time History for Run 43, Dashed Line, Right Departure, Auditory Warning

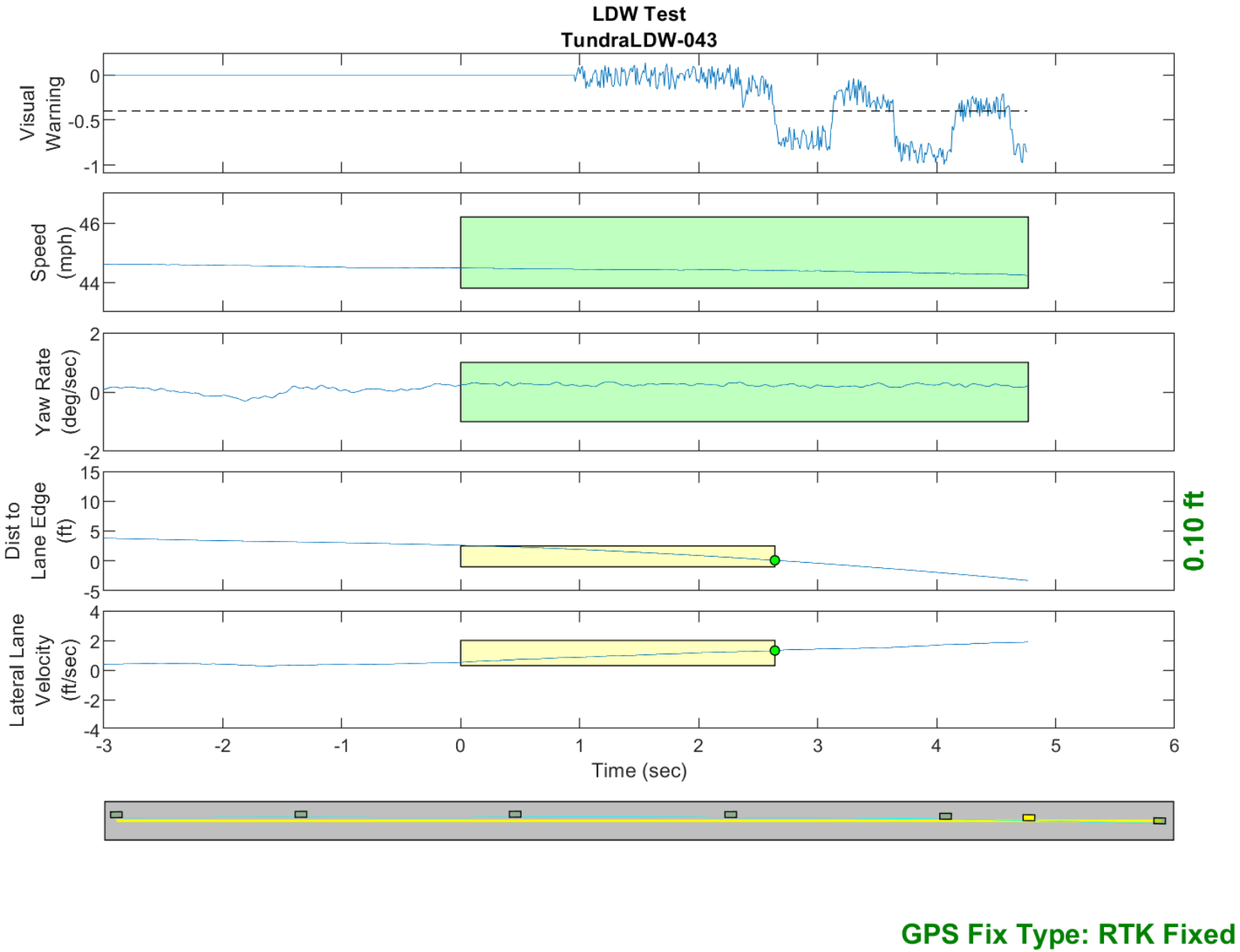


Figure D77. Time History for Run 43, Dashed Line, Right Departure, Visual Warning

