NEW CAR ASSESSMENT PROGRAM
LANE DEPARTURE WARNING CONFIRMATION TEST
NCAP-DRI-LDW-22-04

2022 Honda Civic

DYNAMIC RESEARCH, INC.
355 Van Ness Avenue, STE 200
Torrance, California 90501

15 August 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.

Prepared By: Stephen Rhim and Anthony Saldana

Senior Engineer Staff Engineer

Date: 15 August 2022

1. Report No. NCAP-DRI-LDW-22-04	2. Government Accession No.	3. Recipient's Catalog No.	
4. Title and Subtitle Final Report of Lane Departure Warning Confirmation Test of a 2022 Honda Civic.		5. Report Date 15 August 2022	
		6. Performing Organization Code DRI	
7. Author(s) Stephen Rhim, Senior Engineer Anthony Saldana, Staff Engineer		8. Performing Organization Report No. DRI-TM-21-129	
9. Performing Organization Name and Address Dynamic Research, Inc. 355 Van Ness Ave, STE 200 Torrance, CA 90501		10. Work Unit No.	
		11. Contract or Grant No. DTNH22-14-D-00333	
12. Sponsoring Agency Name and Address 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		13. Type of Report and Period Covered Final Test Report August 2022	
		14. Sponsoring Agency Code NRM-110	
15. Supplementary Notes			
16. Abstract These tests were conducted on the subject 2022 Honda Civic 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.			
17. Key Words Lane Departure Warning, LDW, New Car Assessment Program, NCAP		18. Distribution Statement Copies of this report are available from the following: NHTSA Technical Reference Division National Highway Traffic Safety Administration 1200 New Jersey Avenue, SE Washington, DC 20590	
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No. of Pages 141	22. Price

TABLE OF CONTENTS

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 Honda Civic. 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 Honda Civic

VIN: *2HGFE2F59NH58xxxx*

Test start date: *8/9/2022*

Test end date: *8/9/2022*

Lane Departure Warning setting: *N/A*

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 Honda Civic

TEST VEHICLE INFORMATION

VIN: *2HGFE2F59NH58xxxx*

Body Style: *Sedan* Color: *Meteorite Gray*

Date Received: *7/28/2022* Odometer Reading: *4 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *Honda of Canada MFG.*

Date of manufacture: *06/22*

Vehicle Type: *Passenger Car*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *235/40R18 91W*

Rear: *235/40R18 91W*

Recommended cold tire pressure: Front: *225 kPa (33 psi)*

Rear: *220 kPa (32 psi)*

TIRES

Tire manufacturer and model: *Goodyear Eagle Sport*

Front tire size: *235/40R18 91W*

Rear tire size: *235/40R18 91W*

Front tire DOT prefix: *14B2R LB1R*

Rear tire DOT prefix: *14B2R LB1R*

LANE DEPARTURE WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2022 Honda Civic

GENERAL INFORMATION

Test start date: *8/9/2022*

Test end date: *8/9/2022*

AMBIENT CONDITIONS

Air temperature: *26.7 C (80 F)*

Wind speed: *3.1 m/s (6.9 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: *225 kPa (33 psi)*

Rear: *220 kPa (32 psi)*

LANE DEPARTURE WARNING

DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2022 Honda Civic

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front:	*443.2 kg (977 lb)*	Right Front:	*420.5 kg (927 lb)*
Left Rear:	*290.8 kg (641 lb)*	Right Rear:	*282.6 kg (623 lb)*
		Total:	*1437.1 kg (3168 lb)*

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

(Page 1 of 3)

2022 Honda Civic

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

Honda Sensing: Road Departure Mitigation (RDM) comes standard on this vehicle.

Type and location of sensor(s) used:

Mono-camera located in the top center of the windshield.

Lane Departure Warning Setting used in test:

N/A

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

- **X** Warning light
- ____ 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 haptic alert. The visual alert is displayed in the instrument panel within the tachometer and consists of an image of hands on a steering wheel within an orange box and the words "lane departure" below it. The haptic alert consists of a vibration felt in the steering wheel with a primary frequency of approximately 15 Hz.

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

(Page 2 of 3)

2022 Honda Civic

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 can be turned on/off using the home button/selector wheel on the left side of the steering wheel. The procedure is as follows:

1. Press the home button to access the Driver Information Interface.

2. Scroll and select "Safety support", "Road departure mitigation".

3. Press the selector wheel to turn the LDW system on/off.

The system setting is retained with each ignition cycle.

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

_____ Yes

__**X**__ No

If yes, please provide a full description.

LANE DEPARTURE WARNING

DATA SHEET 4: LANE DEPARTURE WARNING SYSTEM OPERATION

(Page 3 of 3)

2022 Honda Civic

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 601-604 shown in Appendix B pages B-6 to B-9.

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.

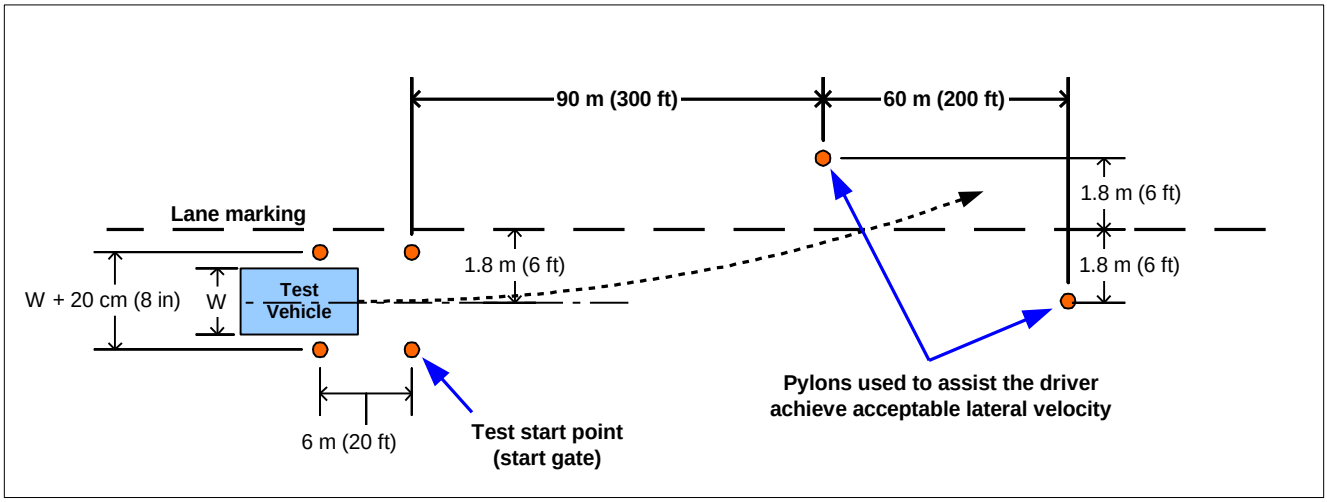


Figure 1. Position of Cones Used to Assist Driver

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.

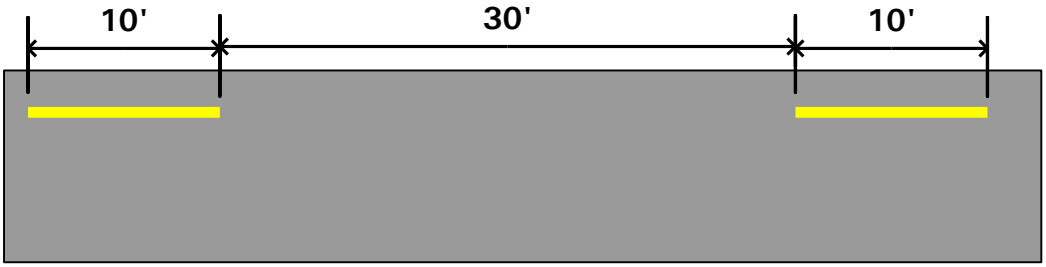


Figure 2. MUTCD Discontinuous Dashed Line Specifications

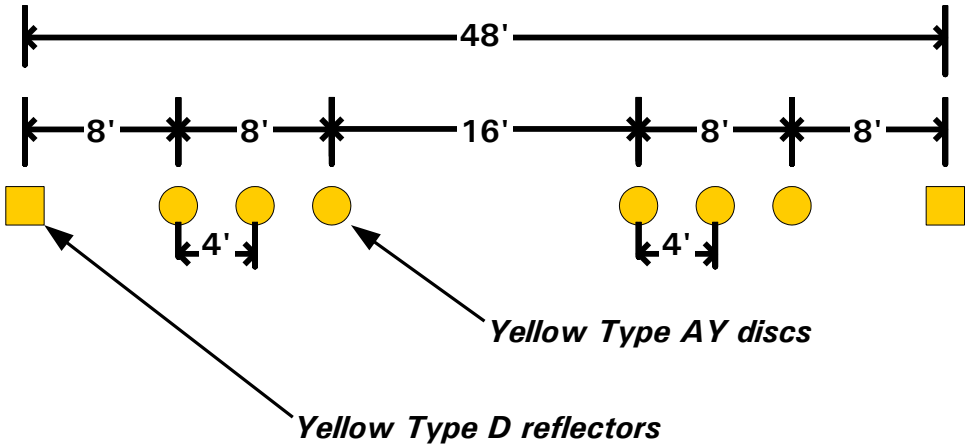


Figure 3. California Standard Plan A20A, Detail 4

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	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	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	5th	3 dB	60 dB	Identified Center Frequency ± 5%
Tactile	5th	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

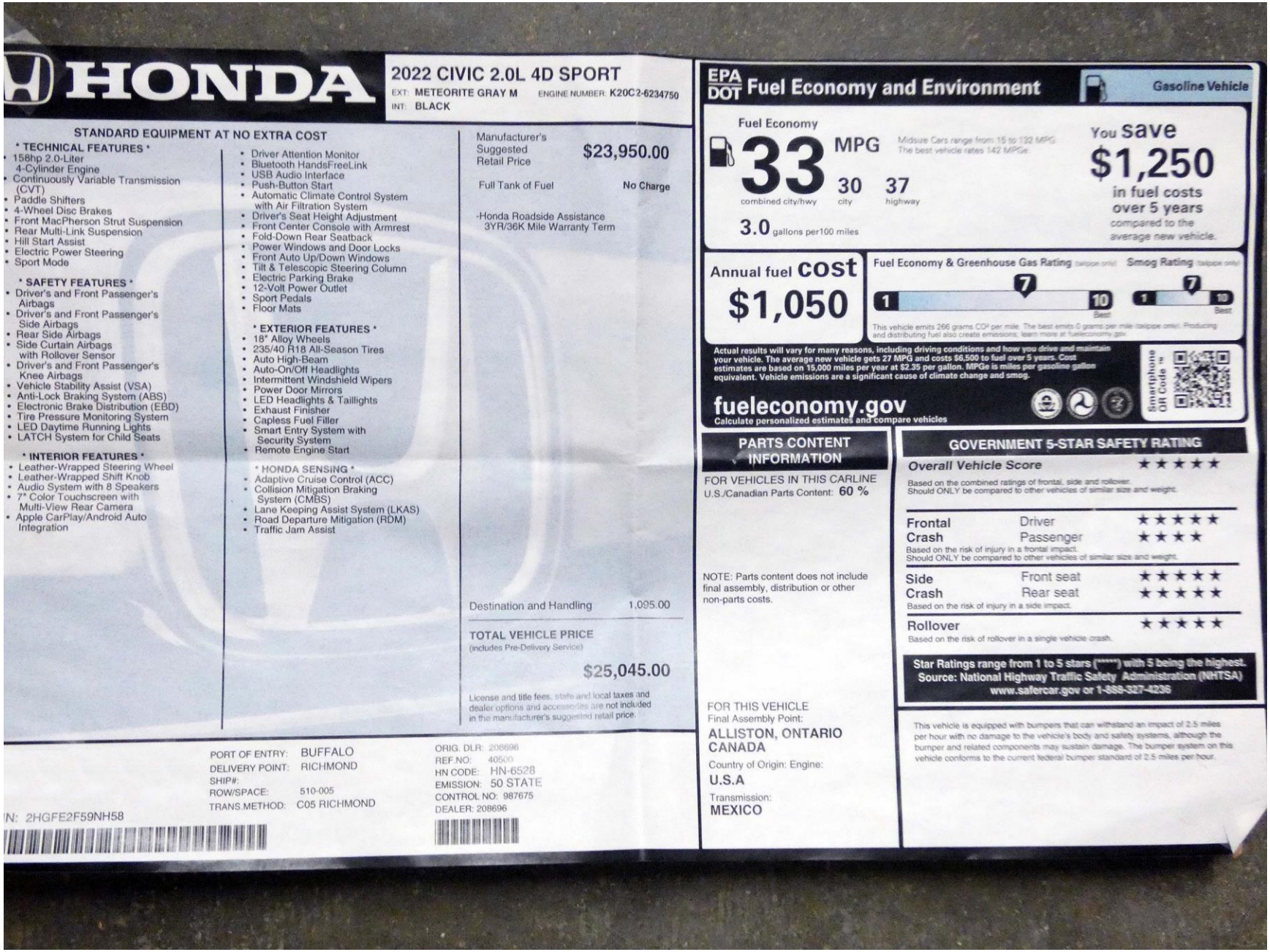


Figure A3. Window Sticker (Monroney Label)

Figure A4. Vehicle Certification Label

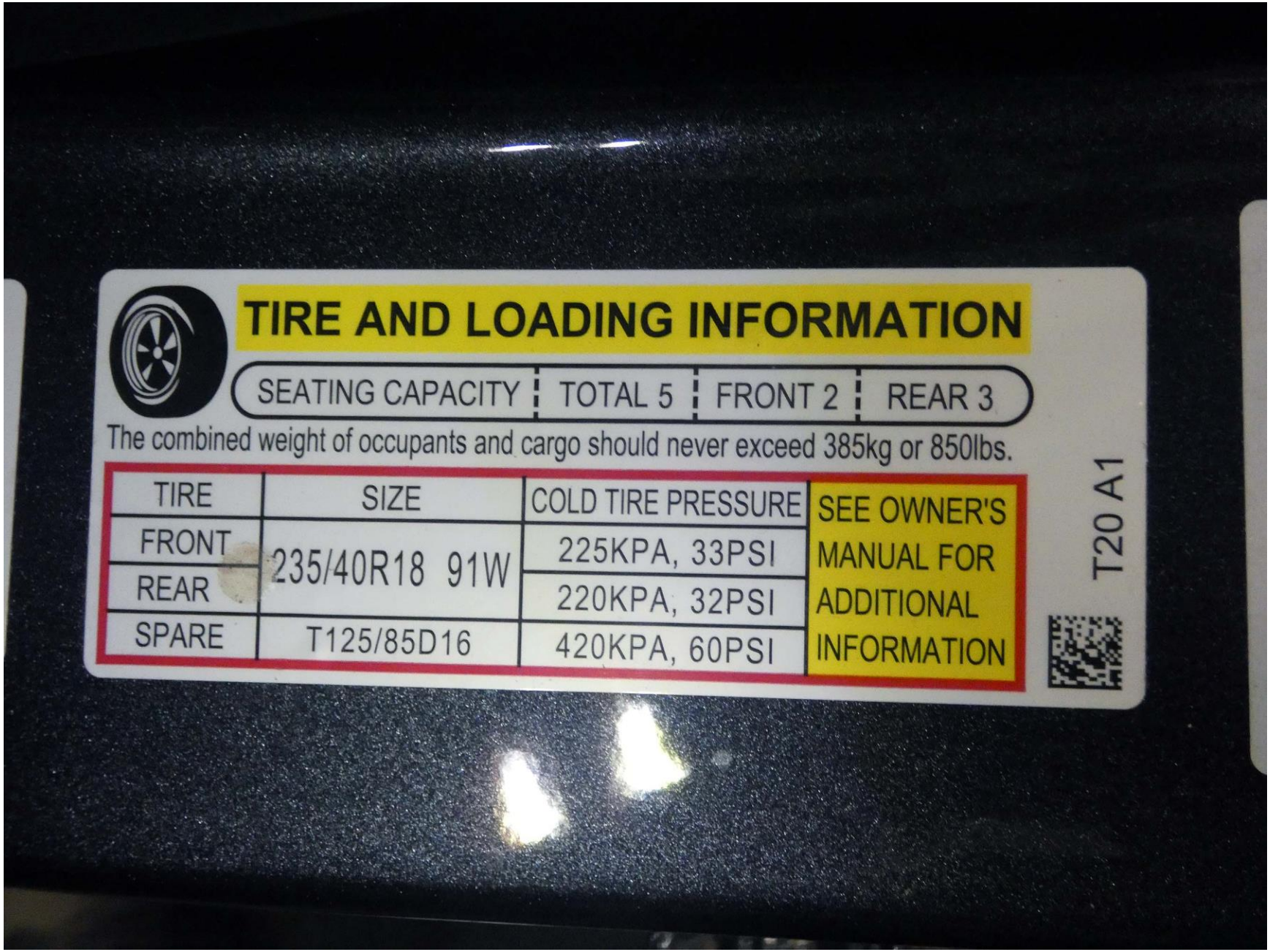


Figure A5. Tire Placard

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

Figure A7. Sensors for Detecting Visual and Haptic Alerts

Figure A8. Computer Installed in Subject Vehicle

Figure A9. Steering Wheel Buttons

Figure A10. Menus for Turning LDW On/Off

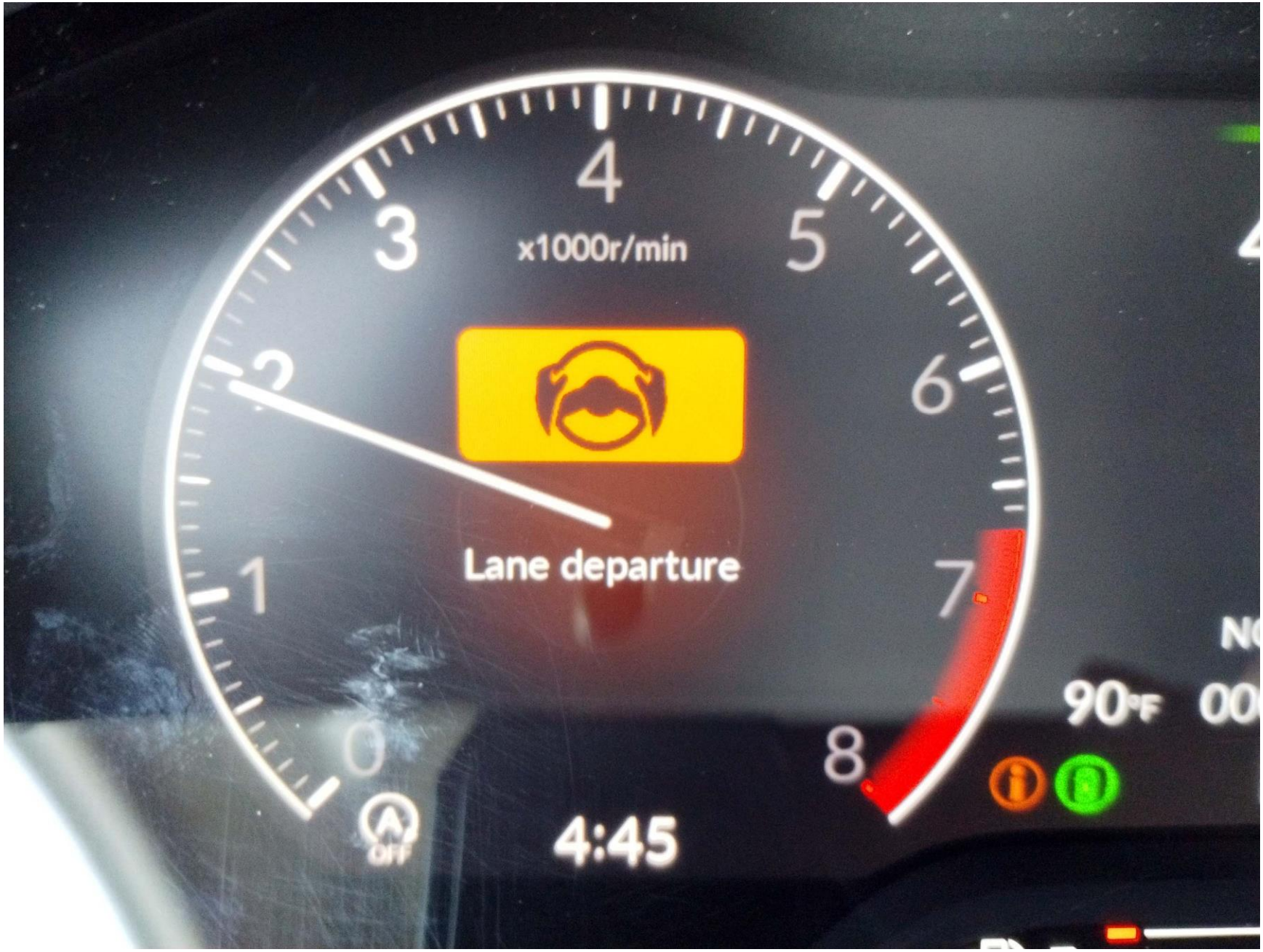


Figure A11. Visual Alert

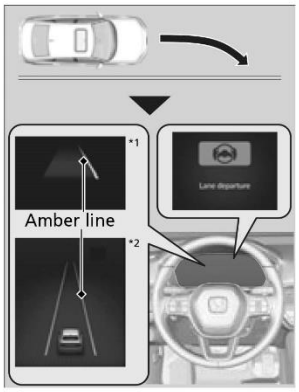
APPENDIX B

Excerpts from Owner’s Manual

Road Departure Mitigation System

Alerts and helps assist you when the system detects a possibility of your vehicle crossing over detected lane markings, or approaching the outer edge of the pavement (into grass or gravel border) or a detected oncoming vehicle.

How the System Works



The front camera behind the rearview mirror monitors left and right lane markings in white or yellow, the outer edge of the pavement (bordered by grass or gravel) or a detected oncoming vehicles.

If your vehicle approaches any detected lane markings, the outer edge of the pavement (bordered by grass or gravel) or a detected oncoming vehicles when the turn signals have not been engaged, the system activates.

▶ If the system cannot detect lane markings (in white or yellow), no assistance will be provided to avoid approaching oncoming vehicles. In addition to a visual alert, the system assists with steering and alerts you with rapid steering wheel vibrations to help you remain within the detected lane.

Settings* P. 135
Customized Features P. 381

As a visual alert, the **Lane departure** message appears on the driver information interface.

*1: Models with A-type meter
*2: Models with B-type meter

* Not available on all models

Continued

Road Departure Mitigation System

Important Safety Reminder

Like all assistance systems, the Road Departure Mitigation system has limitations.
Overreliance on the Road Departure Mitigation system may result in a collision. It is always your responsibility to keep the vehicle within your driving lane.

The Road Departure Mitigation system alerts you when the system detects that you are approaching the outer edge of the pavement (into grass or gravel border), an oncoming vehicle, or drifting into another lane without using a turn signal.
The Road Departure Mitigation system may not detect all lane markings or every instance of lane drift.
The Road Departure Mitigation system may not detect that you are approaching the outer edge of the pavement (bordered by grass or gravel) or an oncoming vehicle.
The Road Departure Mitigation system may not be able to assist you depending on weather, speed or road conditions.

The Road Departure Mitigation system is not activated for about 15 seconds after the engine starts.

You can read about handling information for the camera equipped with this system.

Front Wide View Camera P. 611

The Road Departure Mitigation system may not work properly or may work improperly under the certain conditions:

Road Departure Mitigation system Conditions and Limitations P. 601

The system cancels assisting operations when you turn the steering wheel to avoid crossing over detected lane markings or approaching the outer edge of the pavement (into grass or gravel border) or an oncoming vehicle.

If the system operates several times without detecting driver response, the system beeps to alert you.

Road Departure Mitigation System

There are times when you may not notice the Road Departure Mitigation system functions due to your operation of the vehicle, or road surface conditions.

If LKAS is off and you have selected **Narrow** from the customized options using the driver information interface* or audio/information screen*, the message below will appear if the system has determined that there is a possibility of your vehicle crossing over detected lane markings, the outer edge of the pavement (into grass or gravel border) or oncoming vehicle. If you have selected **Normal** or **Wide**, however, the message will only appear if the vehicle is about to cross over the outer edge of the pavement or oncoming vehicle.

Settings* P. 135
Customized Features P. 381

 * Not available on all models

How the System Activates

The system activates when all of the following conditions are met:

- The vehicle is traveling between about 45 and 90 mph (72 and 145 km/h).
- The vehicle is on a straight or slightly curved road.
- The turn signals are off.
- The system makes a determination that the driver is not actively accelerating, braking, or steering.

How the System Activates

The Road Departure Mitigation system may automatically shut off and the safety support indicator (amber) comes and stays on.

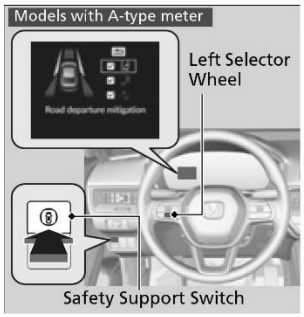
Indicators P. 90

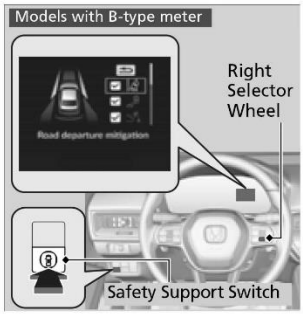
The Road Departure Mitigation system function can be impacted when the vehicle is:

- Driven on the inside edge of a curve, or outside of a lane.
- Driven in a narrow lane.

Continued

Road Departure Mitigation system On and Off





When you turn the Road Departure Mitigation system on and off, do the following.

1. Press the safety support switch.

Models with A-type meter

2. Roll the left selector wheel to the symbol and push it.

Models with B-type meter

2. Roll the right selector wheel to the symbol and push it.

▶ A message appears on the driver information interface when the system turns on or off.

▶ A check mark appears in the box and the color of the symbol changes to green when the system is on. The check mark disappears and the color of the symbol changes to gray when the system is off.

The Road Departure Mitigation system is in the previously selected on (checked) or off (unchecked) setting each time you start the engine.

*1: Models with A-type meter
*2: Models with B-type meter

* Not available on all models

Road Departure Mitigation system On and Off

You can also select safety support content from the driver information interface.

Driver Information Interface P. 117
Driver Information Interface (Right Side Area) P. 150

When you have selected **Warning only***1/**Warning Only***2 from the customized options using the driver information interface* or audio/information screen*, the system does not operate the steering wheel.

Settings* P. 135
Customized Features P. 381

The Vehicle Stability Assist™ (VSA®) system, Vehicle Stability Assist™ (VSA®) **OFF**, Adaptive Cruise Control (ACC) with Low Speed Follow*/Adaptive Cruise Control (ACC)*, low tire pressure/TPMS* and safety support indicators may come on in amber along with a message in the gauge when you set the power mode to ON after reconnecting the battery.
Drive a short distance at more than 12 mph (20 km/h). Each indicator should go off. If any do not, have your vehicle checked by a dealer.

■ Road Departure Mitigation system Conditions and Limitations

The system may not properly detect lane markings (in white or yellow), the outer edge of the pavement (into grass or gravel border) or an oncoming vehicle under certain conditions. Some examples of these conditions are listed below.

■ Environmental conditions

- There is little contrast between lane lines and the roadway surface.
- Driving in bad weather (rain, fog, snow, etc.).
- Driving on a snowy or wet roadway.
- Driving into low sunlight (e.g., at dawn or dusk).
- Shadows of adjacent objects (trees, buildings, guard rails, vehicles, etc.) are parallel to white (or yellow) lines.
- Sudden changes between light and dark, such as the entrance or exit of a tunnel or the shadows of trees, buildings, etc.
- Strong light is reflected onto the roadway.
- Driving at night or in a dark place such as a tunnel (due to low-light conditions, lane lines, the road surface, or oncoming vehicles may not be illuminated).
- The distance between your vehicle and the vehicle ahead of you is too short, and lane lines and the road surface are not visible.
- The outer edge of the road is bordered by objects, materials, etc. other than grass or gravel.

Continued

■ **Roadway conditions**

- Driving on a road with temporary lane markings.
- Faint, multiple, or varied lane markings are visible on the roadway due to road repairs or old lane markings.
- The roadway has merging, split, or crossing lines, such as at an intersection or crosswalk.
- The lane markings are extremely narrow, wide, or changing.
- Part of the lane markings are hidden by an object, such as a vehicle.
- The road is hilly or the vehicle is approaching the crest of a hill.
- Your vehicle is strongly shaken on uneven road surfaces.
- When objects on the road (curb, guard rail, pylons, etc.) are recognized as white (or yellow) lines.
- Driving on rough or unpaved roads, or over bumpy surfaces.
- Driving on roads with double lane lines.
- Driving on snowy or slippery roads.
- Passing through an exit or an intersection.
- The pavement is only partially visible due to snow or puddles on the road.
- Driving on unpaved or rutted roads.
- White (or yellow) lines are not recognized correctly due to road conditions such as curves, twists, or hills.

■ **Vehicle conditions**

- When lighting is weak due to dirt covering the headlight lenses, or there is poor visibility in a dark place due to the headlights being improperly adjusted.
- The front of the camera is covered by dirt, fog, rain, mud, wet snow, seals, accessories, stickers, or film on the windshield.
- Driving at night or in a dark place (e.g., a tunnel) with the headlights off.
- When the driver operates the brake pedal and steering wheel.
- There is residue on the windshield from the windshield wipers.
- An abnormal tire or wheel condition (incorrect sizes, varied sizes or construction, improperly inflated, compact spare tire*, etc.).
- The vehicle is tilted due to heavy load in the trunk or rear seats.
- Tire chains* are installed.
- The suspension has been modified.

■ **Examples of limitations on detection due to the condition of oncoming vehicles**

- The oncoming vehicle or vehicle ahead of you is sideways.
- The oncoming vehicle jumps out in front of you.
- When the oncoming vehicle blends in with the background, preventing the system from recognizing it.
- The headlights of an oncoming vehicle are lit on one side or not lit on either side in a dark place.
- The distance between your vehicle and the oncoming vehicle is too short.
- Part of the oncoming vehicle is not visible due to the vehicle ahead of you.
- There are multiple oncoming lanes or turning lanes.
- The vehicle in the adjacent lane is parked or moving at an extremely slow speed.

* Not available on all models

Continued

■ **Examples of other limitations on detection or system operation**

- When the oncoming vehicle is specially-shaped.
- When the camera cannot correctly identify the shape of the oncoming vehicle.

■ **With Little Chance of a Collision**

The Road Departure Mitigation system may activate in the below conditions.

- When driving through curves, your vehicle comes to a point where an oncoming vehicle is right in front of you.

APPENDIX C

Run Log

Subject Vehicle: **2022 Honda Civic** Test start date: **8/9/2022**

Driver: **Anthony Saldana** Test end date: **8/9/2022**

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

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Visual Alert (ft)	Distance at Haptic Alert (ft)	Pass/Fail	Notes
1	**Solid**	**Right**	Y	-0.23	-0.09	Pass	
2			Y	-0.27	-0.16	Pass	
3			Y	-0.13	-0.13	Pass	
4			Y	-0.41	-0.40	Pass	
5			Y	0.10	0.21	Pass	
6			Y	-0.22	-0.29	Pass	
7			Y	0.09	0.02	Pass	
8	**Solid**	**Left**	N				Yaw Rate
9			Y	-0.24	-0.37	Pass	
10			Y	-0.14	-0.18	Pass	
11			Y	0.06	0.14	Pass	
12			Y	-0.24	-0.11	Pass	Changed Center Display for Cleaner Light Signal
13			Y	-0.26	-0.42	Pass	
14			Y	-0.17	-0.11	Pass	
15			N				Lateral Velocity

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Visual Alert (ft)	Distance at Haptic Alert (ft)	Pass/Fail	Notes
16			Y	-0.22	-0.24	Pass	
17	**Dashed**	**Left**	N				Lateral Velocity
18			Y	-0.23	-0.31	Pass	
19			Y	-0.11	-0.18	Pass	
20			Y	-0.22	0.10	Pass	
21			Y	-0.30	-0.22	Pass	
22			Y	-0.29	-0.35	Pass	
23			Y	-0.24	-0.27	Pass	
24			Y	-0.14	-0.01	Pass	
25	**Dashed**	**Right**	Y	-0.10	-0.05	Pass	
26			N				GPS Fix Type
27			Y	-0.14	-0.14	Pass	
28			Y	-0.14	-0.03	Pass	
29			Y	-0.18	-0.40	Pass	
30			Y	-0.11	-0.06	Pass	
31			Y	-0.06	-0.49	Pass	
32			Y	-0.17	-0.20	Pass	
33	**Botts**	**Right**	Y	-0.12	0.14	Pass	
34			Y	-0.19	-0.13	Pass	

Run	Lane Marking Type	Departure Direction	Valid Run?	Distance at Visual Alert (ft)	Distance at Haptic Alert (ft)	Pass/Fail	Notes
35			N				Lateral Velocity
36			Y	-0.10	0.07	Pass	
37			Y	-0.09	-0.02	Pass	
38			Y	-0.08	0.01	Pass	
39			Y	-0.14	-0.03	Pass	
40			N				Yaw Rate
41			Y	-0.02	0.37	Pass	
42	**Botts**	**Left**	Y	-0.36	-0.24	Pass	
43			Y	-0.39	-0.43	Pass	
44			Y	-0.31	-0.28	Pass	
45			N				SV Speed
46			Y	-0.25	-0.09	Pass	
47			Y	-0.38	-0.49	Pass	
48			Y	-0.38	-0.22	Pass	
49			Y	-0.35	-0.25	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.

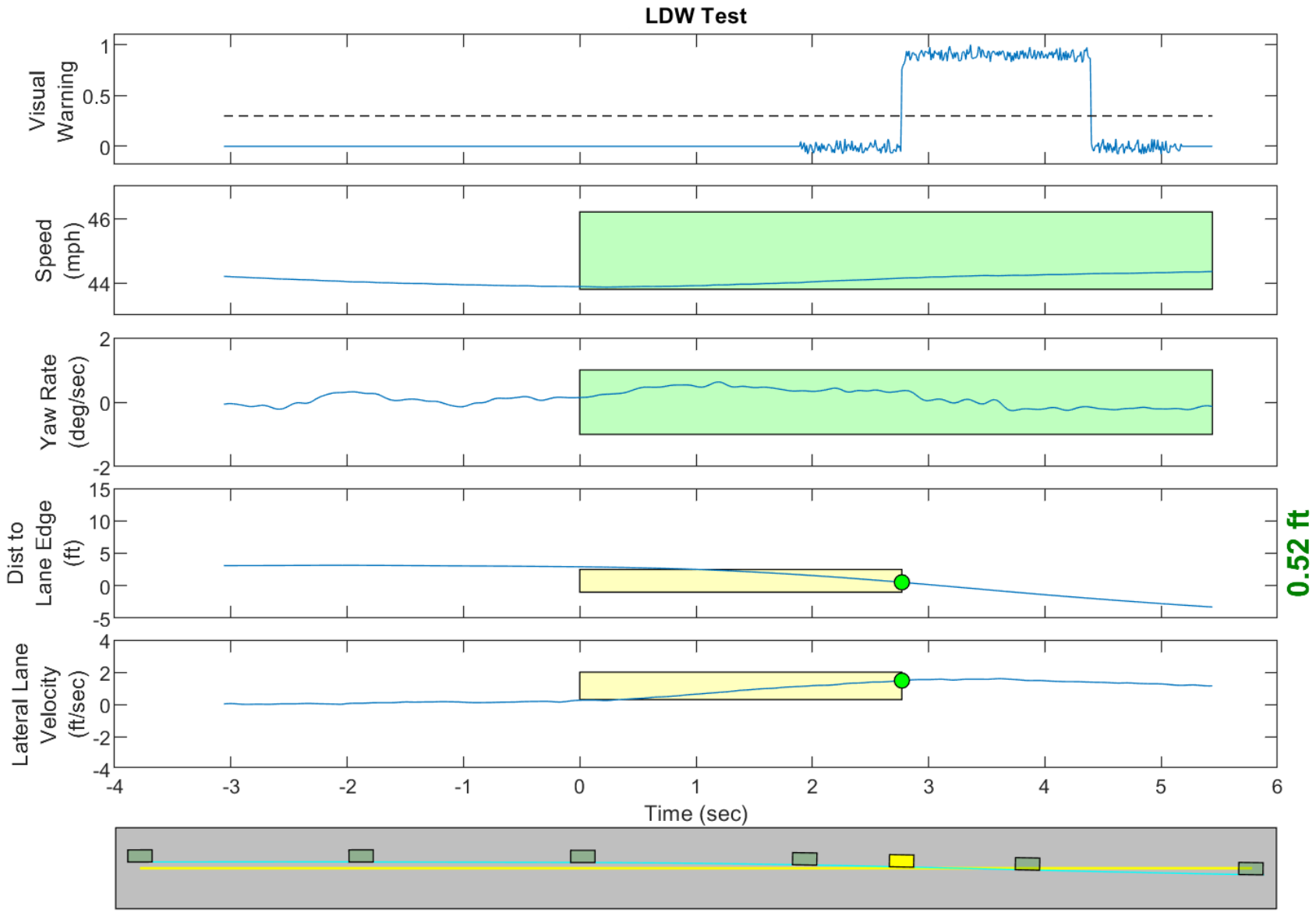


Figure D1. Example Time History for Lane Departure Warning Test, Passing

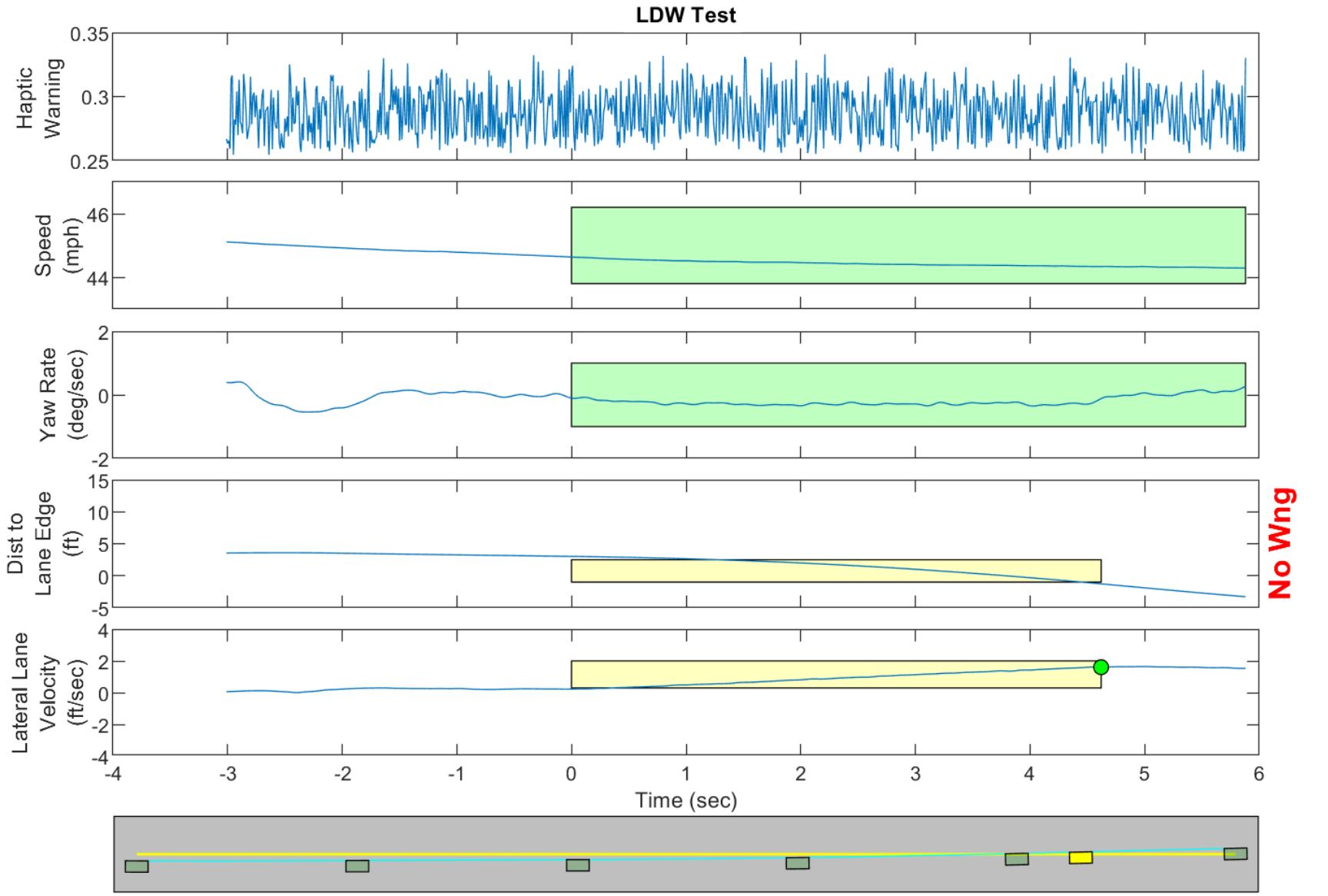


Figure D2. Example Time History for Lane Departure Warning Test, Failing, No Warning Issued

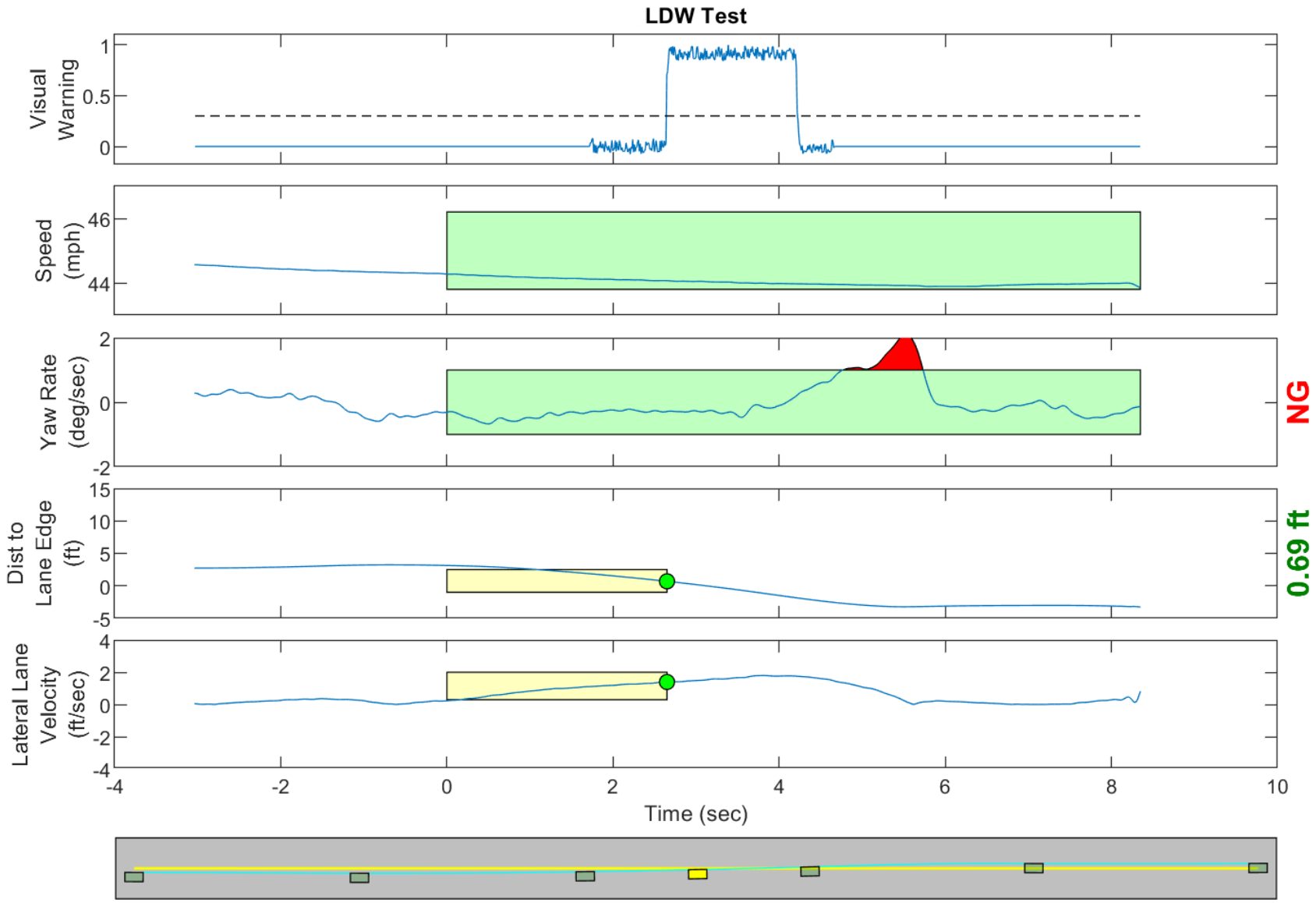


Figure D3. Example Time History for Lane Departure Warning Test, Invalid Run Due to Subject Vehicle Yaw Rate

