BLIND SPOT DETECTION SYSTEM RESEARCH TEST
NCAP-DRI-BSD-20-08

2020 Nissan Leaf SV

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Draft Report

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16. Abstract These tests were conducted on the subject 2020 Nissan Leaf SV in accordance with the specifications of the National Highway Traffic Safety Administration's most current Test Procedure in docket NHTSA-2019-0102-0010, BLIND SPOT DETECTION SYSTEM CONFIRMATION TEST, to confirm the performance of a Blind Spot Detection system. The vehicle met the requirements for 13 out of 14 valid trials for the Converge/Diverge scenario and for 12 out of 57 valid Straight Lane Pass-by trials. Overall the vehicle met the requirements for 25 out of 71 valid trials.			
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TABLE OF CONTENTS

Section I

INTRODUCTION

This test evaluates Blind Spot Detection (BSD) systems on light vehicles with gross vehicle weight ratings (GVWR) of under 10,000 pounds as specified in the National Highway Traffic Safety Administration's (NHTSA's) "Blind Spot Detection System Confirmation Test", dated June 2019. BSD technology uses sensors to detect the presence of other vehicles in the equipped vehicle's left and right blind zone. The procedures described herein emulate two straight-road, real-world scenarios in which the Subject Vehicle (SV) blind zone is breached by a single Principal Other Vehicle (POV). Although it is impossible to predict what technologies could be used by future BSD systems, it is believed that minor modifications to these procedures, when deemed appropriate, could be used to accommodate the evaluation of alternative or more advanced BSD systems.

The BSD system tests described in this document and prescribed by NHTSA involve two different test scenarios: 1) straight lane converge and diverge maneuvers and 2) straight lane pass-by. In the first scenario, the POV is driven at the same speed as the SV, at a constant headway. After a brief period of steady-state driving, the POV enters, then exits the SV blind zone from the side of the vehicle. In the second scenario, the POV is driven by the SV in an adjacent lane at a speed greater than the SV. During this pass-by, the POV enters, then exits the SV blind zone. In both scenarios, BSD performance is assessed by comparing the proximity of the POV to the SV at the time of the BSD alert to the SV blind zone. The test scenarios are conducted at multiple speeds, and on both sides of the vehicle, to the left and right, as indicated in the specific test methodologies.

Section II

DATA SHEETS

BLIND SPOT DETECTION

DATA SHEET 1: TEST RESULTS SUMMARY

(Page 1 of 1)

2020 Nissan Leaf SV

VIN: *1N4AZ1CP0LC30xxxx*

Test Date: *8/6/2020*

System Setting: *System on*

	Number of valid test runs for which acceptability criteria[1] were:		
	Met	**Not met**	**Valid trials**
Test 1 - Straight Lane Converge and Diverge			
45 mph - Left	*7*	*0*	*7*
45 mph - Right	*6*	*1*	*7*
Overall Test 1:	*13*	*1*	*14*
Test 2 - Straight Lane Pass-by			
POV 50 mph - Left	*5*	*0*	*5*
POV 50 mph - Right	*7*	*0*	*7*
POV 55 mph - Left	*0*	*7*	*7*
POV 55 mph - Right	*0*	*7*	*7*
POV 60 mph - Left	*0*	*9*	*9*
POV 60 mph - Right	*0*	*7*	*7*
POV 65 mph - Left	*0*	*8*	*8*
POV 65 mph - Right	*0*	*7*	*7*
Overall Test 2:	*12*	*45*	*57*
Overall:	***25***	***46***	***71***

[1] The acceptability criteria listed herein are used only as a guide to gauge system performance, and are identical to the Pass/Fail criteria given in NHTSA's most current Test Procedure in docket NHTSA-2019-0102-0010, BLIND SPOT DETECTION SYSTEM CONFIRMATION TEST.

BLIND SPOT DETECTION

DATA SHEET 2: VEHICLE DATA

(Page 1 of 1)

2020 Nissan Leaf SV

TEST VEHICLE INFORMATION

VIN: *1N4AZ1CP0LC30xxxx*

Body Style: *Hatchback* Color: *Gun Metallic*

Date Received: *7/27/2020* Odometer Reading: *18 mi*

DATA FROM VEHICLE'S CERTIFICATON LABEL

Vehicle manufactured by: *Nissan Motor Co. Ltd.*

Date of manufacture: *02/20*

Vehicle Type: *Passenger Car*

DATA FROM TIRE PLACARD

Tires size as stated on Tire Placard: Front: *P215/50R17*

Rear: *P215/50R17*

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

Rear: *250 kPa (36 psi)*

TIRES

Tire manufacturer and model: *Michelin Energy Saver A/S*

Front tire size: *P215/50R17 90V*

Rear tire size: *P215/50R17 90V*

Front tire DOT prefix: *B338 00KX*

Rear tire DOT prefix: *B338 00KX*

BLIND SPOT DETECTION

DATA SHEET 3: TEST CONDITIONS

(Page 1 of 2)

2020 Nissan Leaf SV

GENERAL INFORMATION

Test date: *8/6/2020*

AMBIENT CONDITIONS

Air temperature: *20.0 C (68 F)*

Wind speed: *2.6 m/s (5.8 mph)*

X Windspeed ≤ 10 m/s (22 mph)

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

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

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

VEHICLE PREPARATION

Verify the following:

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

Fuel tank is full: **X**

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

Front: *250 kPa (36 psi)*

Rear: *250 kPa (36 psi)*

BLIND SPOT DETECTION

DATA SHEET 3: TEST CONDITIONS

(Page 2 of 2)

2020 Nissan Leaf SV

WEIGHT

Weight of vehicle as tested including driver and instrumentation

Left Front:	*515.3 kg (1136 lb)*	Right Front:	*480.8 kg (1060 lb)*
Left Rear:	*375.1 kg (827 lb)*	Right Rear:	*367.4 kg (810 lb)*
		Total:	*1738.6 kg (3833 lb)*

BLIND SPOT DETECTION

DATA SHEET 4: BLIND SPOT DETECTION SYSTEM OPERATION

(Page 1 of 4)

2020 Nissan Leaf SV

General Information

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

Blind Spot Warning (BSW); standard equipment on all trim levels.

Type and location of sensors the system uses:

The BSW system uses two radar sensors installed near the rear bumper.

System setting used for test (if applicable):

System on

Method(s) by which the driver is alerted

X Visual:

	Type	Location	Description
X	Symbol	*Upper outside corners of outside mirrors*	*Yellow car symbol*
	Word		
	Graphic		

X Audible – Description:

Repeated high pitched beep

____ Haptic:

	Steering Wheel		Seatbelt
	Pedals		Steering Torque
	Seat		Brake Jerk

Description of alert:

If the radar sensors detect a vehicle in the detection zone, the side indicator light illuminates. If the turn signal is then activated, the system chimes (twice), the side indicator light flashes, and the BSW indicator illuminates (yellow) in the vehicle information display. The side indicator light continues to flash until the detected vehicle leaves the detection zone.

If a vehicle comes into the detection zone after the driver activates the turn signal, then only the side indicator light flashes and no chime sounds

A side indicator light is shown in Appendix A, Figure A14 and the BSW indicator is illustrated in Appendix B, page B-3 (Owner's Manual, page 5-38).

System Function

What is the speed range over which the system operates?

Minimum: *32 km/h (20 mph)*

Maximum: *No upper speed limit*

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

The system does not require initialization.

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

If the radar sensors detect a vehicle in the detection zone, the side indicator light illuminates. If the turn signal is then activated, the system chimes (twice), the side indicator light flashes, and the BSW indicator illuminates (yellow) in the vehicle information display. The side indicator light continues to flash until the detected vehicle leaves the detection zone.

If a vehicle comes into the detection zone after the driver activates the turn signal, then only the side indicator light flashes and no chime sounds

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

Buttons located on the left side of the steering wheel are used to interact with the system menus. The hierarchy is:

Settings

Driver Assistance

Blind Spot

Blind Spot Warning - select or deselect

OK

See Appendix A, Figures A12 and A13.

The BSW system automatically turns on every time the Electric Vehicle (EV) system is started, as long as it is activated using the settings menu on the vehicle information display.

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

No provision for adjustment is provided.

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

If the BSW system malfunctions, it will turn off automatically. The BSW indicator will illuminate (yellow) in the vehicle information display. The indicator next to "Blind spot" in the "Driving Aids" menu will also illuminate (yellow).