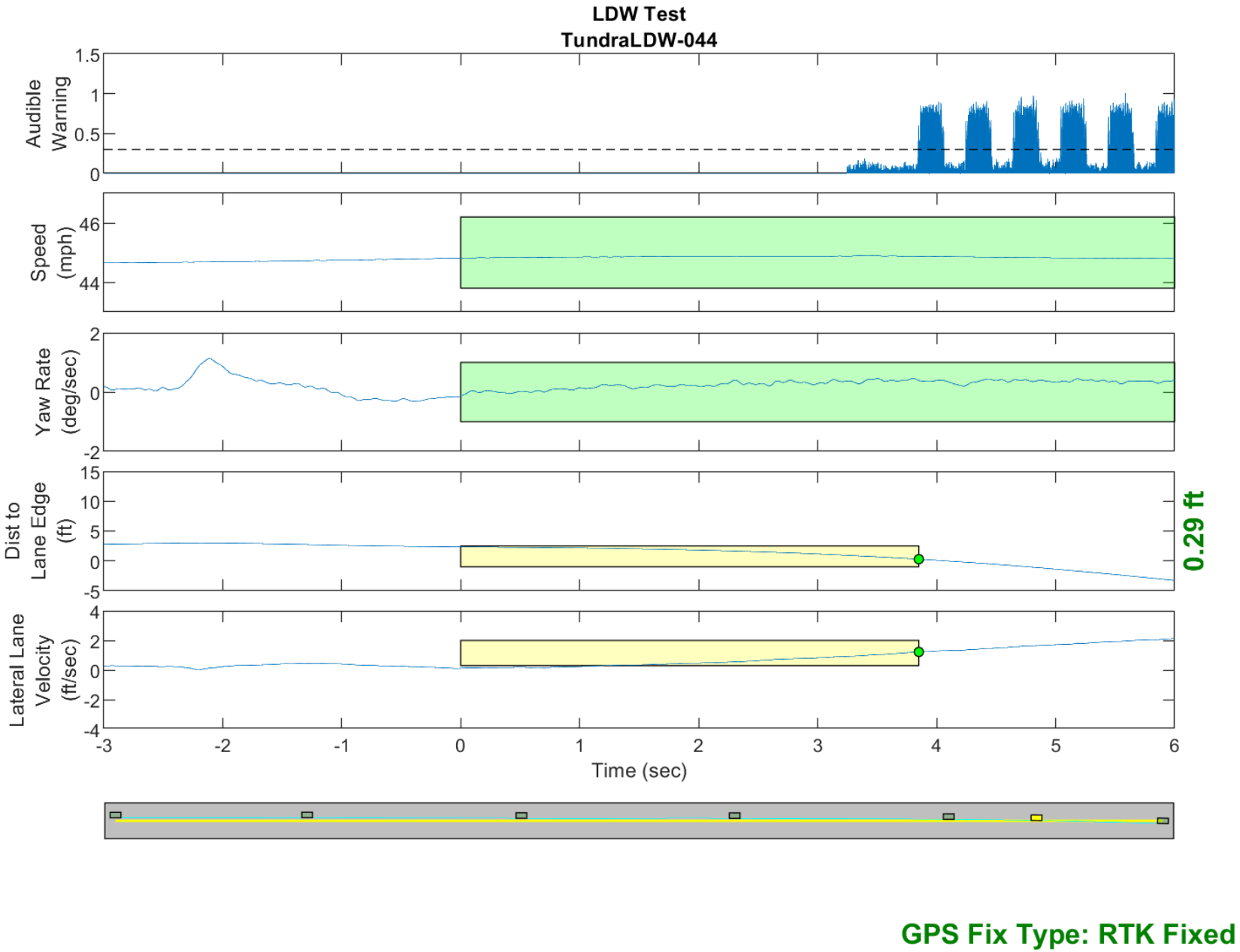


Figure D78. Time History for Run 44, Dashed Line, Right Departure, Auditory Warning