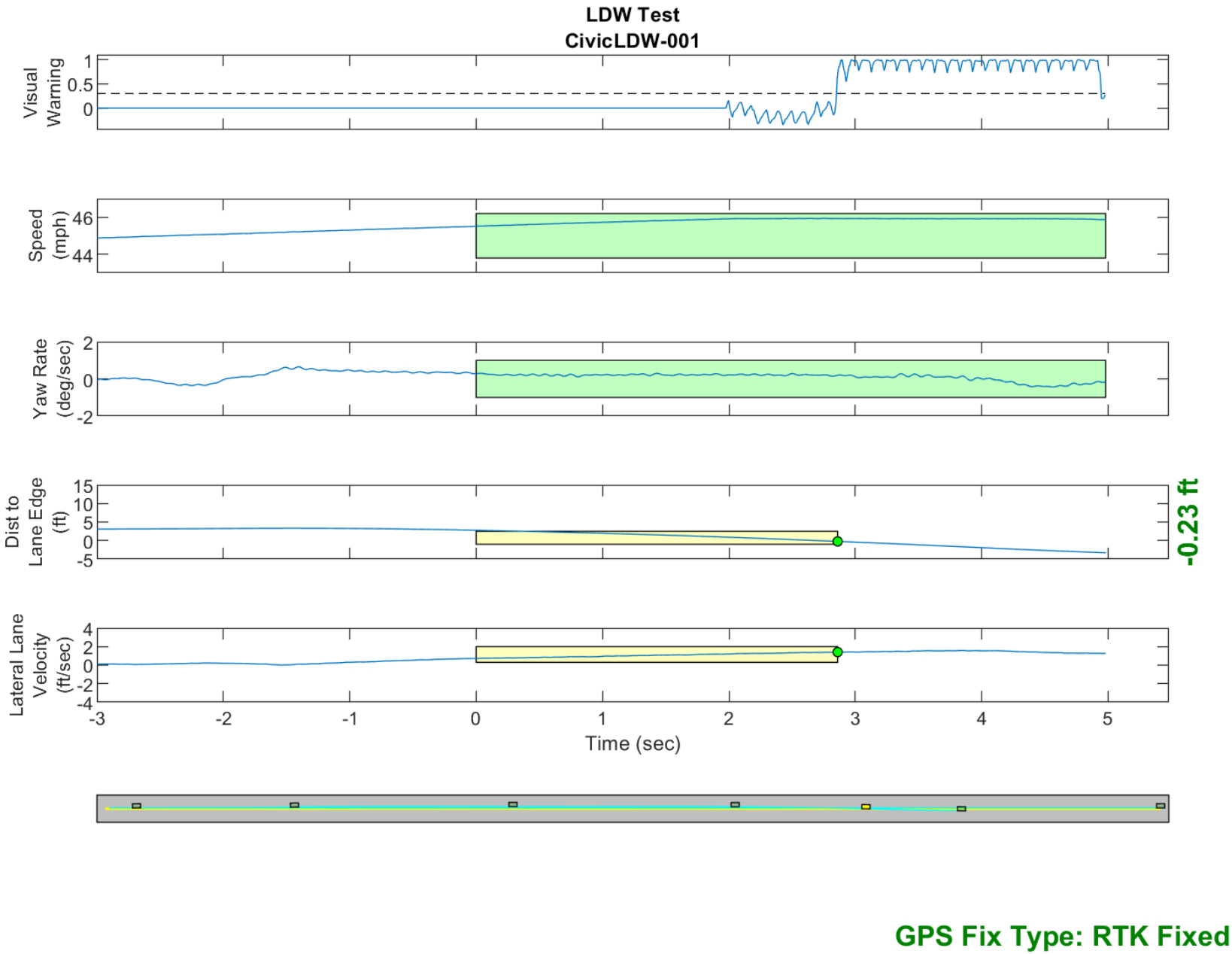


Figure D4. Time History for Run 01, Solid Line, Right Departure, Visual Warning

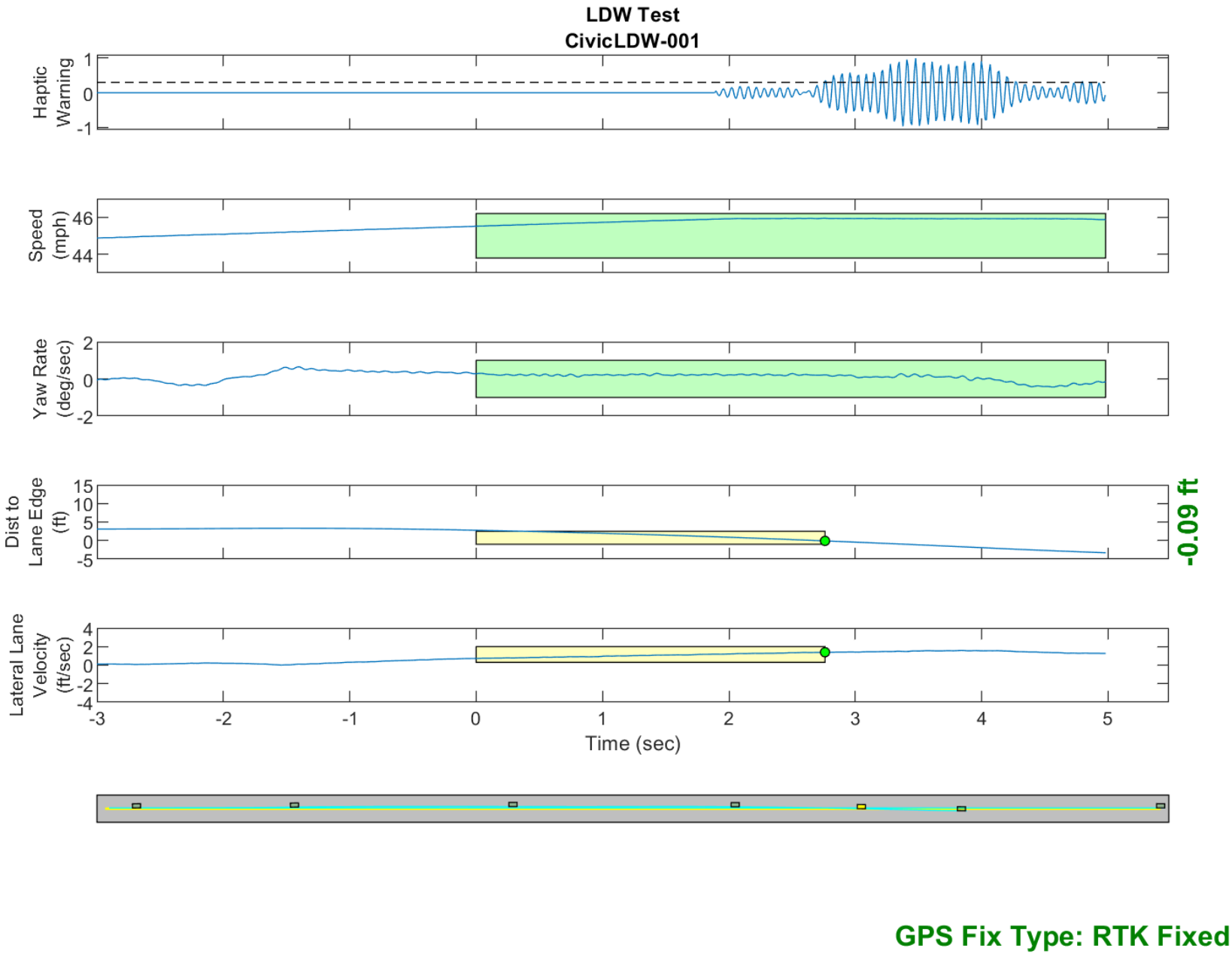


Figure D5. Time History for Run 01, Solid Line, Right Departure, Haptic Warning

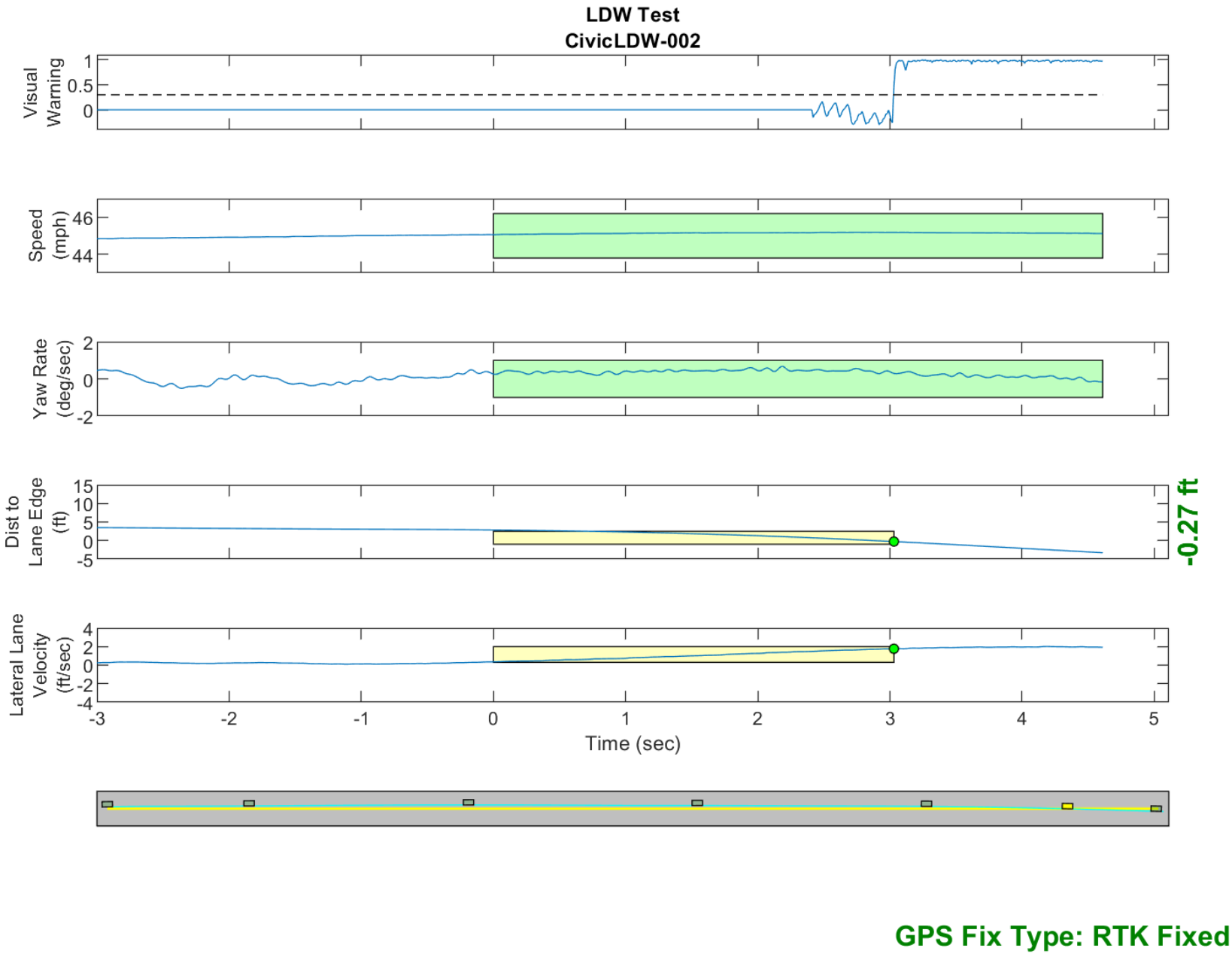


Figure D6. Time History for Run 02, Solid Line, Right Departure, Visual Warning

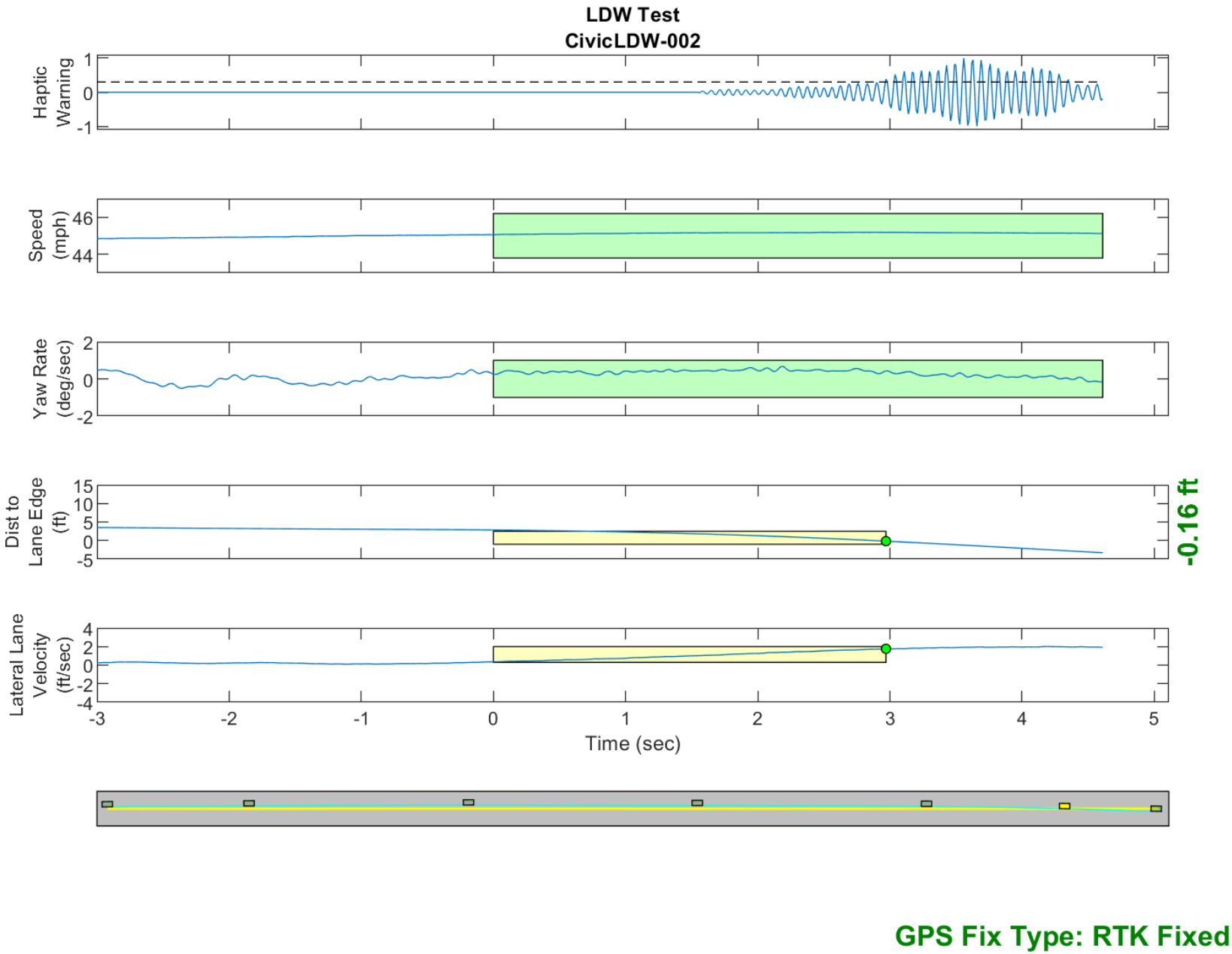


Figure D7. Time History for Run 02, Solid Line, Right Departure, Haptic Warning

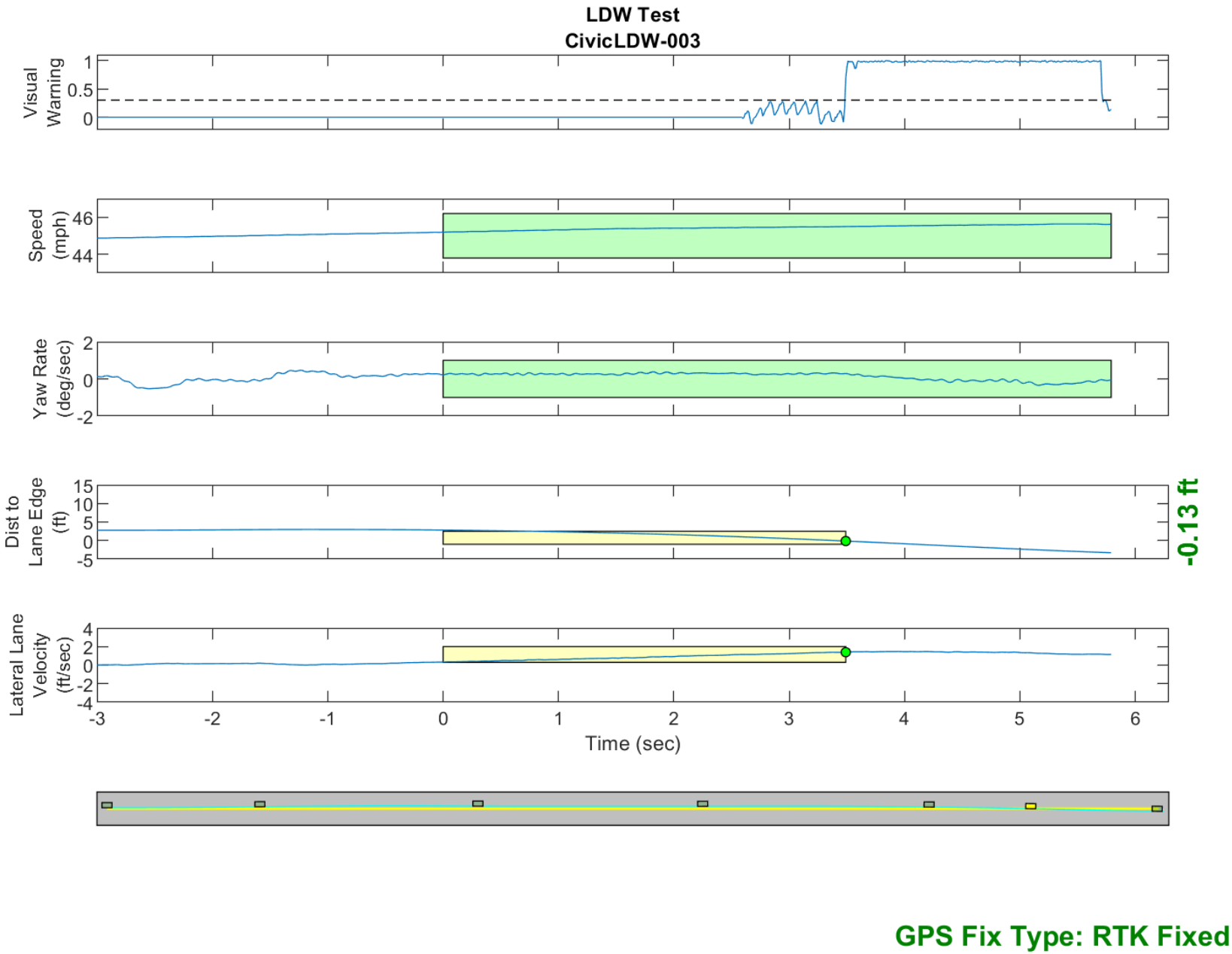


Figure D8. Time History for Run 03, Solid Line, Right Departure, Visual Warning

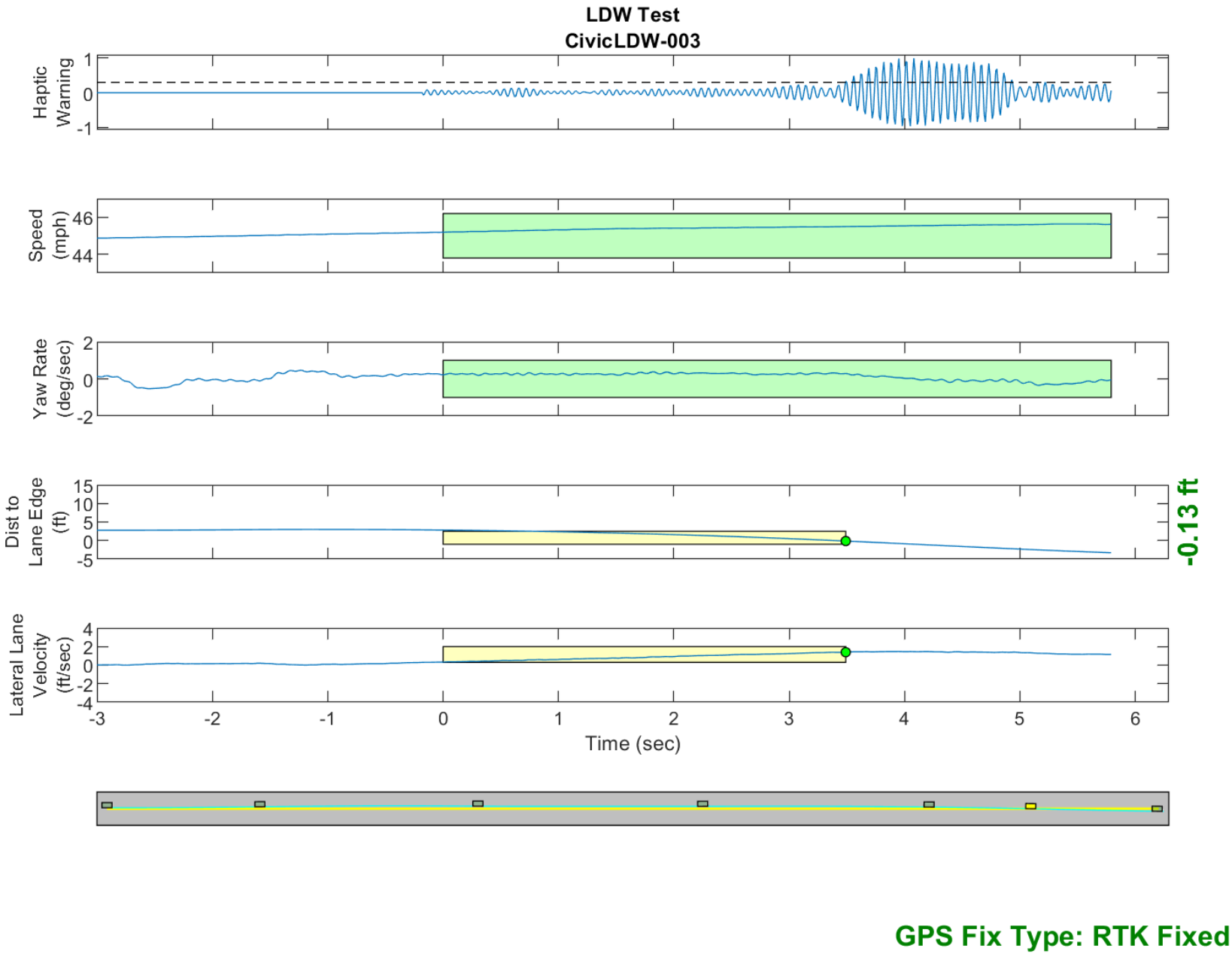


Figure D9. Time History for Run 03, Solid Line, Right Departure, Haptic Warning

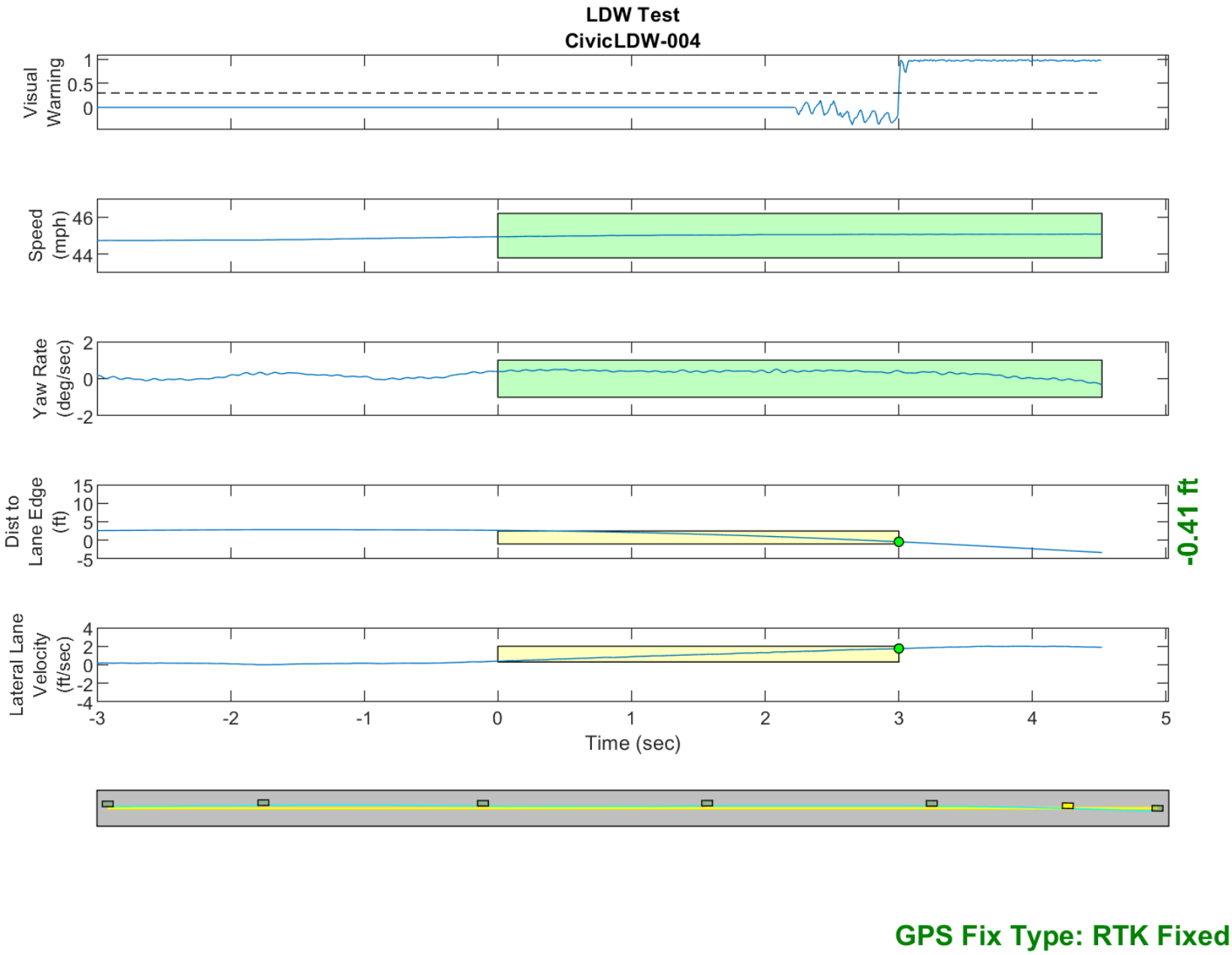


Figure D10. Time History for Run 04, Solid Line, Right Departure, Visual Warning

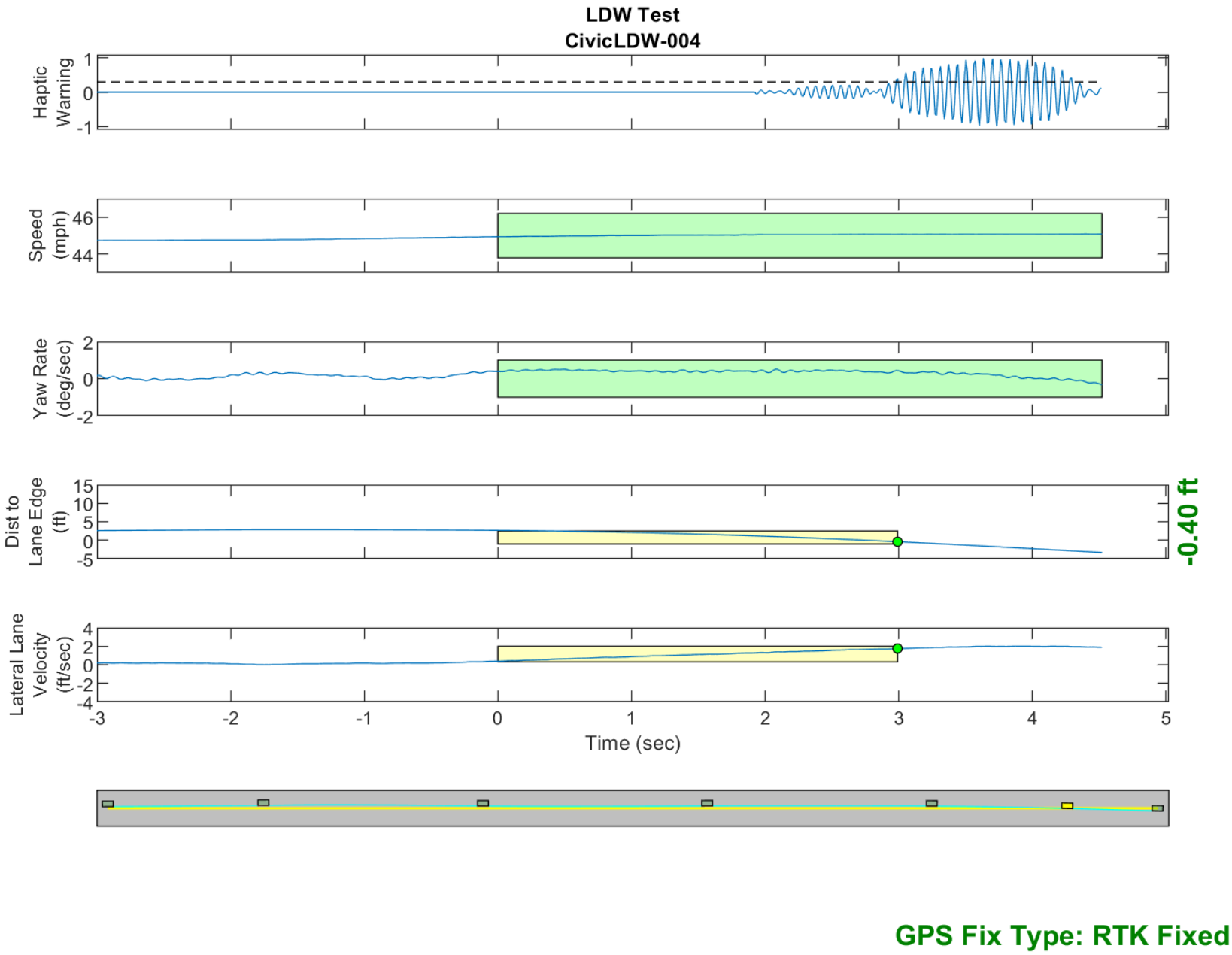


Figure D11. Time History for Run 04, Solid Line, Right Departure, Haptic Warning

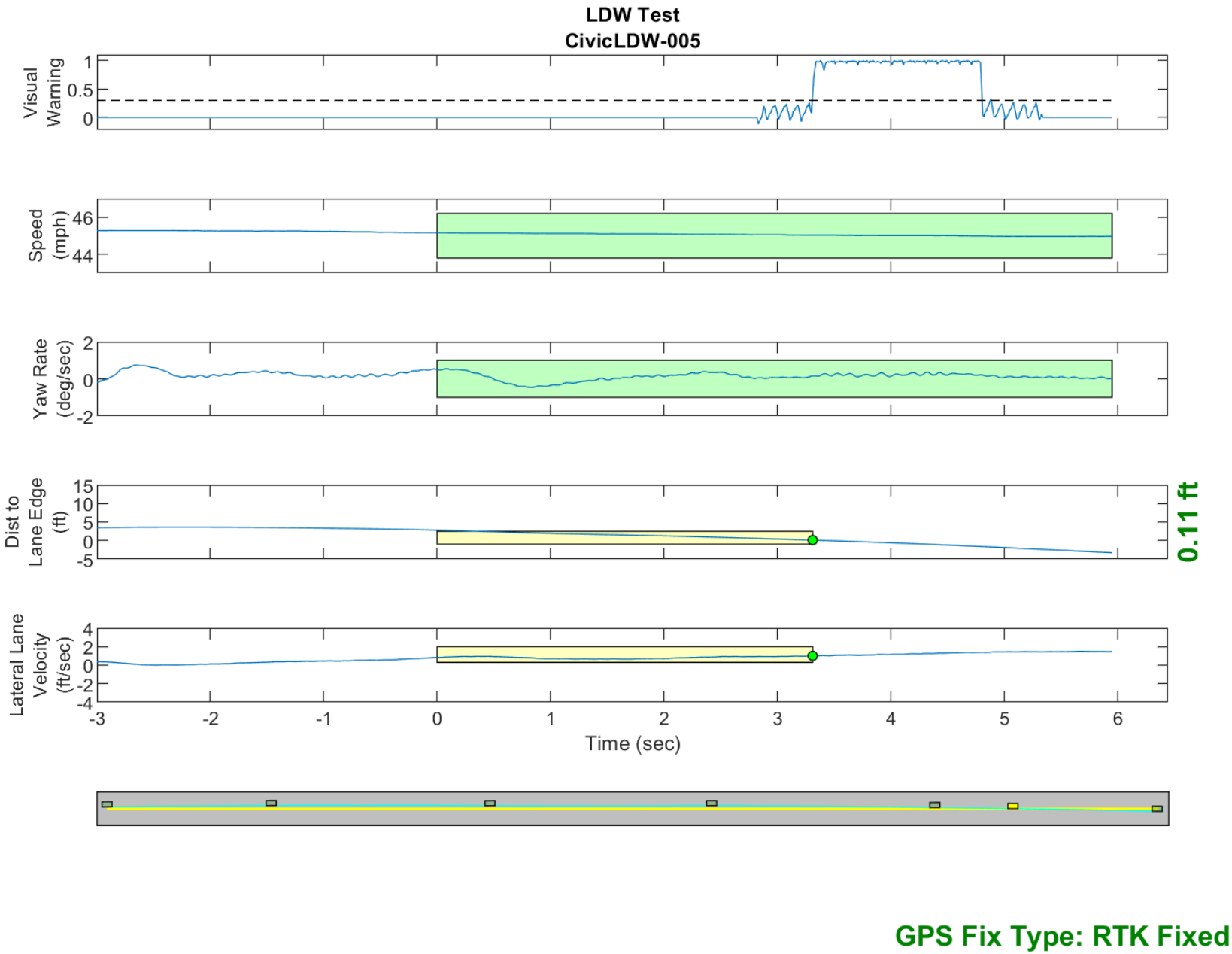


Figure D12. Time History for Run 05, Solid Line, Right Departure, Visual Warning

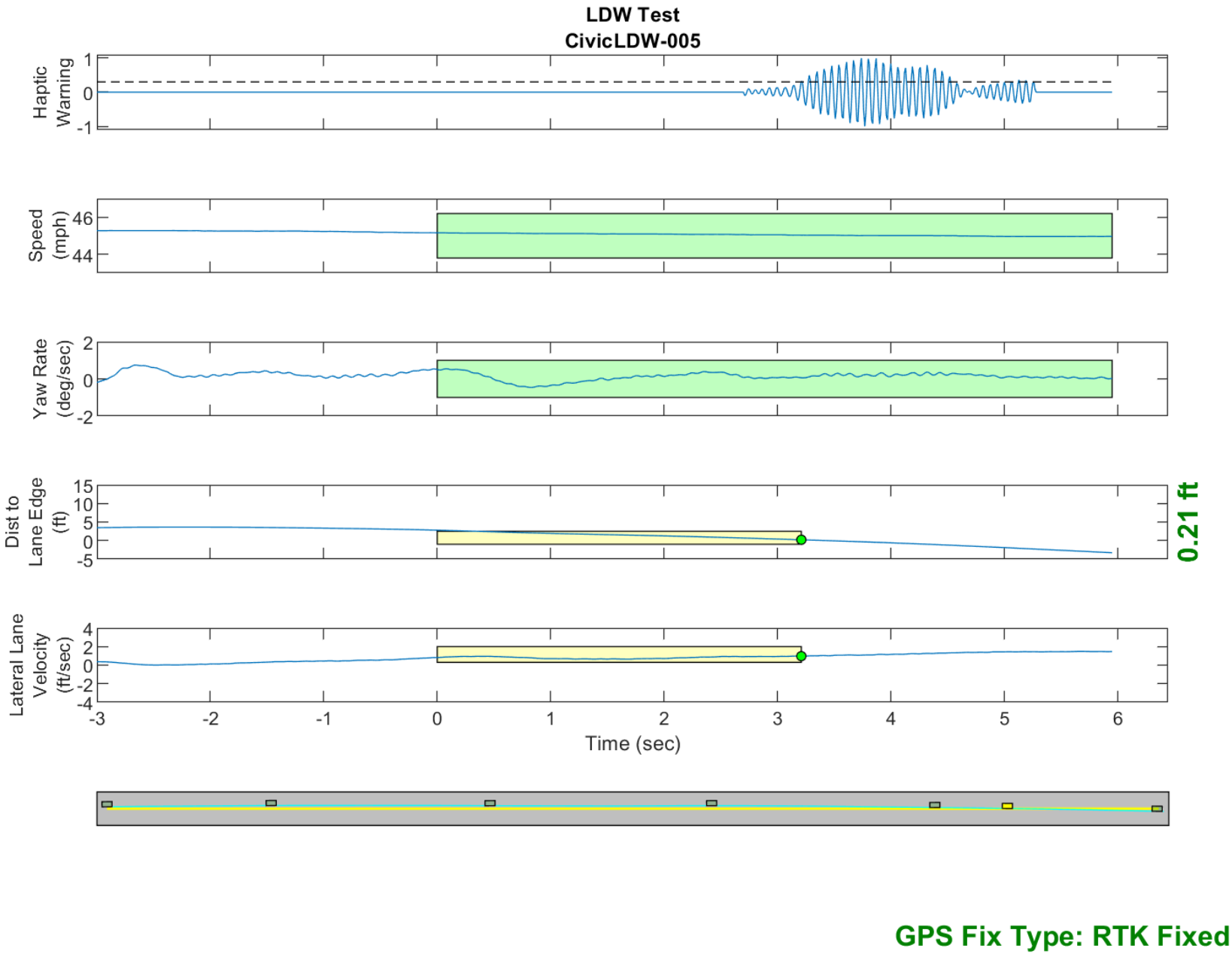


Figure D13. Time History for Run 05, Solid Line, Right Departure, Haptic Warning

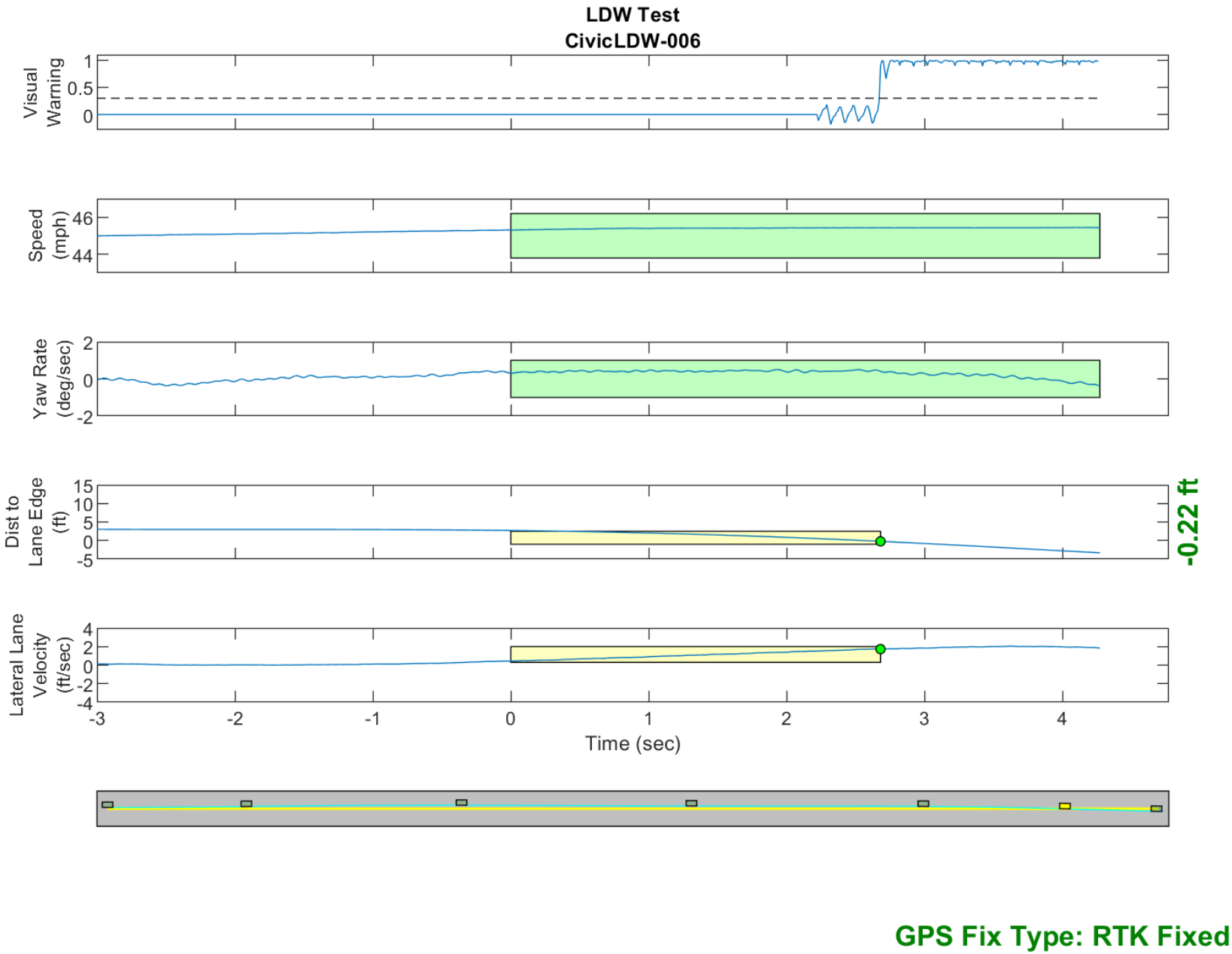


Figure D14. Time History for Run 06, Solid Line, Right Departure, Visual Warning

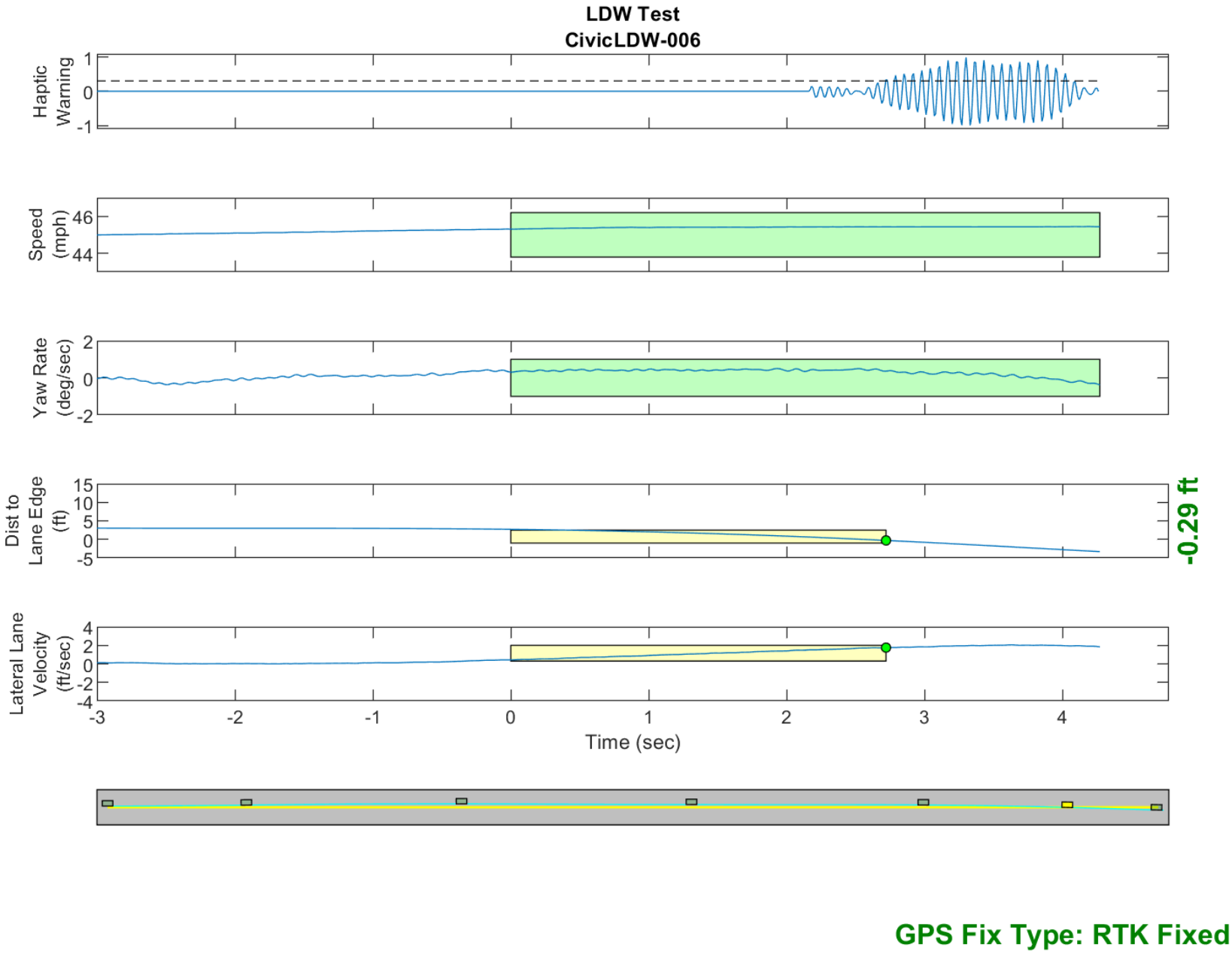


Figure D15. Time History for Run 06, Solid Line, Right Departure, Haptic Warning