When radar blockage is detected, the system will be deactivated automatically. The BSW indicator will blink (yellow) in the vehicle information display. The indicator next to "Blind spot" in the "Driving Aids" menu will also blink (yellow).

The system is not available until the conditions no longer exist.

If the system deactivates due to repeated BSD activations:

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

The system does not deactivate due to repeated activity.

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

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

The system is not affected by periods of inactivity.

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

System limitations are described in the Owner's Manual, page 5-41, shown in Appendix B, Page B-6.

Notes:

Section III

TEST PROCEDURES

A. Test Procedure Overview

Two test scenarios were used, as follows:

Test 1. Straight Lane Converge and Diverge
Test 2. Straight Lane Pass-by

An overview of each of the test procedures follows.

For the purposes of this document, headway is defined as the longitudinal distance from the front-most point of the POV to the rear-most point of the SV, regardless of the relative lateral (lane) positions of the SV and POV. When the front-most part of the POV is ahead of the rear-most point on the SV, the headway is negative.

1. TEST 1 – STRAIGHT LANE CONVERGE AND DIVERGE

The Straight Lane Converge and Diverge Test evaluates the ability of the Blind Spot Detection (BSD) system to detect and respond to a vehicle that enters and exits the blind zone from a lane outside of the blind zone area. This test scenario is depicted in Figure 1. In this scenario, the test begins with the POV two lanes away from the SV. After both vehicles have reached their designated speeds and headway overlap, the POV begins a single lane change maneuver so that it is travelling in the lane next to the SV and holds this relative position for at least 2.5 seconds. The POV then begins a lane change maneuver back to its original lane, moving outside of the SV's blind zone.

This test was performed with the POV on both the left- and right-hand sides of the SV. The SV and POV turn signals were not active during any of the tests.

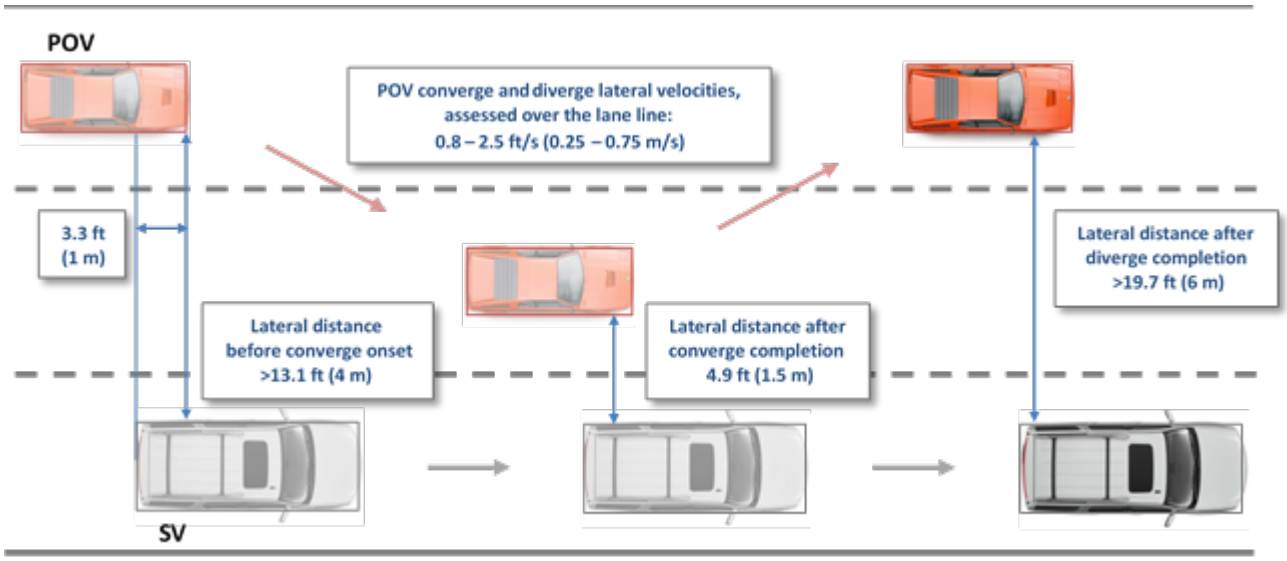


Figure 1. Straight Lane Converge and Diverge Test
(POV converge and diverge from the left is shown)

a. Procedure

The SV began in the center of a travel lane, with its longitudinal axis oriented parallel to the roadway edge. The POV began two lanes away from the SV, with its longitudinal axis oriented parallel to the roadway edge. Both vehicles then accelerated to a nominal speed of 45 mph (72.4 km/h). The nominal speed and specified headway overlap between the front bumper of the POV and the rear bumper of SV was maintained, within tolerance, throughout the test. As shown in Figure 1, the specified headway for this test was -3.3 ft (-1.0 m) resulting in a longitudinal overlap. The specified speed for both the SV and POV was 45 mph (72.4 km/h).

Once the specified speed and headway were stabilized and maintained for at least 2.5 seconds, the POV performed a “converge” lane change into the lane adjacent to the SV using a lateral velocity between 0.8 ft/s and 2.5 ft/s (0.25 to 0.75 m/s).

Once the lane change was completed, the POV continued in a straight line for at least 2.5 seconds, and then performed a “diverge” lane change back into its original lane using a lateral velocity between 0.8 ft/s and 2.5 ft/s (0.25 to 0.75 m/s).

The test concluded once the POV was back in its original lane and had been driving straight for at least 1.0 second.

The validity period for this test started 2.5 seconds prior to initiating the first POV lane change and ended 1.0 second after completion of the final POV lane change. For an individual test trial to be valid, the following requirements must have been met throughout the validity period:

- The SV and POV speeds could not deviate from the specified speed by more

than 1.0 mph (1.6 km/h) during the entire test trial interval.

- The SV yaw rate could not exceed ±1 deg/s for the entire test interval.
- The POV yaw rate could not exceed ±1 deg/s when not performing a lane change maneuver.
- The POV lateral velocity during a lane change maneuver must have been 0.8 to 2.5 ft/s (0.25 to 0.75 m/s), assessed at the instant the vehicle first crossed the lane line separating the initial and adjacent travel lanes.
- The headway overlap from the front of the POV to the rear of the SV bumper must have been within 3.3 ± 1.6 ft (1.0 ± 0.5 m) for the entire test interval.
- The lateral offset between the widest point of the SV (not including side mirrors) and the widest point of the POV (not including side mirrors) must have been
    - greater than 13.1 ft (4 m) before the POV begins the converge lane change,
    - within 4.9 ± 1.6 ft (1.5 ± 0.5 m) when the POV is in the lane adjacent to the SV, and
    - greater than 19.7 ft (6 m) after the POV completes the diverge lane change.

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

b. Number of Test Trials

Seven valid trials per POV approach direction were performed for the Straight Lane Converge and Diverge Test scenario, for a total of 14 tests overall. If the test conductor performed more than 7 trials per approach direction within this scenario, the first 7 trials satisfying all test tolerances per approach direction were used to assess the SV performance.

c. Evaluation Criteria

The performance requirement for this series of tests is that the BSD system must be presented by a time no later than 300 ms after any part of the POV enters the SV blind zone defined by the intersections of lines A, C, D, and E for left side tests and of lines A, C, F, and G for right side tests (as shown in Figure 3), and shall remain on while any part of the POV resides within the SV blind zone. During the diverge portion of the test scenario, the BSD alert may remain active when the lateral distance between the SV and the POV is greater than 9.8 ft (3 m) but less than or equal to 19.7 ft (6 m). The BSD shall not be active once the lateral distance between the SV and the POV is greater than 19.7 ft (6 m).

2. TEST 2 – STRAIGHT LANE PASS-BY

This test evaluates the ability of the BSD system to detect and respond to a vehicle which approaches and then passes by the SV in an adjacent lane. This test scenario, depicted in Figure 2, was performed with the POV on both the left- and right-hand side of the SV, with four different POV speed configurations on each side: 50 mph, 55 mph, 60 mph, and 65 mph.

The SV and POV turn signals were not active during any of the tests.