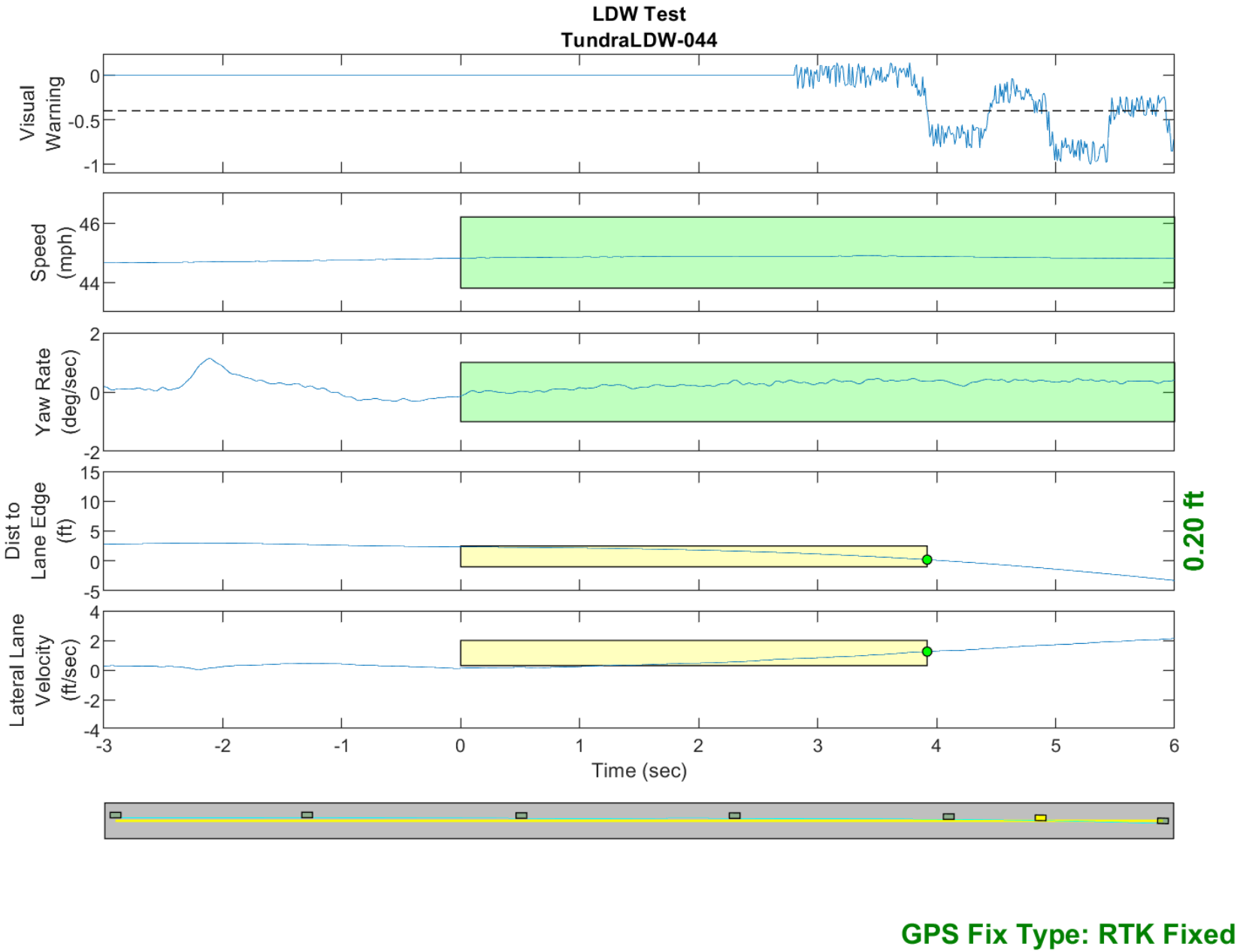


Figure D79. Time History for Run 44, Dashed Line, Right Departure, Visual Warning

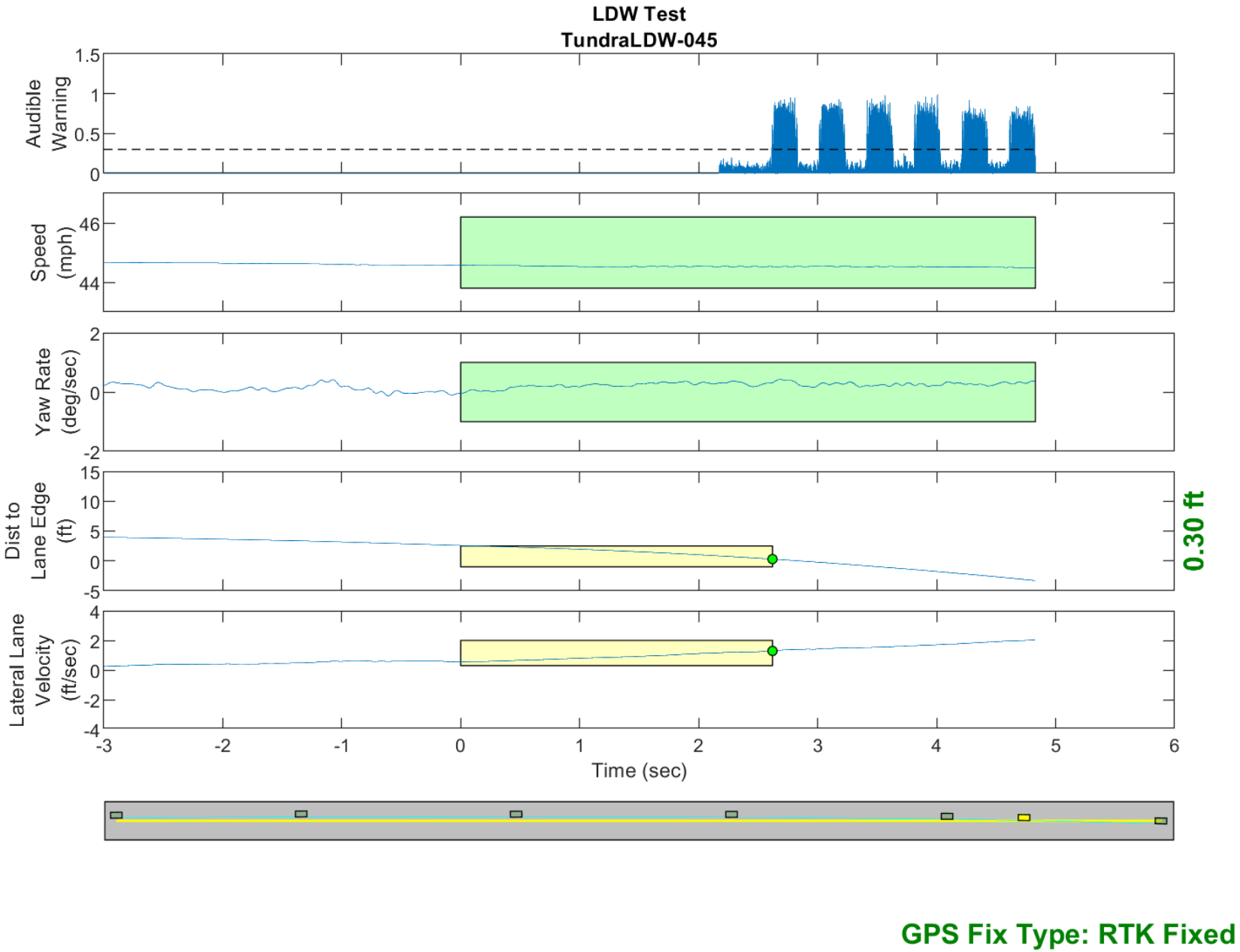


Figure D80. Time History for Run 45, Dashed Line, Right Departure, Auditory Warning