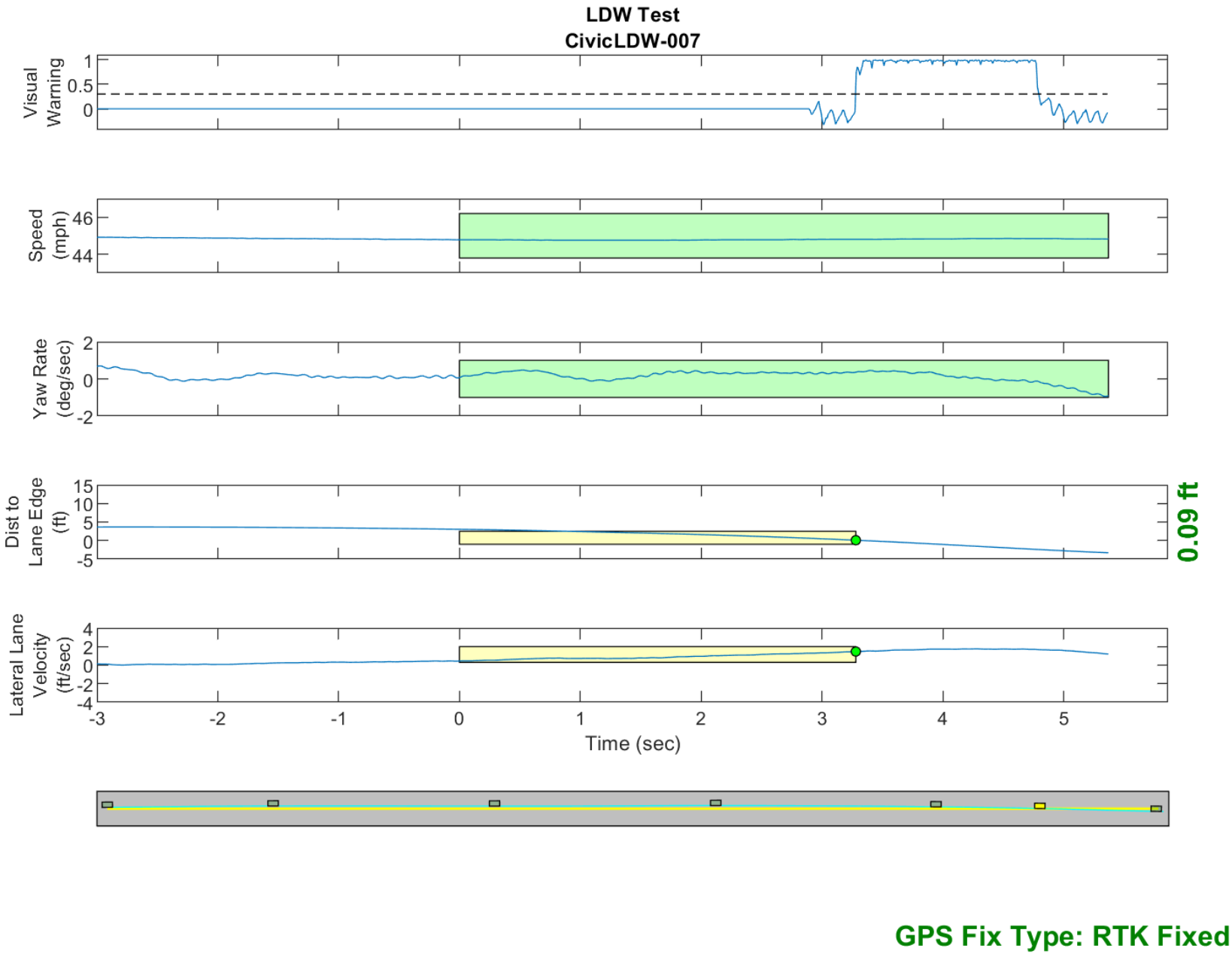


Figure D16. Time History for Run 07, Solid Line, Right Departure, Visual Warning

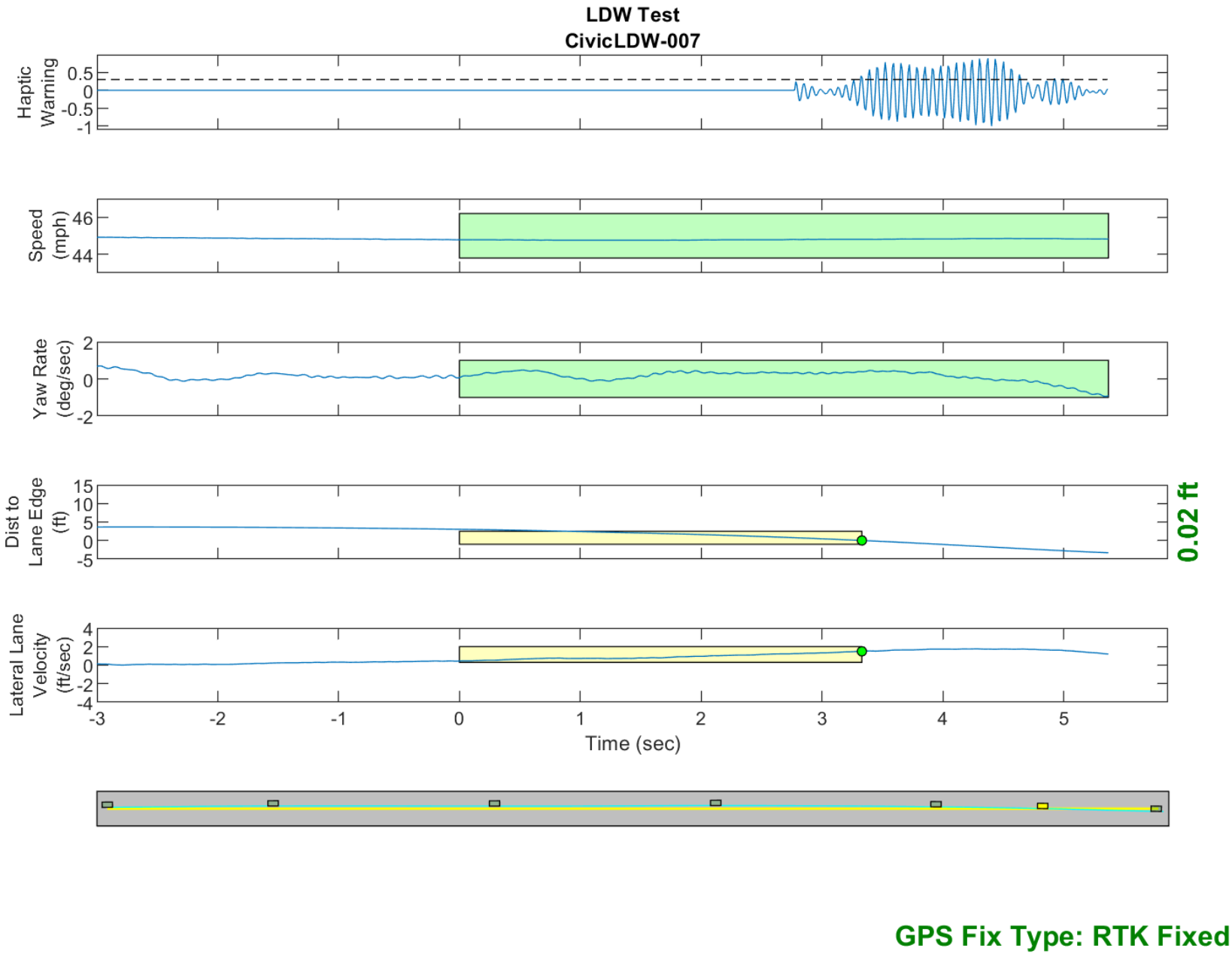


Figure D17. Time History for Run 07, Solid Line, Right Departure, Haptic Warning

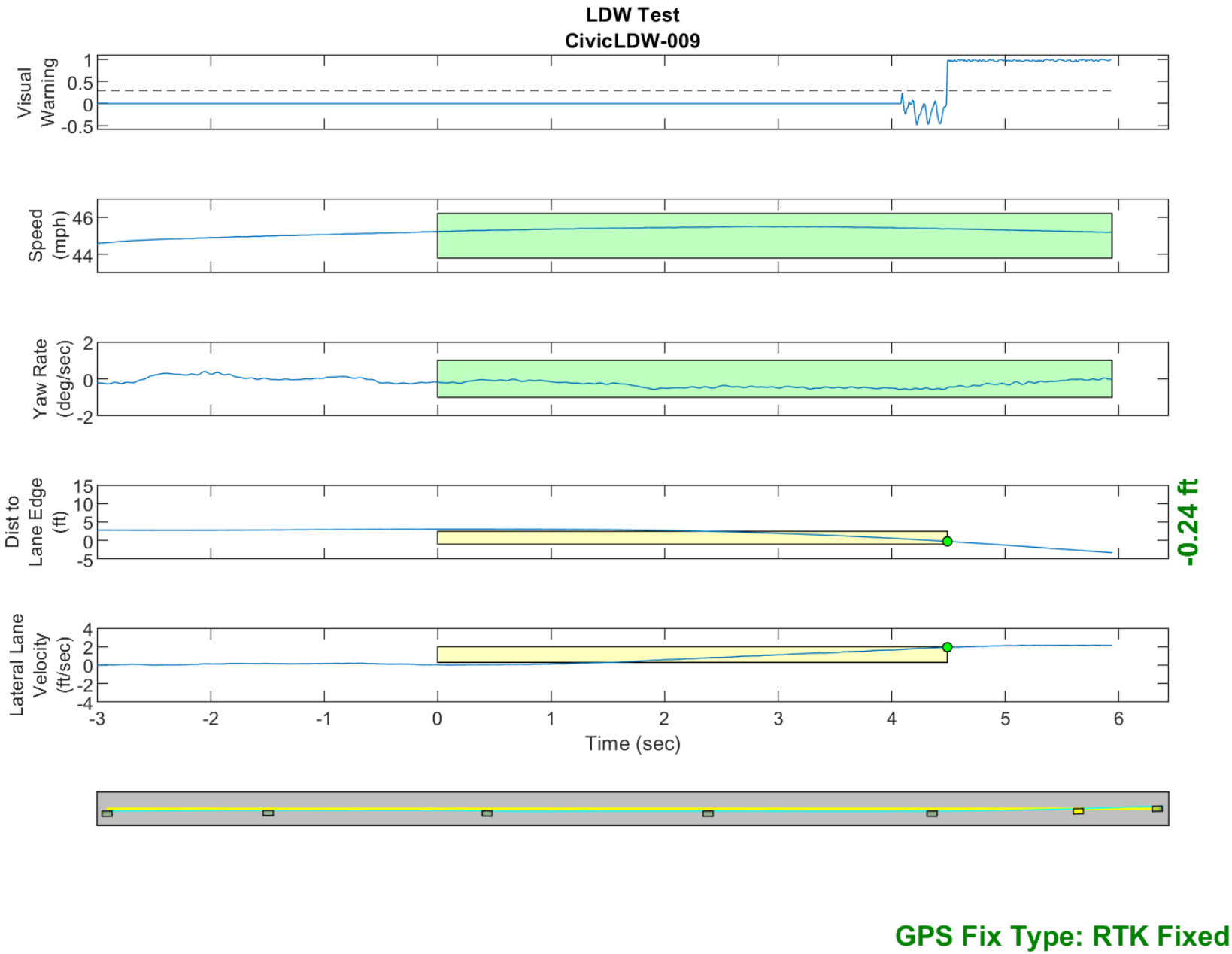


Figure D18. Time History for Run 09, Solid Line, Left Departure, Visual Warning

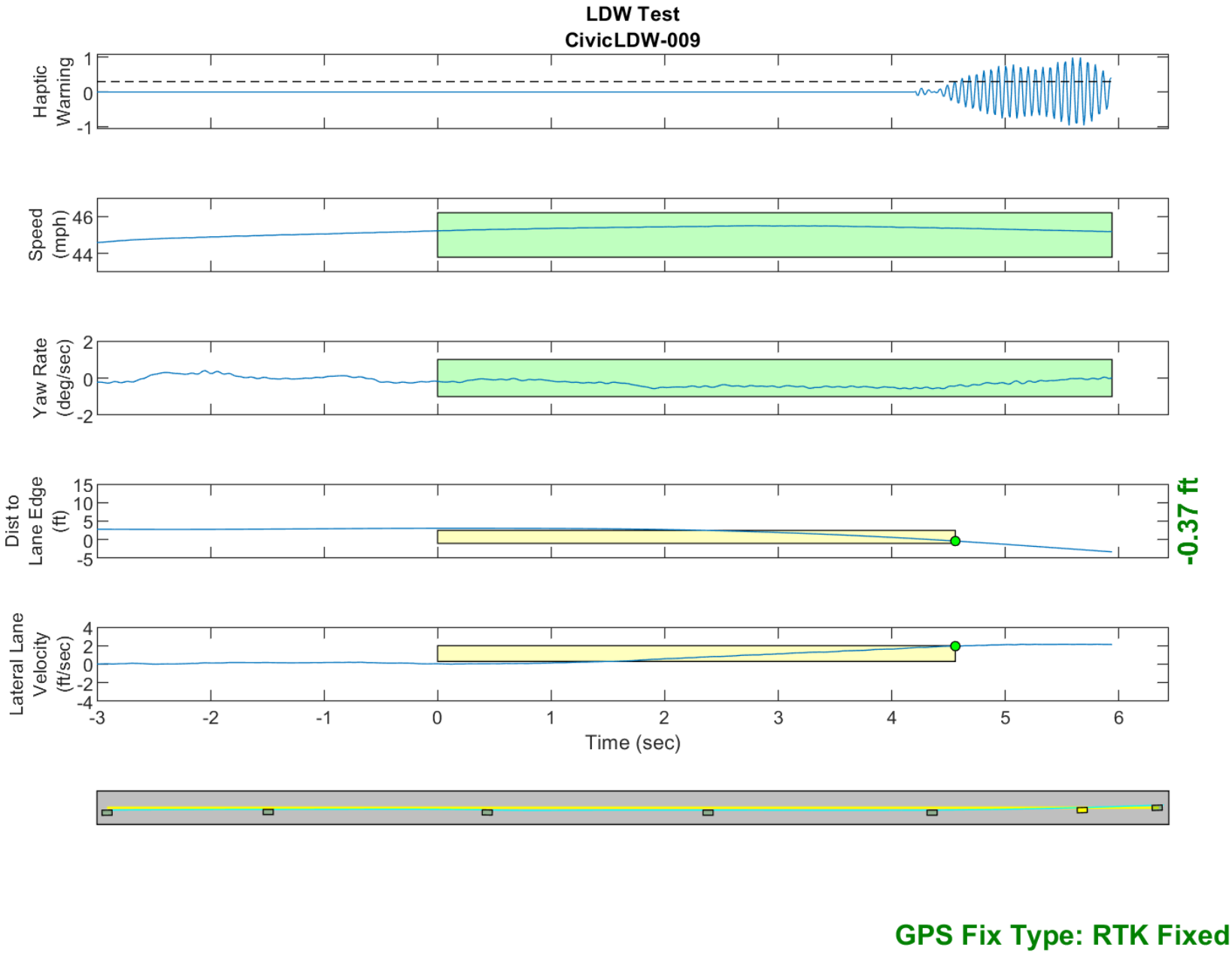


Figure D19. Time History for Run 09, Solid Line, Left Departure, Haptic Warning

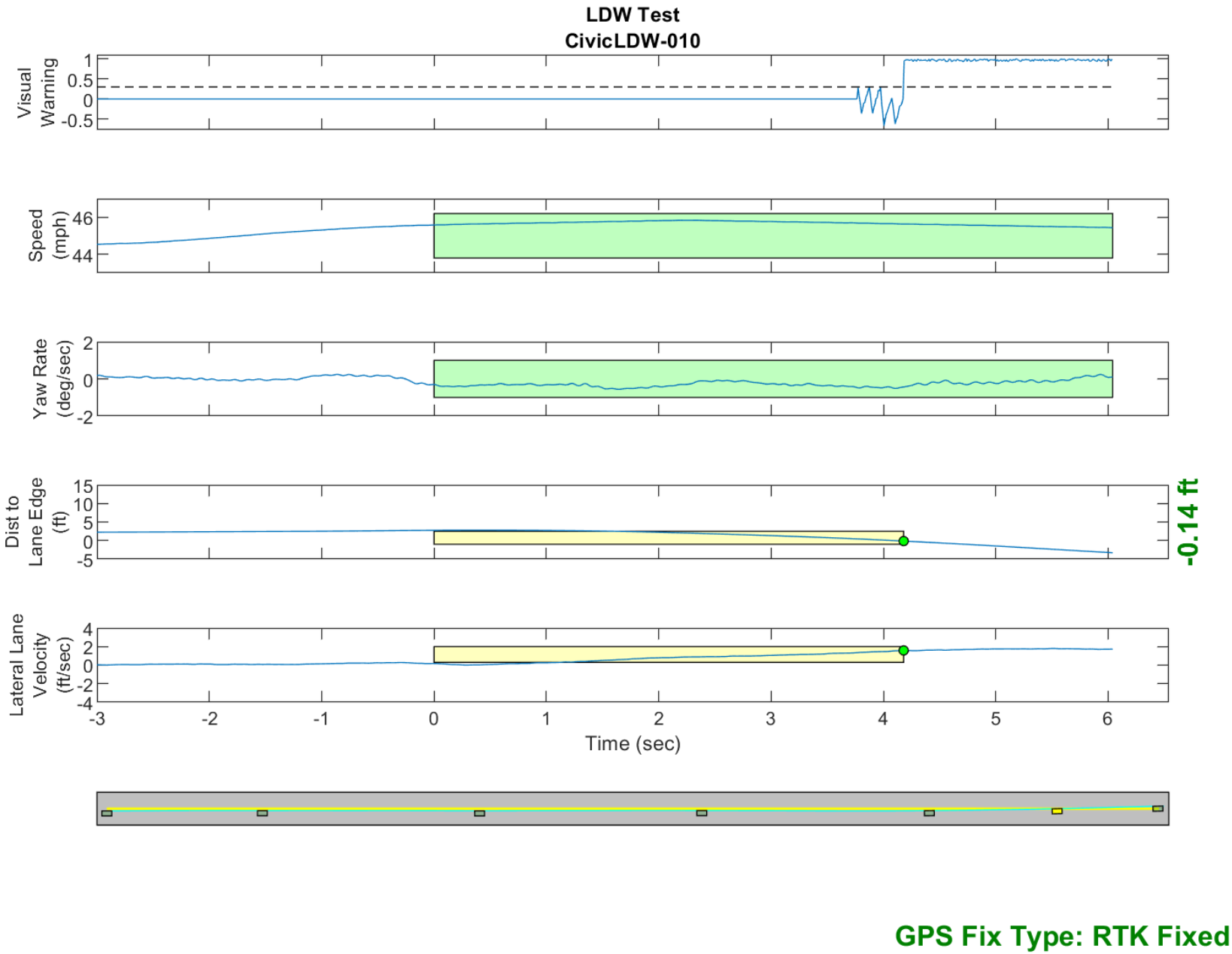


Figure D20. Time History for Run 10, Solid Line, Left Departure, Visual Warning

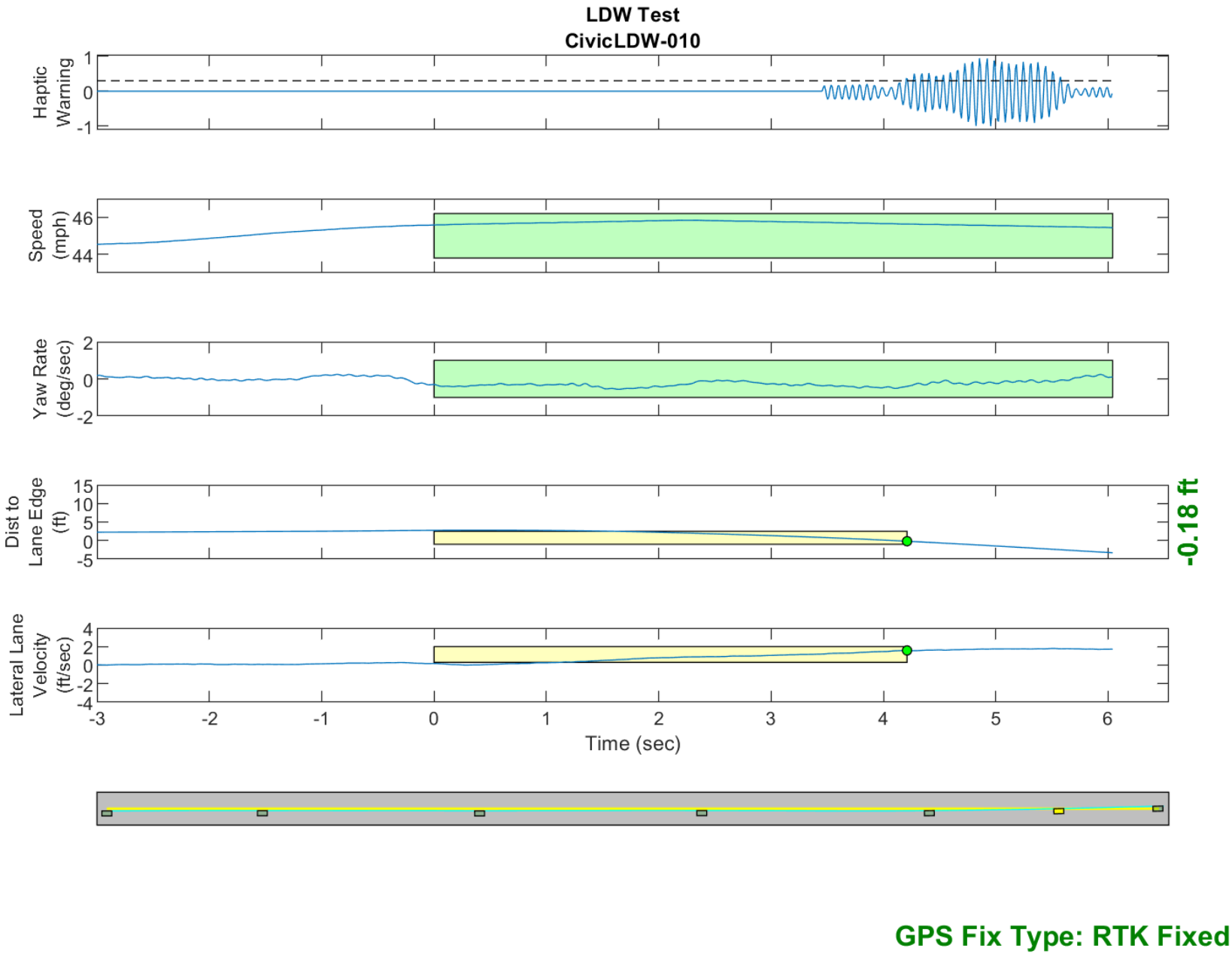


Figure D21. Time History for Run 10, Solid Line, Left Departure, Haptic Warning

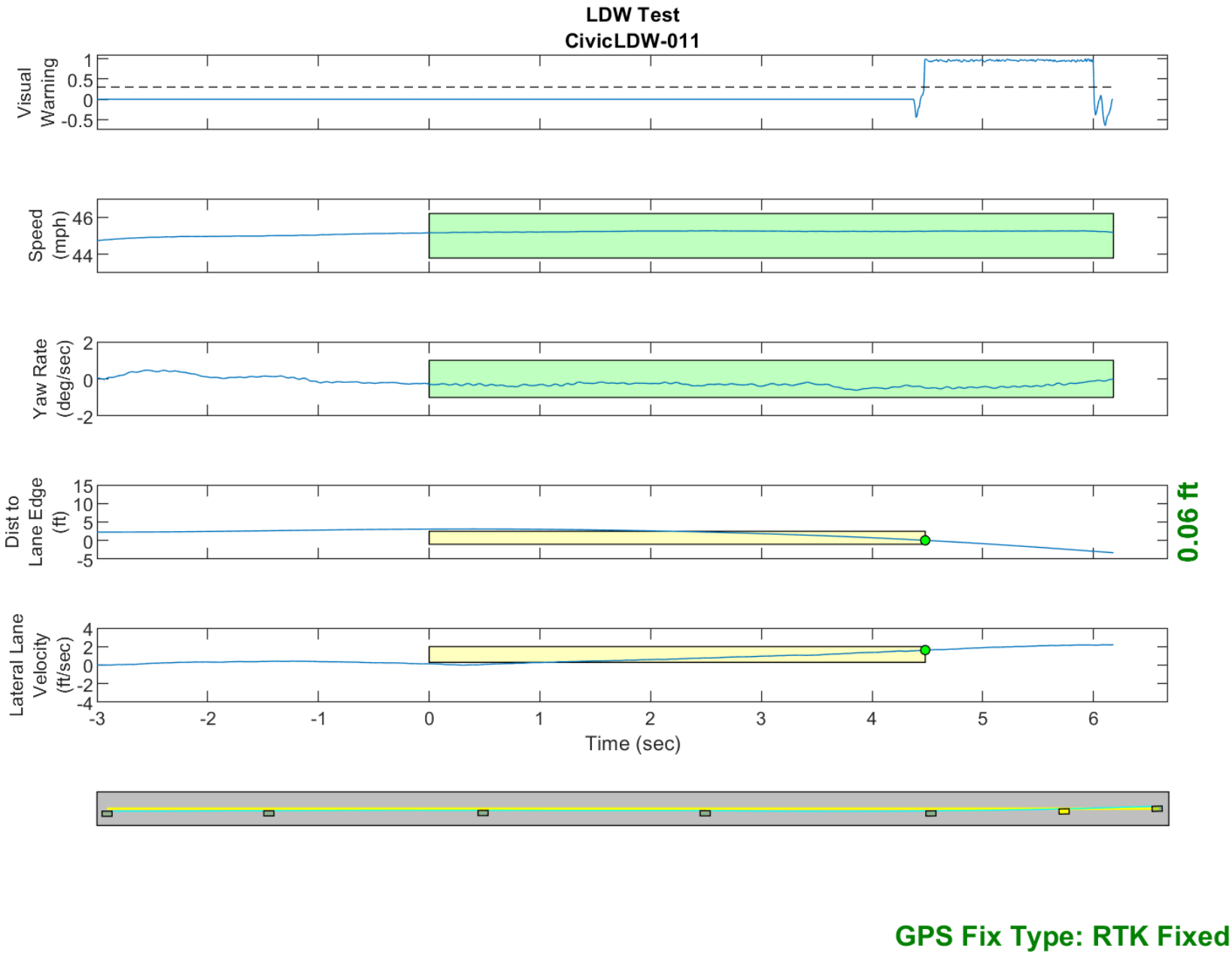


Figure D22. Time History for Run 11, Solid Line, Left Departure, Visual Warning

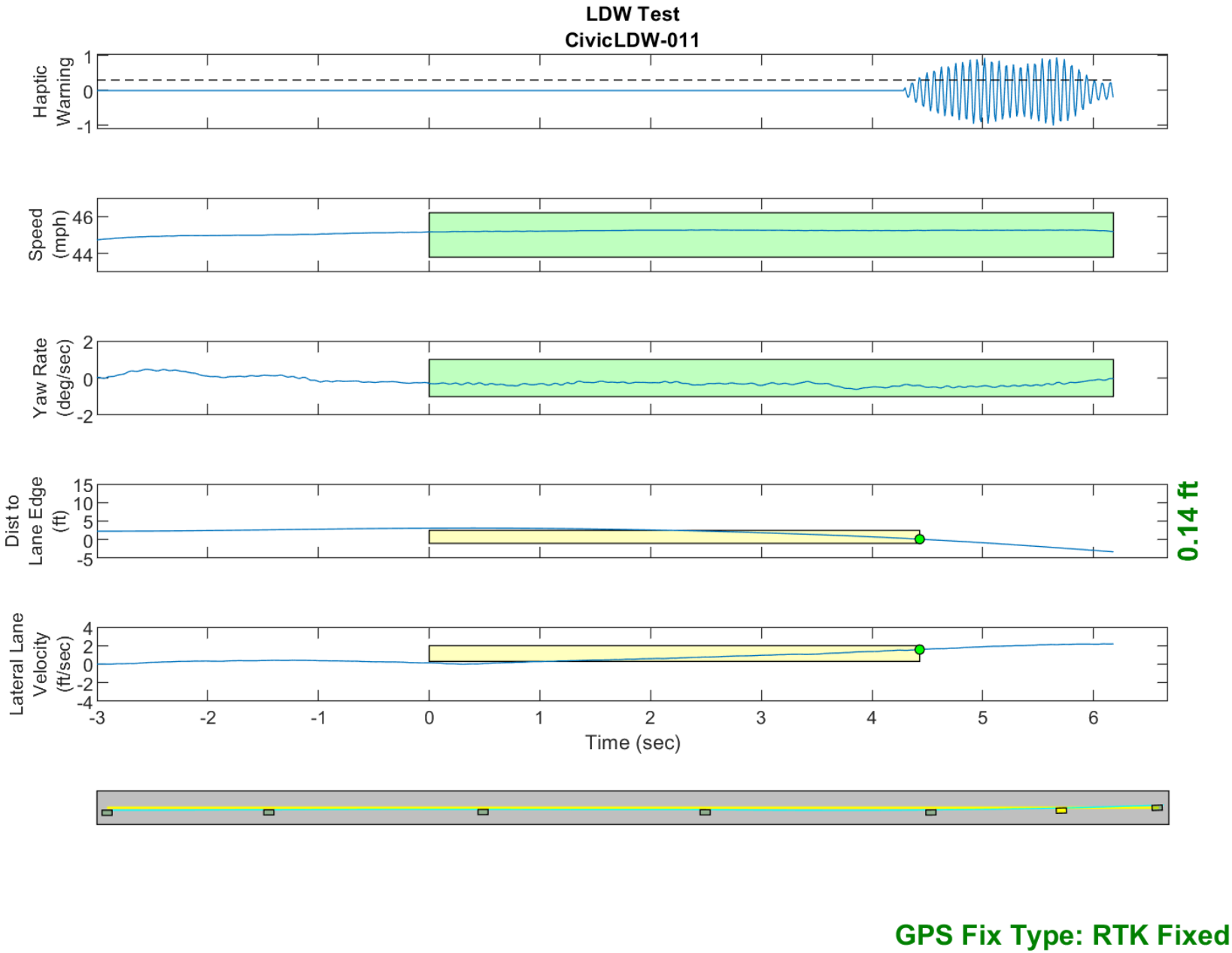


Figure D23. Time History for Run 11, Solid Line, Left Departure, Haptic Warning

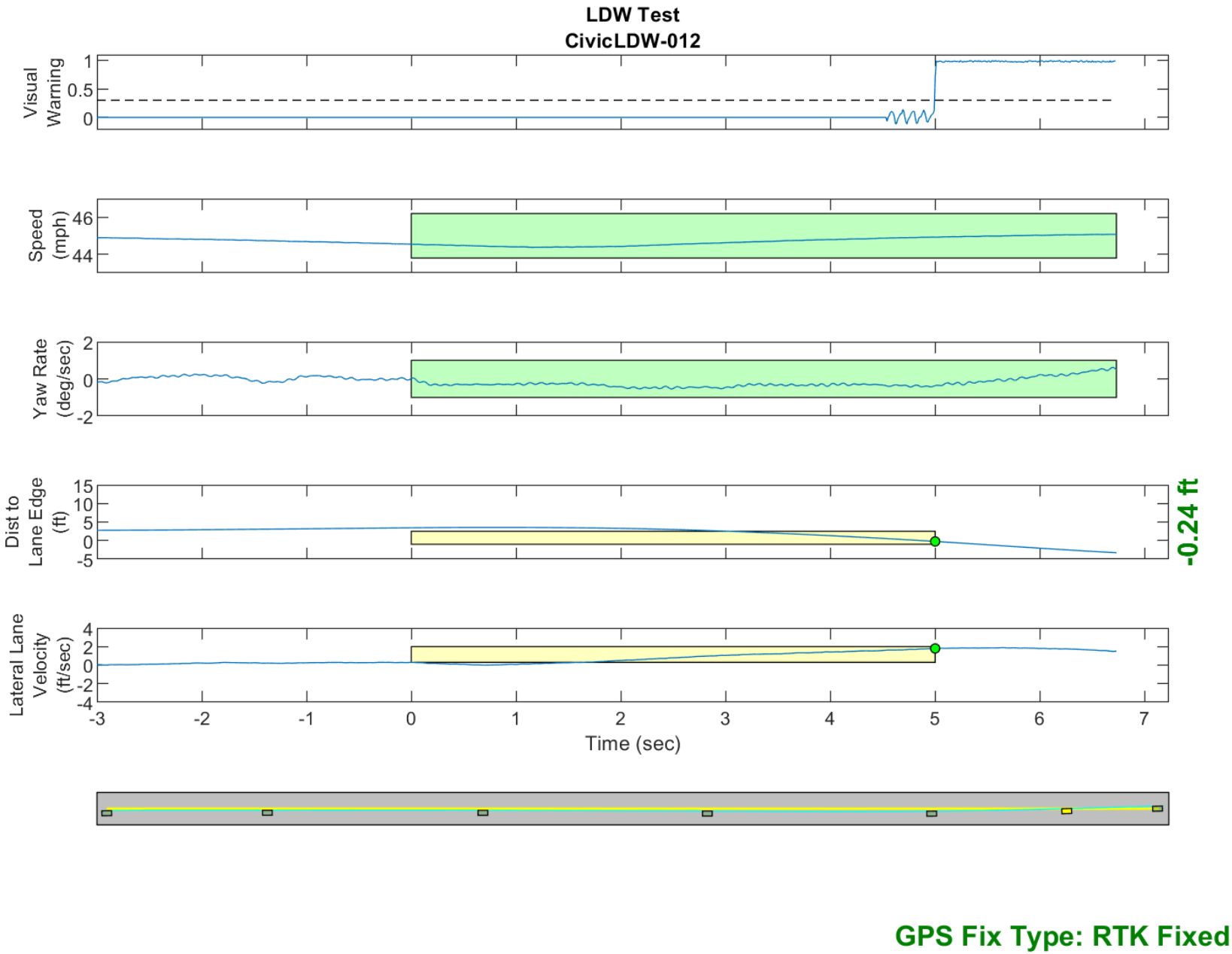


Figure D24. Time History for Run 12, Solid Line, Left Departure, Visual Warning

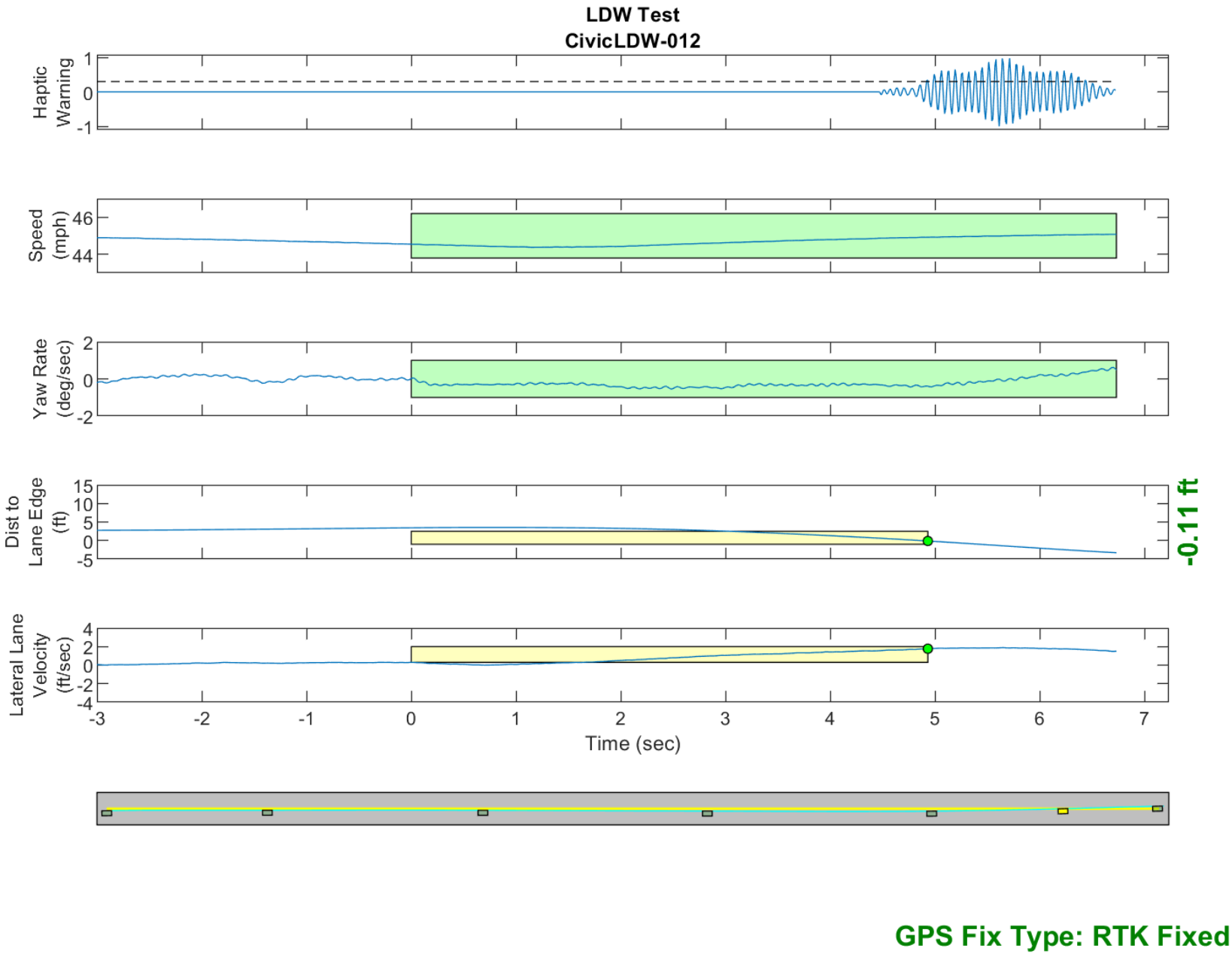


Figure D25. Time History for Run 12, Solid Line, Left Departure, Haptic Warning

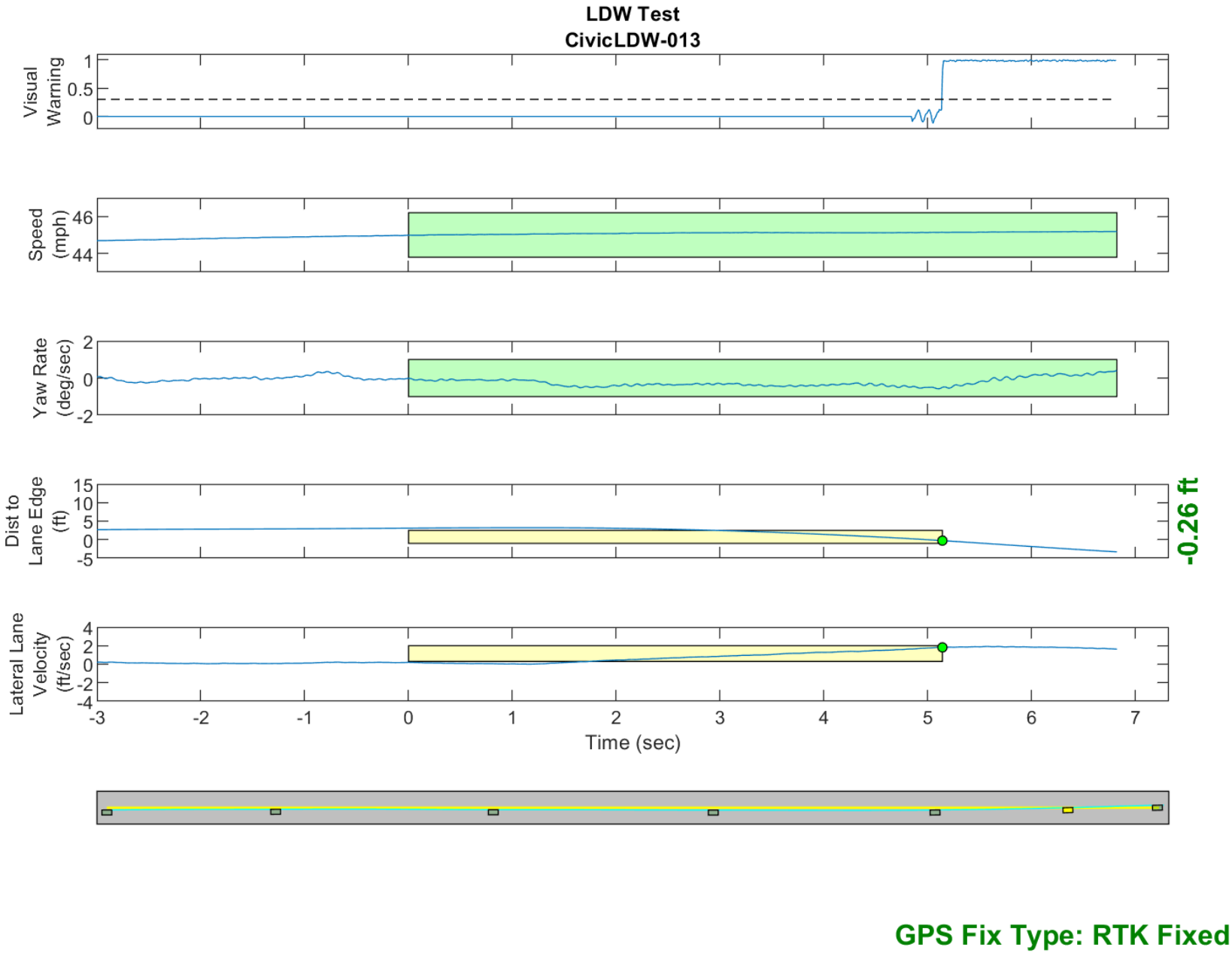


Figure D26. Time History for Run 13, Solid Line, Left Departure, Visual Warning

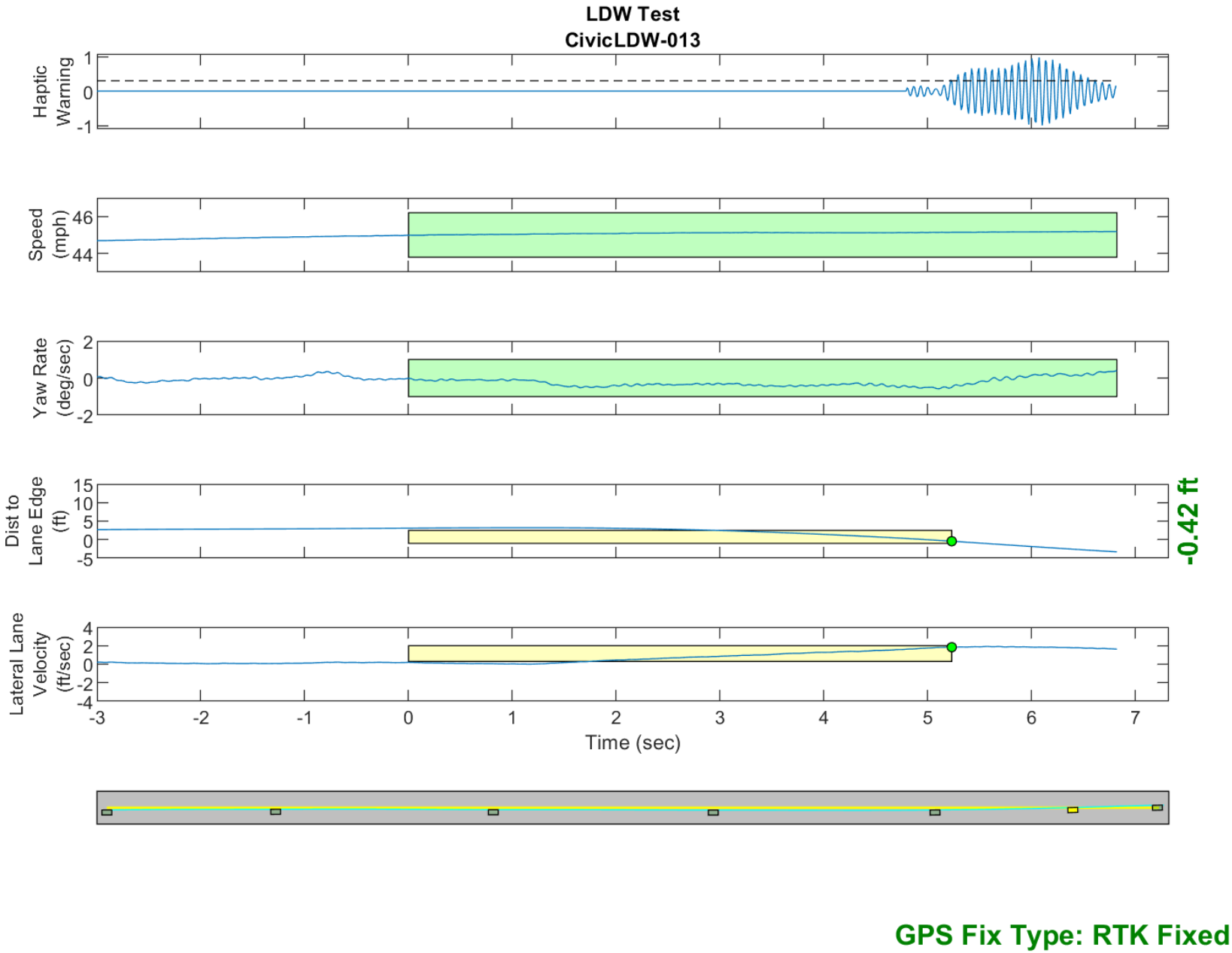


Figure D27. Time History for Run 13, Solid Line, Left Departure, Haptic Warning