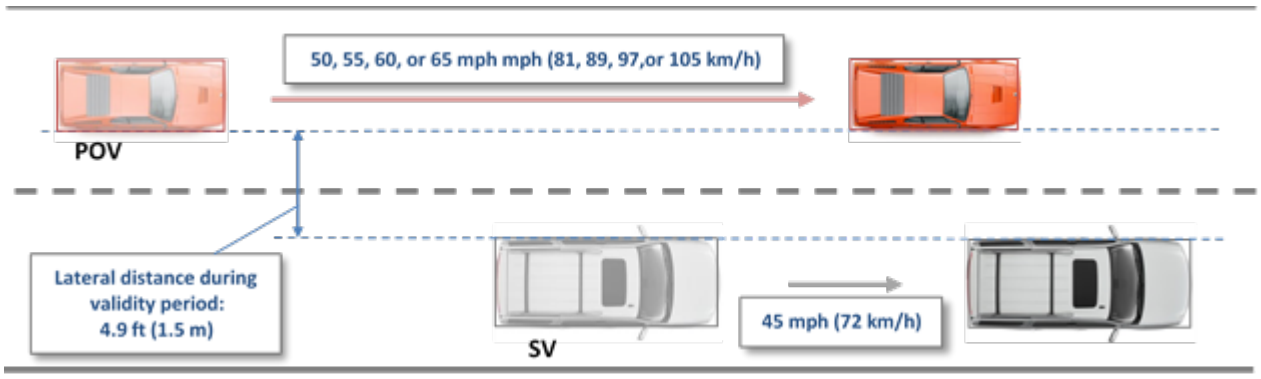


Figure 2. Straight Lane Pass-by Test
(Left-side POV Pass-by is shown)

a. Procedure

The SV is started in the center of a travel lane, with its longitudinal axis oriented parallel to the roadway edge. The POV is started in an adjacent lane on either the left or right side of the SV, with its longitudinal axis oriented parallel to the roadway edge, and behind the SV blind zone area.

The SV is then accelerated to a nominal speed of 45 mph (72.4 km/h) and the POV is accelerated to a nominal speed of either 50 mph (80.5 km/h), 55 mph (88.5 km/h), 60 mph (96.6 km/h), or 65 mph (104.6 km/h) depending on the test configuration. Both vehicles continue straight in their respective lanes.

The Straight Lane Pass-by Test parameters are defined in Table 1. The test validity period begins 4.0 seconds before the front-most part of the POV passes beyond a plane defined by the rear-most part of the SV perpendicular to the SV centerline. The test validity period ends 2.0 seconds after the rear-most point of the POV passes beyond a plane defined by the front-most point of the SV perpendicular to the SV centerline.

Table 1. Straight Lane Pass-by Test Scenarios

Parameter	Test Scenario			
	Straight Lane 45/50	Straight Lane 45/55	Straight Lane 45/60	Straight Lane 45/65
SV Speed	45 ± 1 mph (72.4 ± 1.6 km/h)	45 ± 1 mph (72.4 ± 1.6 km/h)	45 ± 1 mph (72.4 ± 1.6 km/h)	45 ± 1 mph (72.4 ± 1.6 km/h)
POV Speed	50 ± 1 mph (80.5 ± 1.6 km/h)	55 ± 1 mph (88.5 ± 1.6 km/h)	60 ± 1 mph (96.6 ± 1.6 km/h)	65 ± 1 mph (104.6 ± 1.6 km/h)
Differential Speed	5 ± 1 mph (8.0 ± 1.6 km/h)	10 ± 1 mph (16.1± 1.6 km/h)	15 ± 1 mph (24.1 ± 1.6 km/h)	20 ± 1 mph (32.2 ± 1.6 km/h)
Starting Headway Distance (nominally a 4 second gap) at validity period onset	29.3 ft (8.9 m)	58.7 ft (17.9 m)	88.0 ft (26.8 m)	117.3 ft (35.8 m)

For an individual test trial to be valid, the following requirements must have been met throughout the validity period:

- The SV speed could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) during the entire test interval.
- The POV speed could not deviate from the nominal speed by more than 1.0 mph (1.6 km/h) during the entire test interval.
- The SV yaw rate could not exceed ±1 deg/s for the entire test interval.
- The POV yaw rate could not exceed ±1 deg/s for the entire test interval.
- The lateral offset between the widest point of the SV (not including side mirrors) and the widest point of the POV (not including side mirrors) must have been within 4.9 ± 1.6 ft (1.5 ± 0.5 m) for the entire test interval.

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

b. Number of Test Trials

Seven valid trials for each POV pass-by side and speed were performed for the Straight Lane Pass-by Test scenario, for a total of 56 test trials overall. If the test conductor performed more than 7 trials per approach direction within this scenario, the first 7 trials satisfying all test tolerances per test condition were used to assess the SV performance.

c. Evaluation Criteria

The performance requirement for this series of tests is that the BSD alert must be presented by a time no later than 300 ms after the front-most part of the POV enters the blind zone defined by the intersections of lines A, C, D, and E for left side tests and of lines A, C, F, and G for right side tests, and shall remain on while the front-most point of the POV lies behind line A. The BSD alert shall not be active once the longitudinal distance between the front-most part of the SV and the rear-most part of the POV exceeds the BSD termination distances specified in Table 2.

Table 2. Straight Lane Pass-by BSD Evaluation Criteria

SV Speed	POV Speed	BSD Onset Headway[1] (SV ahead of POV)	BSD Termination Distance[2] (POV ahead of SV)
45 ± 1 mph (72.4 ± 1.6 km/h)	50 ± 1 mph (80.5 ± 1.6 km/h)	Within 300 ms after $\overline{BC}$ = 18.3 ft (5.6 m)	>7.3 ft (2.2 m)
	55 ± 1 mph (88.5 ± 1.6 km/h)	Within 300 ms after $\overline{BC}$ = 36.7 ft (11.2 m)	>14.7 ft (4.5 m)
	60 ± 1 mph (96.6 ± 1.6 km/h)	Within 300 ms after $\overline{BC}$ = 55.0 ft (16.8 m)	>22.0 ft (6.7 m)
	65 ± 1 mph (104.6 ± 1.6 km/h)	Within 300 ms after $\overline{BC}$ = 73.3 ft (22.4 m)	>29.3ft (8.9 m)

[1] The BSD onset headway is the longitudinal distance when the rear-most part of the SV is ahead of the front-most part of the POV. The BSD onset headway criteria nominally corresponds to 2.5 seconds before the front-most part of the POV passes by the rear-most part of the SV.

[2] The BSD termination distance is the longitudinal distance when the rear-most part of the POV is ahead of the front-most part of the SV. The BSD termination distance criteria nominally corresponds to 1 second after the rear-most part of the POV passes by the front-most part of the SV.

B. Pre-Test Initialization and Calibration

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

Static calibrations were then performed by placing the SV and POV transmissions in park, where applicable. Data were then collected for approximately 10 seconds using data from at least six GPS satellites. If the pre-test and post-test zero-positions reported by the data acquisition system differed by more than ±2 in (±5 cm) then the tests performed between the pre-test and post-test static calibrations were repeated.

C. Vehicle’s Blind Zone

The SV blind zones, for the purpose of this test, are defined by two rectangular regions adjacent to the sides of the SV, as shown in Figure 3.

The width of each rectangle is 8.2 ft (2.5 m) and is represented by lines parallel to the longitudinal centerline of the vehicle. The width of the rectangle begins 1.6 ft (0.5 m) from the outermost edge of the SV’s body, excluding the side view mirrors.

The length of the rectangle starts at the rear-most portion of the SV’s side view mirrors, perpendicular to the longitudinal centerline of the vehicle, and continues to a distance dependent on the differential speed between the SV and POV or SOV. To calculate the distance for the length of the rectangle that extends beyond the rear bumper of the SV, the following equation is used and corresponds to the length from point B to point C in Figure 3.

$$\overline{BC} = 2.5\Delta v\ (ft/s\ to\ ft)$$

where,

> Δv is the differential speed between the POV and the SV. A positive Δv indicates that the POV is travelling faster than the SV.