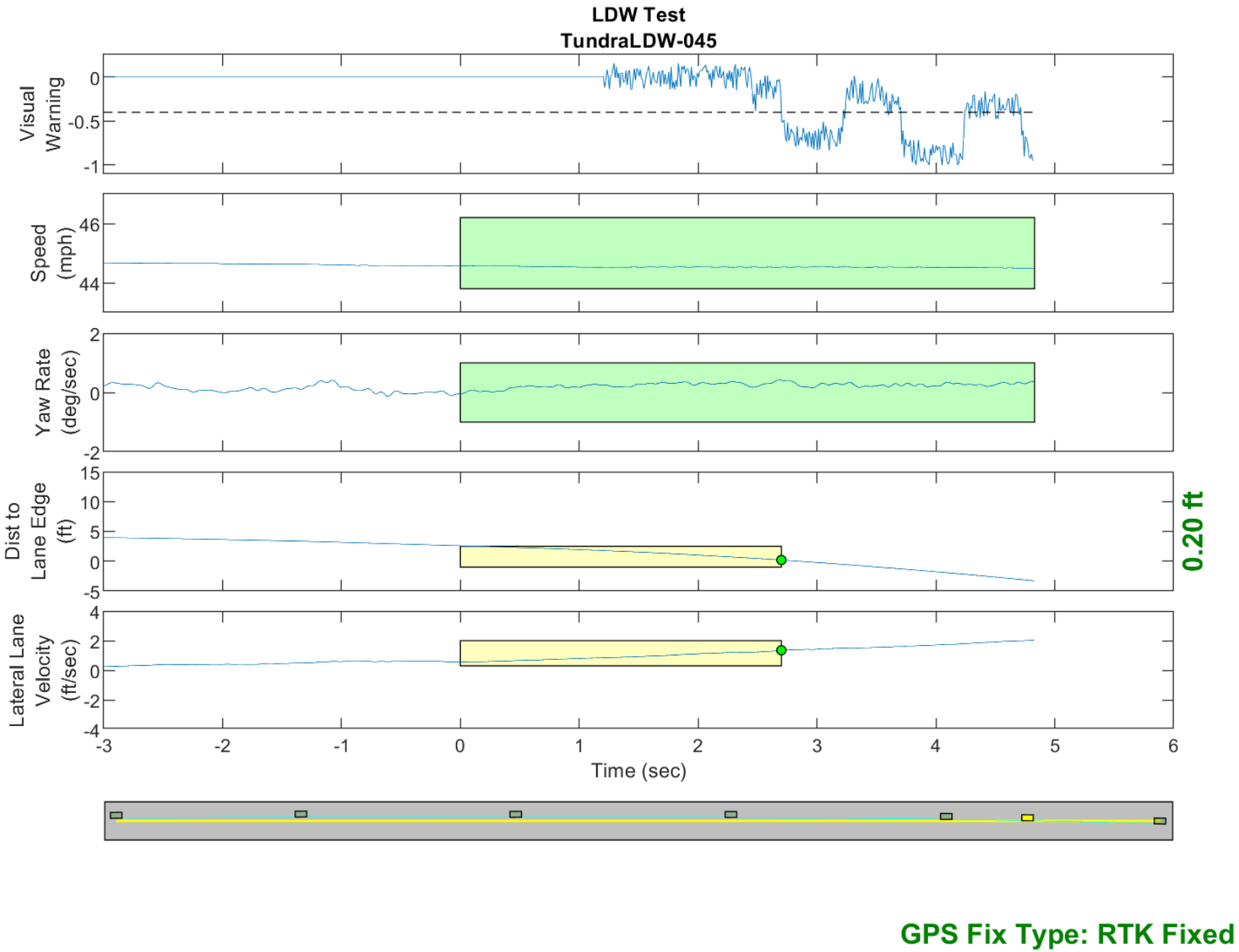


Figure D81. Time History for Run 45, Dashed Line, Right Departure, Visual Warning