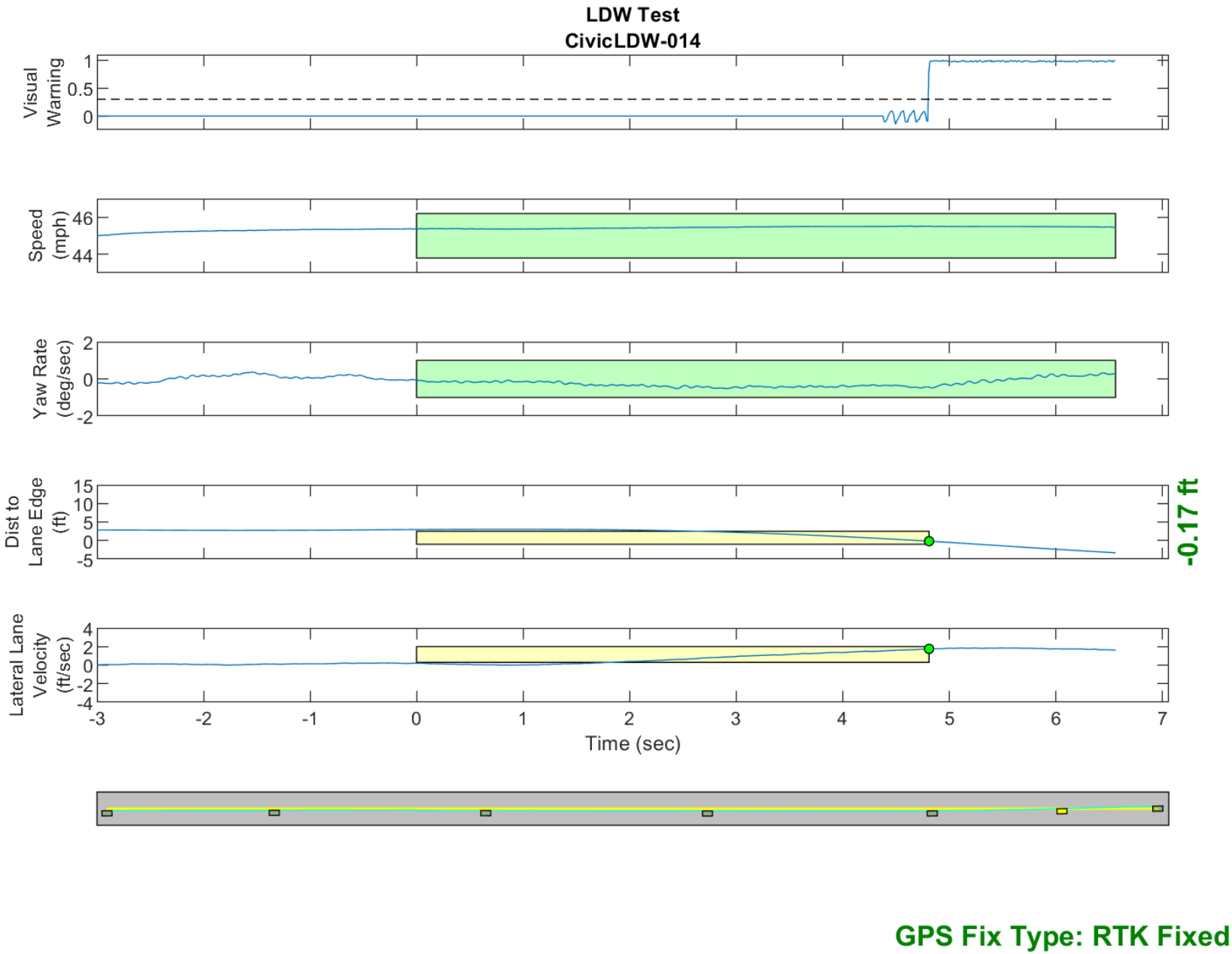


Figure D28. Time History for Run 14, Solid Line, Left Departure, Visual Warning

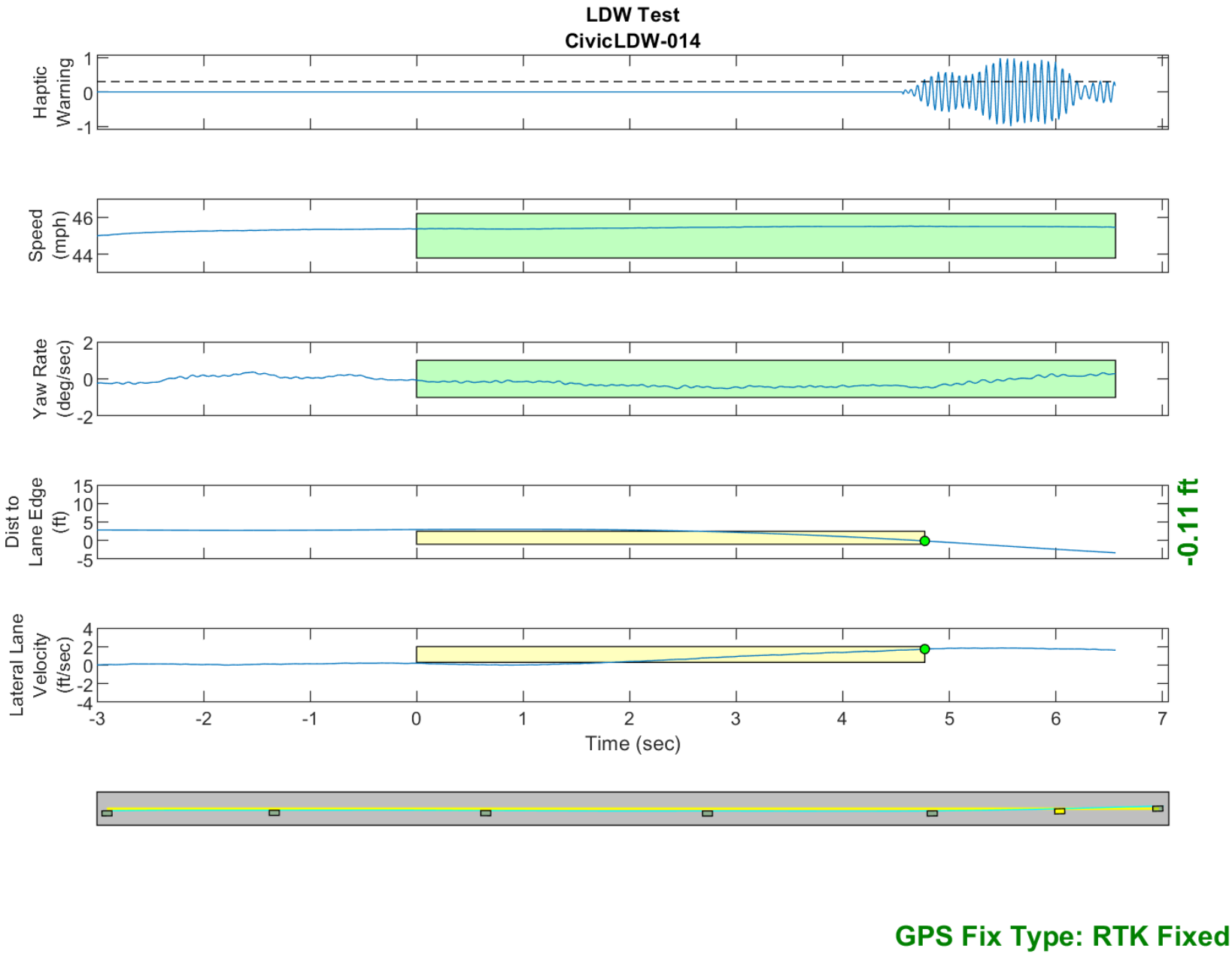


Figure D29. Time History for Run 14, Solid Line, Left Departure, Haptic Warning

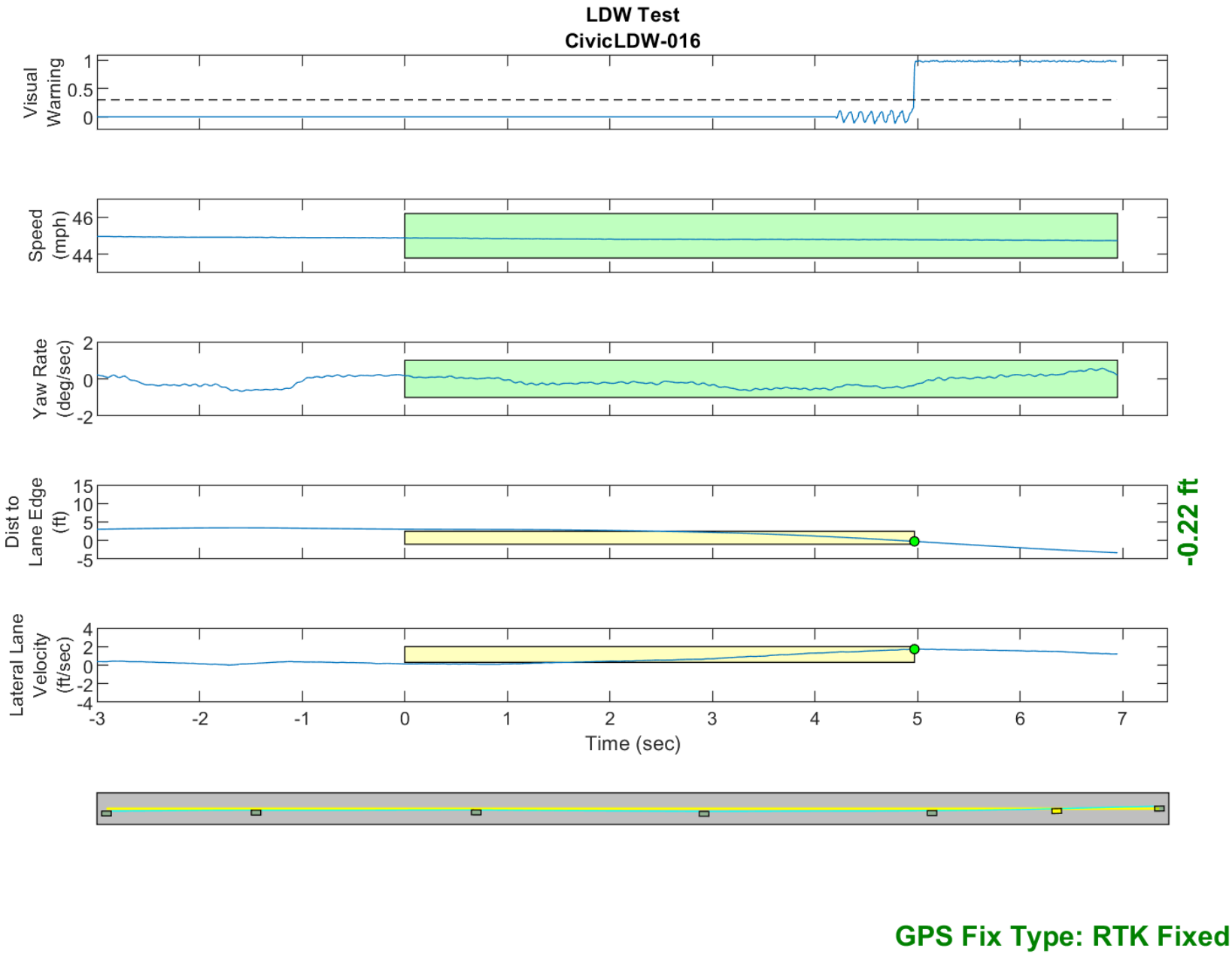


Figure D30. Time History for Run 16, Solid Line, Left Departure, Visual Warning

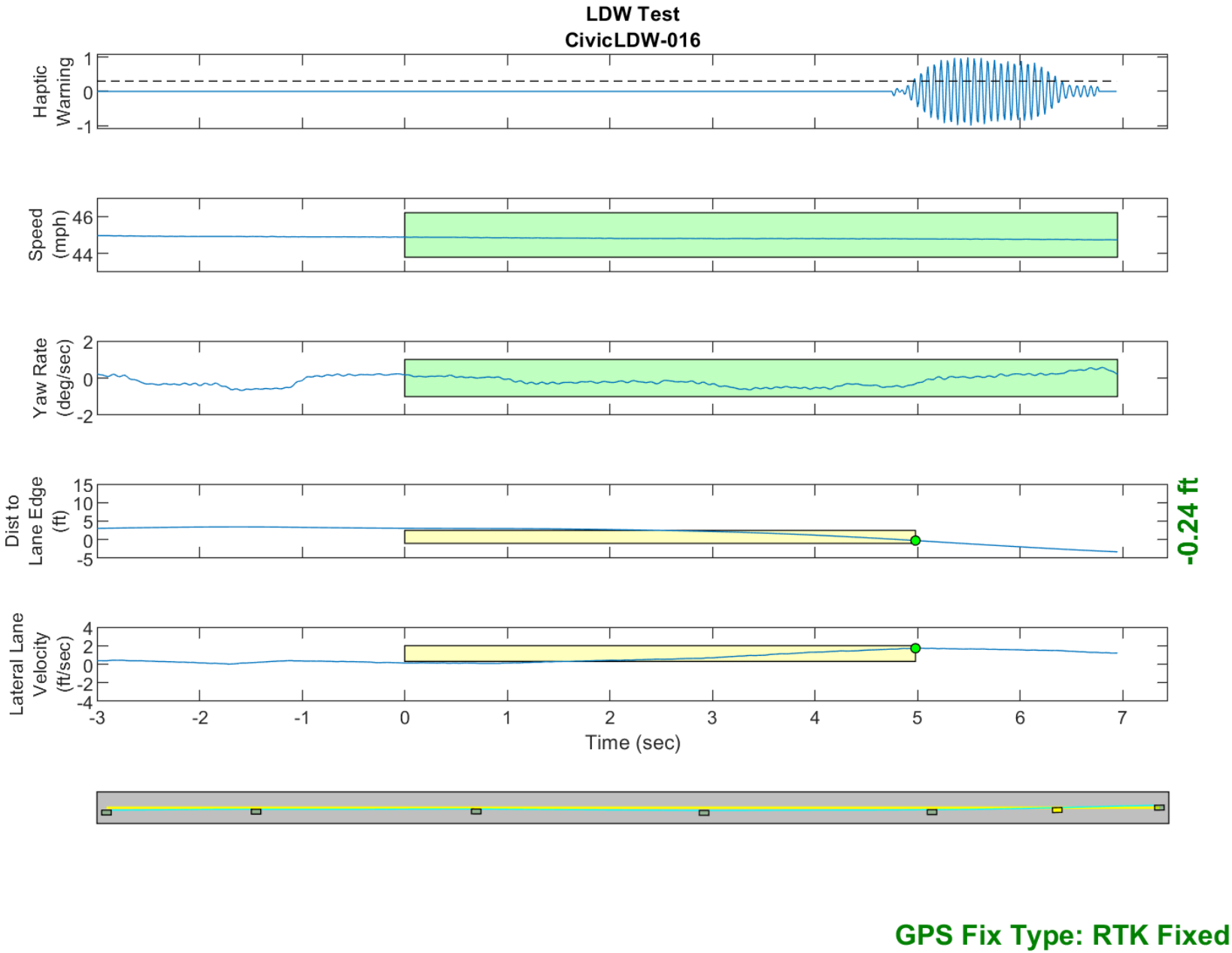


Figure D31. Time History for Run 16, Solid Line, Left Departure, Haptic Warning

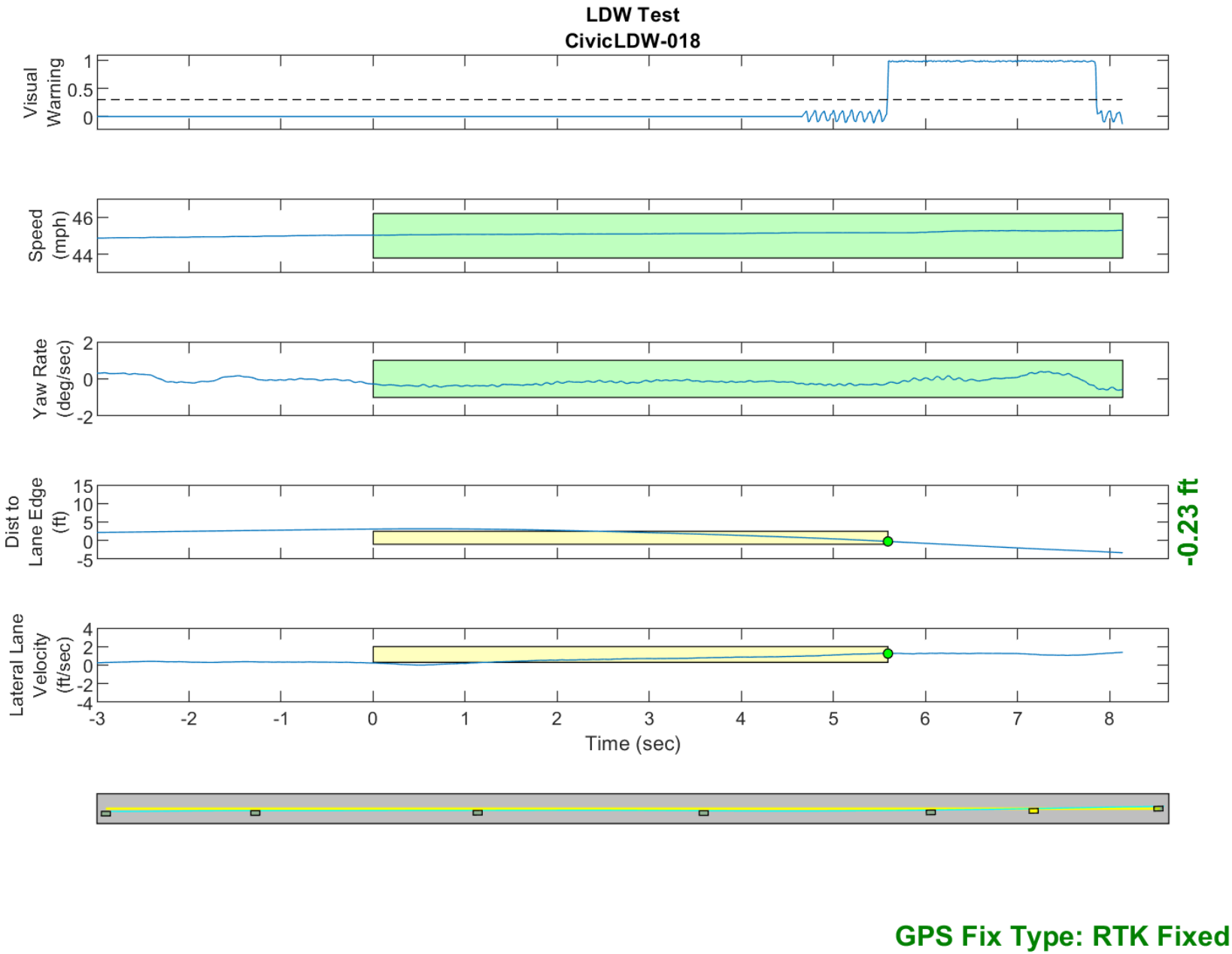


Figure D32. Time History for Run 18, Dashed Line, Left Departure, Visual Warning

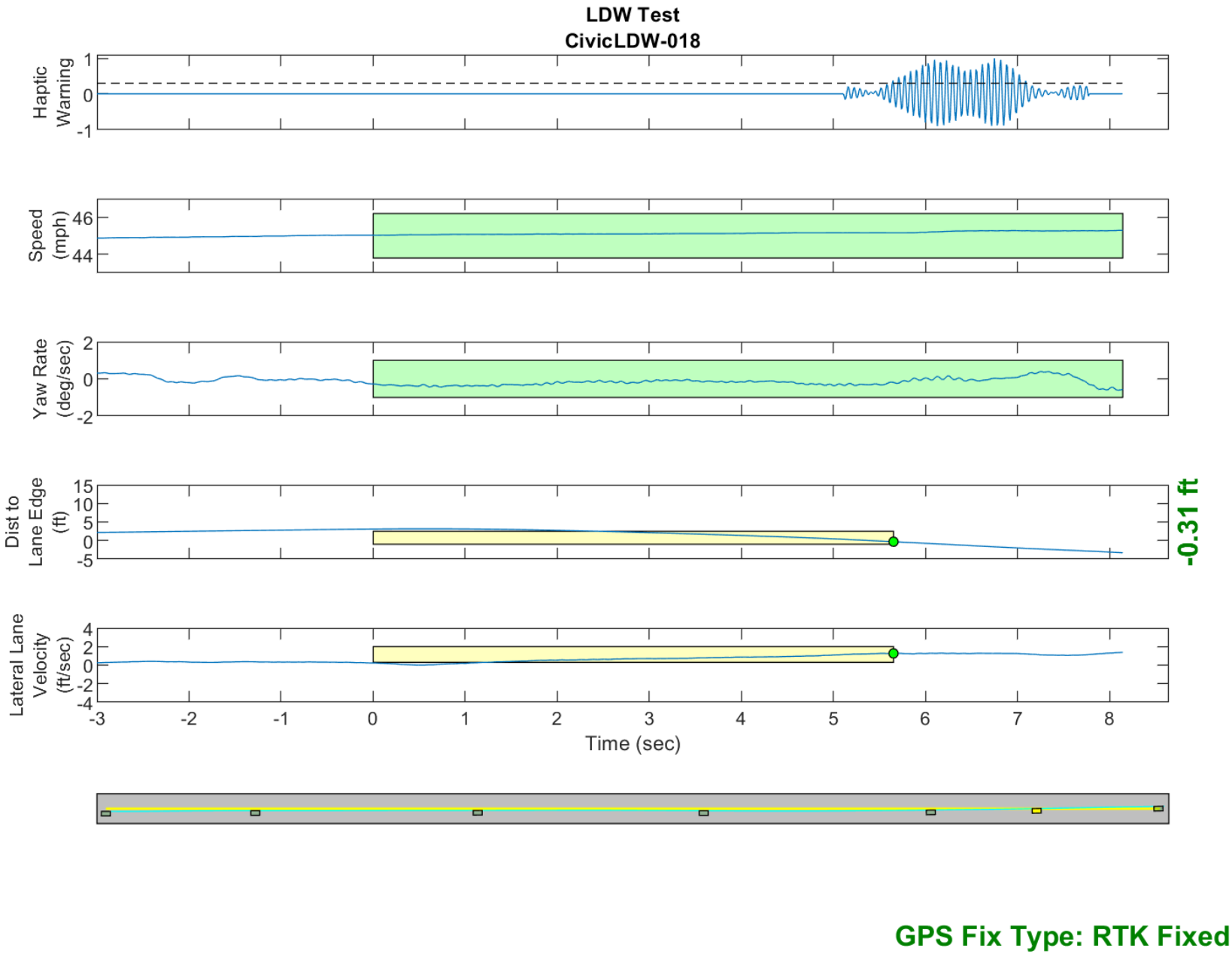


Figure D33. Time History for Run 18, Dashed Line, Left Departure, Haptic Warning

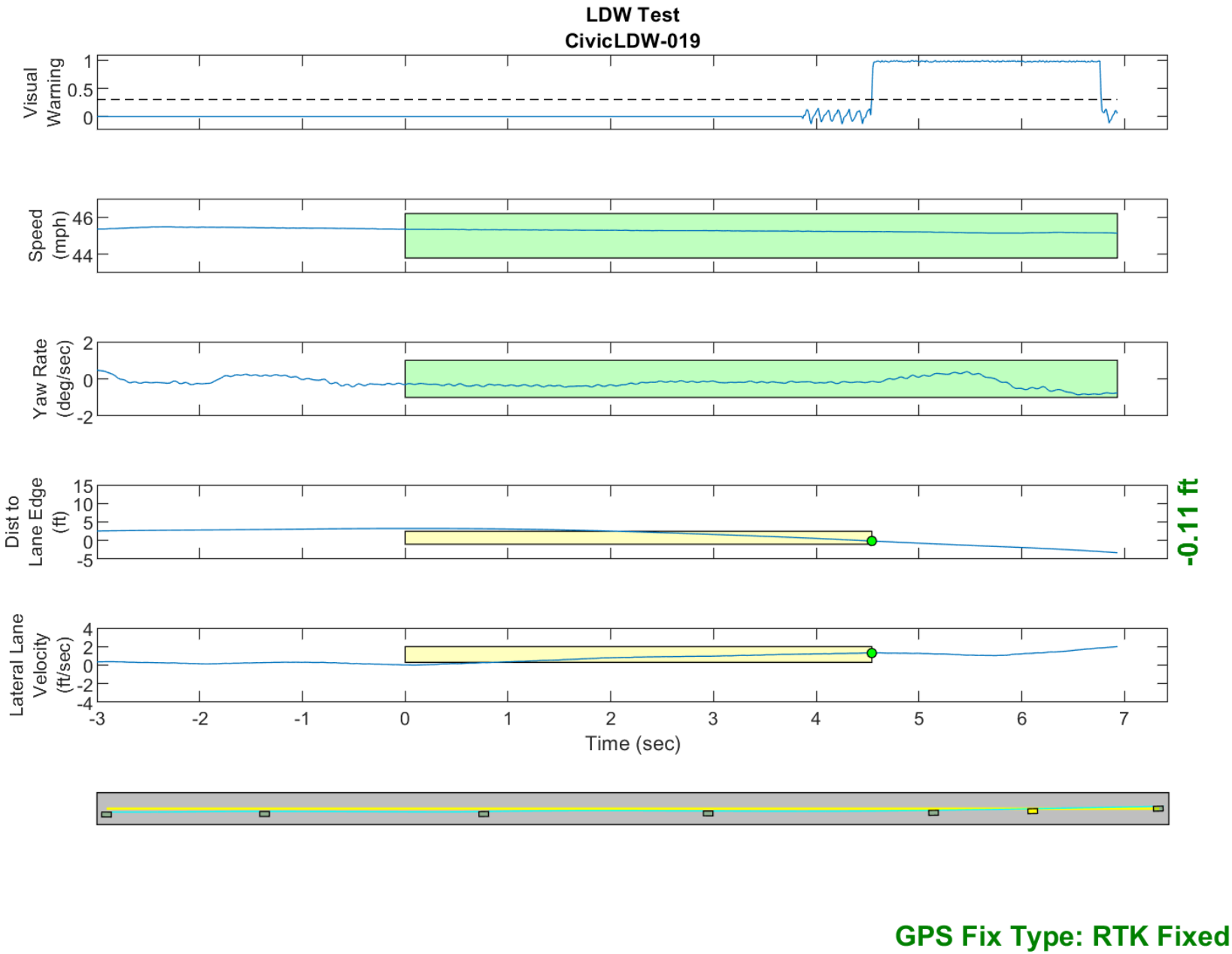


Figure D34. Time History for Run 19, Dashed Line, Left Departure, Visual Warning

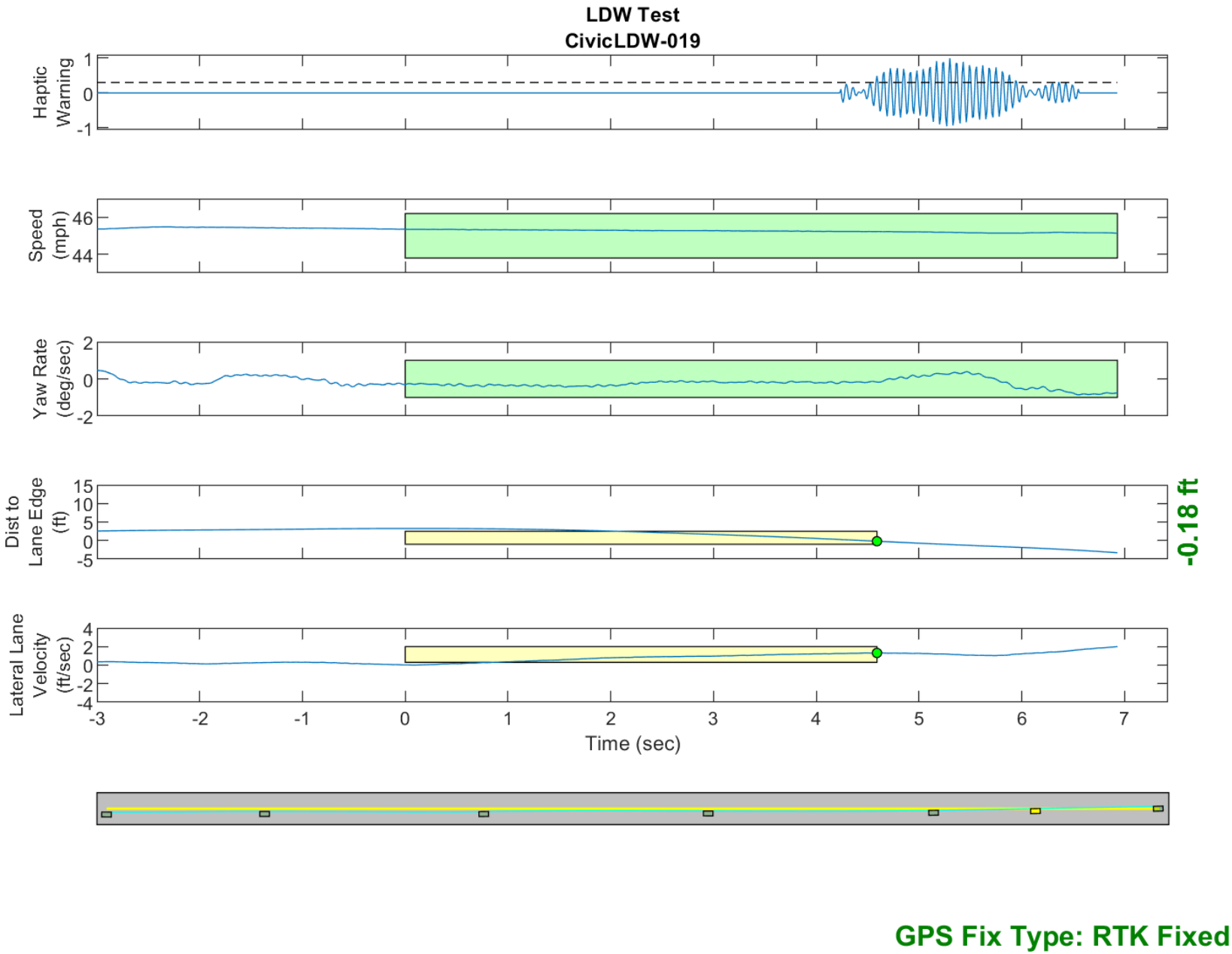


Figure D35. Time History for Run 19, Dashed Line, Left Departure, Haptic Warning

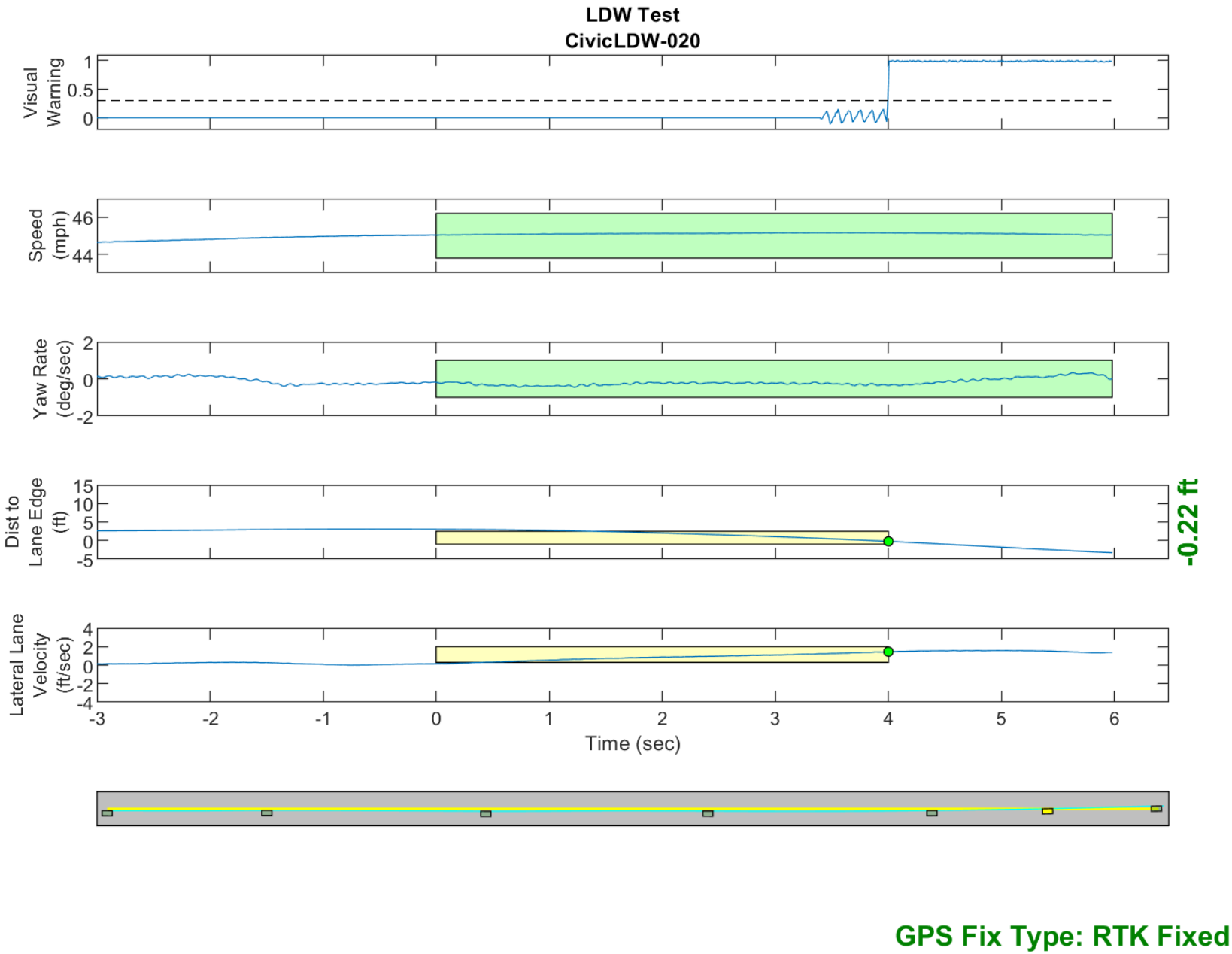


Figure D36. Time History for Run 20, Dashed Line, Left Departure, Visual Warning

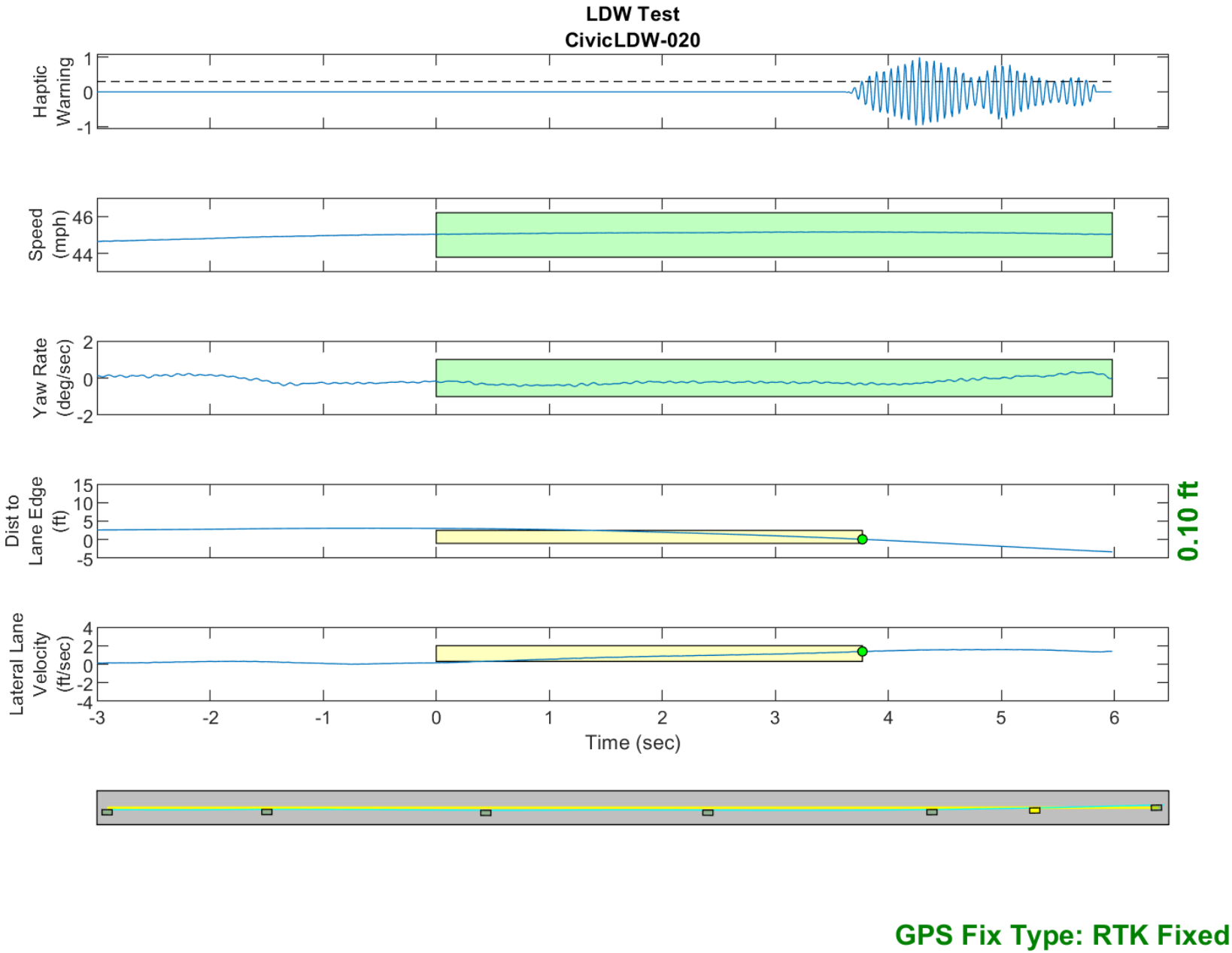


Figure D37. Time History for Run 20, Dashed Line, Left Departure, Haptic Warning

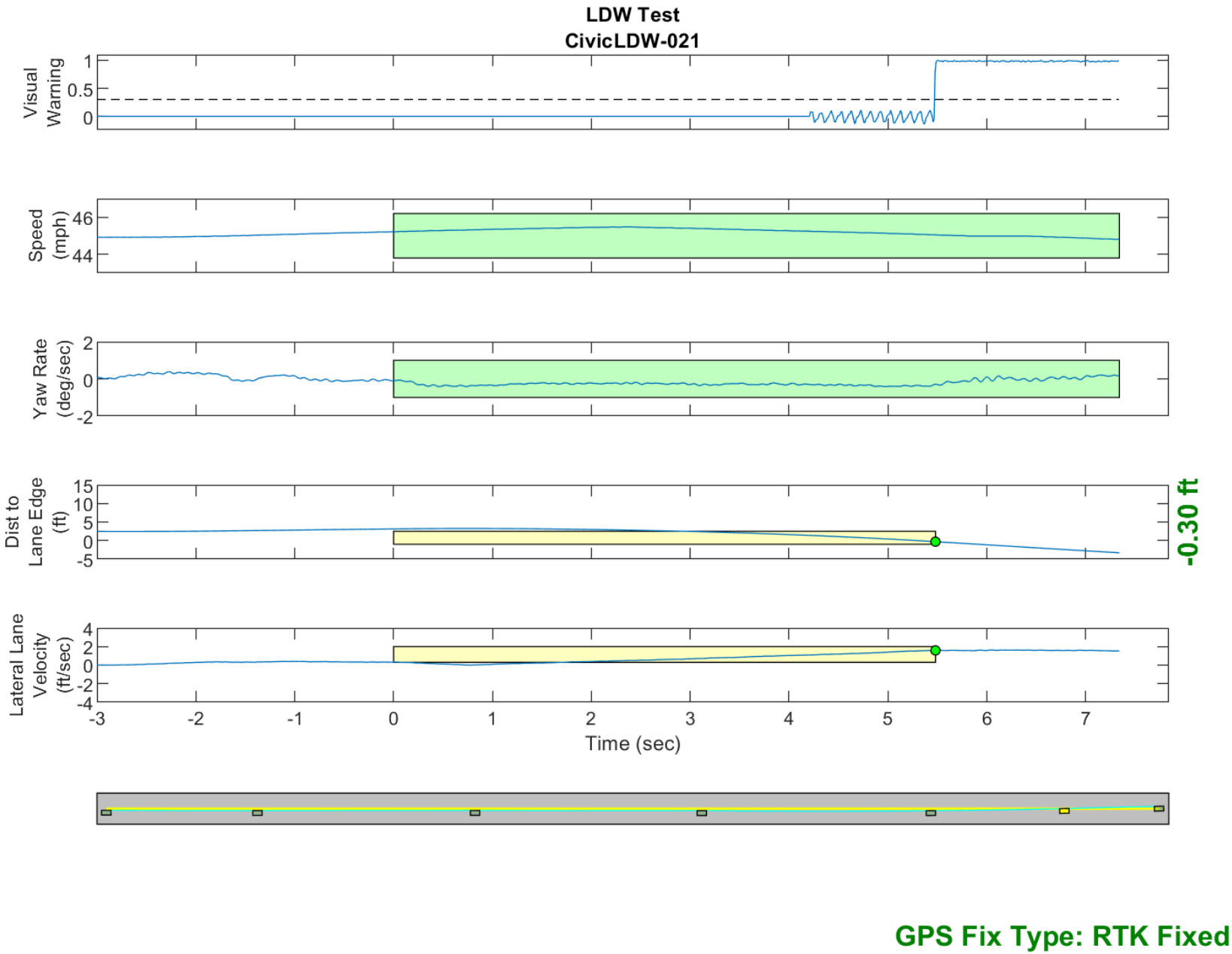


Figure D38. Time History for Run 21, Dashed Line, Left Departure, Visual Warning

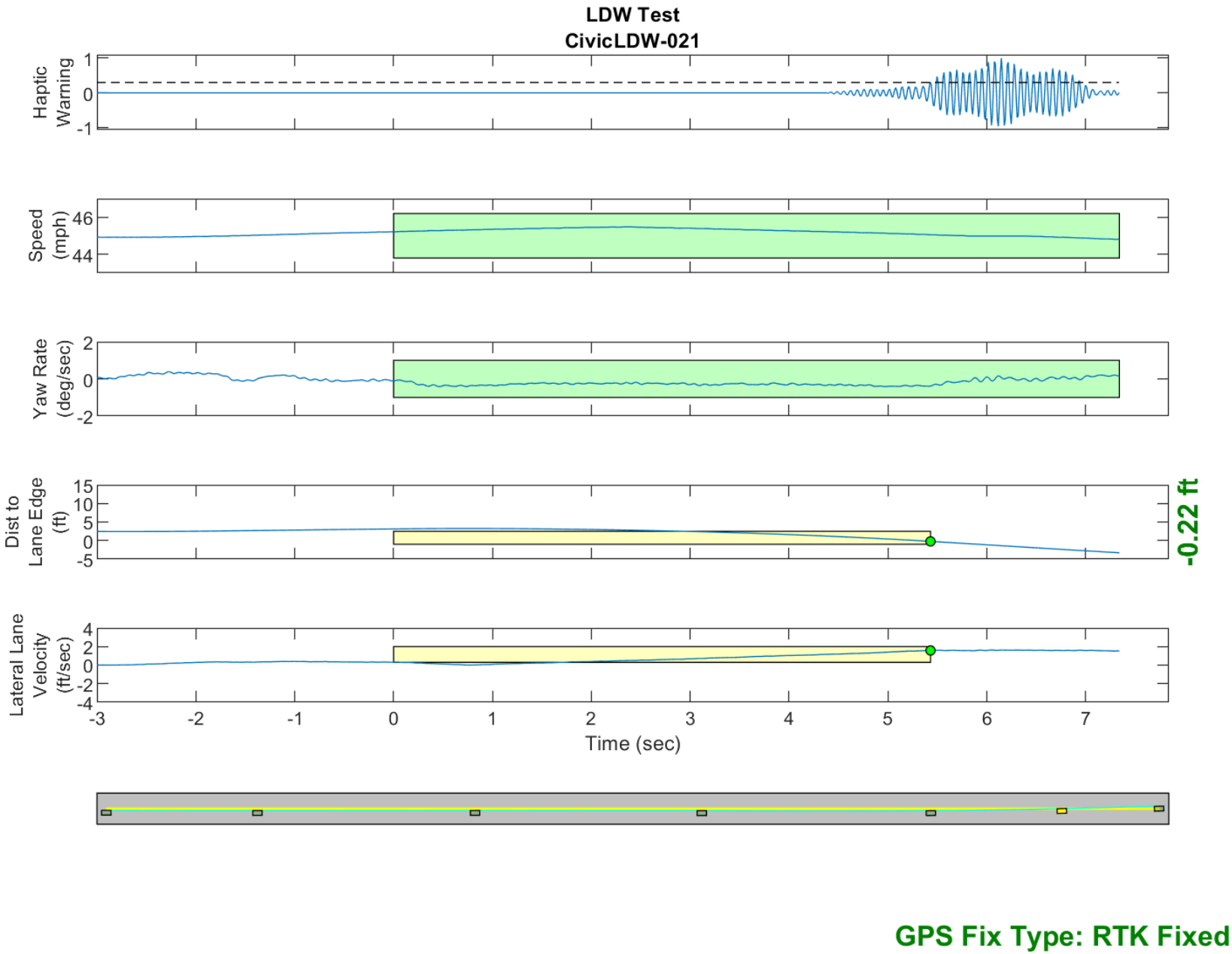


Figure D39. Time History for Run 21, Dashed Line, Left Departure, Haptic Warning