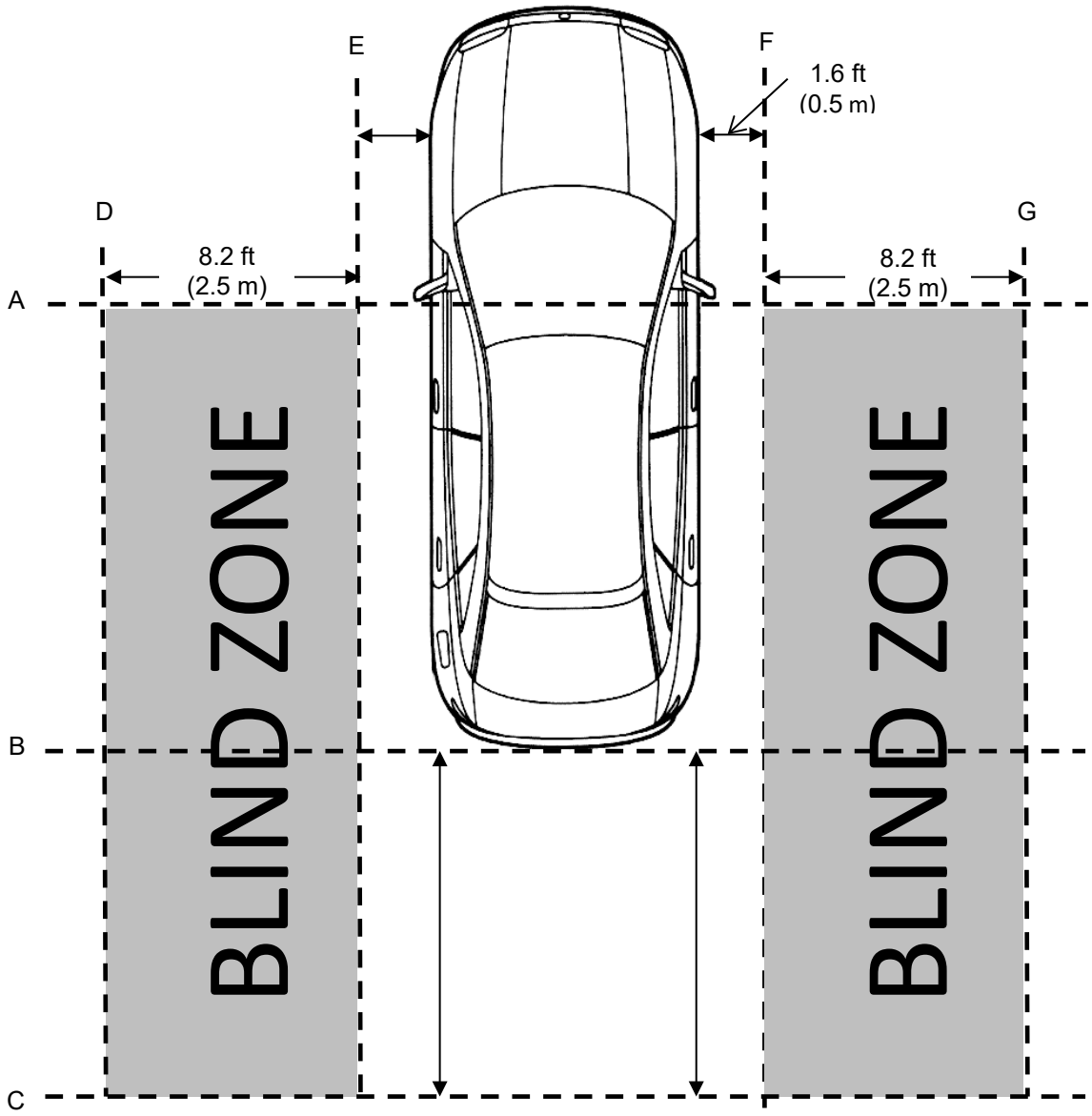


Figure 3. Vehicle Blind Zone Areas

Table 3 details the difference in length from point B to point C of the blind zone for the different speeds used in the tests.

Table 3. B to C Blind Zone Distance

SV-to-POV Differential Speed	B to C Distance (Nominal TTC = 2.5s)
5 ± 1 mph (8.0 ± 1.6 km/h)	18.3 ft (5.6 m)
10 ± 1 mph (16.1 ± 1.6 km/h)	36.7 ft (11.2 m)
15 ± 1 mph (24.1 ± 1.6 km/h)	55.0 ft (16.8 m)
20 ± 1 mph (32.2 ± 1.6 km/h)	73.3 ft (22.4 m)

For the Straight Lane Converge and Diverge Test scenario where there is no speed differential between the SV and POV, the B to C distance is given as 9.8 ft (3 m).

D. Principal Other Vehicle

The vehicle used as the Principal Other Vehicle (POV) was a 2006 Acura RL. This vehicle met the test requirements that the POV be a high-production mid-sized passenger car from 175 to 197 in (445 to 500 cm) long, and 70 to 76 in (178 to 193 cm) wide, measured at the widest part of the vehicle, exclusive of signal lamps, marker lamps, outside rearview mirrors, flexible fender extensions, and mud flaps, determined with doors and windows closed and the wheels in the straight-ahead position. Vehicle loading consisted of the driver plus equipment and instrumentation.

E. Throttle Controller

The POV was equipped with a programmable throttle controller which was used during the Straight Lane Converge and Diverge Test scenarios to modulate both speed and headway overlap between the SV and the POV. The throttle controller system consisted of the following components:

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

- Laptop computer, used to program and enable the throttle controller

F. Instrumentation

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

Table 4. Test Instrumentation and Equipment

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Differential Global Positioning System	Position, Velocity	Latitude: ±90 deg Longitude: ±180 deg Altitude: 0-18 km Velocity: 0-1000 knots	Horizontal Position: ±1 cm Vertical Position: ±2 cm Velocity: 0.05 km/h	Trimble GPS Receiver, 5700 (base station and in-vehicle)	00440100989	N/A
Multi-Axis Inertial Sensing System	Position; Longitudinal, Lateral, and Vertical Accels; Lateral, Longitudinal and Vertical Velocities; Roll, Pitch, Yaw Rates; Roll, Pitch, Yaw Angles	Latitude: ±90º	Position: ±1 cm, Pitch/roll: 0.03 deg	Oxford xNAV 550	40213	By: Oxford Technical Solutions Date: 3/23/2020 Due: 3/23/2022
				Oxford xNAV 550	015102	Date: 3/6/2020 Due: 3/6/2022
Real-Time Calculation of Position and Velocity Relative to Lane Markings (LDW) and POV (FCW)	Distance and Velocity to lane markings (LDW) and POV (FCW)	Lateral Lane Dist: ±30 m Lateral Lane Velocity: ±20 m/sec Longitudinal Range to POV: ±200 m Longitudinal Range Rate: ±50 m/sec	Lateral Distance to Lane Marking: ±2 cm Lateral Velocity to Lane Marking: ±0.02m/sec Longitudinal Range: ±3 cm Longitudinal Range Rate: ±0.02 m/sec	Oxford Technical Solutions (OXTS), RT-Range	97	N/A
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

Table 4. Test Instrumentation and Equipment (continued)

Type	Output	Range	Accuracy, Other Primary Specs	Mfr, Model	Serial Number	Calibration Dates Last Due
Light Sensor	Light intensity (to measure time at alert)	Spectral Bandwidth: 440-800 nm	Rise time < 10 msec	DRI designed and developed Light Sensor	N/A	N/A
Accelerometer	Acceleration (to measure time at alert)	±5g	≤ 3% of full range	Silicon Designs, 2210-005	N/A	N/A
Tire Pressure Gauge	Vehicle Tire Pressure	0-100 psi	< 1% error between 20 and 100 psi	Omega DPG8001	18111410000	By: DRI Date: 5/4/2020 Due: 5/4/2021
Platform Scales	Vehicle Total, Wheel, and Axle Load	2200 lb/platform	0.1% of reading	Intercomp SW wireless	0410MN20001	By: DRI Date: 4/20/2020 Due: 4/20/2021
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: 1/6/2020 Due: 1/6/2021

Type	Description	Mfr, Model	Serial Number
Data Acquisition System	Data acquisition is achieved using a dSPACE MicroAutoBox II. Data from the Oxford IMU, including Longitudinal, Lateral, and Vertical Acceleration, Roll, Yaw, and Pitch Rate, Forward and Lateral Velocity, Roll and Pitch Angle are sent over Ethernet to the MicroAutoBox. The Oxford IMUs are calibrated per the manufacturer's recommended schedule (listed above).	dSPACE Micro-Autobox II 1401/1513	
		Base Board	549068
		I/O Board	588523
Throttle Controller	Arduino based, servo actuated controller for managing POV speed	DRI developed	N/A