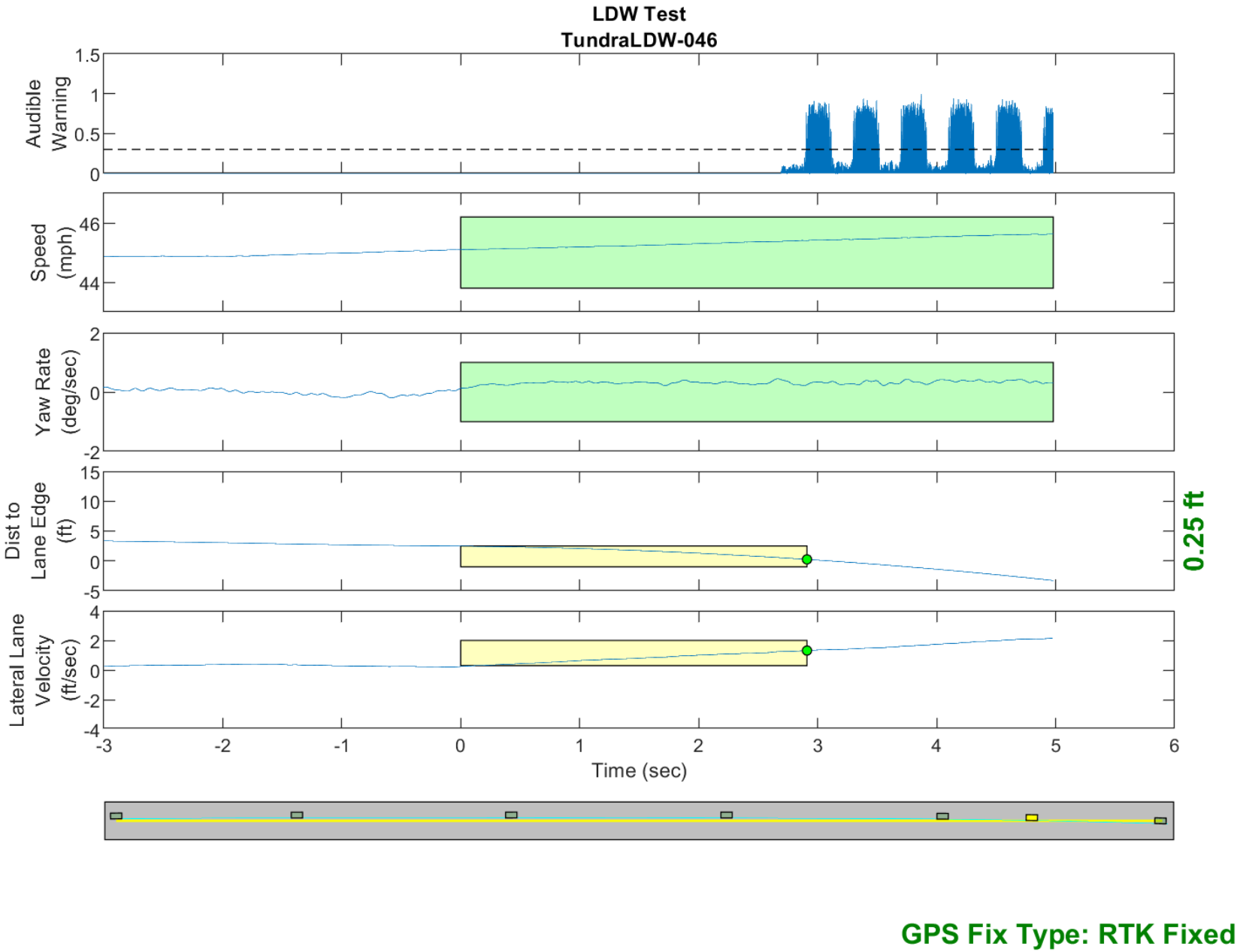


Figure D82. Time History for Run 46, Dashed Line, Right Departure, Auditory Warning

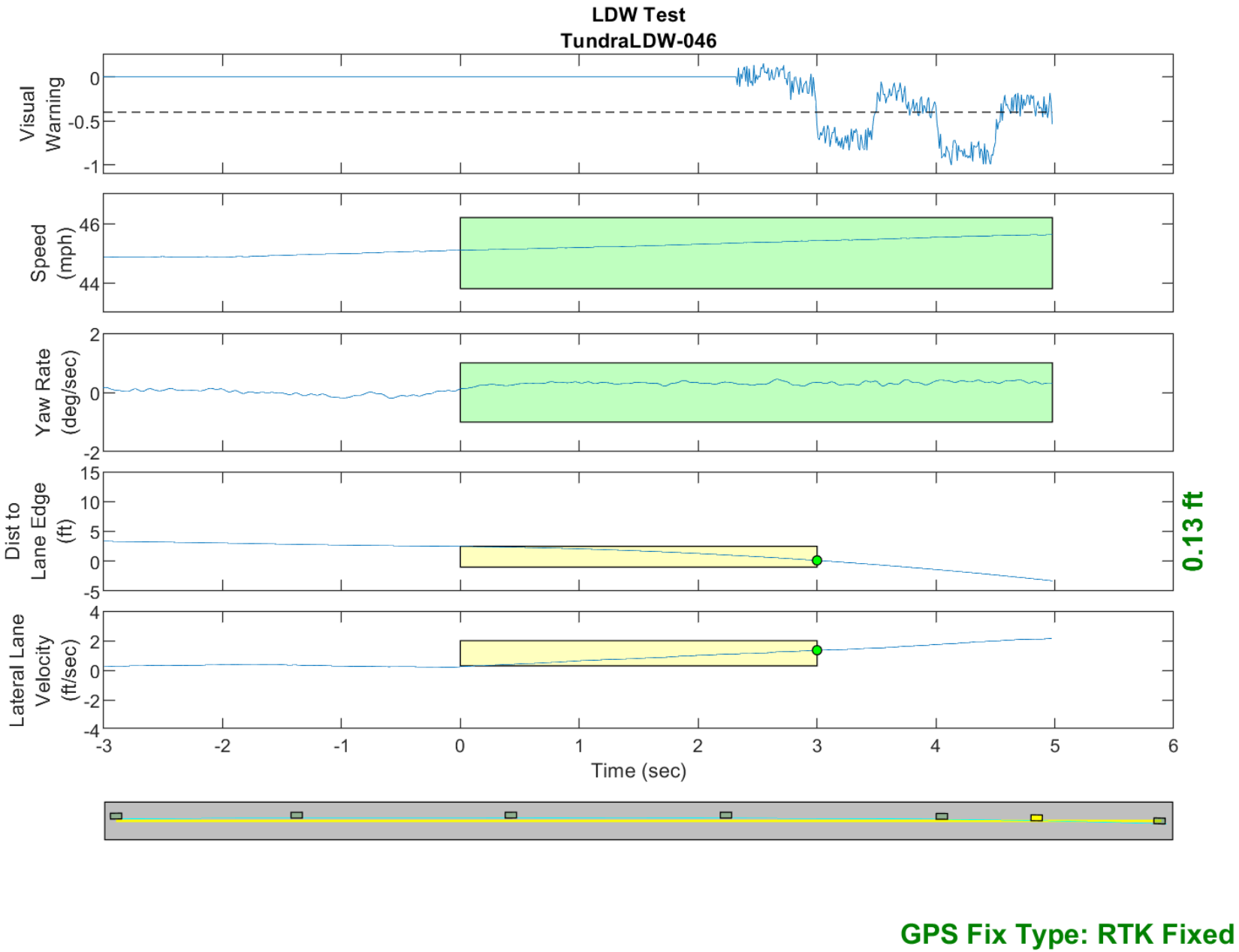


Figure D83. Time History for Run 46, Dashed Line, Right Departure, Visual Warning