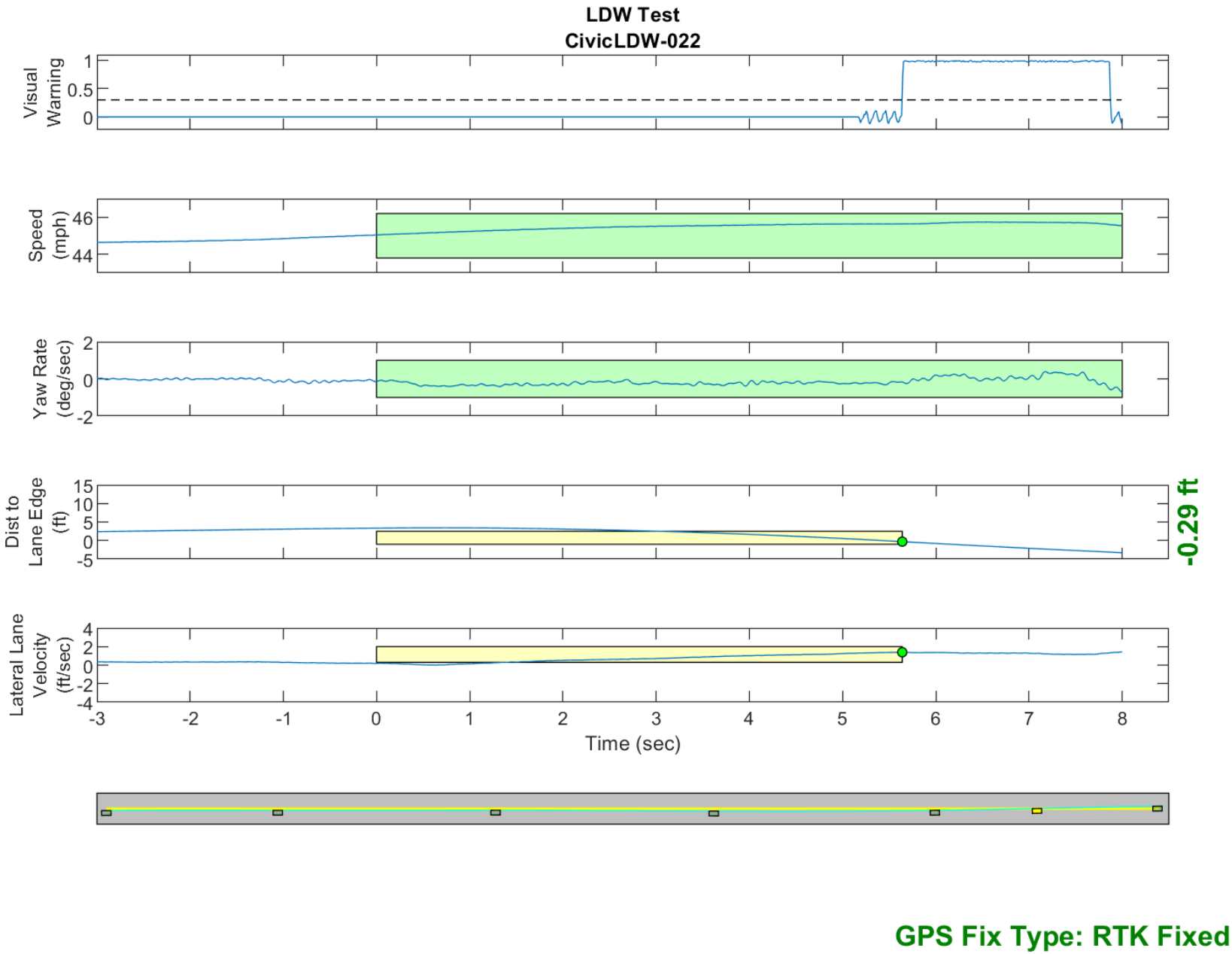


Figure D40. Time History for Run 22, Dashed Line, Left Departure, Visual Warning

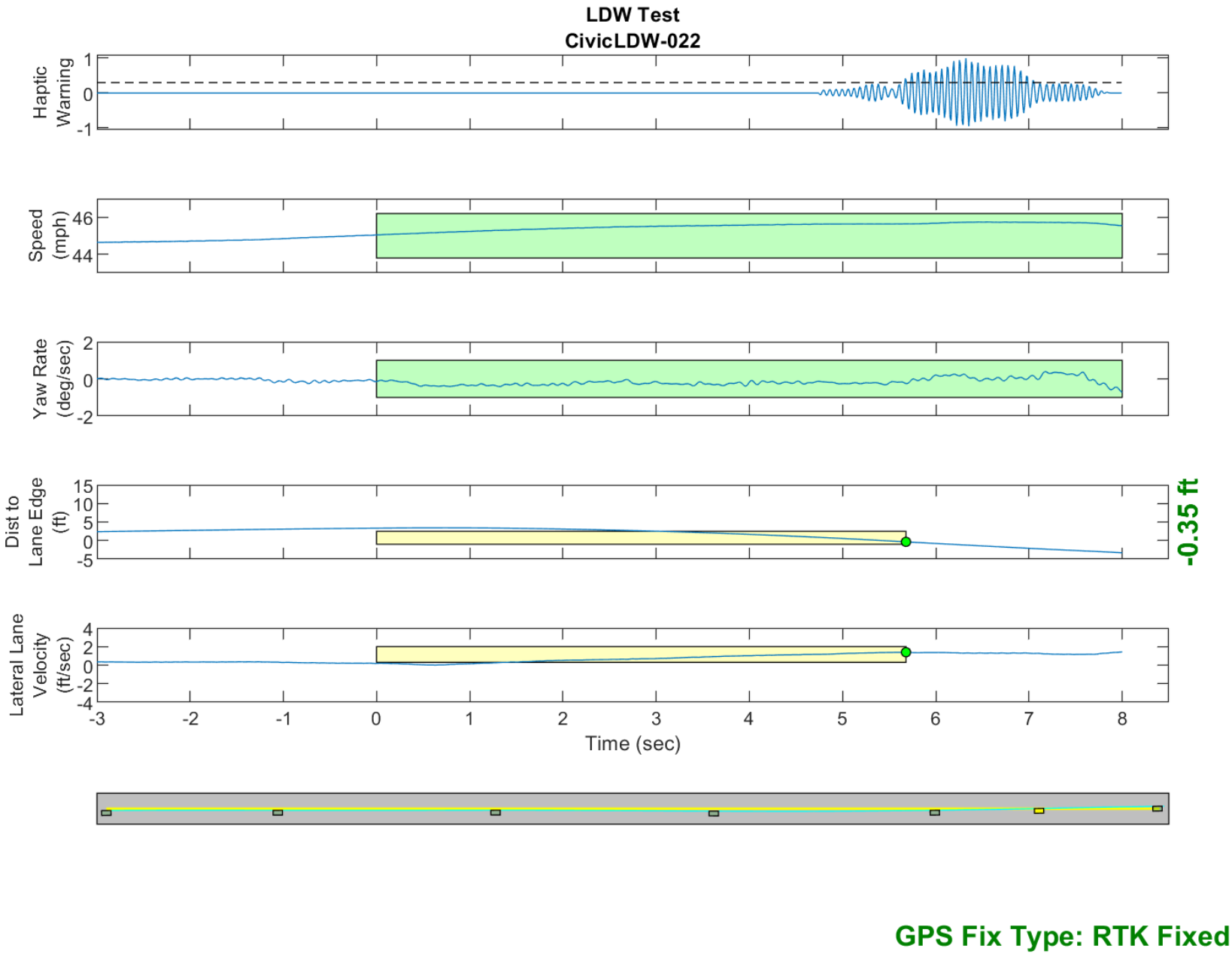


Figure D41. Time History for Run 22, Dashed Line, Left Departure, Haptic Warning

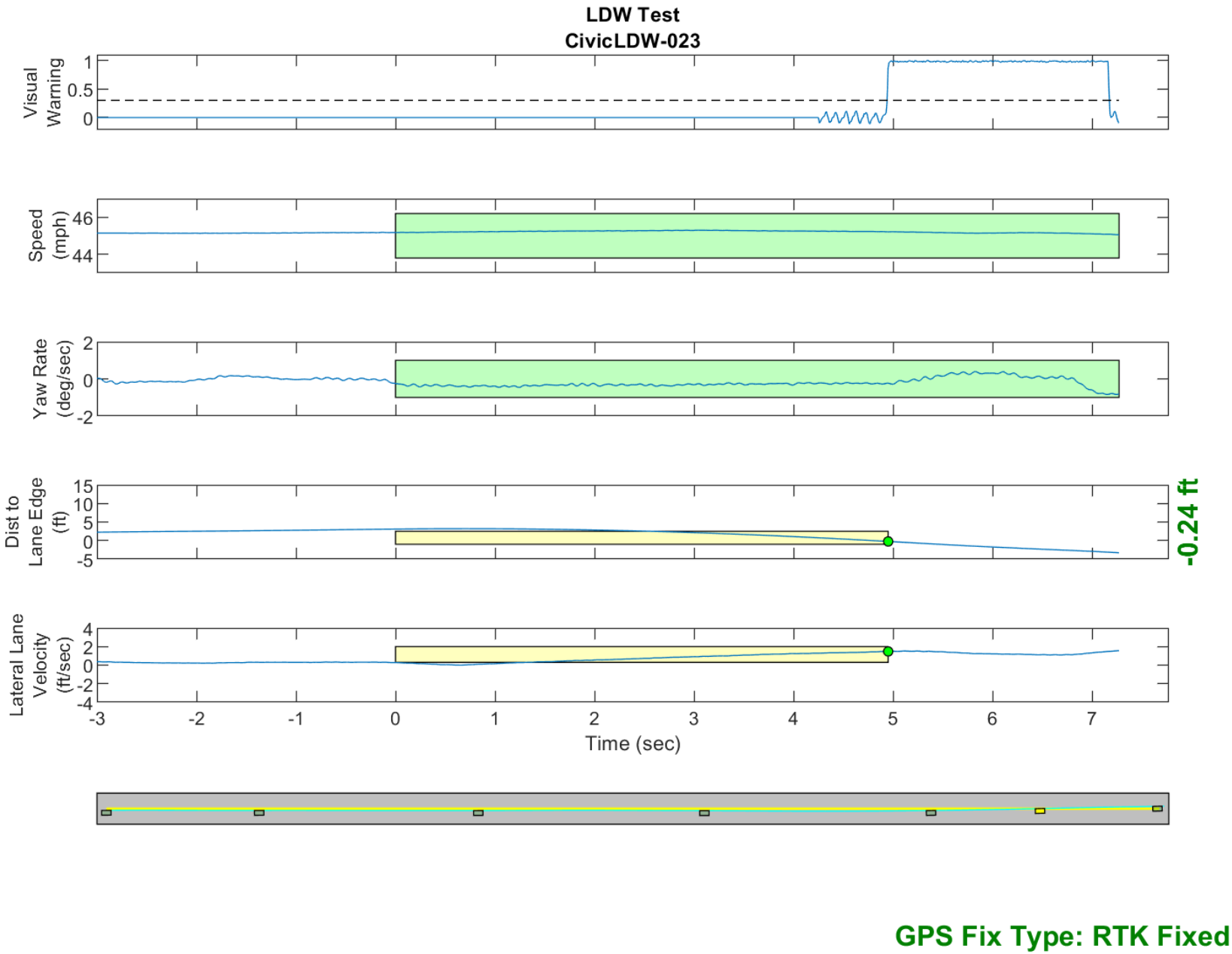


Figure D42. Time History for Run 23, Dashed Line, Left Departure, Visual Warning

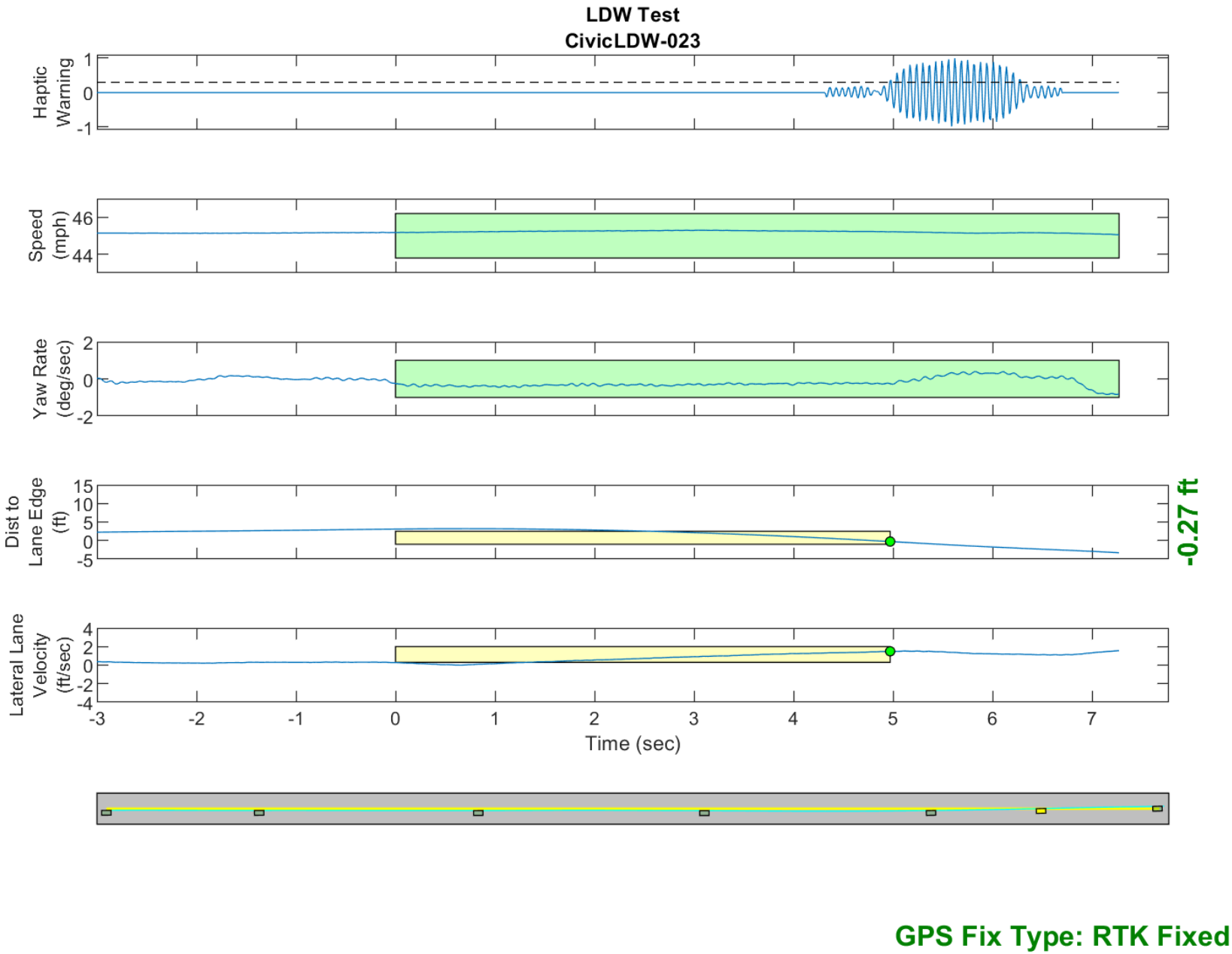


Figure D43. Time History for Run 23, Dashed Line, Left Departure, Haptic Warning

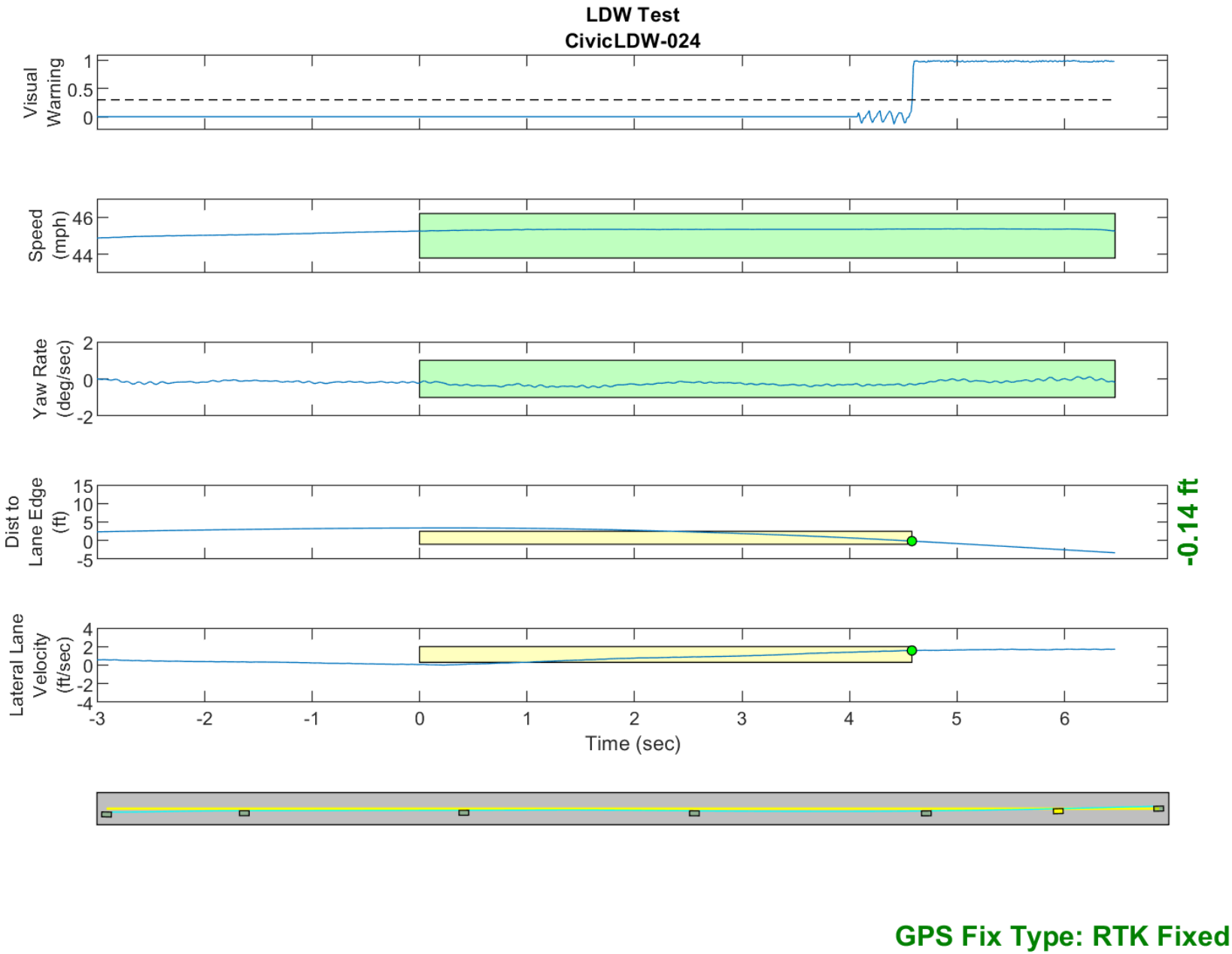


Figure D44. Time History for Run 24, Dashed Line, Left Departure, Visual Warning

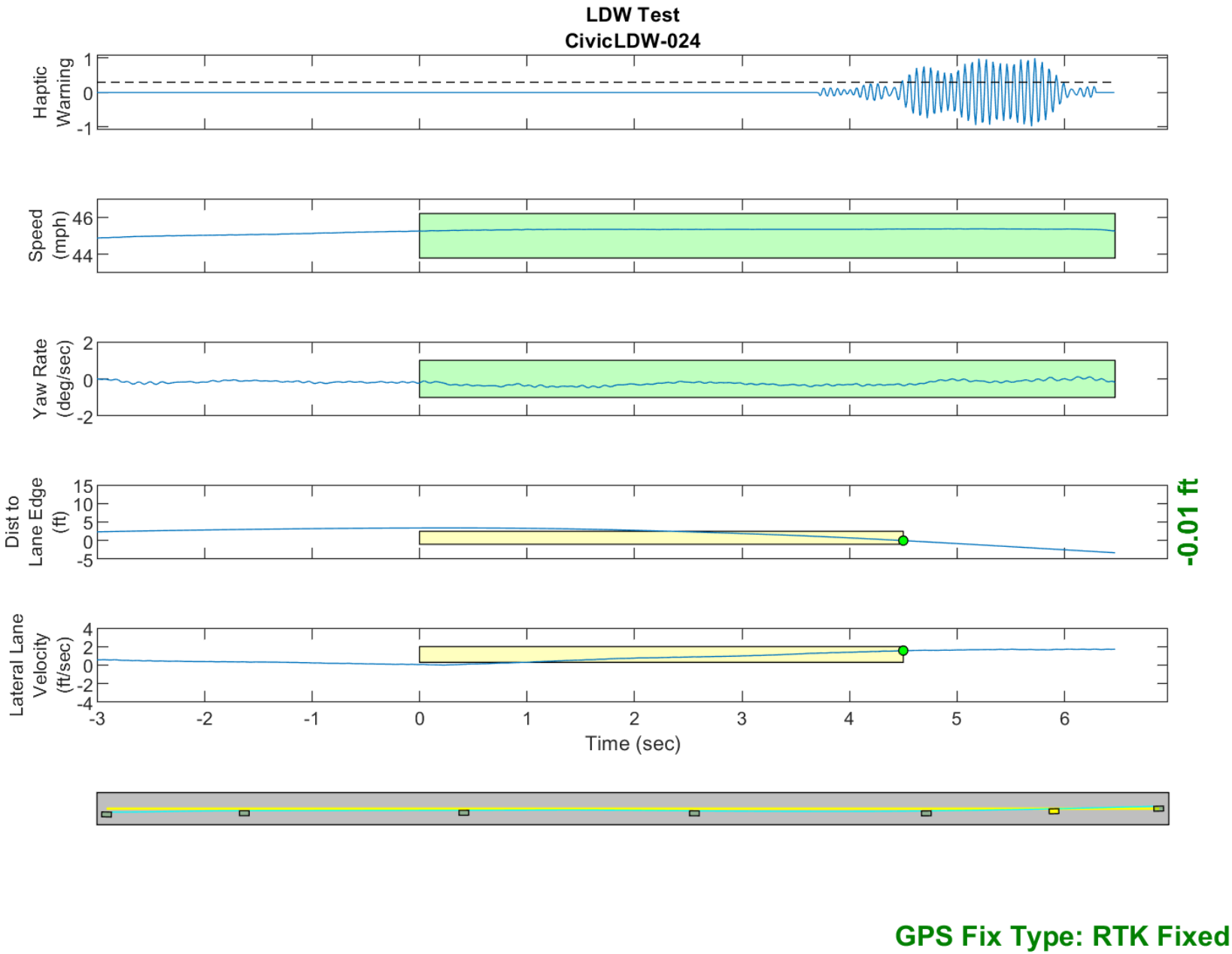


Figure D45. Time History for Run 24, Dashed Line, Left Departure, Haptic Warning

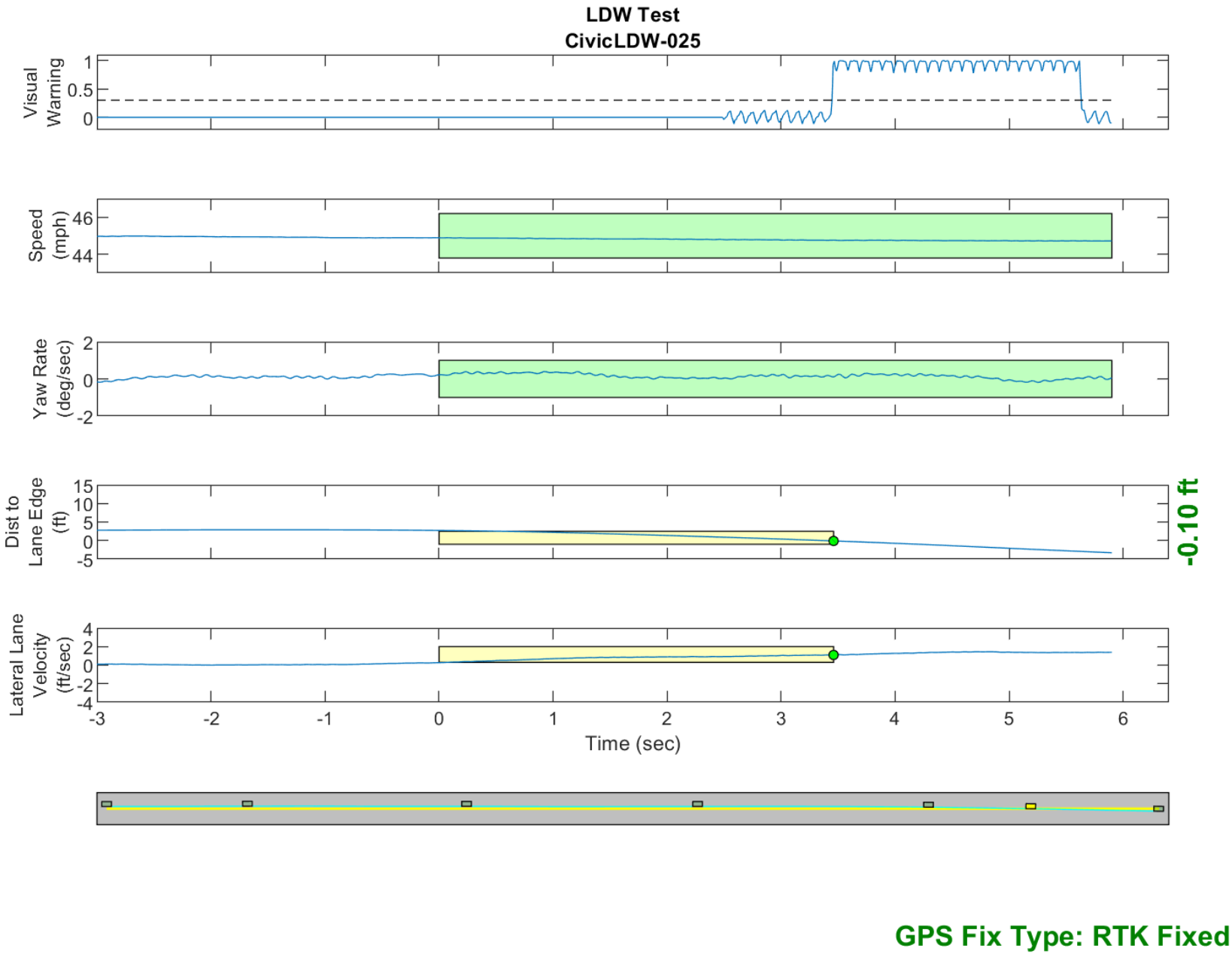


Figure D46. Time History for Run 25, Dashed Line, Right Departure, Visual Warning

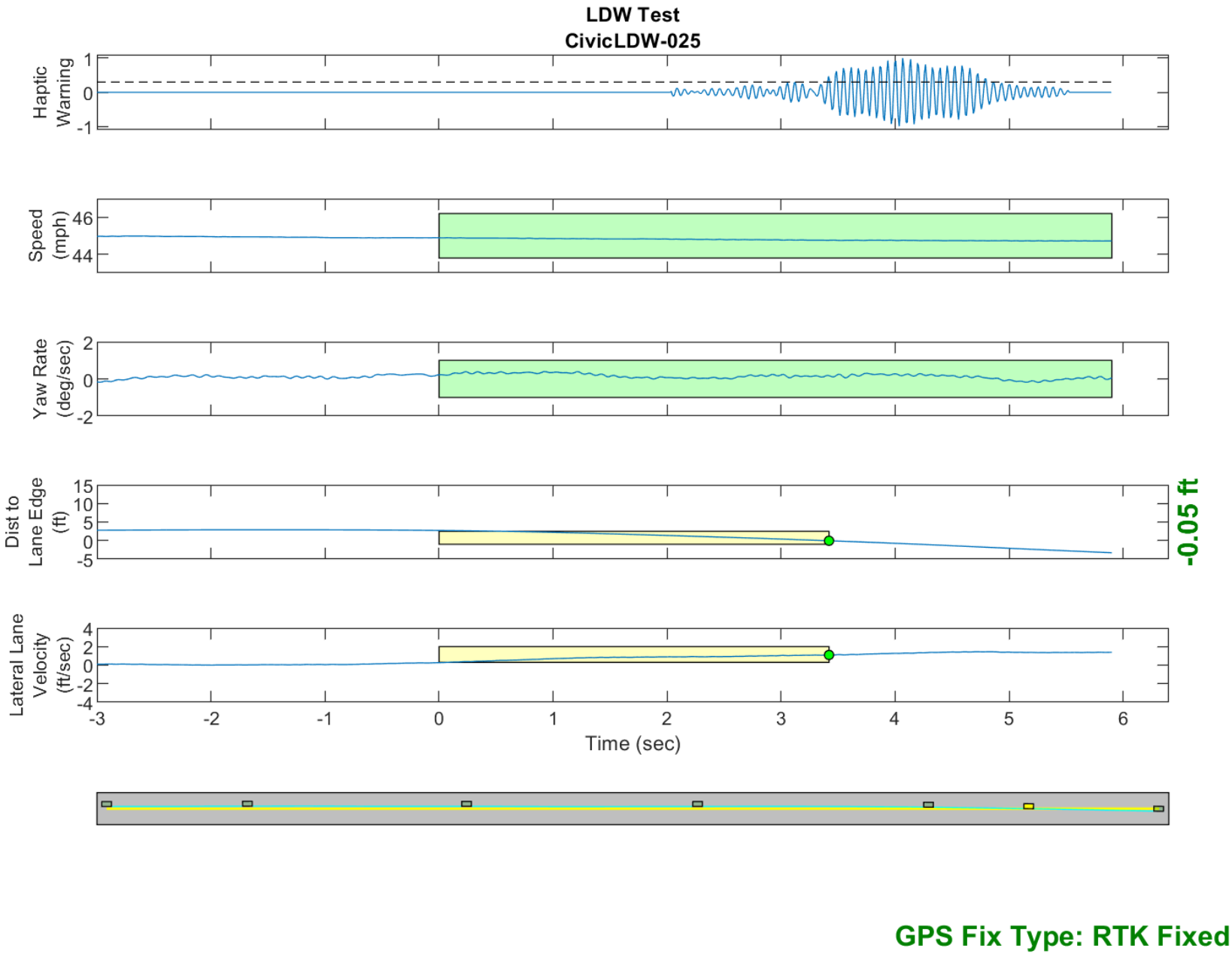


Figure D47. Time History for Run 25, Dashed Line, Right Departure, Haptic Warning

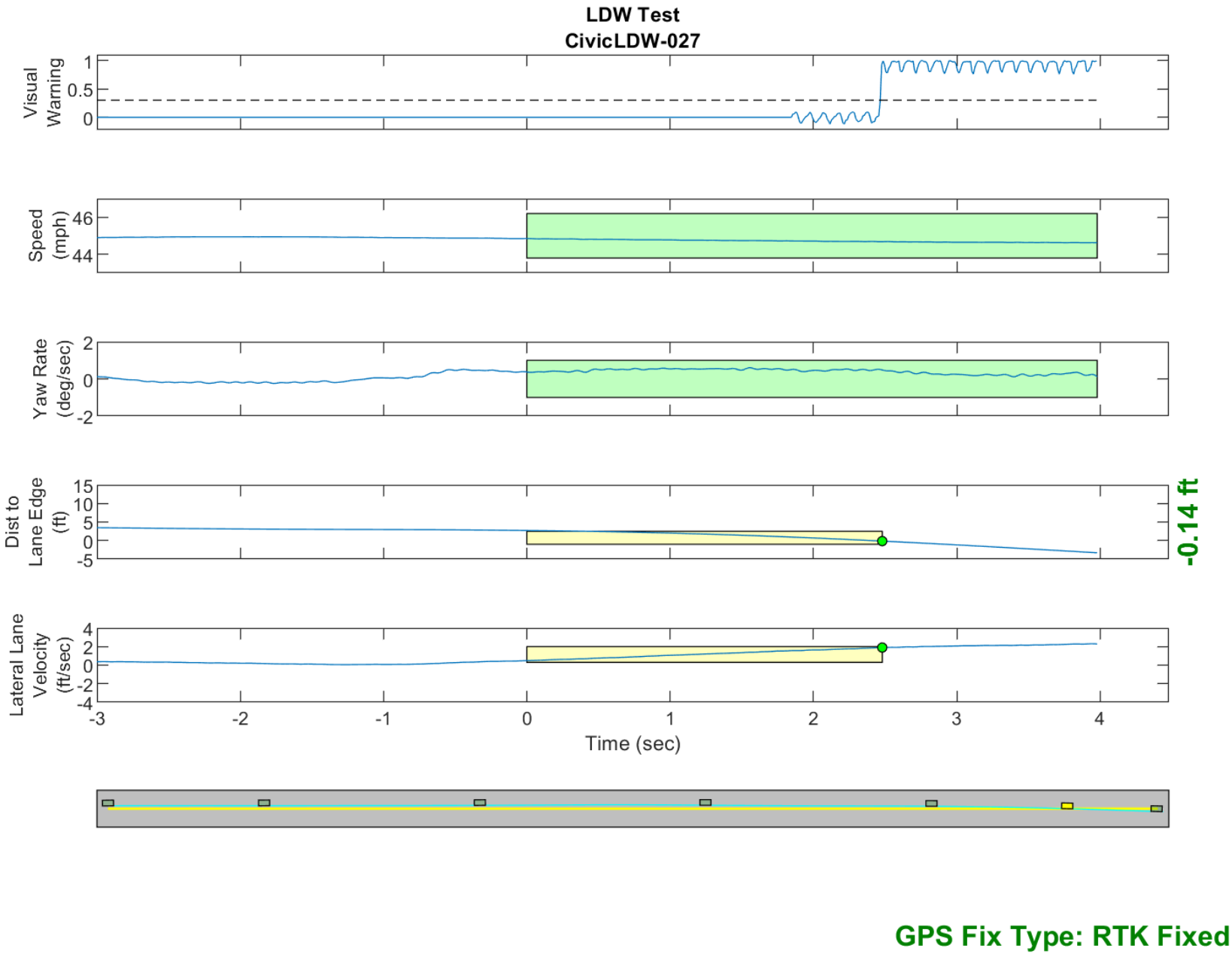


Figure D48. Time History for Run 27, Dashed Line, Right Departure, Visual Warning

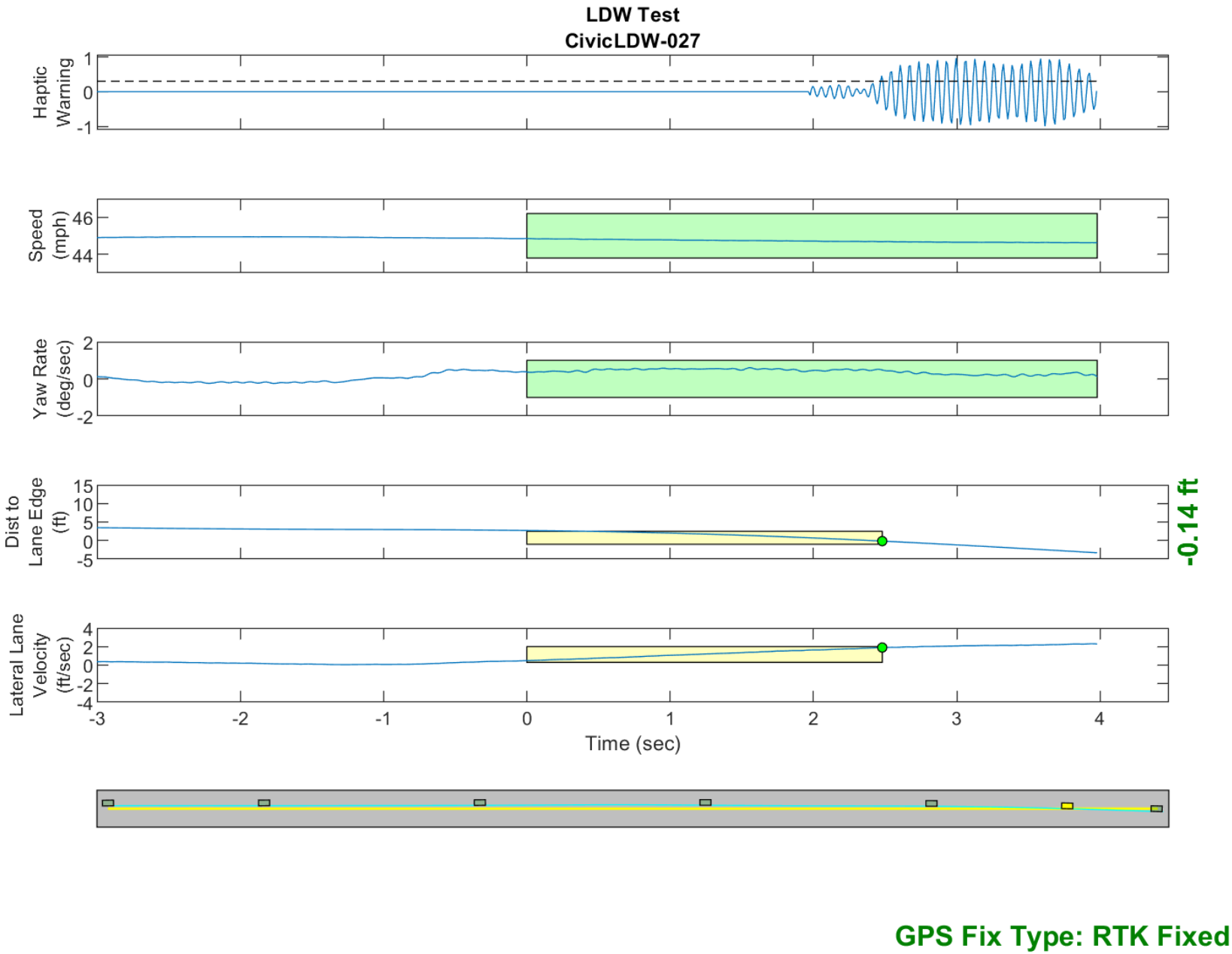


Figure D49. Time History for Run 27, Dashed Line, Right Departure, Haptic Warning

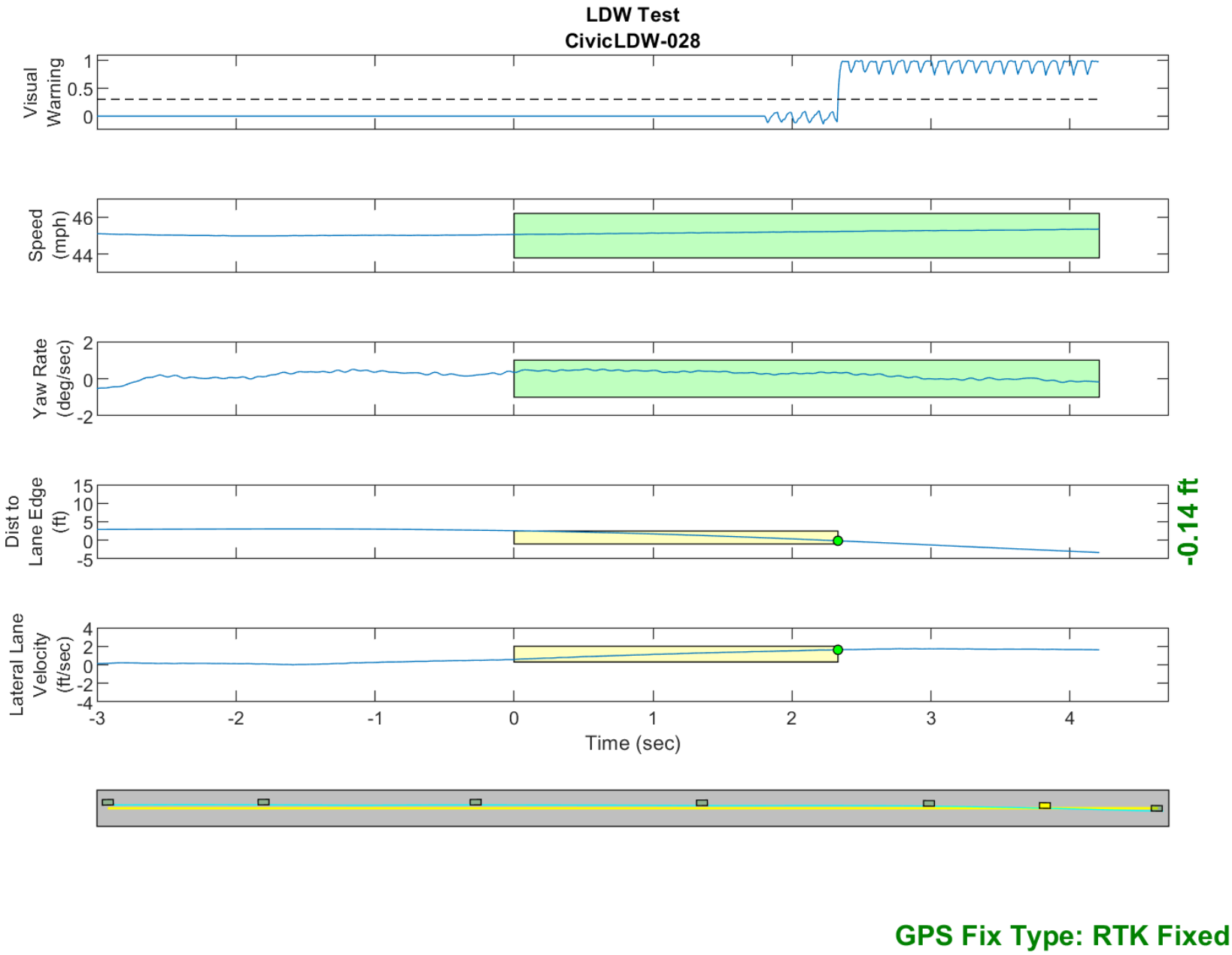


Figure D50. Time History for Run 28, Dashed Line, Right Departure, Visual Warning

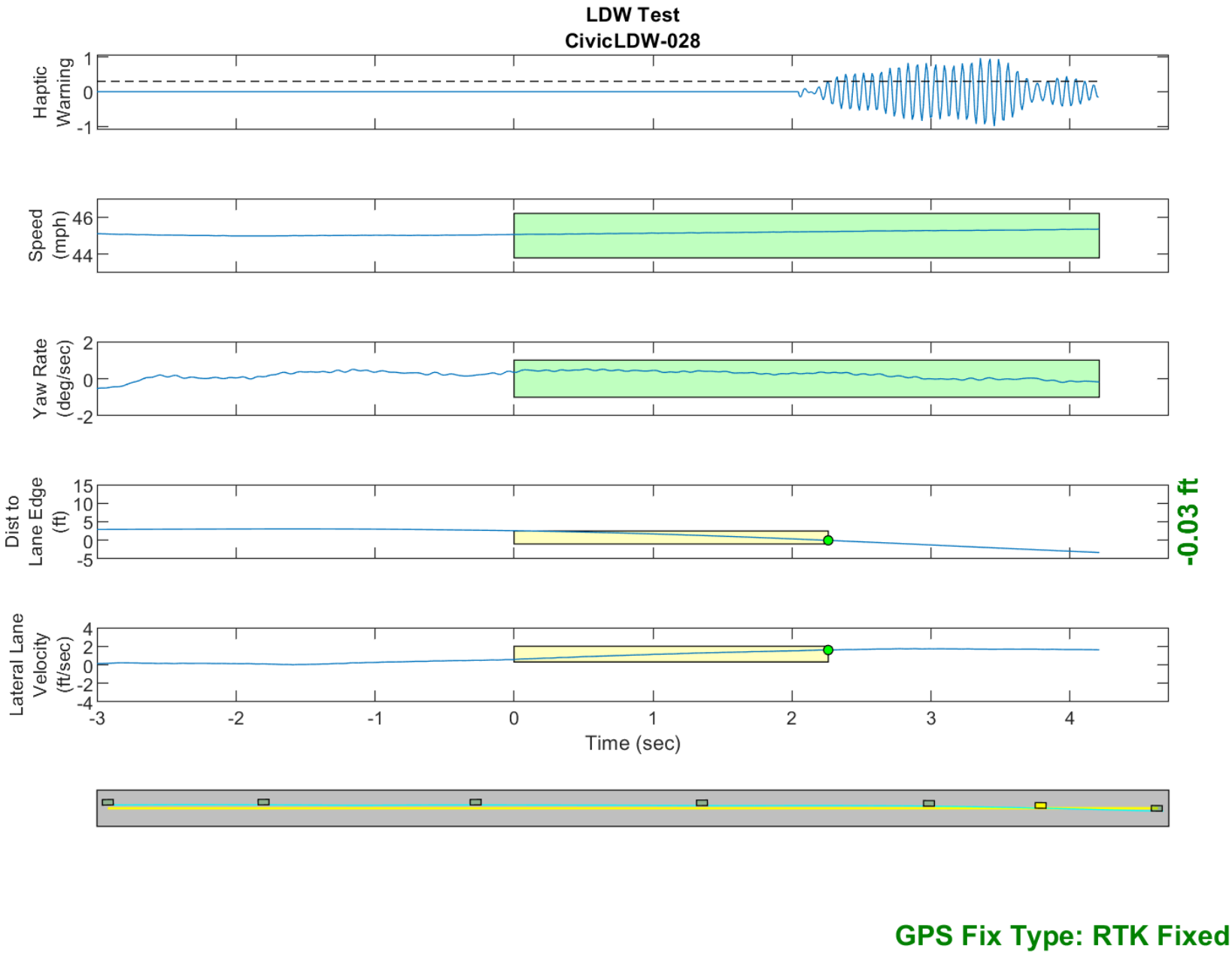


Figure D51. Time History for Run 28, Dashed Line, Right Departure, Haptic Warning