APPENDIX A

Photographs

LIST OF FIGURES

Figure A1. Front View of Subject Vehicle

Figure A2. Rear View of Subject Vehicle

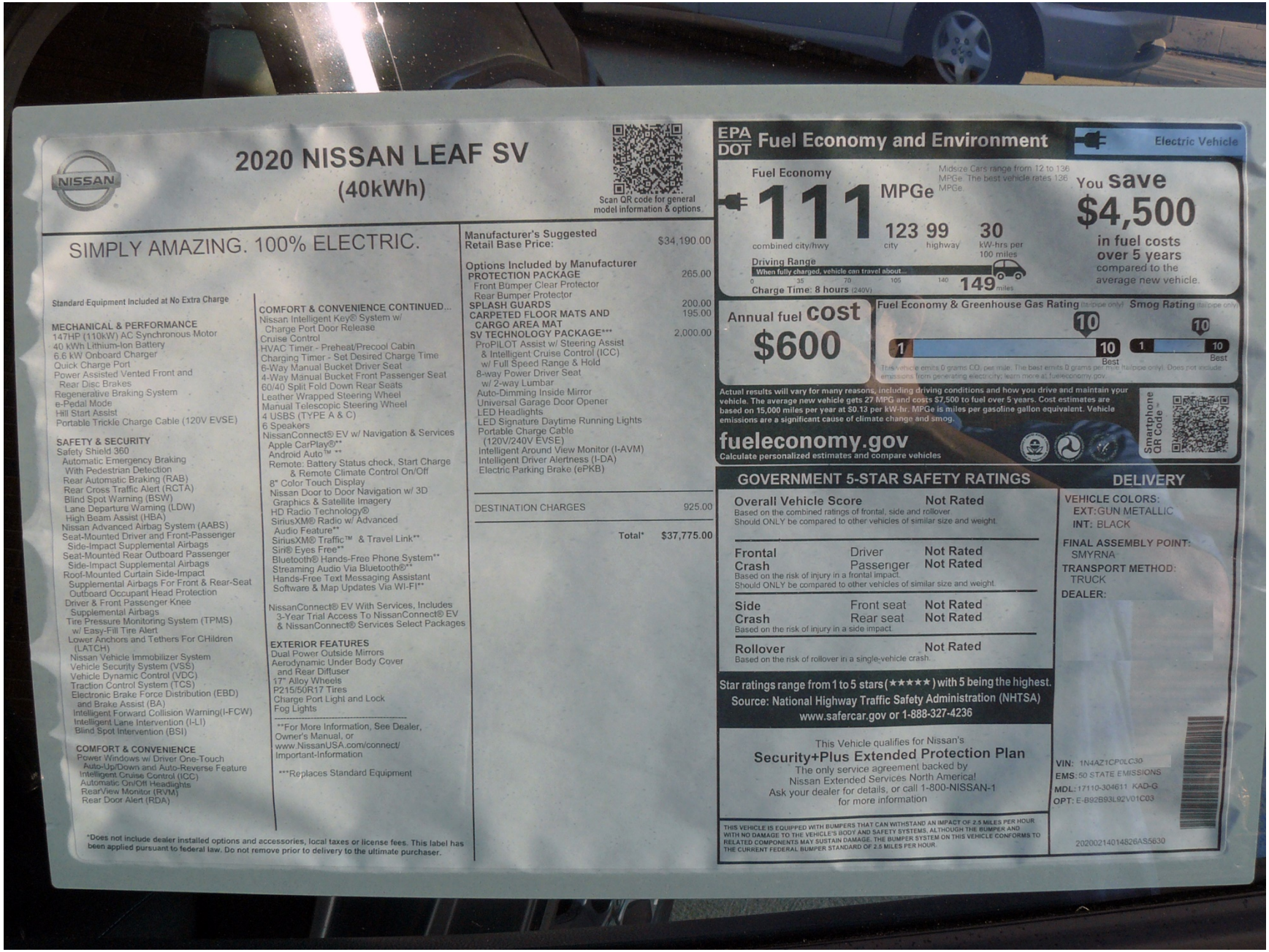


Figure A3. Window Sticker (Monroney Label)