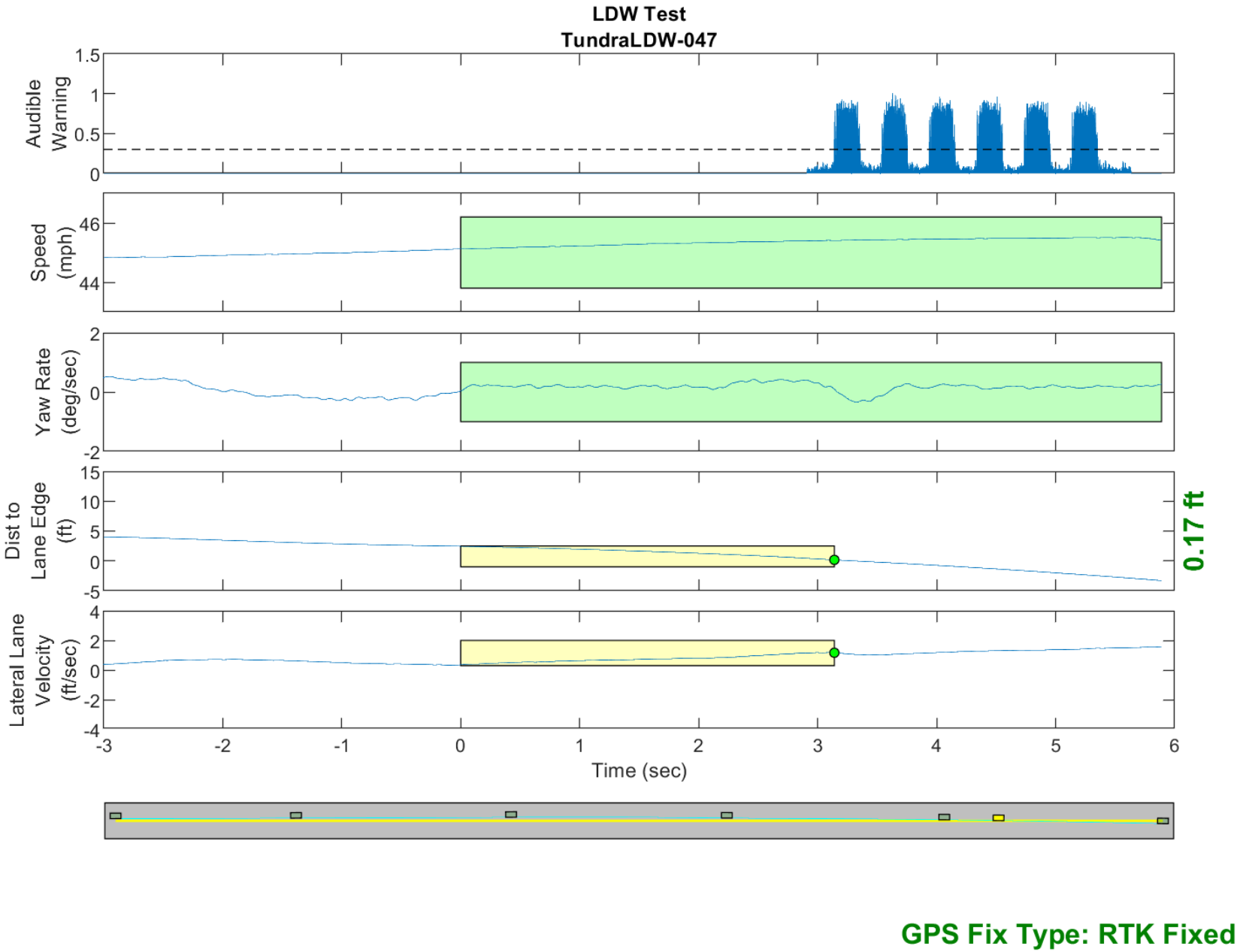


Figure D84. Time History for Run 47, Dashed Line, Right Departure, Auditory Warning