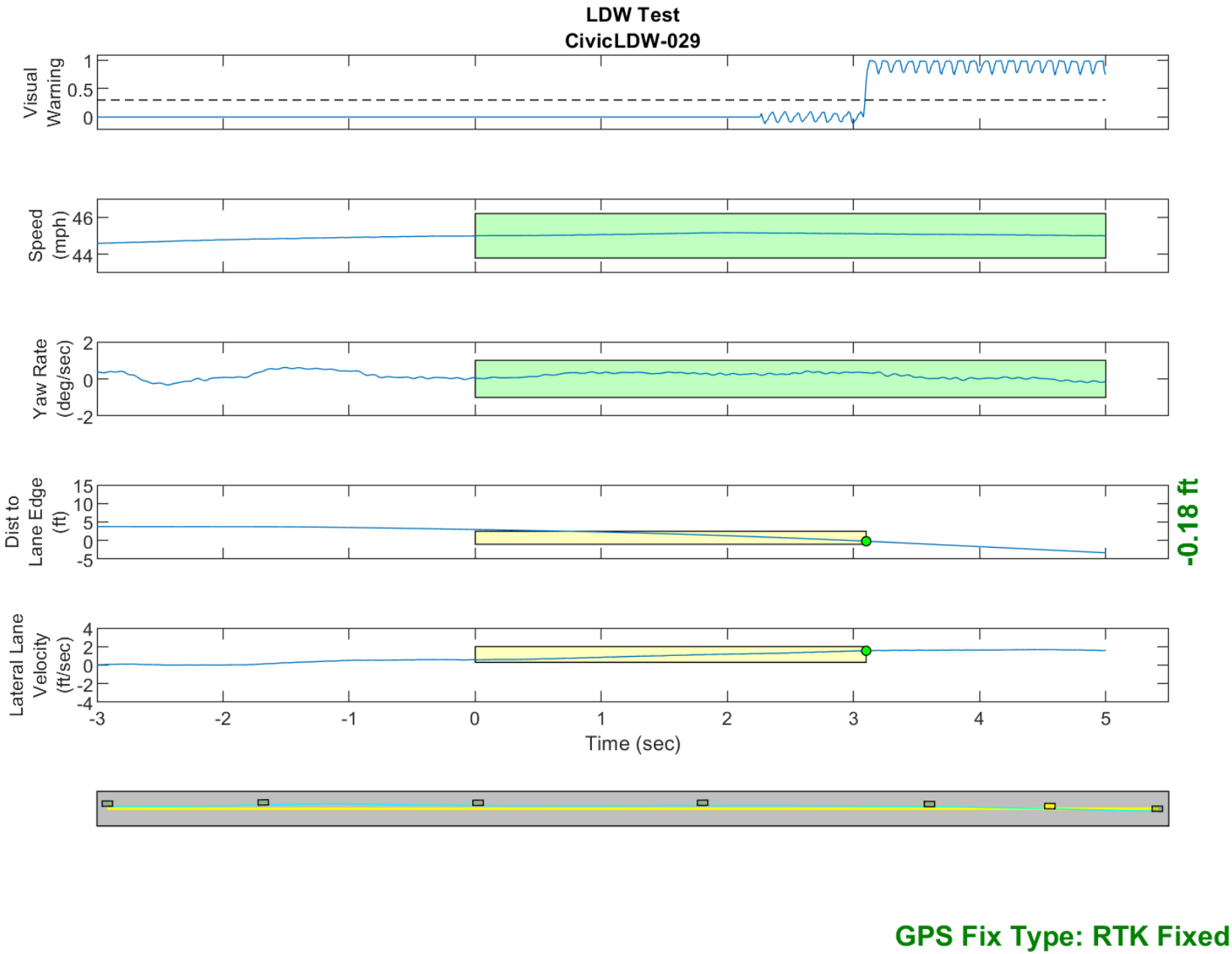


Figure D52. Time History for Run 29, Dashed Line, Right Departure, Visual Warning

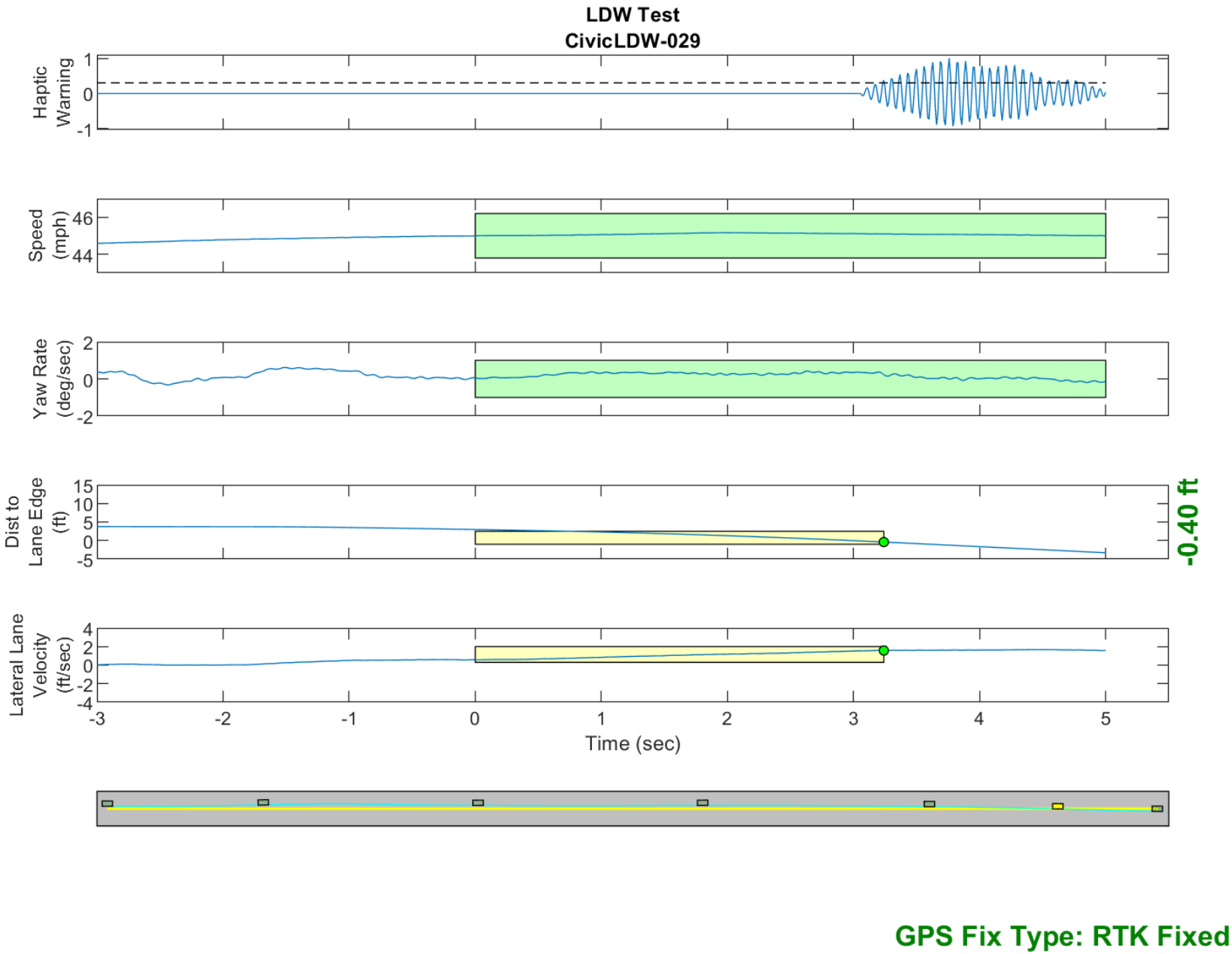


Figure D53. Time History for Run 29, Dashed Line, Right Departure, Haptic Warning

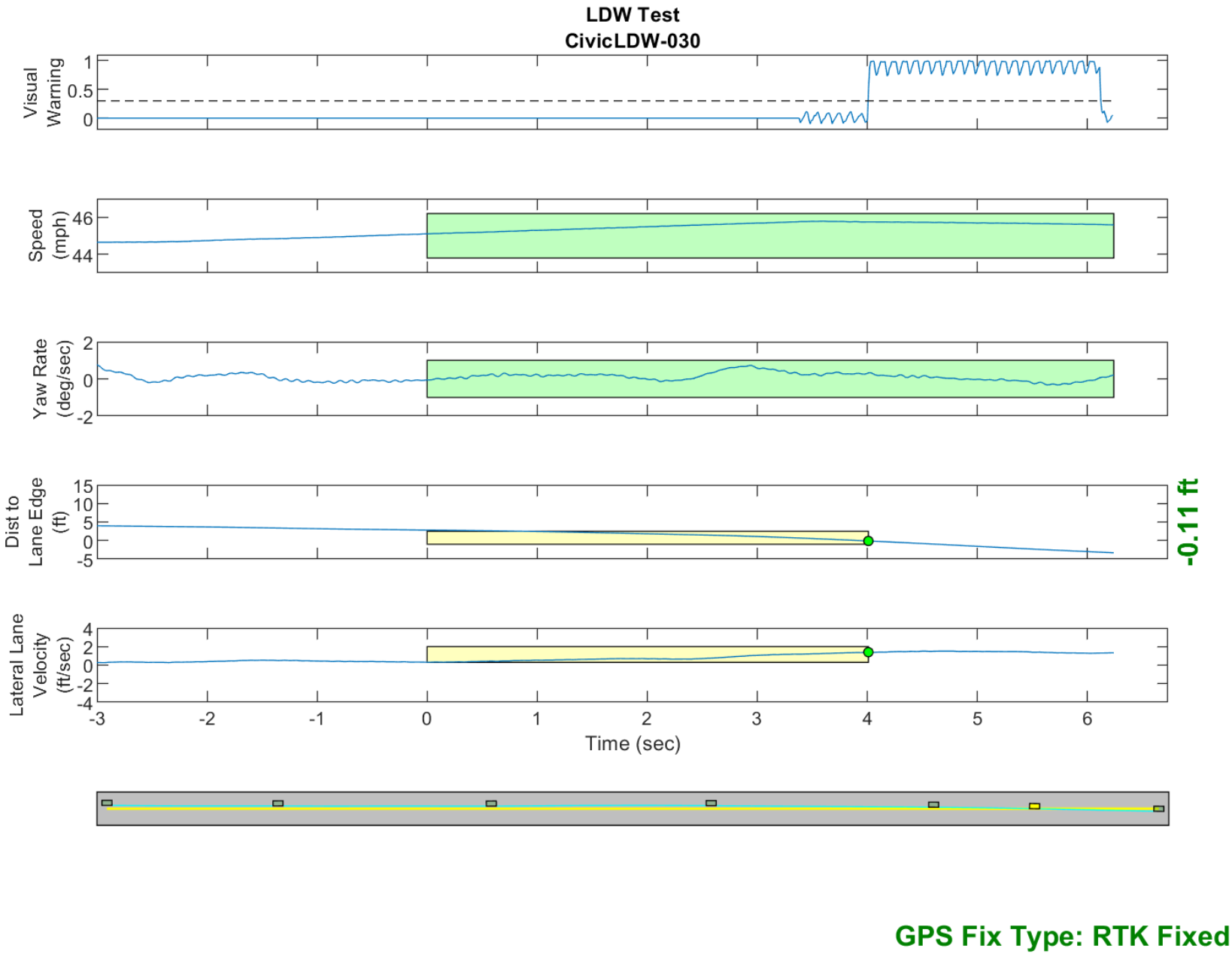


Figure D54. Time History for Run 30, Dashed Line, Right Departure, Visual Warning

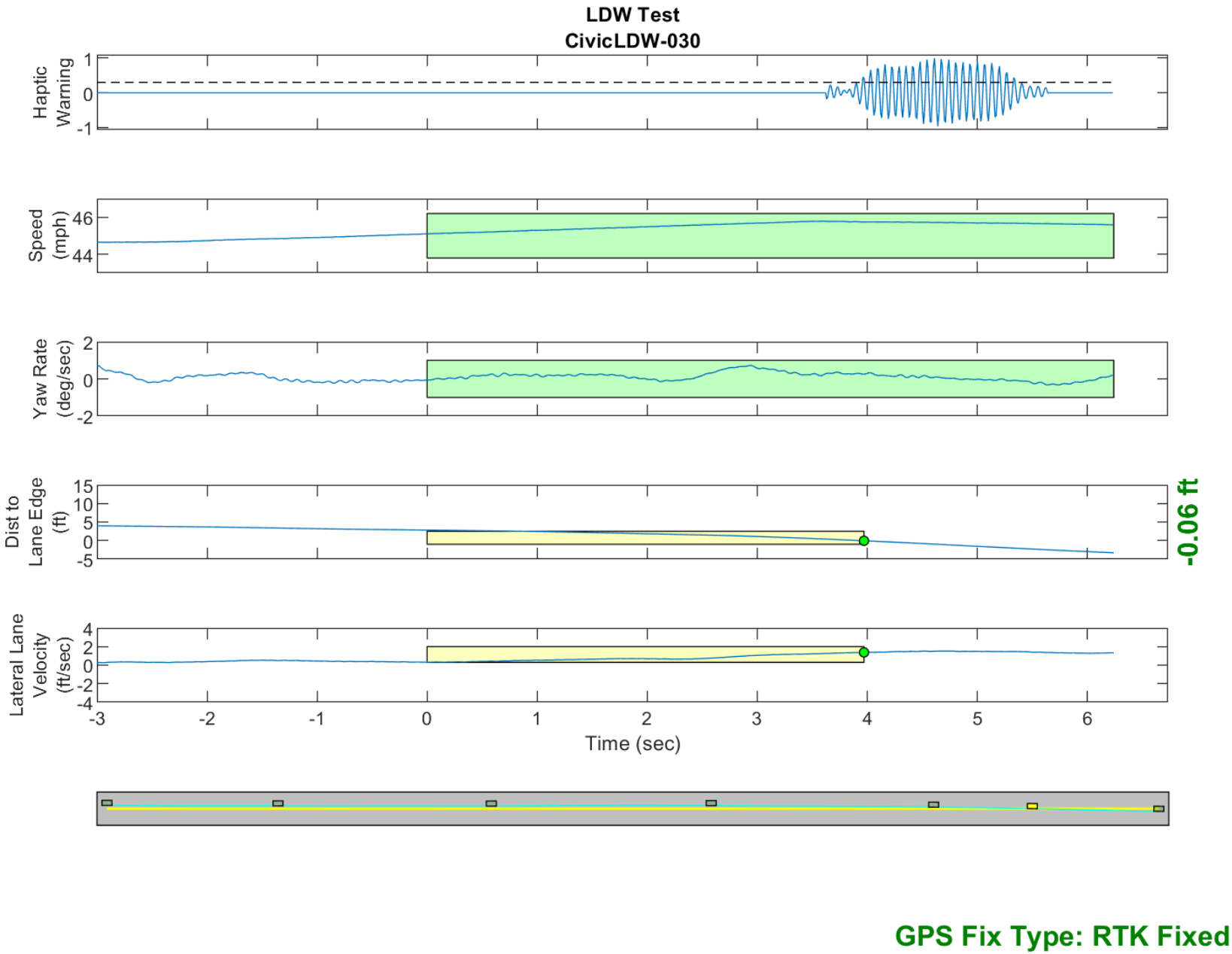


Figure D55. Time History for Run 30, Dashed Line, Right Departure, Haptic Warning

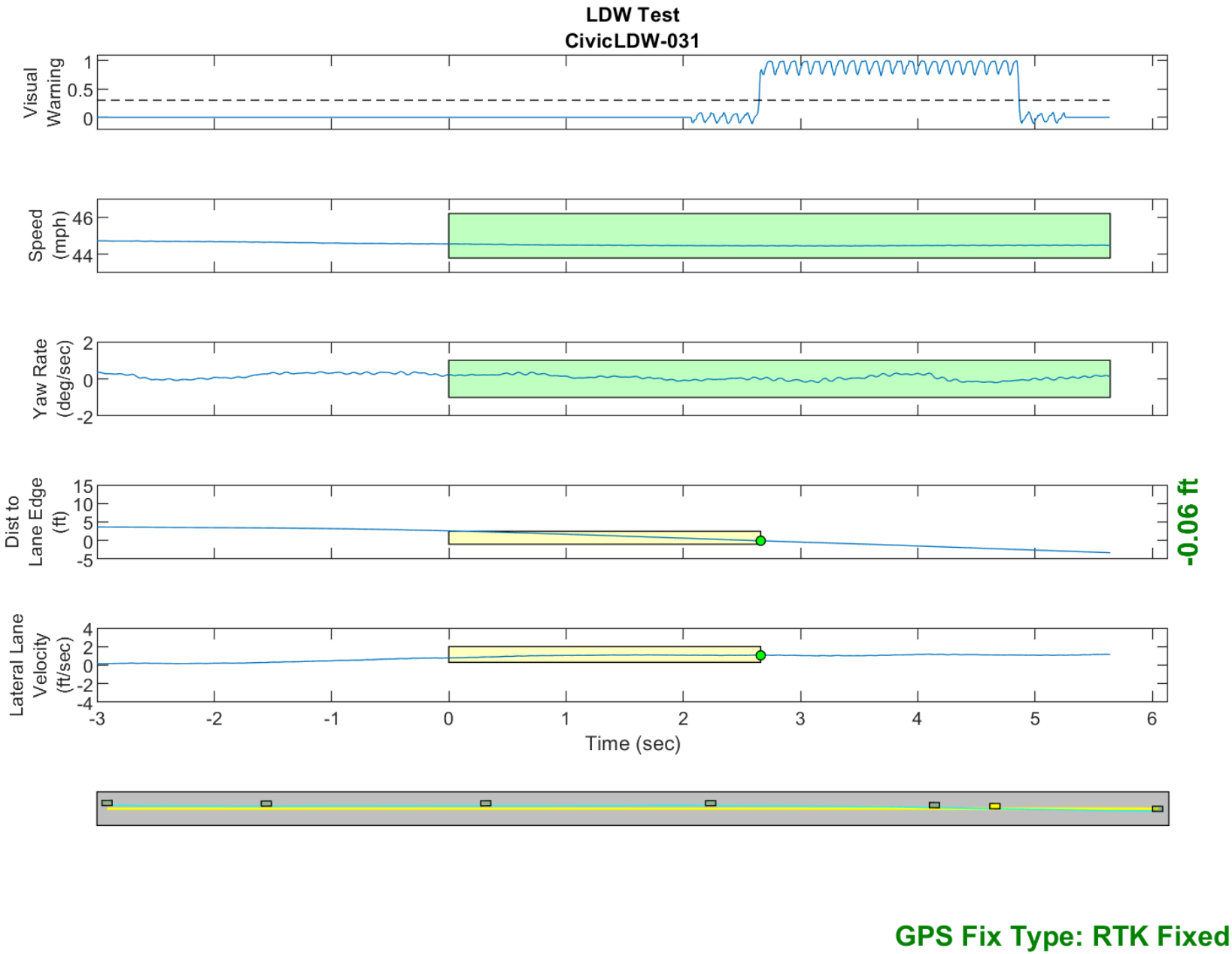


Figure D56. Time History for Run 31, Dashed Line, Right Departure, Visual Warning

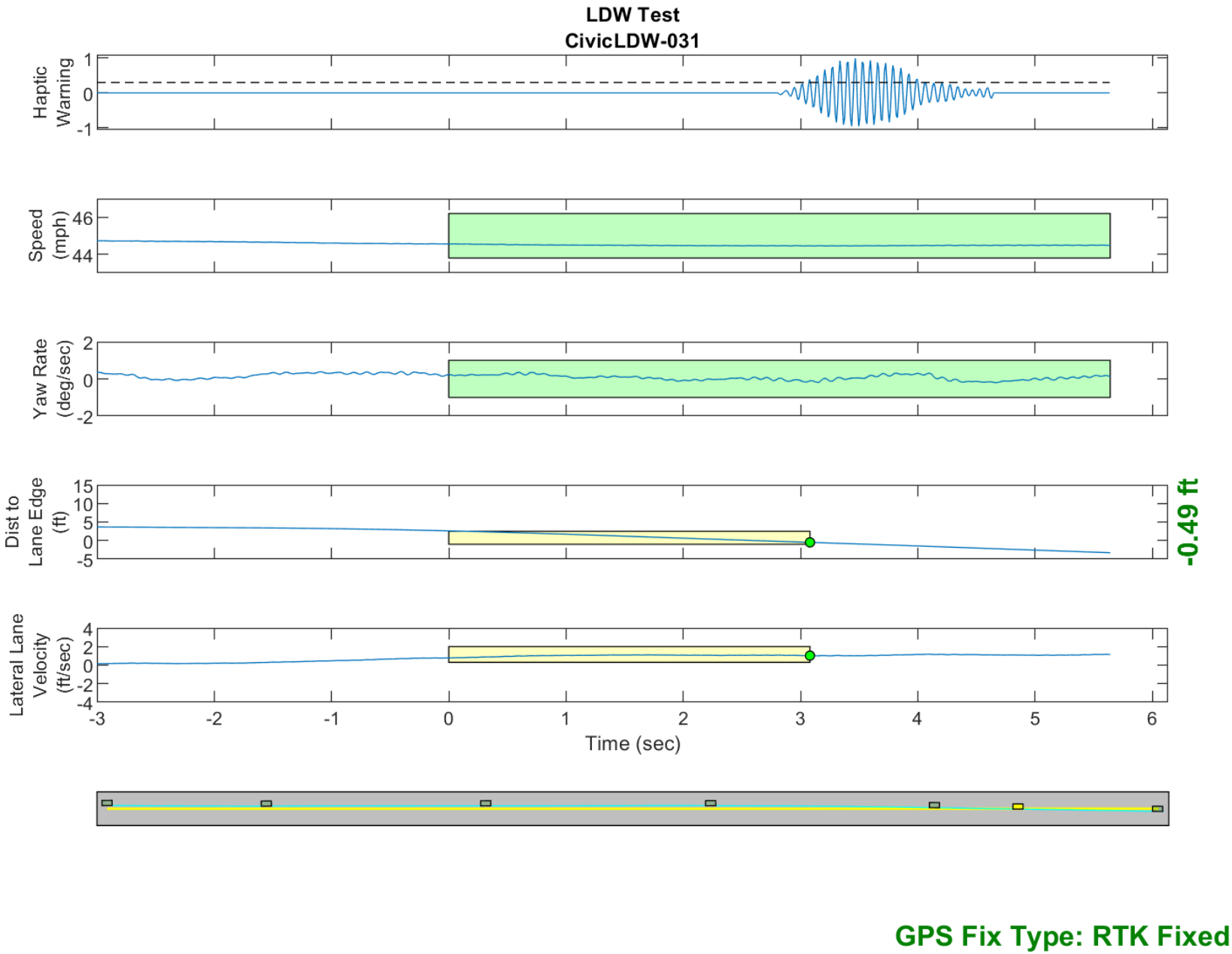


Figure D57. Time History for Run 31, Dashed Line, Right Departure, Haptic Warning

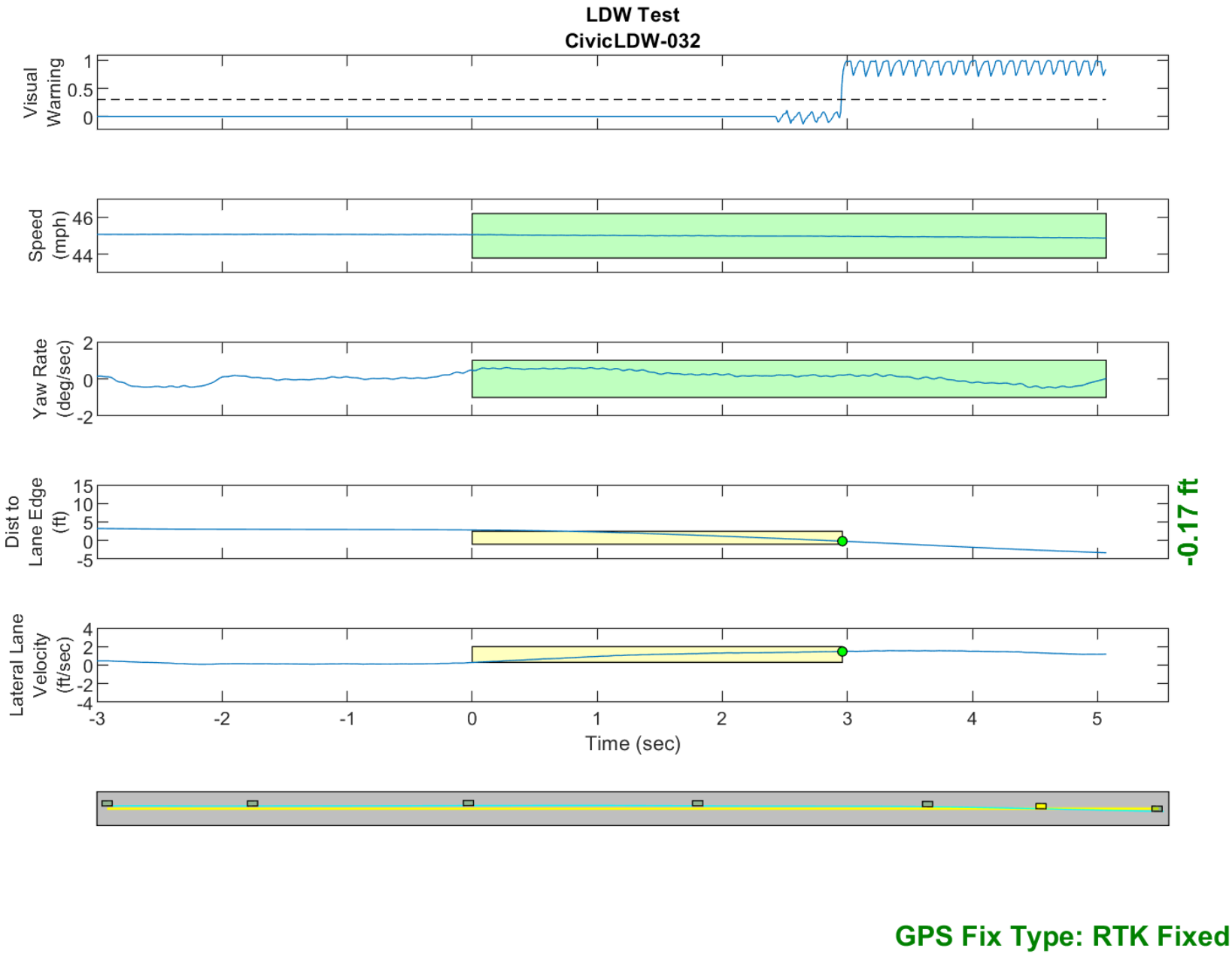


Figure D58. Time History for Run 32, Dashed Line, Right Departure, Visual Warning

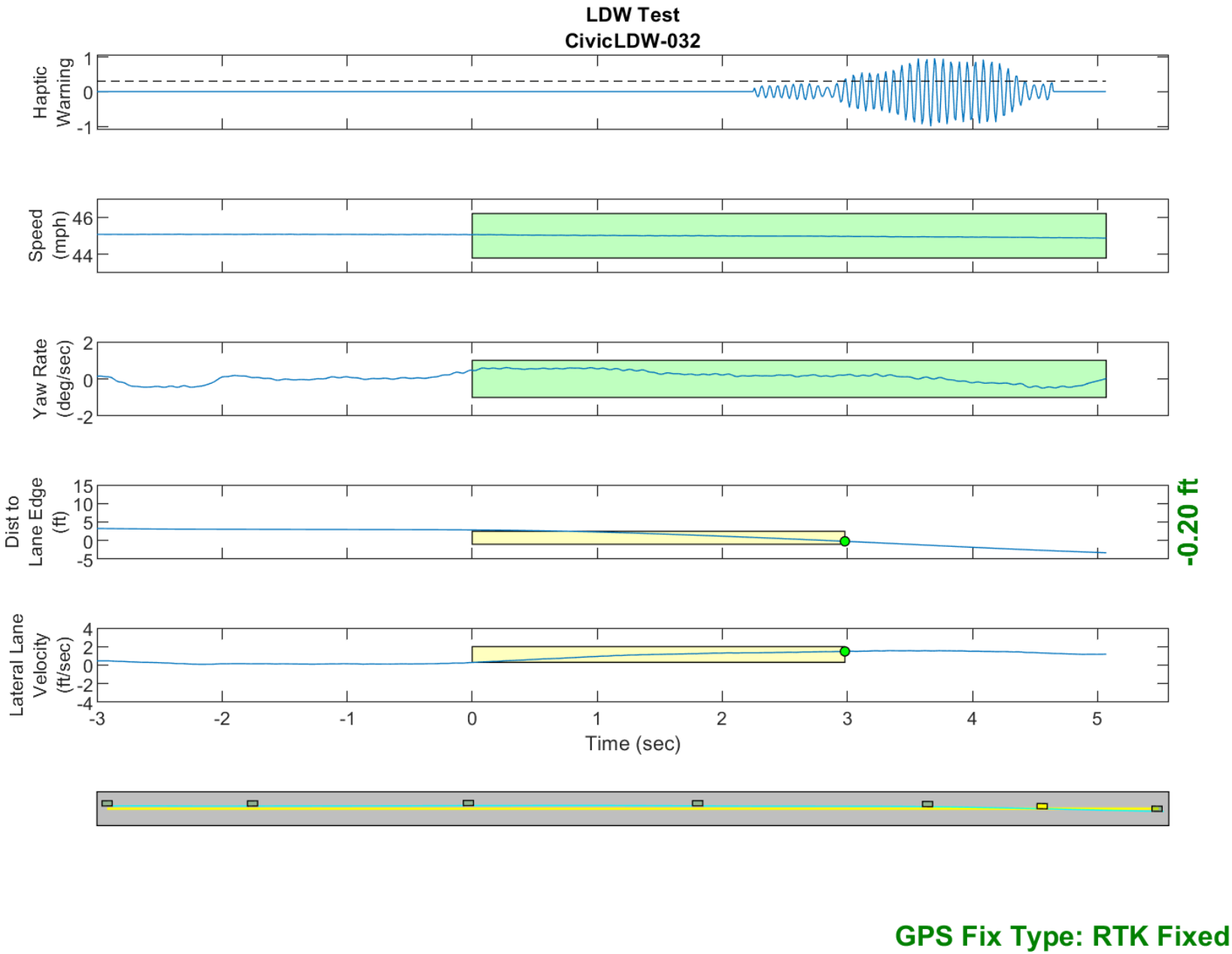


Figure D59. Time History for Run 32, Dashed Line, Right Departure, Haptic Warning