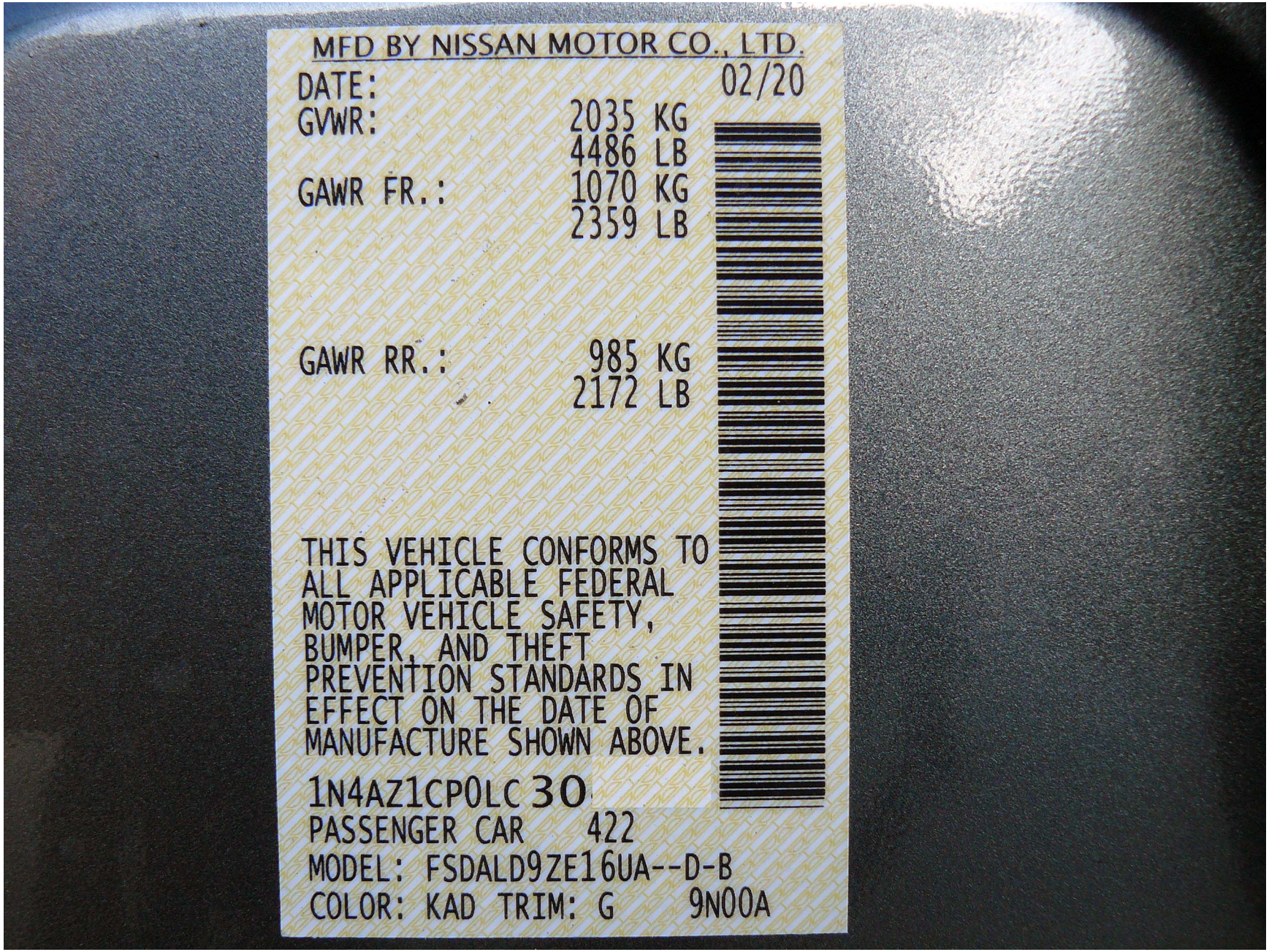


Figure A4. Vehicle Certification Label

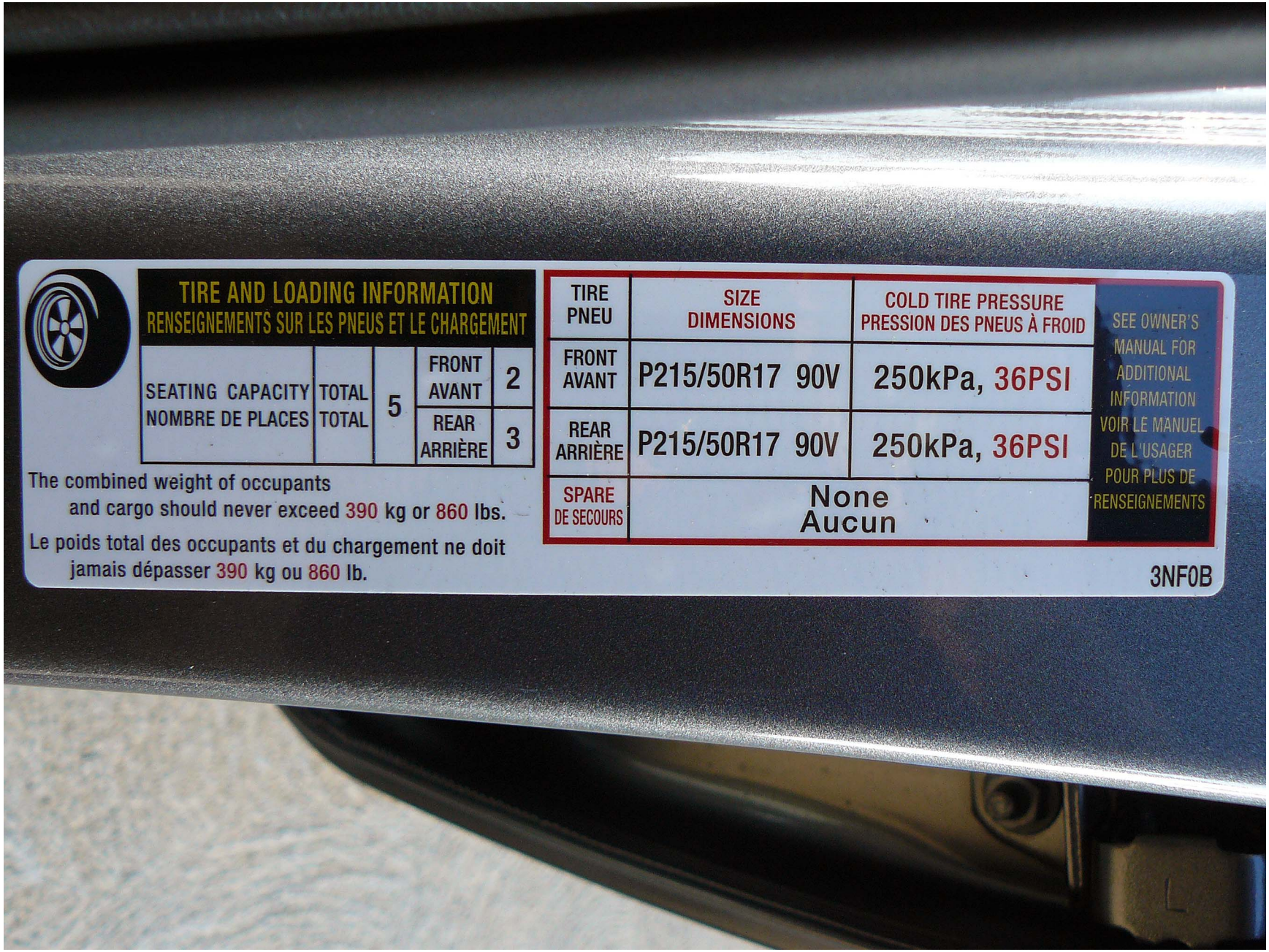


Figure A5. Tire Placard

Figure A6. Front View of Principal Other Vehicle

Figure A7. Rear View of Principal Other Vehicle

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

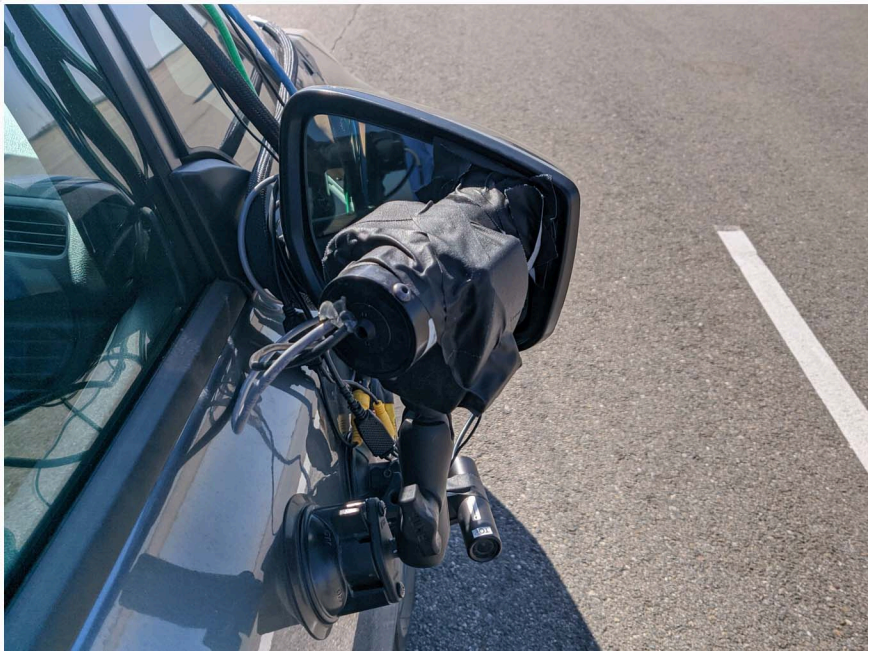


Figure A9. Sensors for Detecting Visual Alerts

Figure A10. Sensors for Detecting Auditory Alerts

Figure A11. Computer Installed in Subject Vehicle

Figure A12. System Setup Menus

Figure A13. Controls for Interacting with System Menus

Figure A14. Visual Alert

APPENDIX B

Excerpts from Owner's Manual

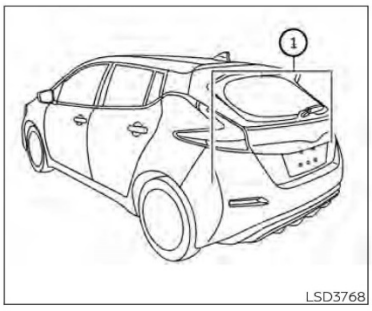
- Do not place reflective materials, such as white paper or a mirror, on the instrument panel. The reflection of sunlight may adversely affect the camera unit's capability of detecting the lane markers.
- Do not strike or damage the areas around the camera unit. Do not touch the camera lens or remove the screw located on the camera unit. If the camera unit is damaged due to an accident, it is recommended that you visit a NISSAN certified LEAF dealer.

⚠WARNING

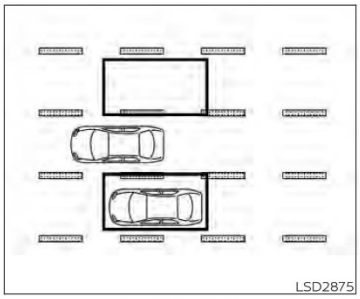
Failure to follow the warnings and instructions for proper use of the BSW system could result in serious injury or death.

- **The BSW system is not a replacement for proper driving procedures and is not designed to prevent contact with vehicles or objects. When changing lanes, always use the side and rear mirrors and turn and look in the direction your vehicle will move to ensure it is safe to change lanes. Never rely solely on the BSW system.**

The BSW system helps alert the driver of other vehicles in adjacent lanes when changing lanes.

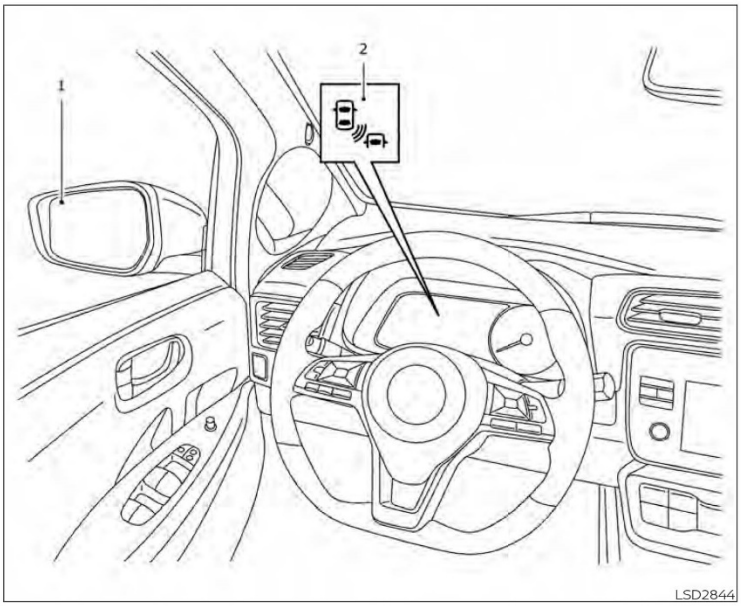


The BSW system uses radar sensors ① installed near the rear bumper to detect other vehicles in an adjacent lane.