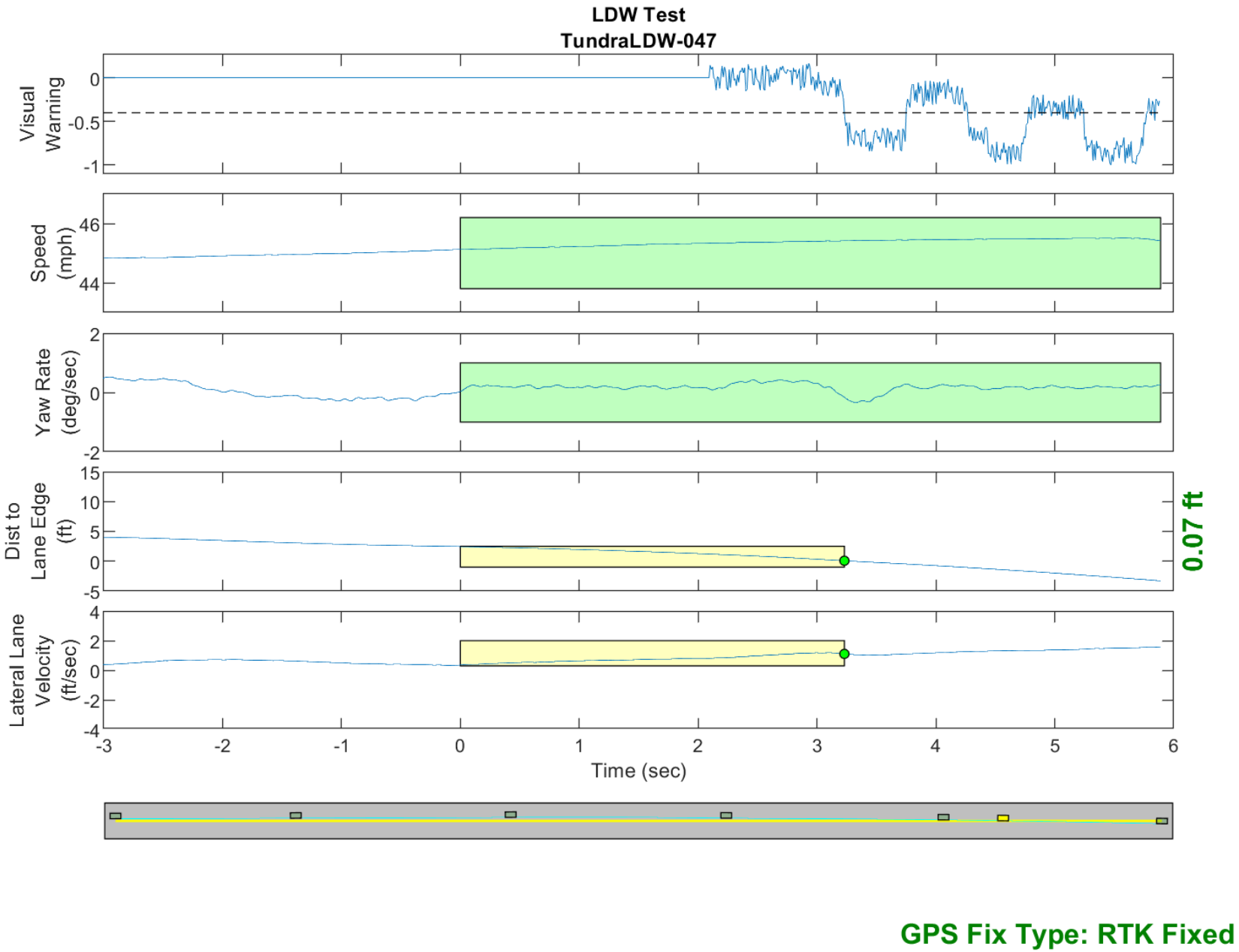


Figure D85. Time History for Run 47, Dashed Line, Right Departure, Visual Warning