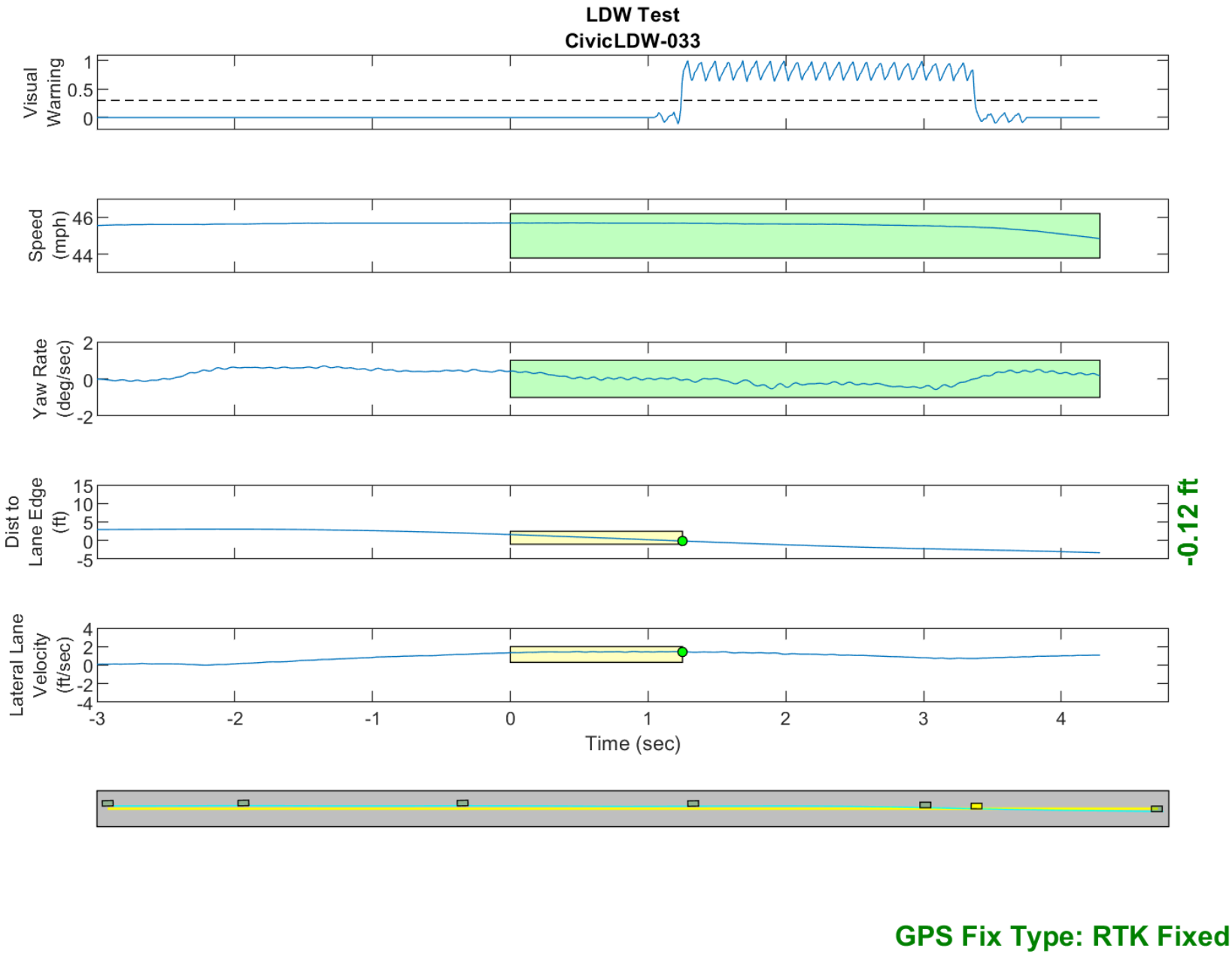


Figure D60. Time History for Run 33, Botts Dots, Right Departure, Visual Warning

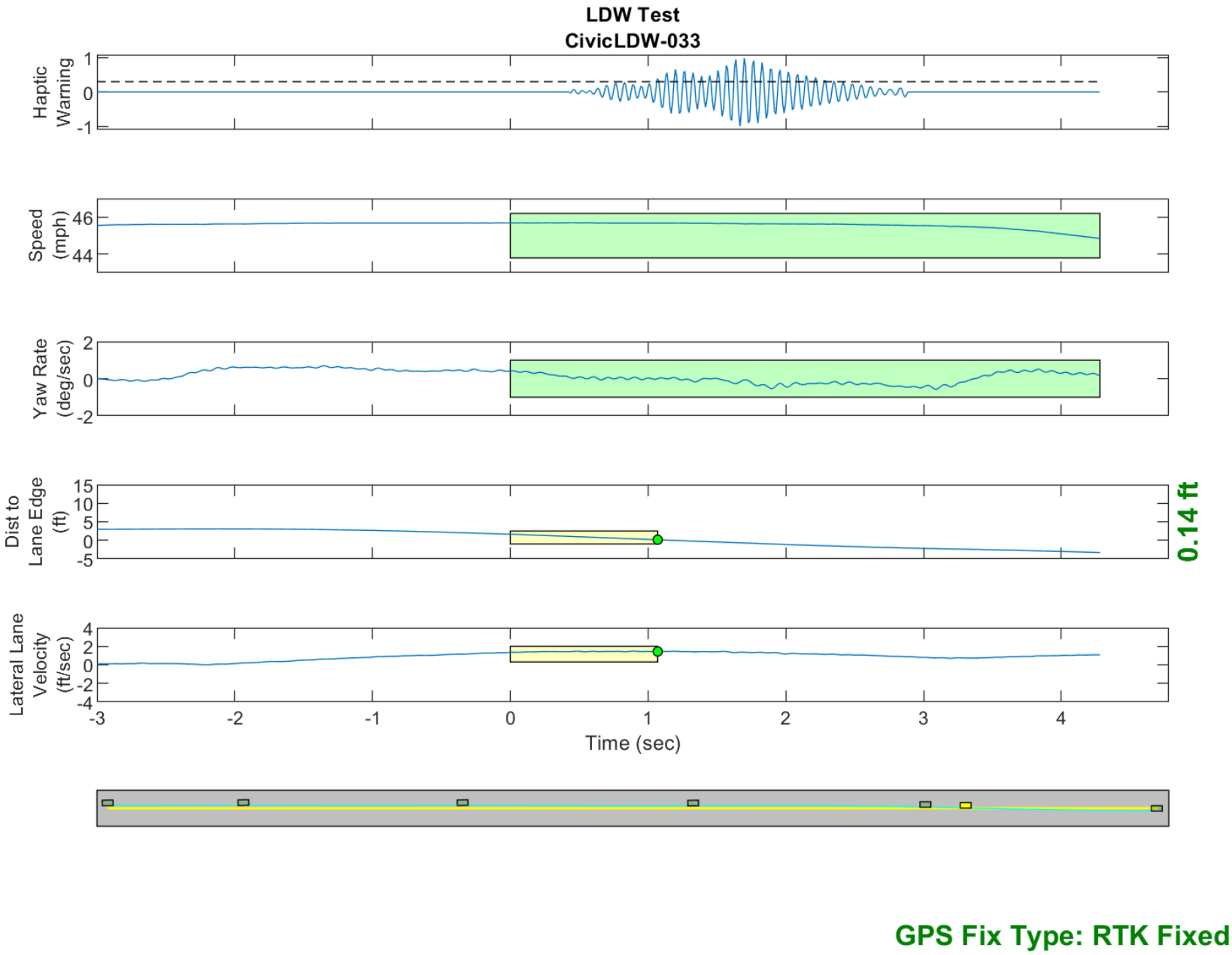


Figure D61. Time History for Run 33, Botts Dots, Right Departure, Haptic Warning

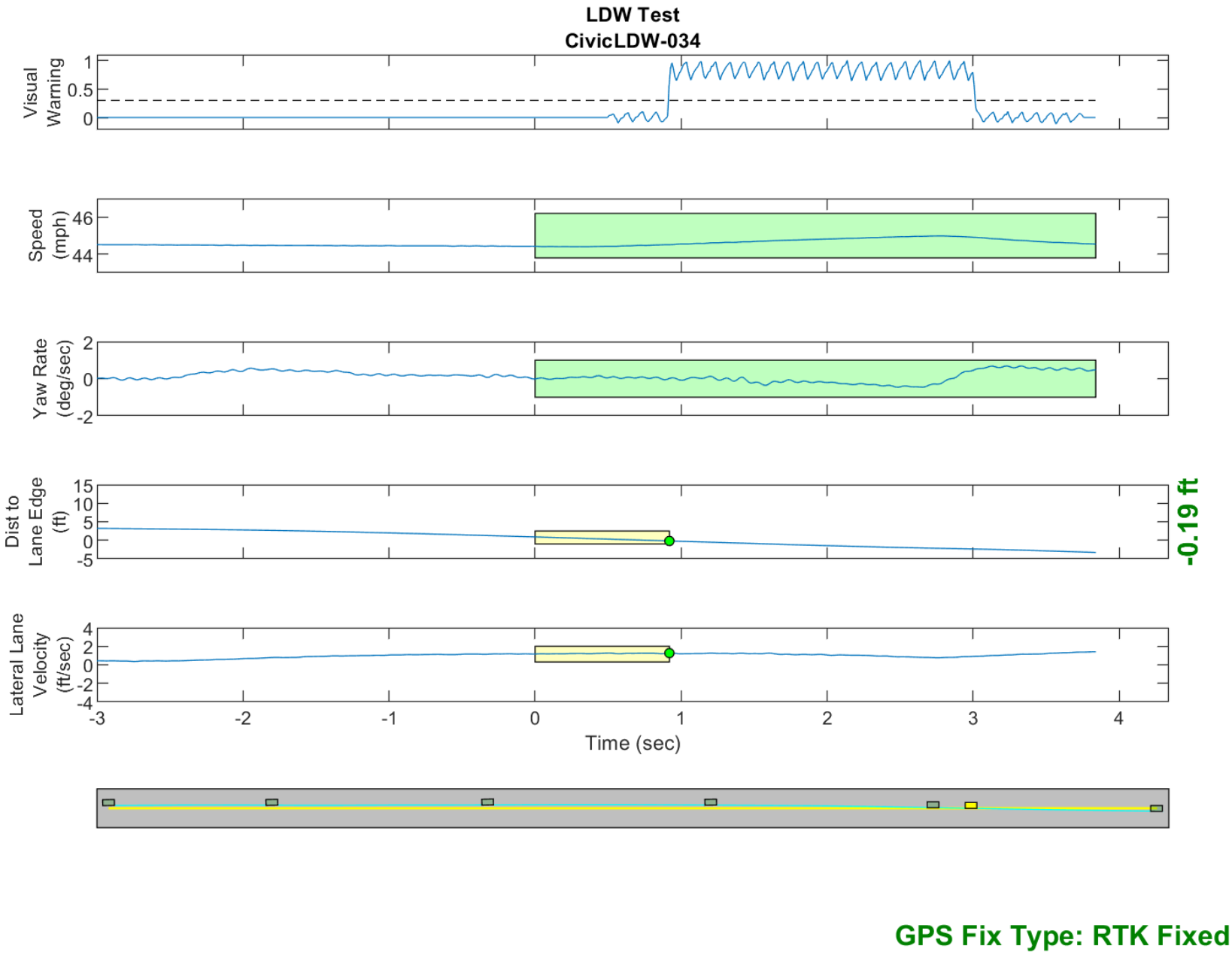


Figure D62. Time History for Run 34, Botts Dots, Right Departure, Visual Warning

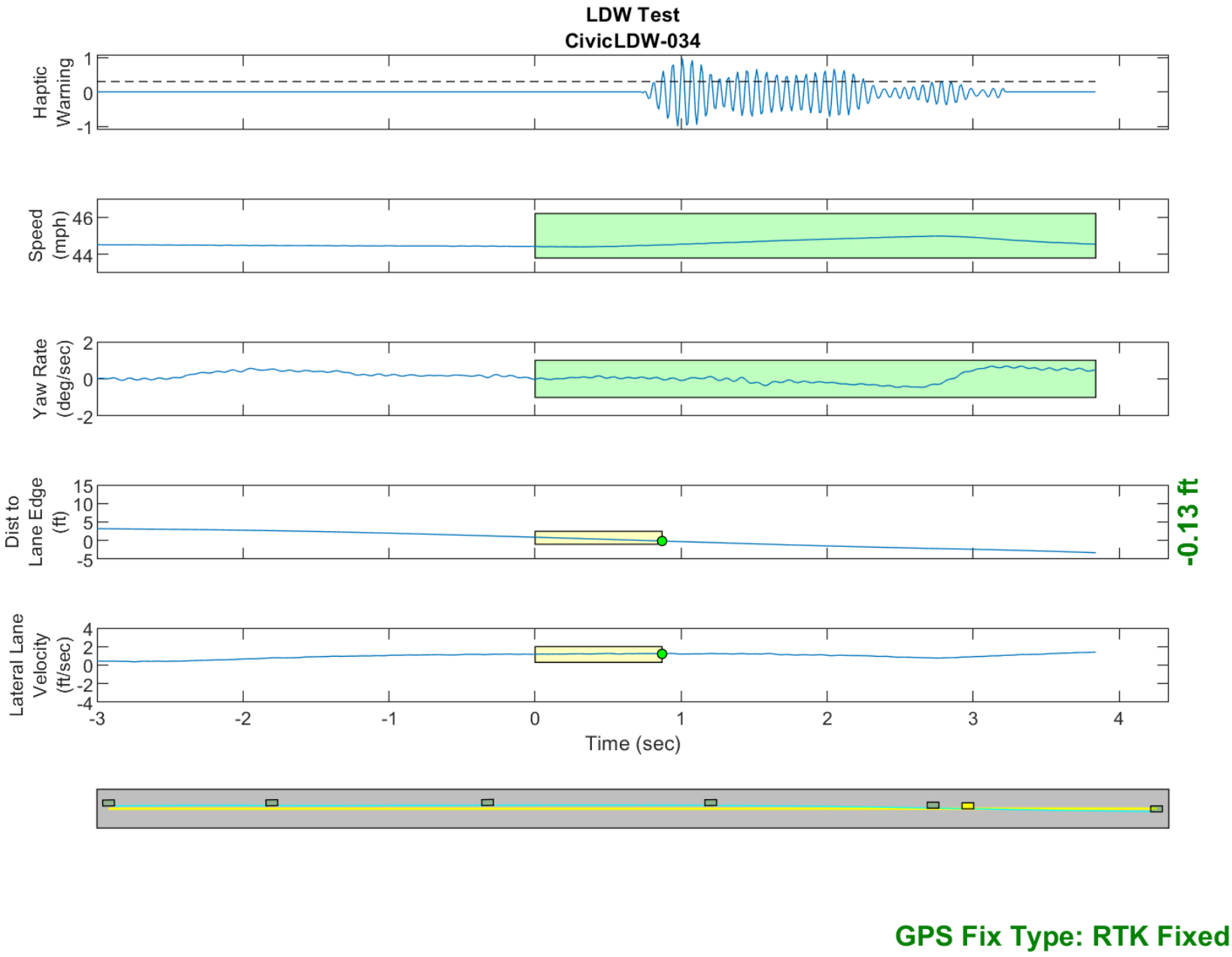


Figure D63. Time History for Run 34, Botts Dots, Right Departure, Haptic Warning

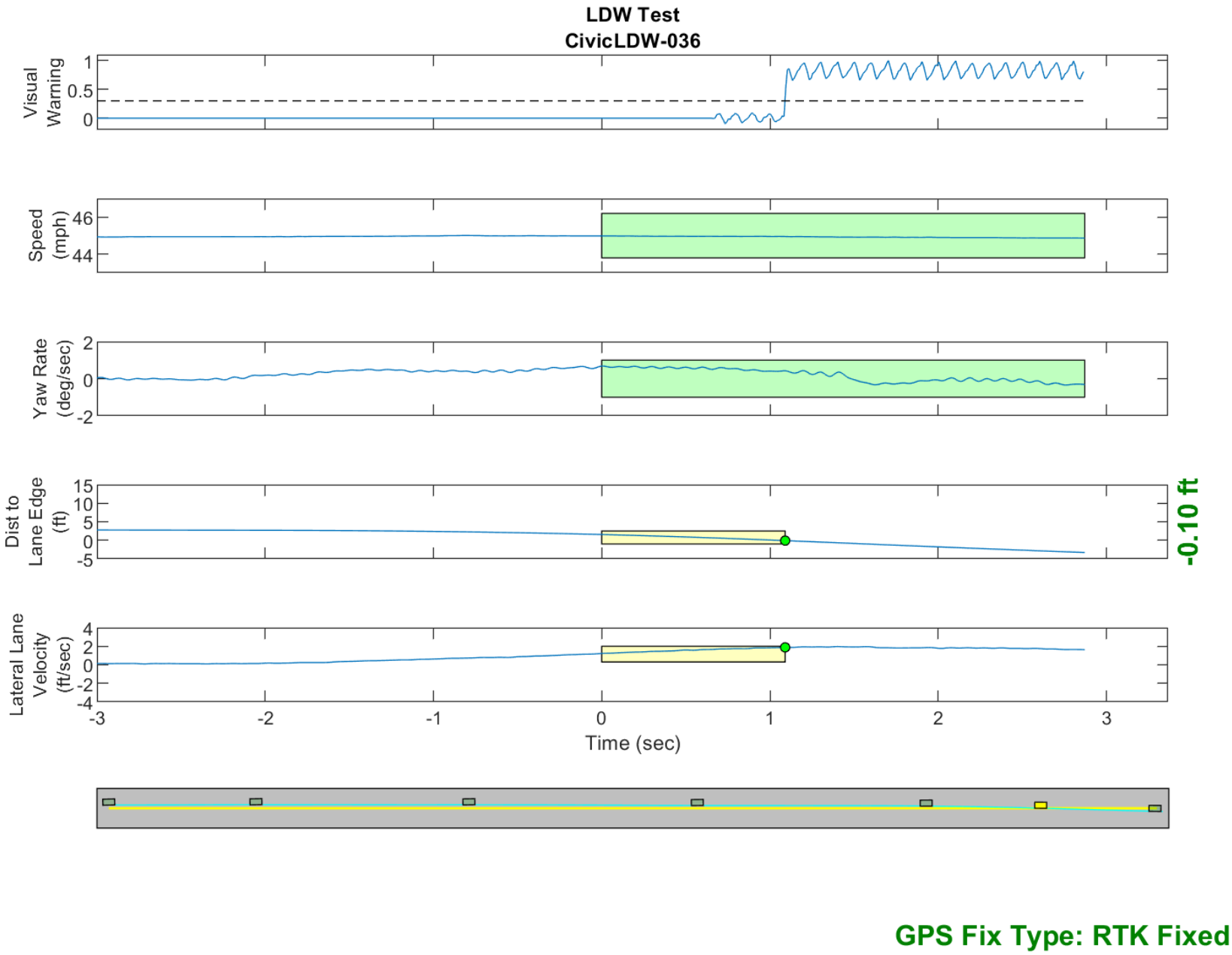


Figure D64. Time History for Run 36, Botts Dots, Right Departure, Visual Warning

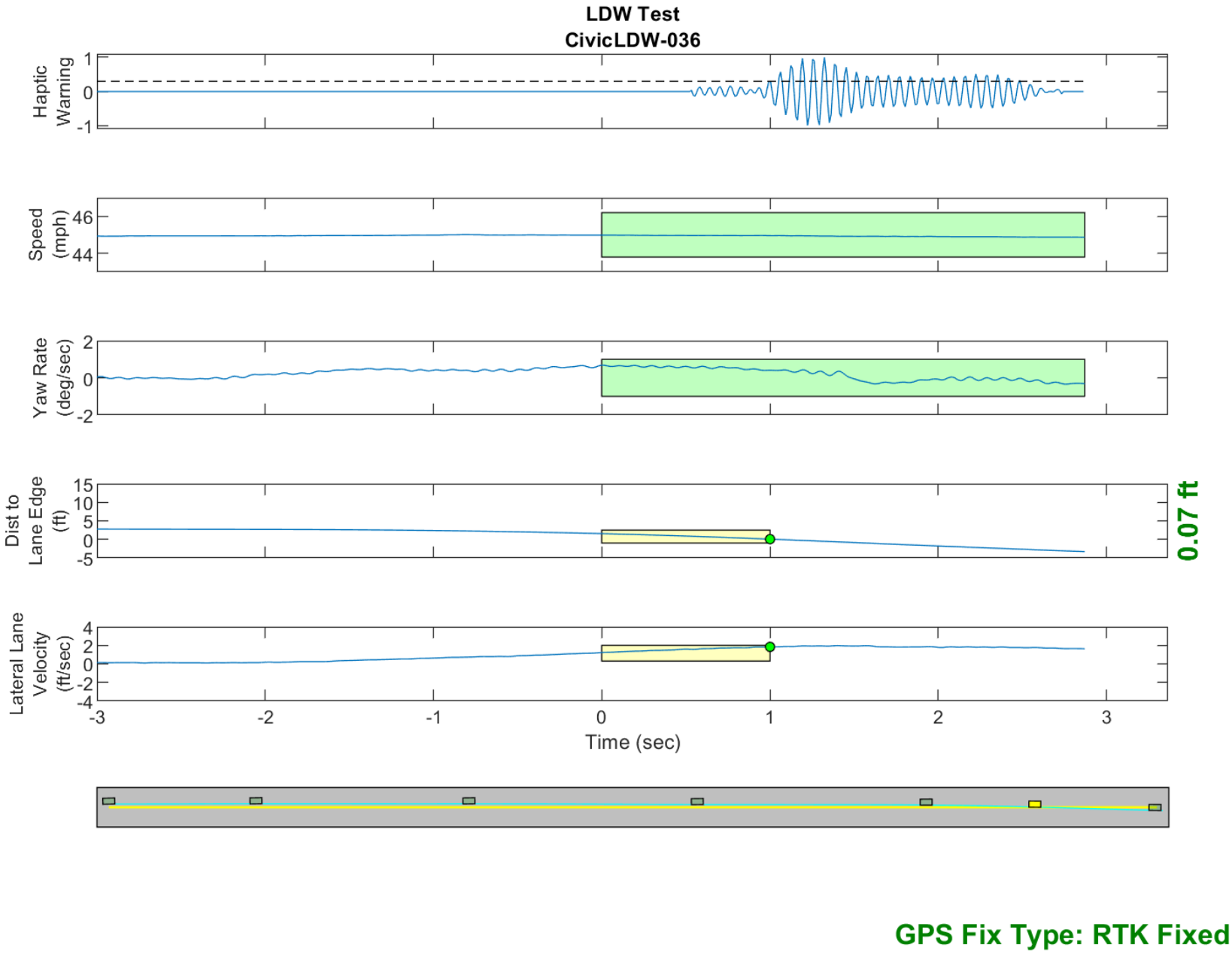


Figure D65. Time History for Run 36, Botts Dots, Right Departure, Haptic Warning

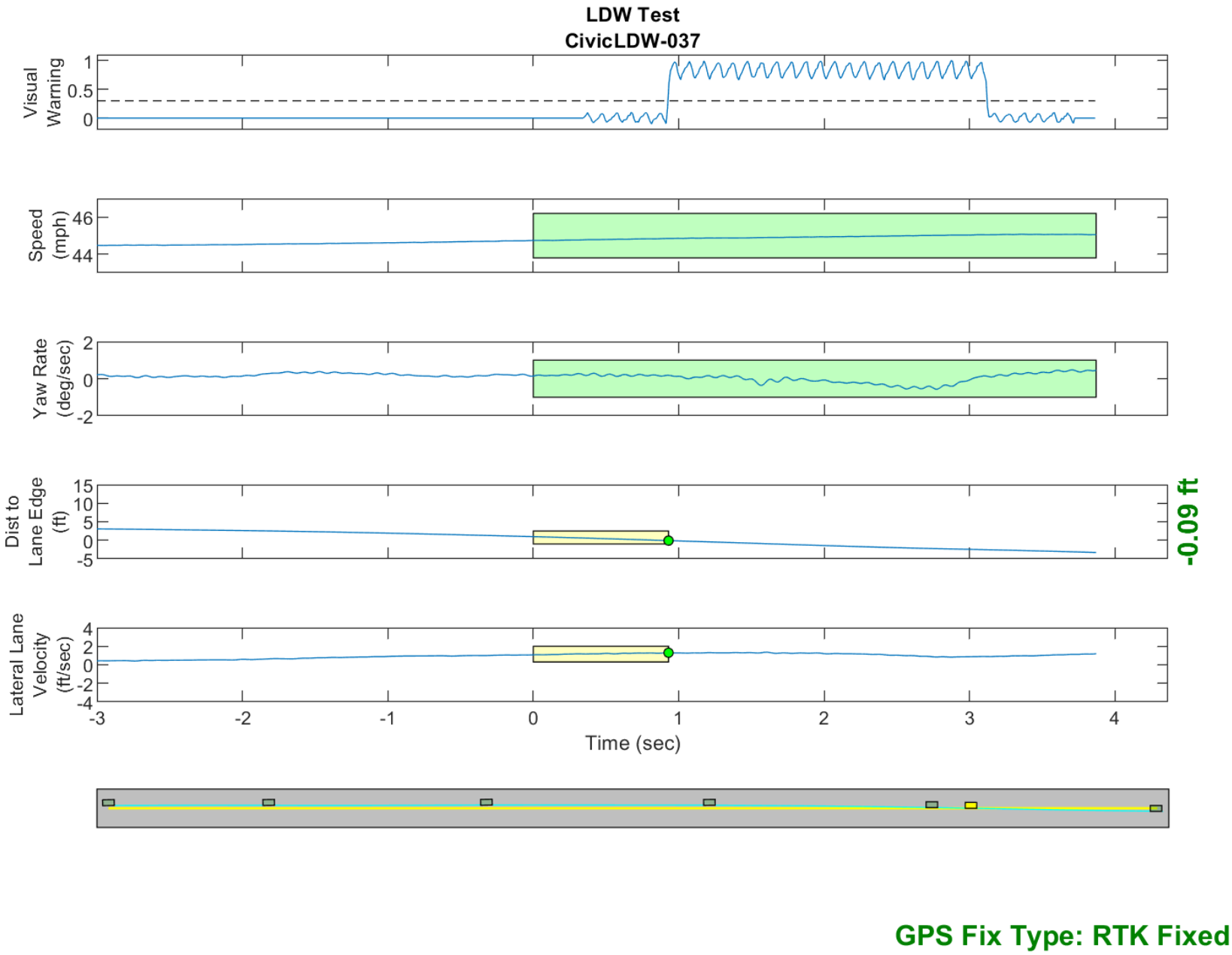


Figure D66. Time History for Run 37, Botts Dots, Right Departure, Visual Warning

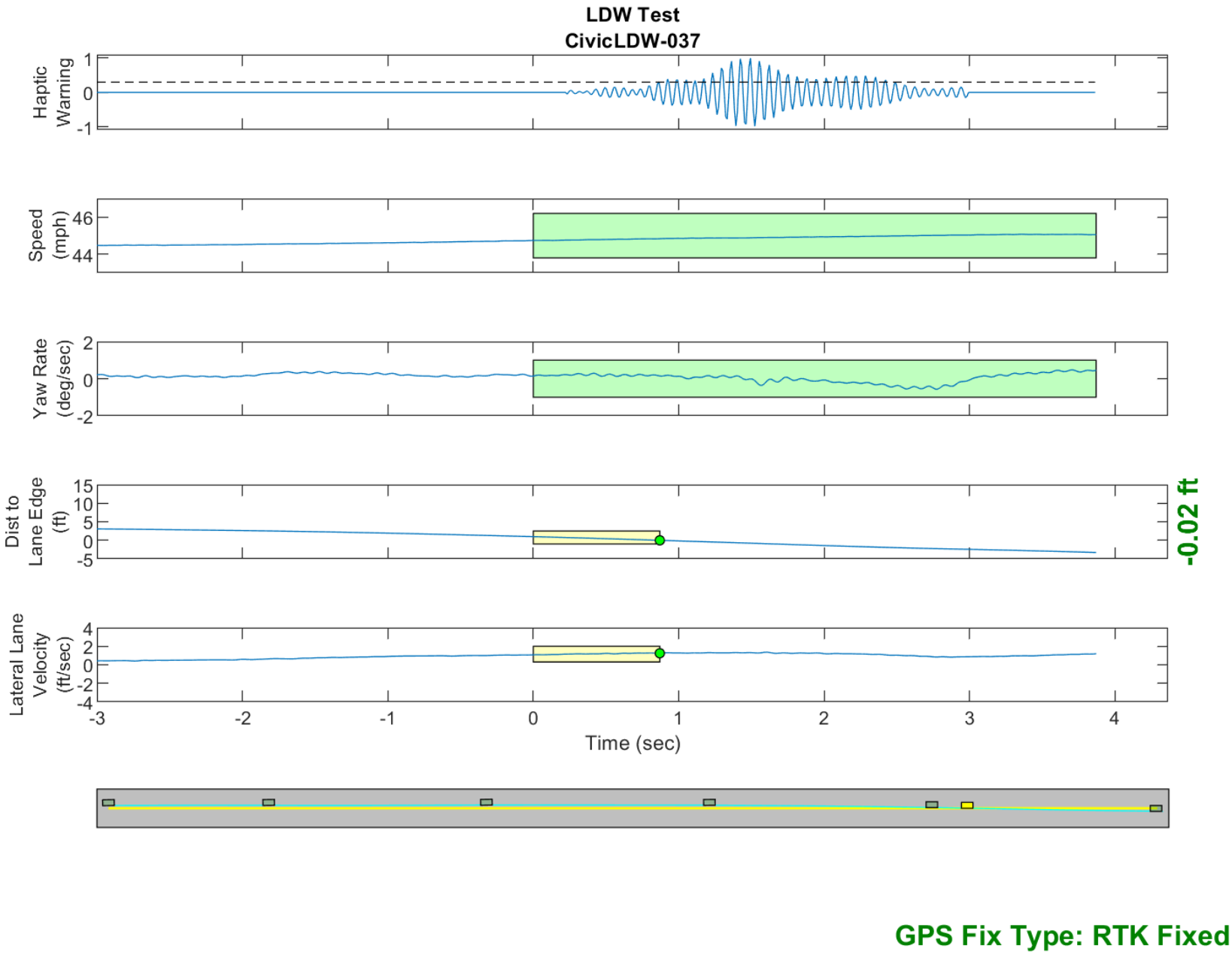


Figure D67. Time History for Run 37, Botts Dots, Right Departure, Haptic Warning

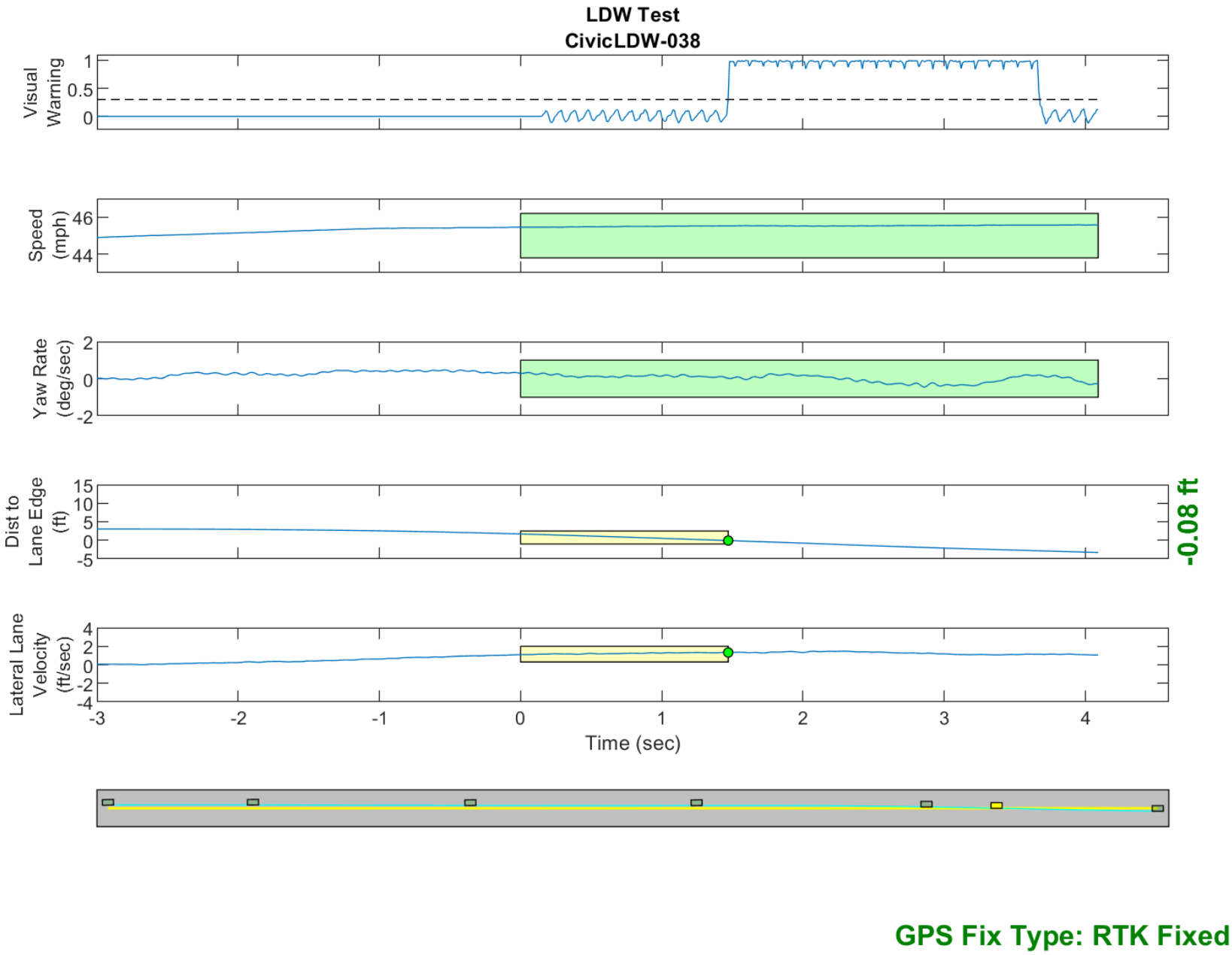


Figure D68. Time History for Run 38, Botts Dots, Right Departure, Visual Warning

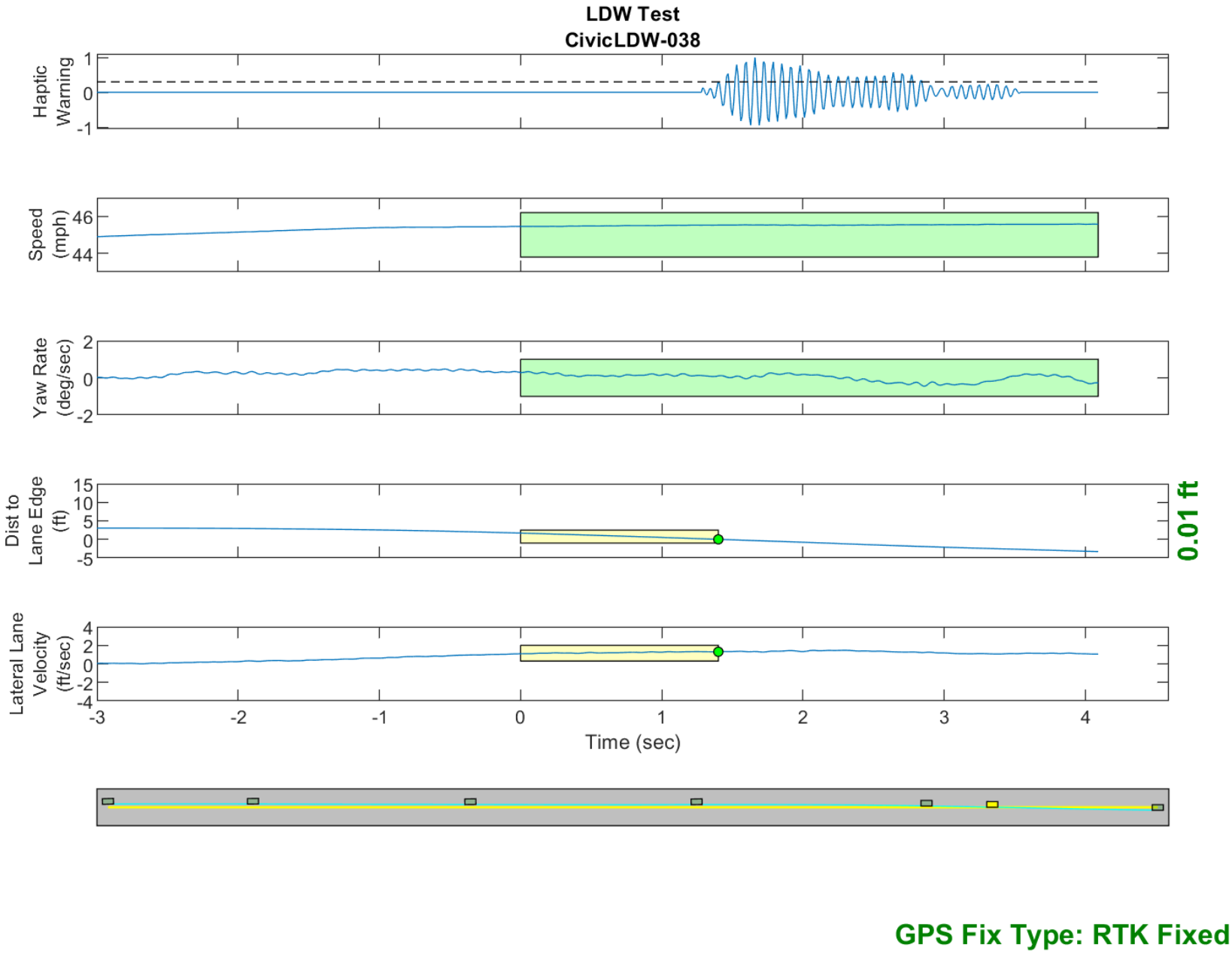


Figure D69. Time History for Run 38, Botts Dots, Right Departure, Haptic Warning

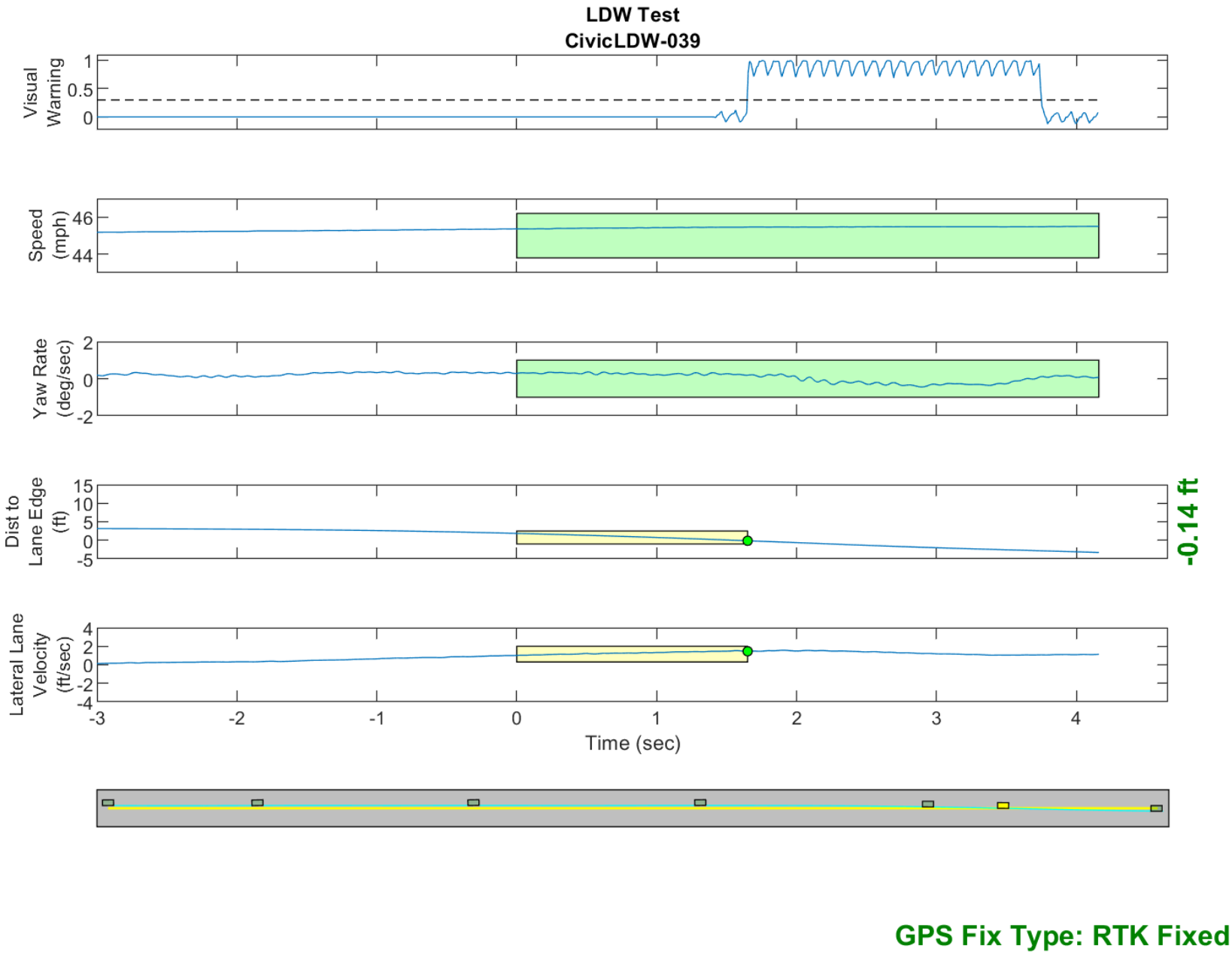


Figure D70. Time History for Run 39, Botts Dots, Right Departure, Visual Warning

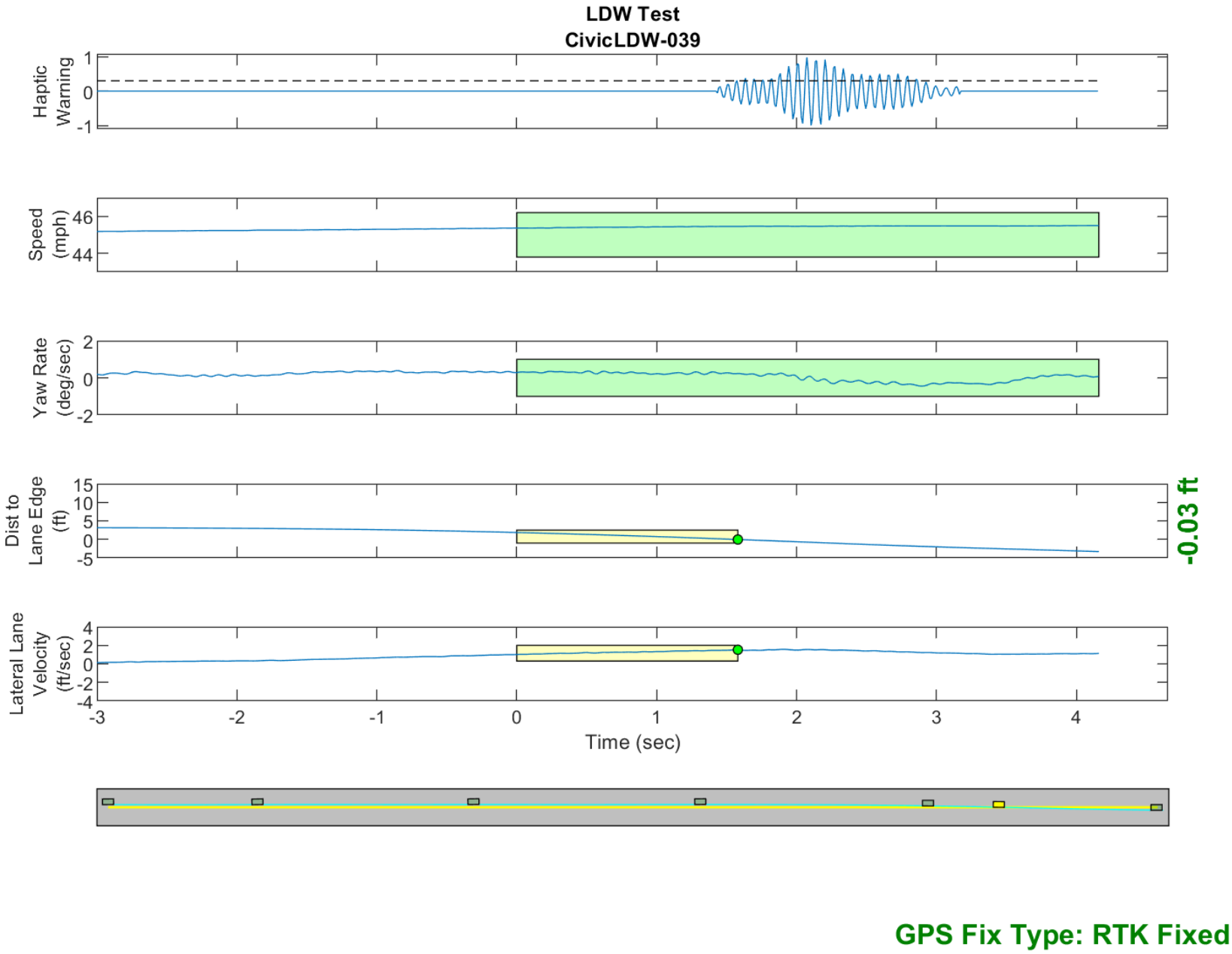


Figure D71. Time History for Run 39, Botts Dots, Right Departure, Haptic Warning

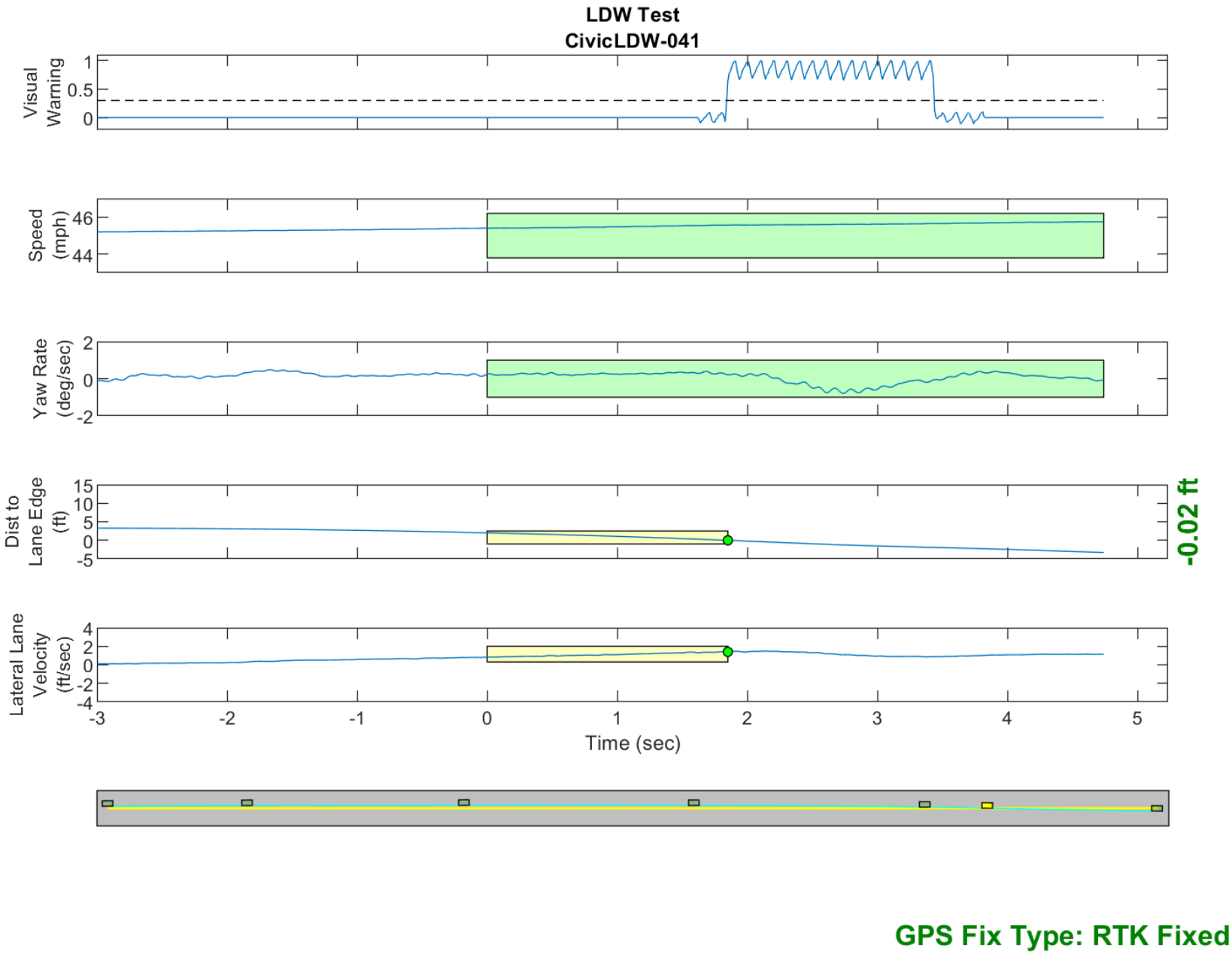


Figure D72. Time History for Run 41, Botts Dots, Right Departure, Visual Warning

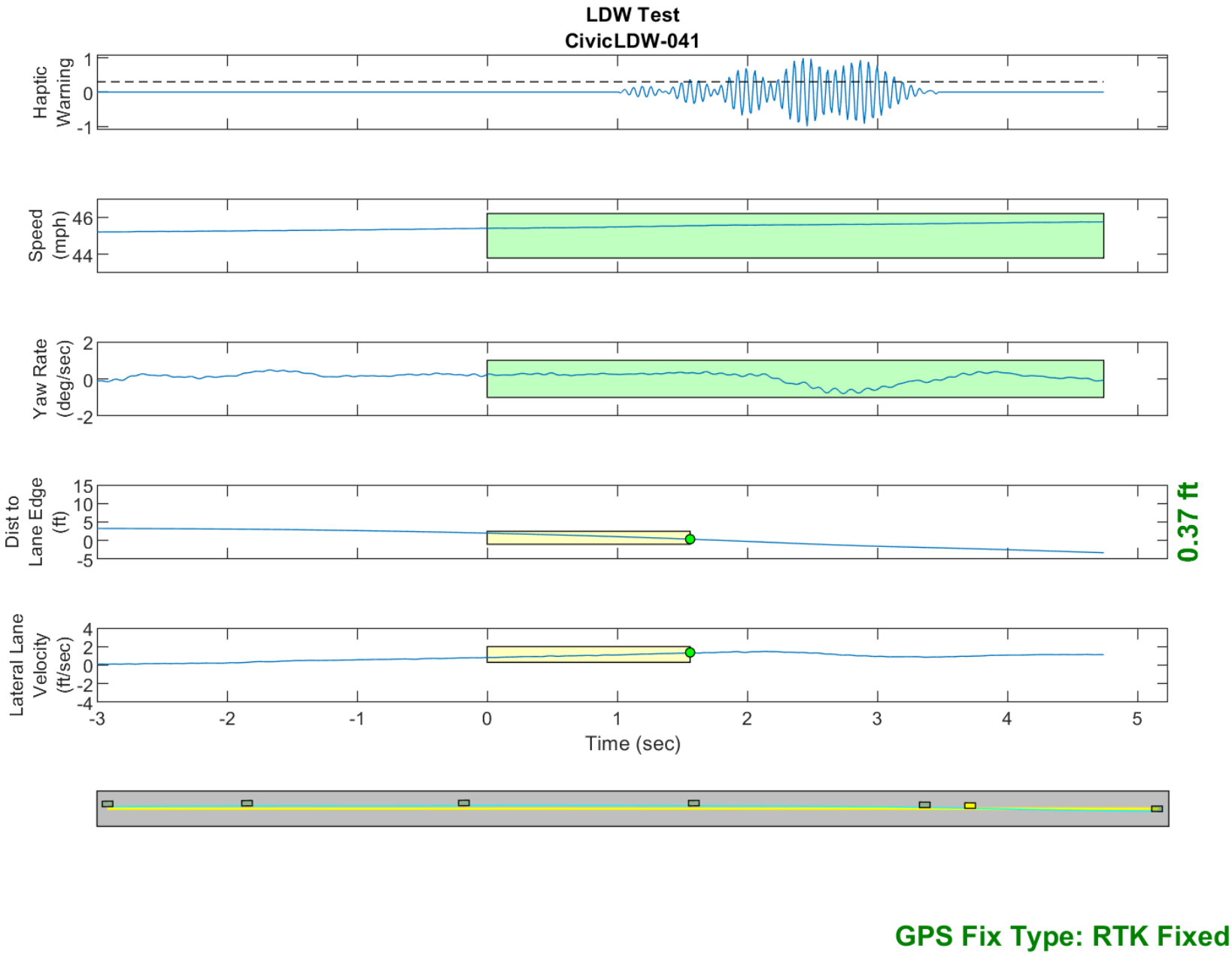


Figure D73. Time History for Run 41, Botts Dots, Right Departure, Haptic Warning