Detection zone

The radar sensors can detect vehicles on either side of your vehicle within the detection zone shown as illustrated. This detection zone starts from the outside mirror of your vehicle and extends approximately 10 ft (3.0 m) behind the rear bumper, and approximately 10 ft (3.0 m) sideways.



BSW SYSTEM OPERATION

1. Side Indicator Light
2. BSW Indicator

The BSW system operates above approximately 20 mph (32 km/h).

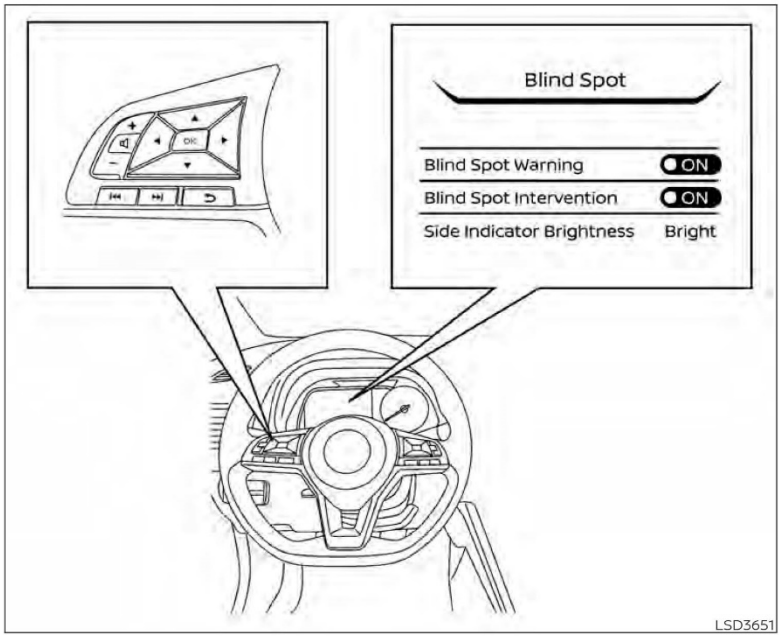
If the radar sensors detect a vehicle in the detection zone, the side indicator light (1) illuminates. If the turn signal is then activated, the system chimes (twice), the side indicator light flashes, and the BSW indicator (2) illuminates (yellow) in the vehicle information display. The side indicator light continues to flash until the detected vehicle leaves the detection zone.

The side indicator light illuminates for a few seconds when the power switch is placed in the ON position.

The brightness of the side indicator light is adjusted automatically depending on the brightness of the ambient light.

If a vehicle comes into the detection zone after the driver activates the turn signal, then only the side indicator light flashes and no chime sounds. For additional information, refer to "BSW driving situations" in this section

The BSW system automatically turns on every time the EV system is started, as long as it is activated using the settings menu on the vehicle information display.



HOW TO ENABLE/DISABLE THE BSW SYSTEM

Perform the following steps to enable or disable the BSW system:

1. Press the ◀▶ button until "Settings" displays in the vehicle information display. Use the ▲▼ button to select "Driver Assistance." Then press the OK button.
2. Select "Blind Spot" and press the OK button.
3. Select "Blind Spot Warning" and use the OK button to turn the system on or off.

NOTE:

When enabling/disabling the system, the system will retain current settings even if the EV system is restarted.

BSW SYSTEM LIMITATIONS

⚠ WARNING

Listed below are the system limitations for the BSW system. Failure to operate the vehicle in accordance with these system limitations could result in serious injury or death.

- **The BSW system cannot detect all vehicles under all conditions.**
- **The radar sensors may not be able to detect and activate BSW when certain objects are present such as:**
  - **Pedestrian, bicycles, animals.**
  - **Vehicles such as motorcycles, low height vehicles, or high ground clearance vehicles.**
  - **Oncoming vehicles.**
  - **Vehicles remaining in the detection zone when you accelerate from a stop.**
  - **A vehicle merging into an adjacent lane at a speed approximately the same as your vehicle.**
  - **A vehicle approaching rapidly from behind.**
  - **A vehicle which your vehicle overtakes rapidly.**
  - **A vehicle that passes through the detection zone quickly.**
  - **When overtaking several vehicles in a row, the vehicles after the first vehicle may not be detected if they are traveling close together.**
- **The radar sensor's detection zone is designed based on a standard lane width. When driving in a wider lane, the radar sensors may not detect vehicles in an adjacent lane. When driving in a narrow lane, the radar sensors may detect vehicles driving two lanes away.**
- **The radar sensors are designed to ignore most stationary objects; however, objects such as guardrails, walls, foliage and parked vehicles may occasionally be detected. This is a normal operation condition.**
- **The following conditions may reduce the ability of the radar to detect other vehicles:**
  - **Severe weather**
  - **Road spray**
  - **Ice/frost/dirt/snow build-up on the vehicle**
- **Do not attach stickers (including transparent material), install accessories or apply additional paint near the radar sensors. These conditions may reduce the ability of the radar to detect other vehicles.**
- **Excessive noise (for example, audio system volume, open vehicle window) will interfere with the chime sound, and it may not be heard.**

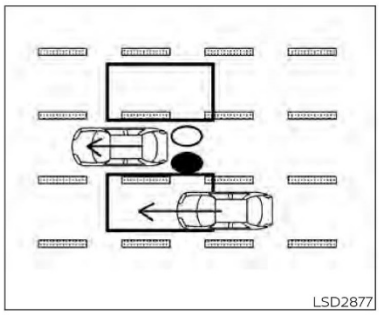


Illustration 1 – Approaching from behind

BSW DRIVING SITUATIONS

Illustration 1: The side indicator light illuminates if a vehicle enters the detection zone from behind in an adjacent lane.

Indicator on

Indicator off

Indicator flashing

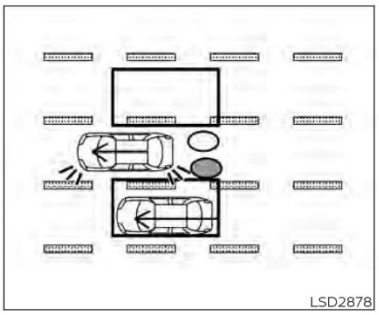


Illustration 2 – Approaching from behind

Another vehicle approaching from behind

Illustration 2: If the driver activates the turn signal when another vehicle is in the detection zone, then the system chimes (twice) and the side indicator light flashes.

NOTE:

- **The radar sensors may not detect vehicles which are approaching rapidly from behind.**
- **If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when the other vehicle is detected.**

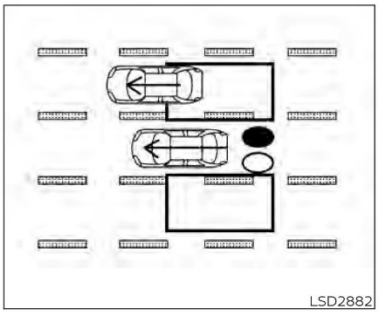


Illustration 3 – Overtaking another vehicle

Overtaking another vehicle

Illustration 3: The side indicator light illuminates if you overtake a vehicle and that vehicle stays in the detection zone for approximately 2 seconds.

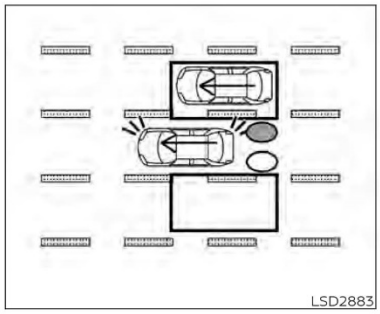


Illustration 4 – Overtaking another vehicle

Illustration 4: If the driver activates the turn signal while another vehicle is in the detection zone, then the system chimes (twice) and the side indicator light flashes.

NOTE:

- **When overtaking several vehicles in a row, the vehicles after the first vehicle may not be detected if they are traveling close together.**
- **The radar sensors may not detect slower moving vehicles if they are passed quickly.**
- **If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when the other vehicle is detected.**

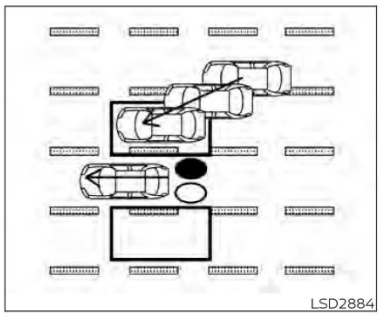


Illustration 5 – Entering from the side

Entering from the side

Illustration 5: The side indicator light illuminates if a vehicle enters the detection zone from either side.