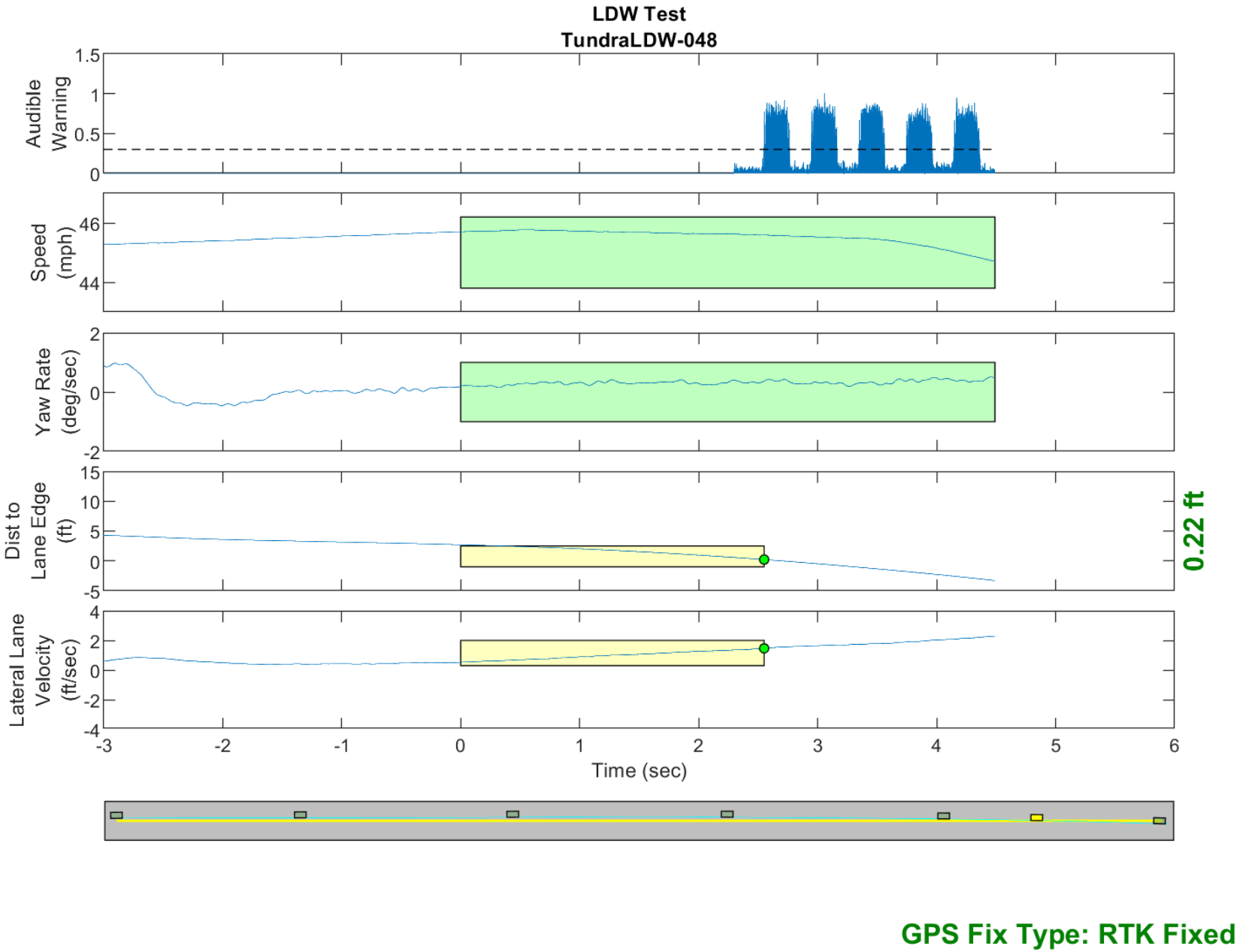


Figure D86. Time History for Run 48, Dashed Line, Right Departure, Auditory Warning

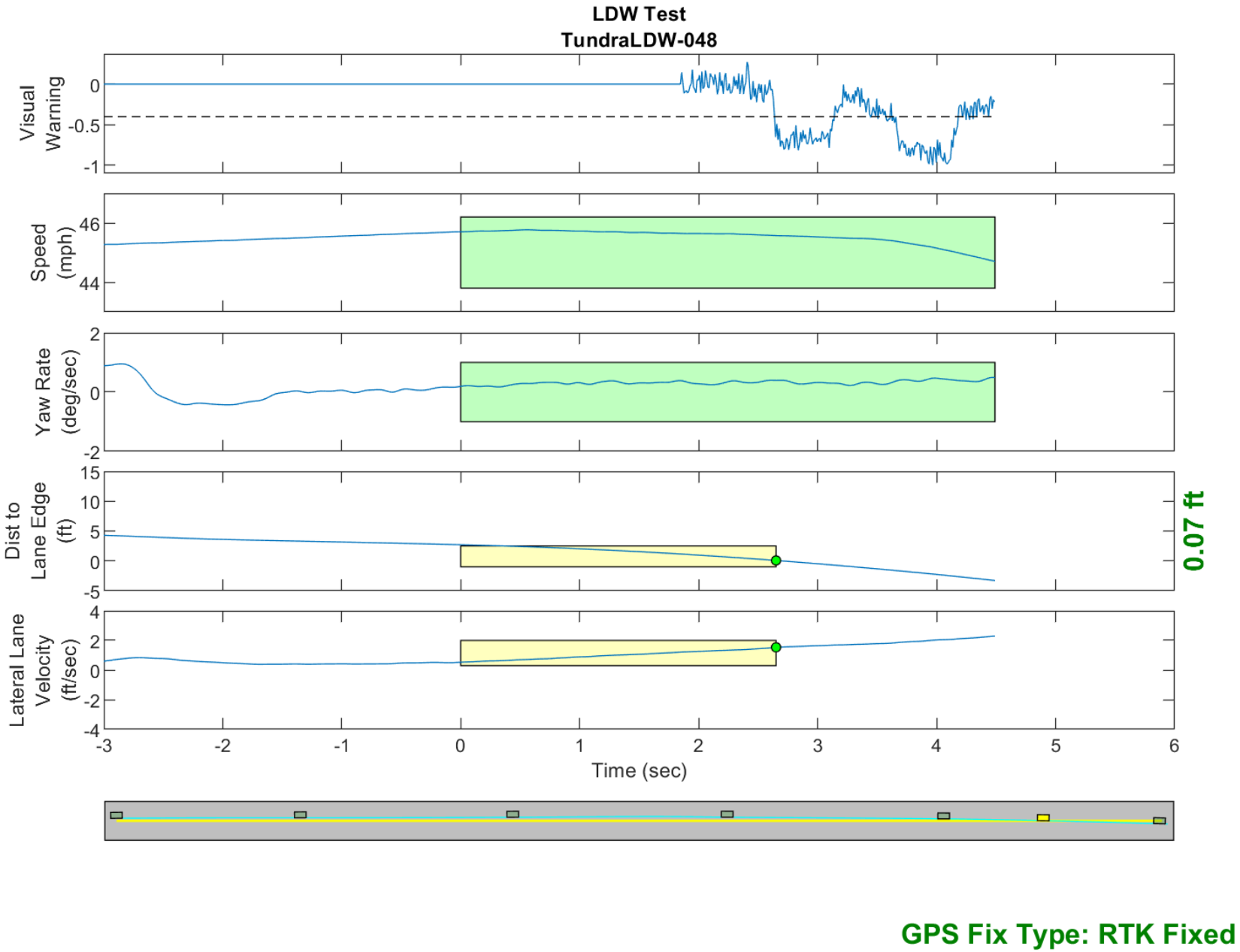


Figure D87. Time History for Run 48, Dashed Line, Right Departure, Visual Warning