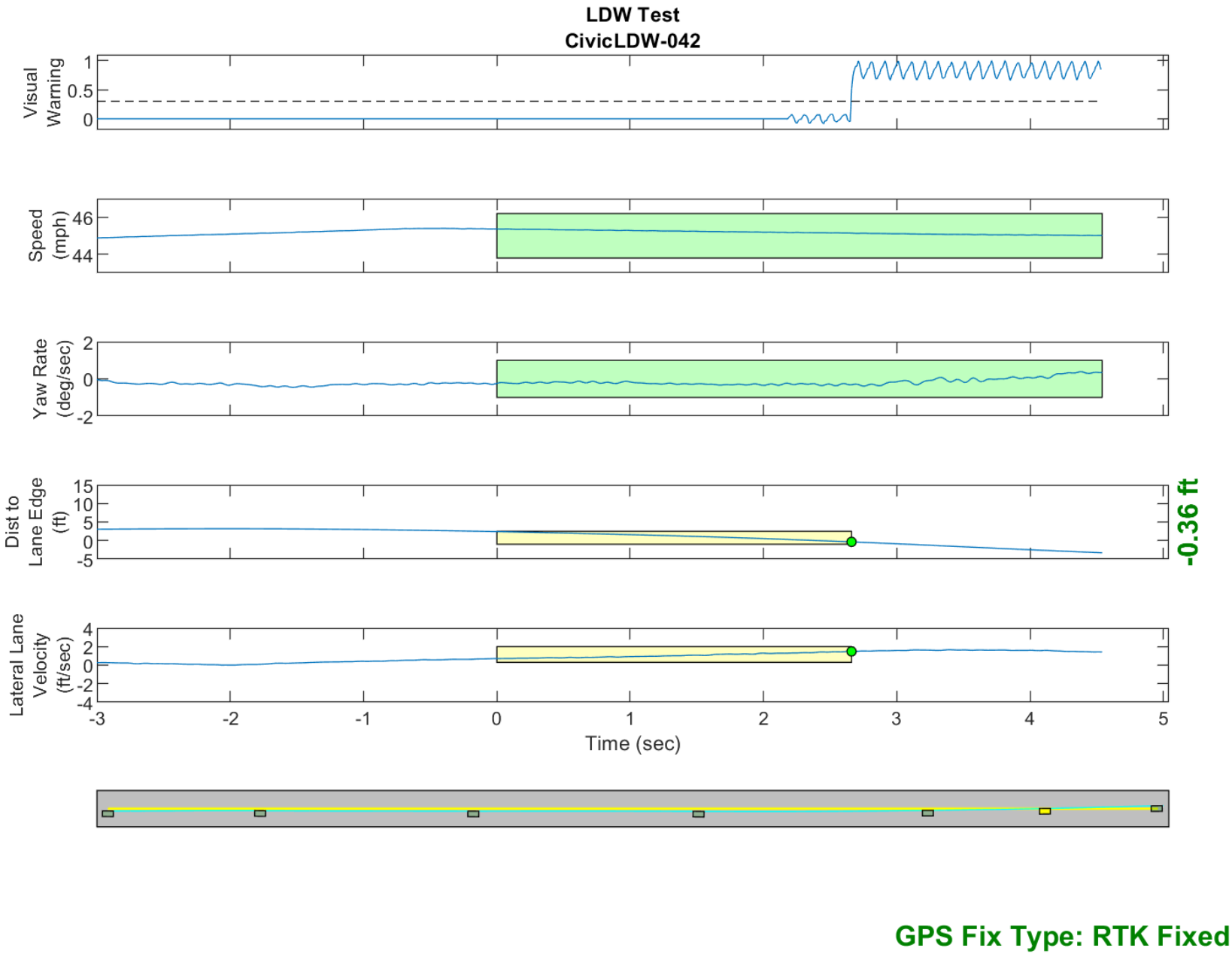


Figure D74. Time History for Run 42, Botts Dots, Left Departure, Visual Warning

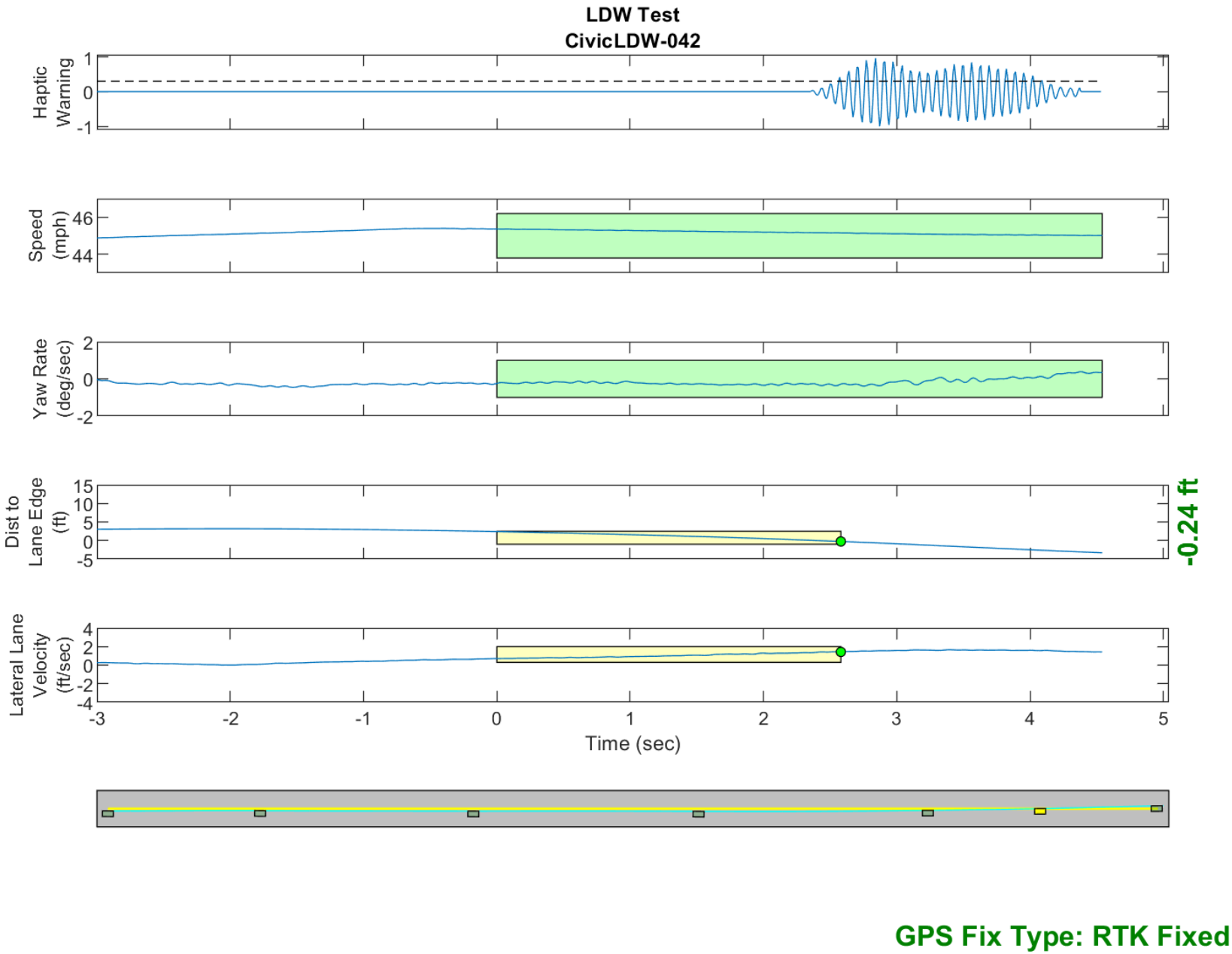


Figure D75. Time History for Run 42, Botts Dots, Left Departure, Haptic Warning

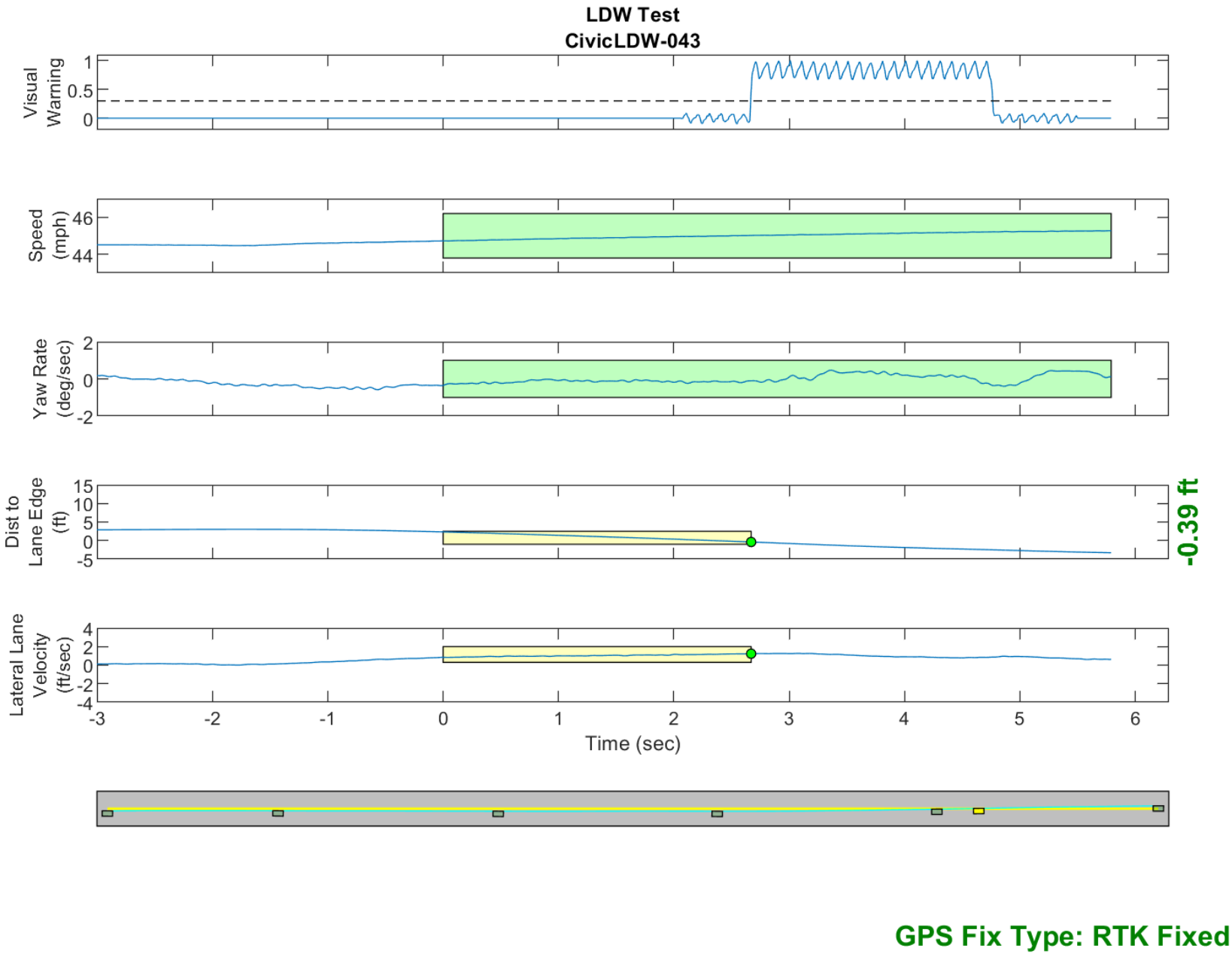


Figure D76. Time History for Run 43, Botts Dots, Left Departure, Visual Warning

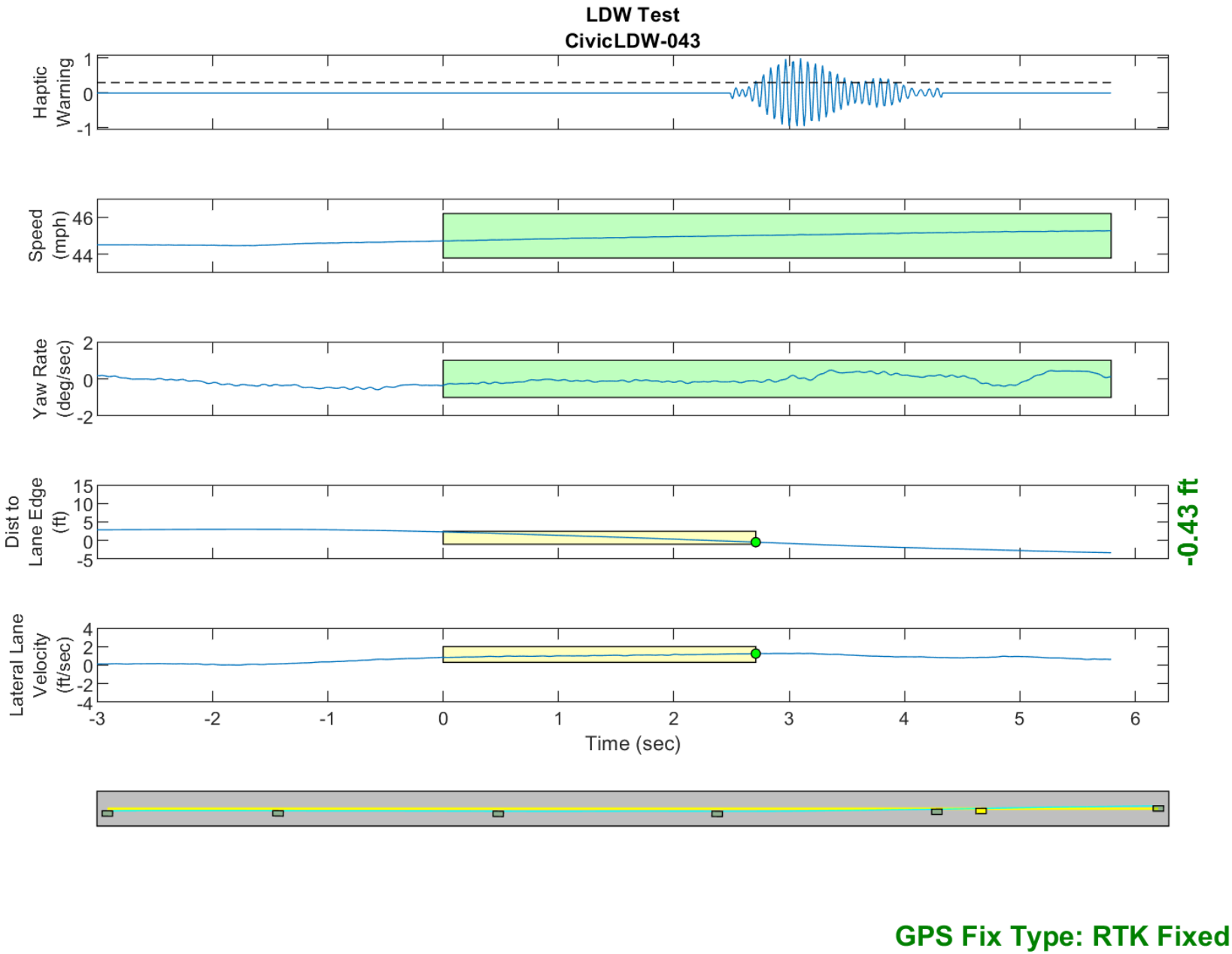


Figure D77. Time History for Run 43, Botts Dots, Left Departure, Haptic Warning

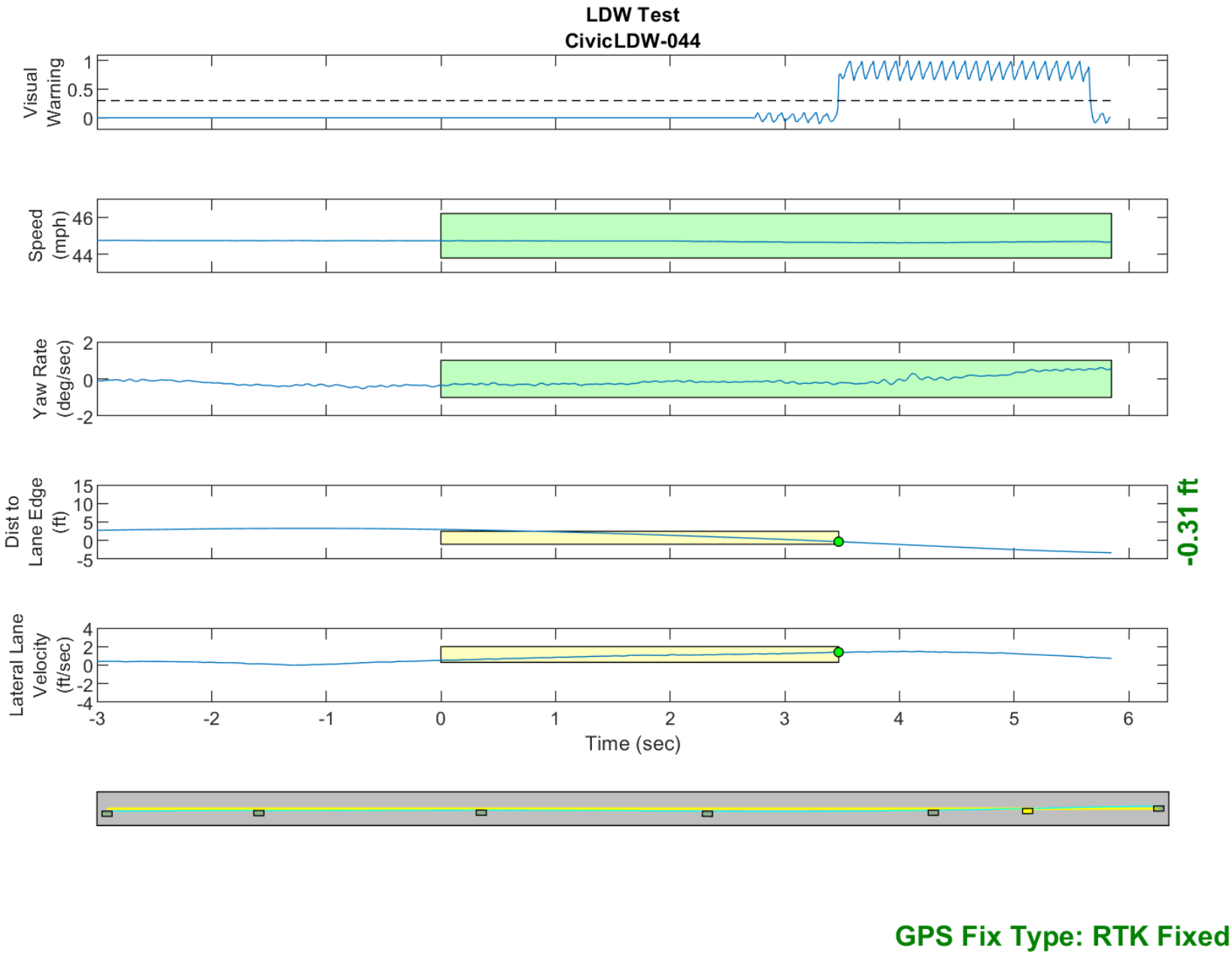


Figure D78. Time History for Run 44, Botts Dots, Left Departure, Visual Warning

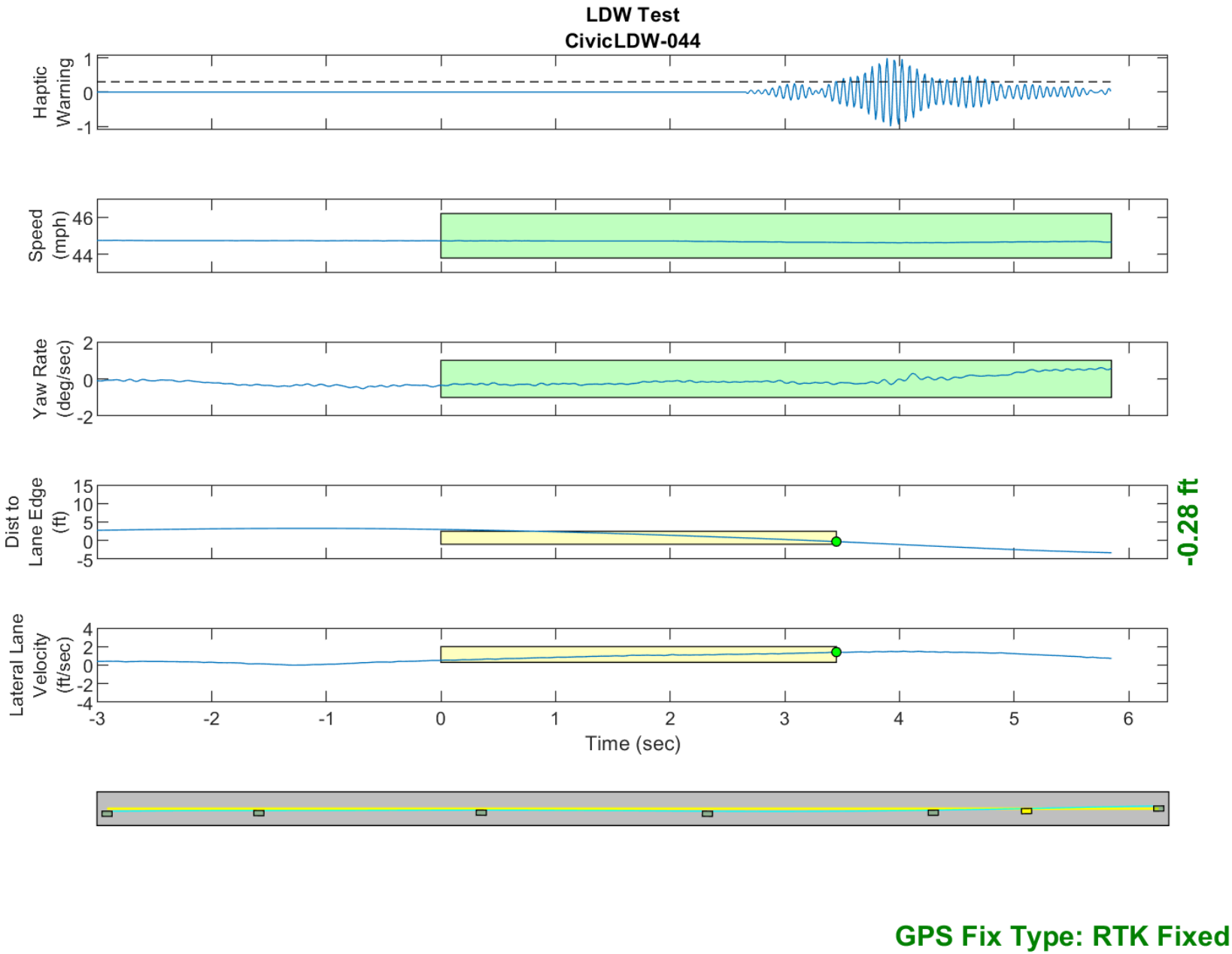


Figure D79. Time History for Run 44, Botts Dots, Left Departure, Haptic Warning

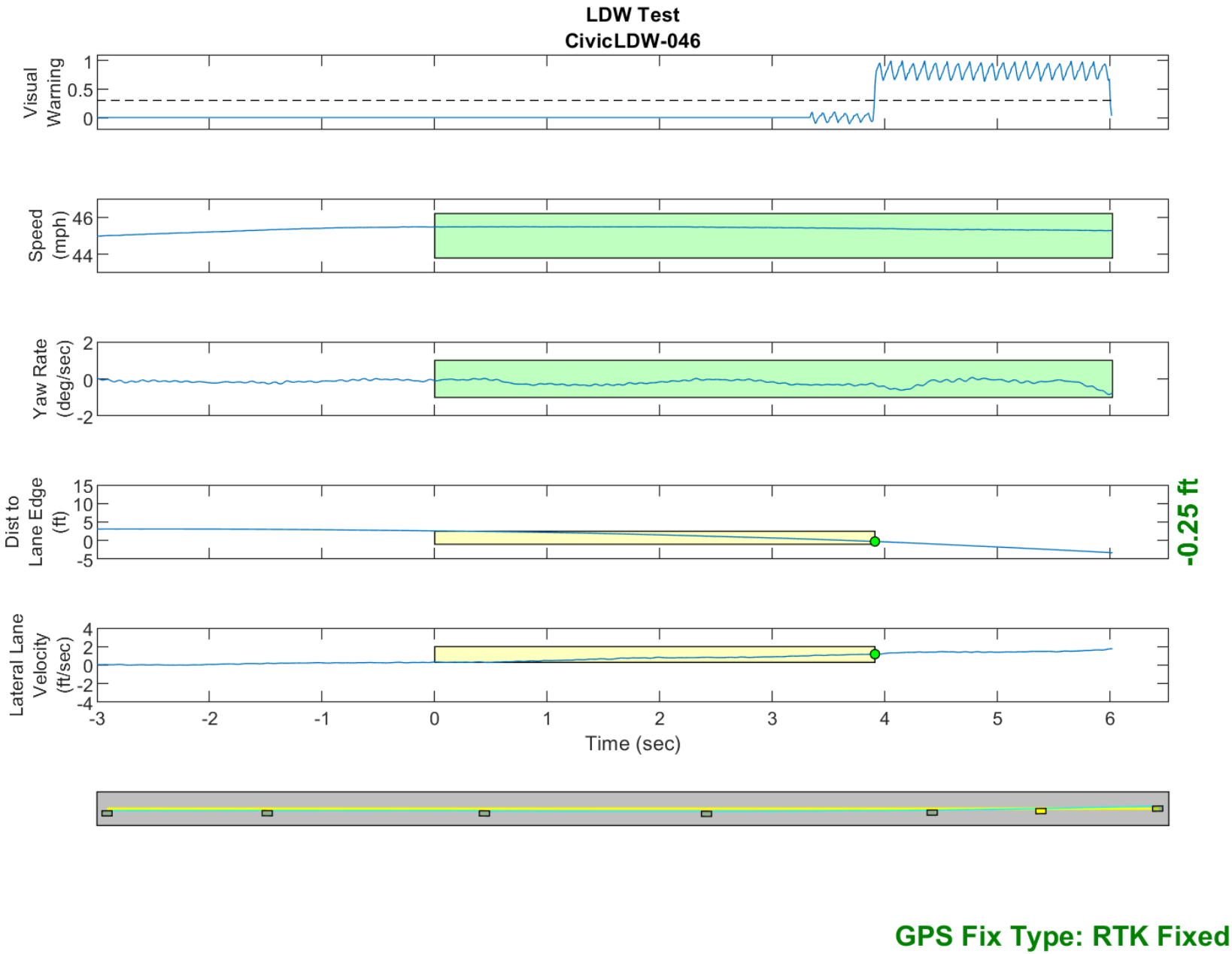


Figure D80. Time History for Run 46, Botts Dots, Left Departure, Visual Warning

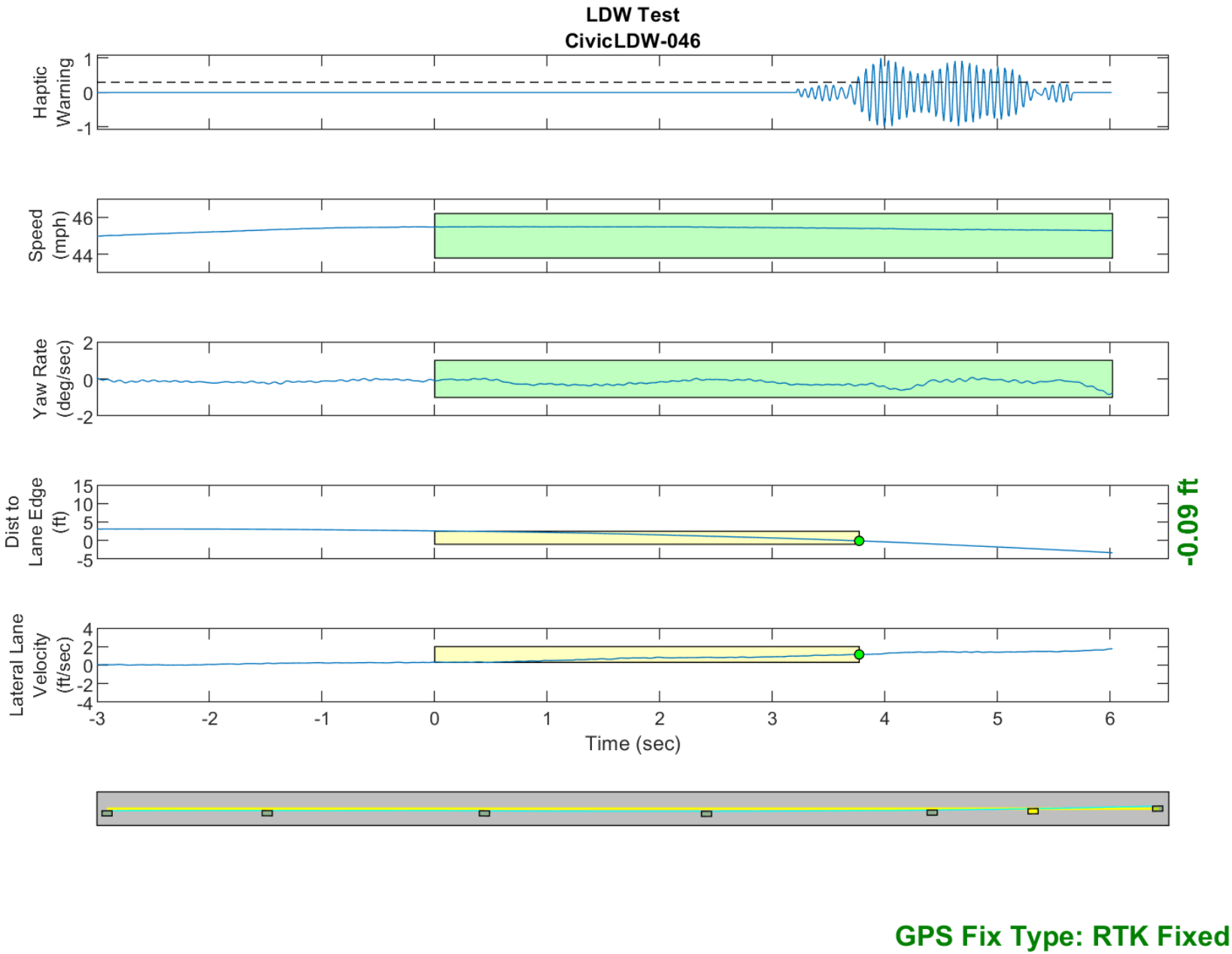


Figure D81. Time History for Run 46, Botts Dots, Left Departure, Haptic Warning

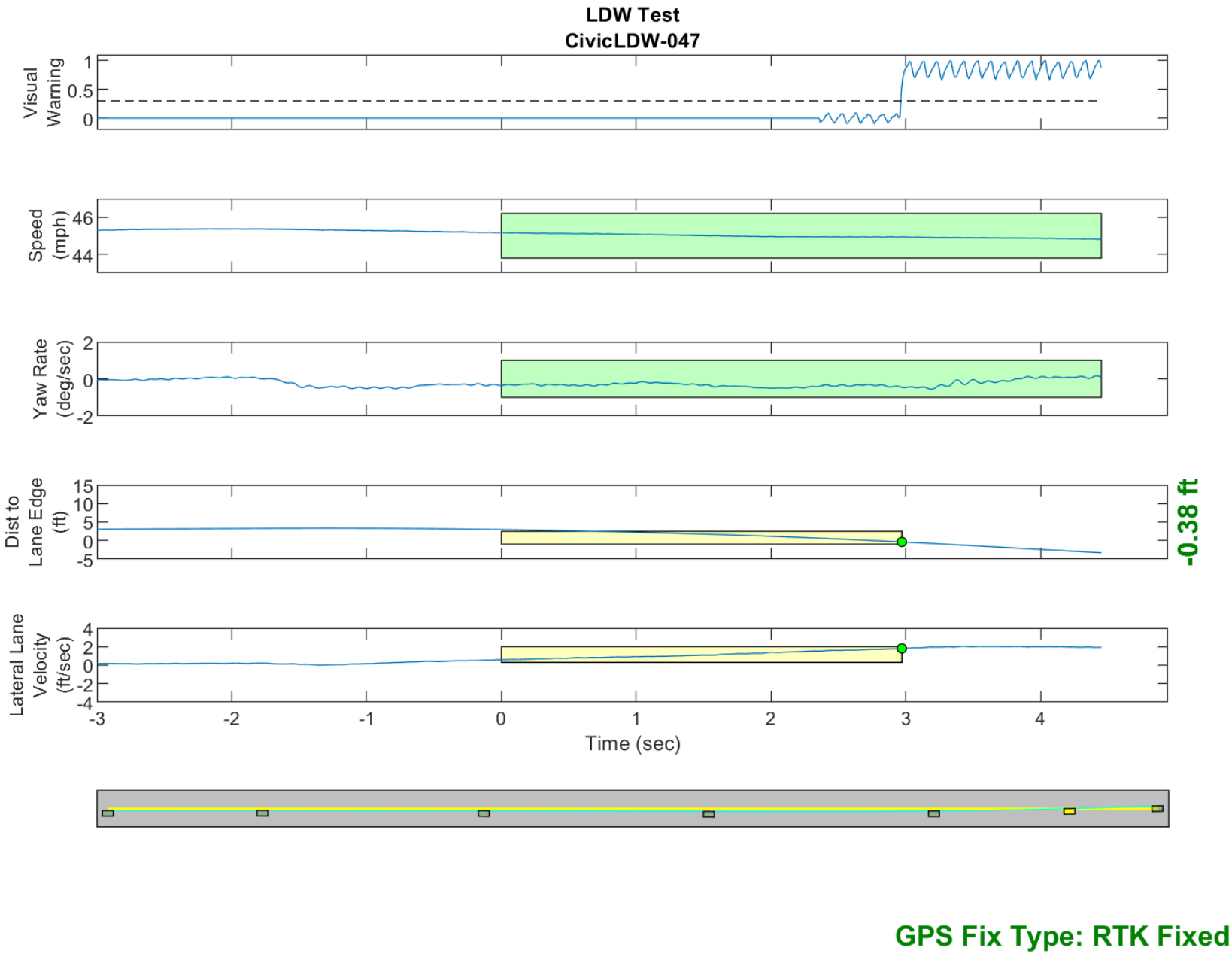


Figure D82. Time History for Run 47, Botts Dots, Left Departure, Visual Warning

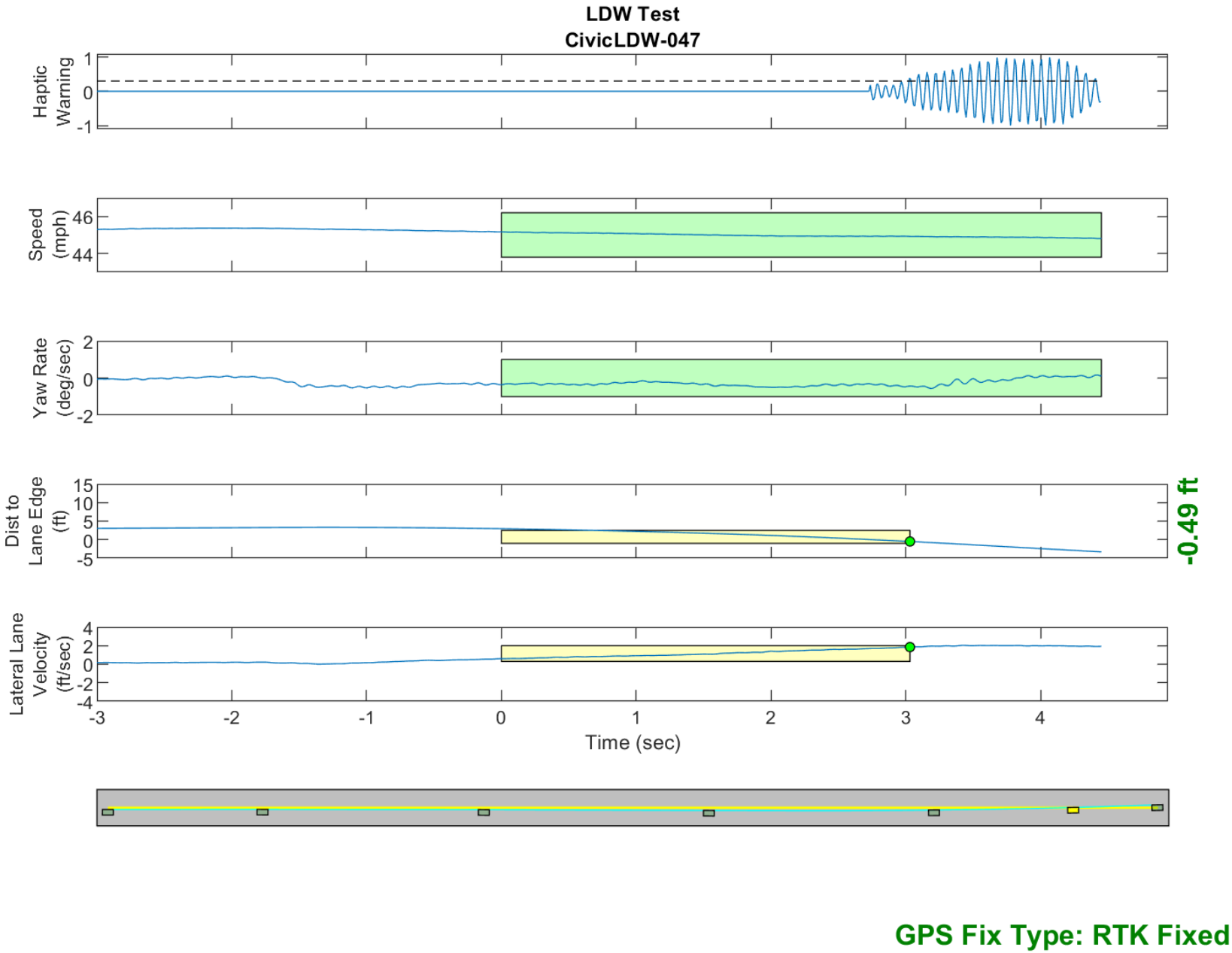


Figure D83. Time History for Run 47, Botts Dots, Left Departure, Haptic Warning

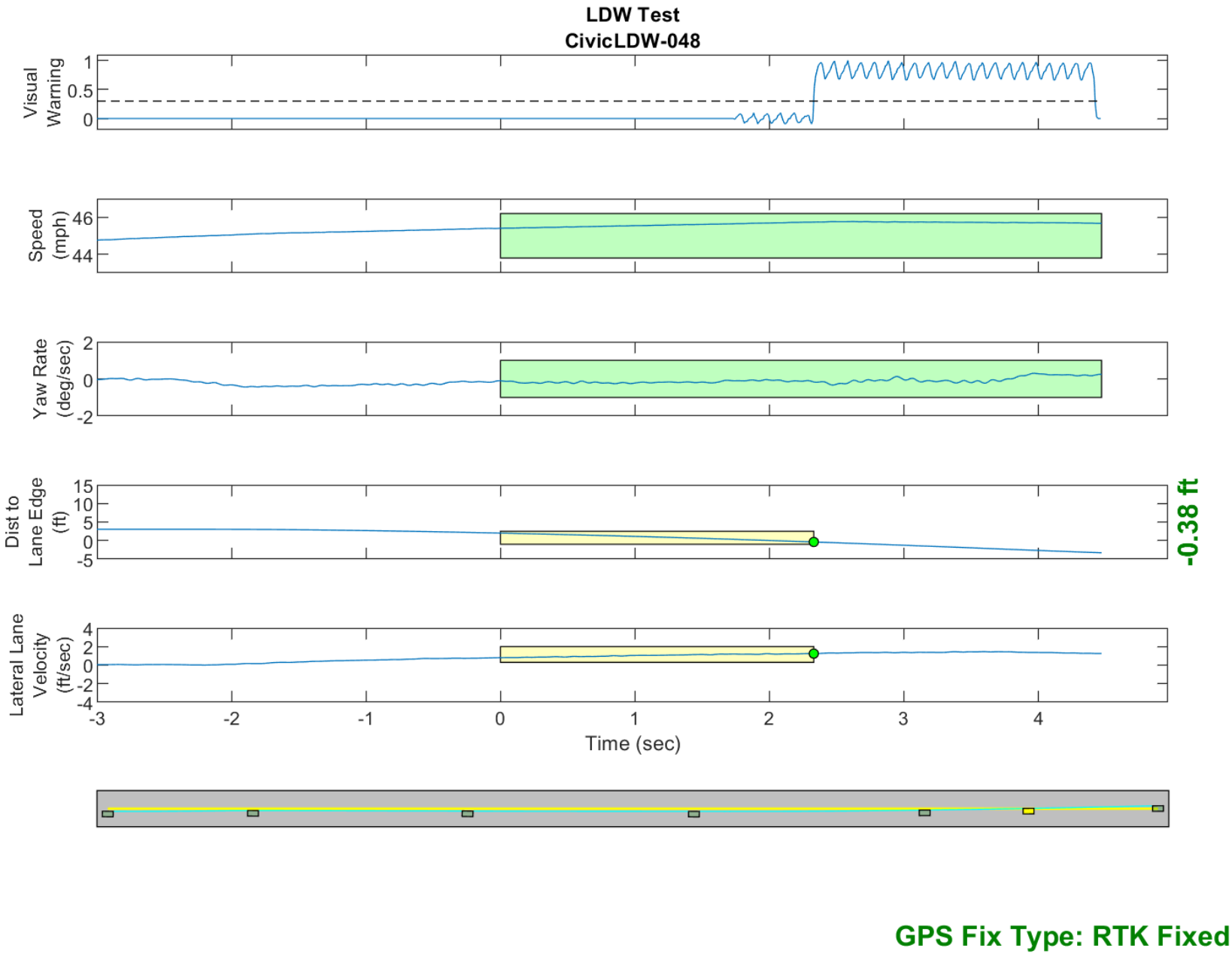


Figure D84. Time History for Run 48, Botts Dots, Left Departure, Visual Warning

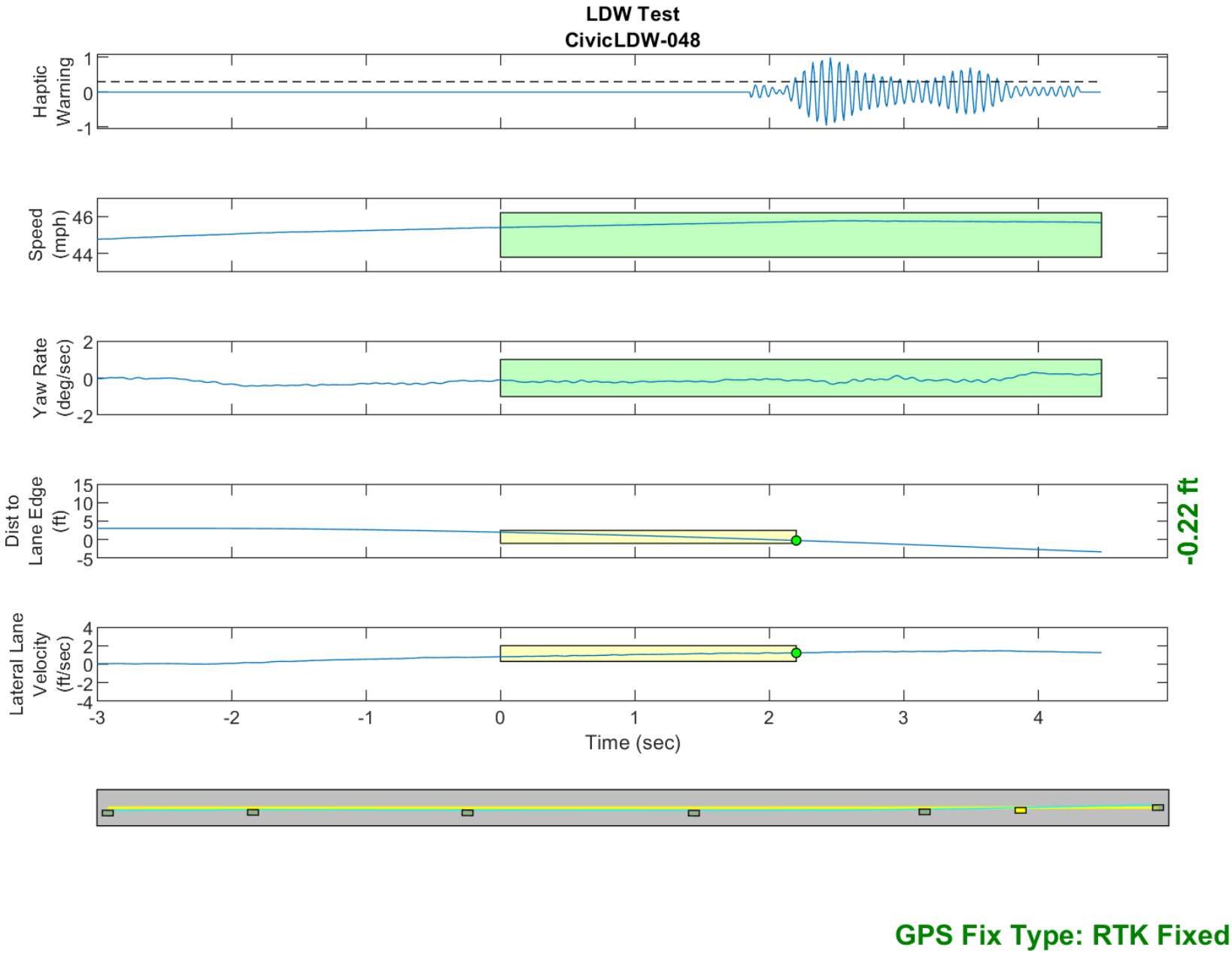


Figure D85. Time History for Run 48, Botts Dots, Left Departure, Haptic Warning

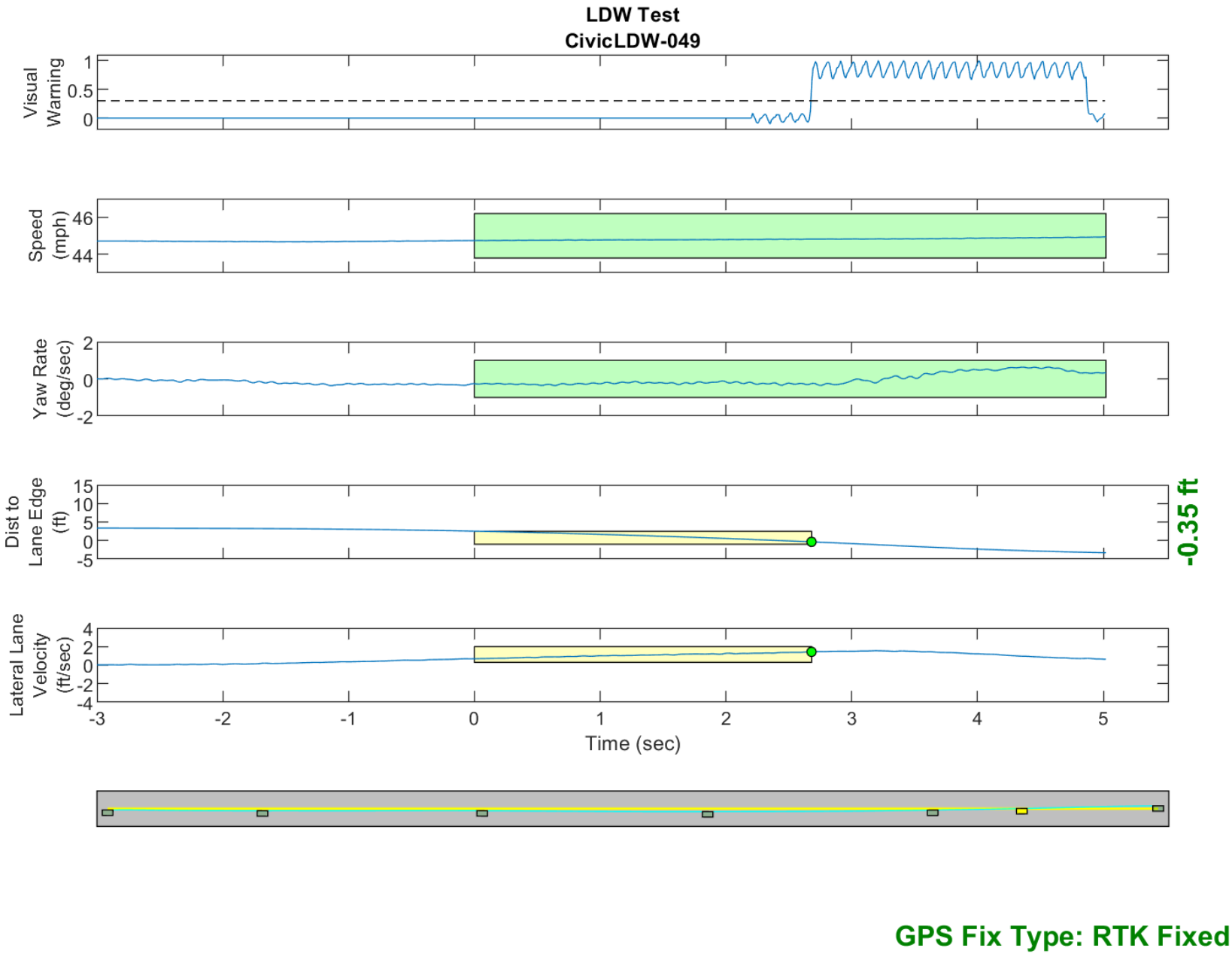


Figure D86. Time History for Run 49, Botts Dots, Left Departure, Visual Warning

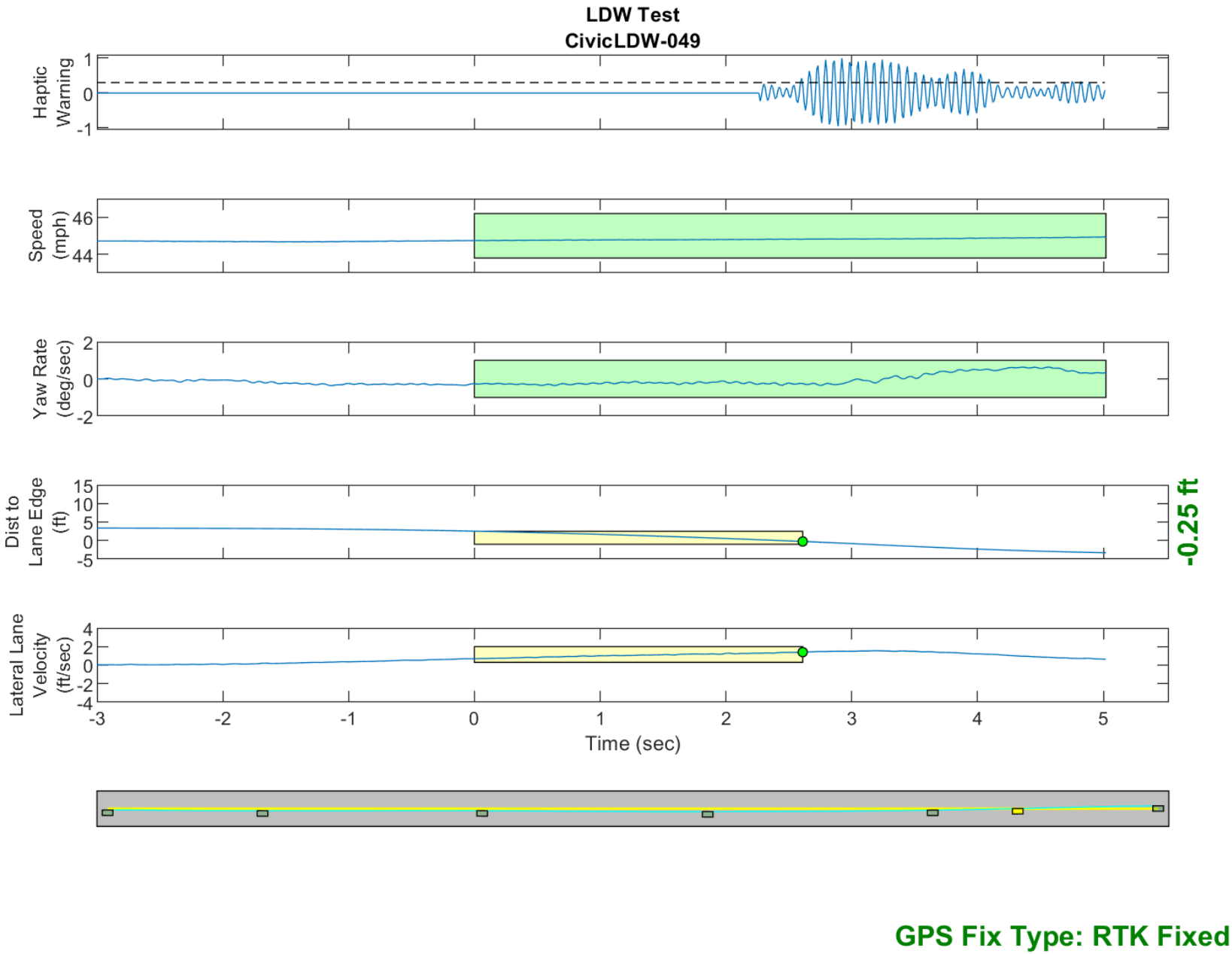


Figure D87. Time History for Run 49, Botts Dots, Left Departure, Haptic Warning