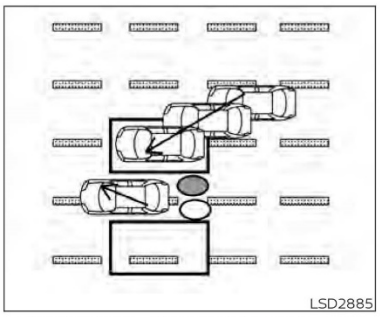
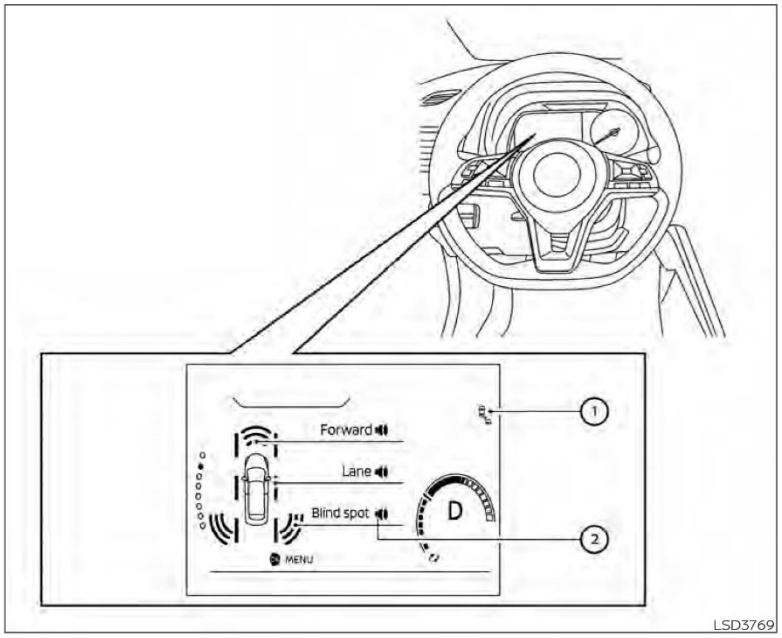


Illustration 6 – Entering from the side

Illustration 6: If the driver activates the turn signal while another vehicle is in the detection zone, then the system chimes (twice) and the side indicator light flashes.

NOTE:

- **If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when the other vehicle is detected.**
- **The radar sensors may not detect a vehicle which is traveling at about the same speed as your vehicle when it enters the detection zone.**



SYSTEM TEMPORARILY UNAVAILABLE

When radar blockage is detected, the system will be deactivated automatically. The BSW indicator ① will blink (yellow) in the vehicle information display. The indicator next to "Blind spot" in the "Driving Aids" menu ② will also blink (yellow).

The system is not available until the conditions no longer exist.

The radar sensors may be blocked by temporary ambient conditions such as splashing water, mist or fog. The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the radar sensors.

NOTE:

If the BSW system stops working, the RCTA system will also stop working.

Action to take:

When the above conditions no longer exist, the system will resume automatically.

Malfunction

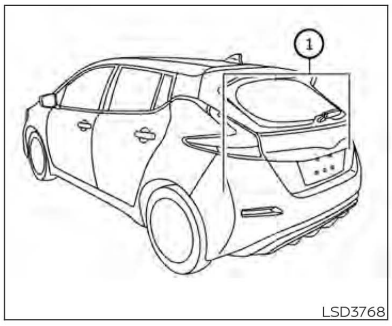
If the BSW system malfunctions, it will turn off automatically. The BSW indicator will illuminate (yellow) in the vehicle information display. The indicator next to "Blind spot" in the "Driving Aids" menu will also illuminate (yellow).

NOTE:

If the BSW system stops working, the RCTA system will also stop working.

Action to take:

Stop the vehicle in a safe location, place the vehicle in the P (Park) position, turn the EV system off and restart the EV system. If the indicators continue to appear, have the system checked. It is recommended that you visit a NISSAN certified LEAF dealer for this service.



SYSTEM MAINTENANCE

The two radar sensors ① for the BSW and RCTA systems are located near the rear bumper. Always keep the area near the radar sensors clean.

The radar sensors may be blocked by temporary ambient conditions such as splashing water, mist or fog.

The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the radar sensors.

Check for and remove objects obstructing the area around the radar sensors.

Do not attach stickers (including transparent material), install accessories or apply additional paint near the radar sensors.

Do not strike or damage the area around the radar sensors. It is recommended that you visit a NISSAN certified LEAF dealer if the area around the radar sensors is damaged due to a collision.

Radio frequency statement

For USA

FCC : OAYSRR3B

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

FCC Warning

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

INTELLIGENT BLIND SPOT INTERVENTION (I-BSI)

For Canada

Applicable law: Canada 310

This device complies with Industry Canada licence-exempt RSS standard(s). Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

Frequency bands: 24.05 – 24.25GHz

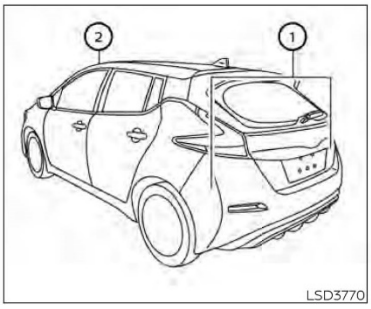
Output power: less than 20 milliwatts

⚠WARNING

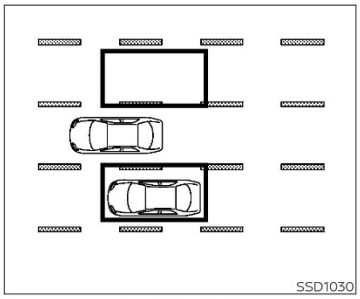
Failure to follow the warnings and instructions for proper use of the I-BSI system could result in serious injury or death.

- **The I-BSI system is not a replacement for proper driving procedure and is not designed to prevent contact with vehicles or objects. When changing lanes, always use the side and rear mirrors and turn and look in the direction you will move to ensure it is safe to change lanes. Never rely solely on the I-BSI system.**
- **There is a limitation to the detection capability of the radar or the sonar. Not every moving object or vehicle will be detected. Using the I-BSI system under some road, ground, lane marker, traffic or weather conditions could lead to improper system operation. Always rely on your own operation to avoid accidents.**

The I-BSI system helps alert the driver of other vehicles in adjacent lanes when changing lanes, and helps assist the driver to return the vehicle to the center of the traveling lane.



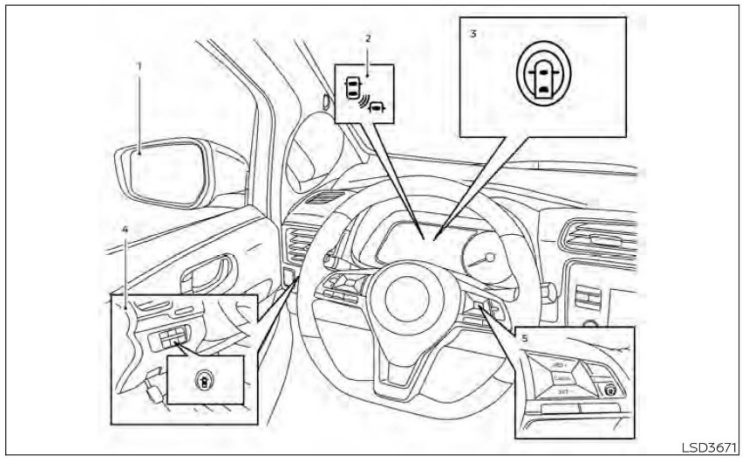
The I-BSI system uses radar sensors ① installed near the rear bumper to detect other vehicles in an adjacent lane. In addition to the radar sensors, the I-BSI system uses a camera ② installed behind the windshield to monitor the lane markers of your traveling lane.



Detection zone

The radar sensors can detect vehicles on either side of your vehicle within the detection zone shown as illustrated.

The detection zone starts from the outside mirror of your vehicle and extends approximately 10ft (3.0m) behind the rear bumper, and approximately 10ft (3.0 m) sideways.



1. Side indicator light
2. Blind Spot Warning (BSW) indicator
3. Intelligent Blind Spot Intervention (I-BSI) indicator
4. Dynamic driver assistance switch (models without ProPILOT Assist)
5. ProPILOT Assist switch (models with ProPILOT Assist)

I-BSI SYSTEM OPERATION

The I-BSI system operates above approximately 37 mph (60 km/h).

If the radar sensors detect a vehicle in the detection zone, the side indicator light ⓘ illuminates.

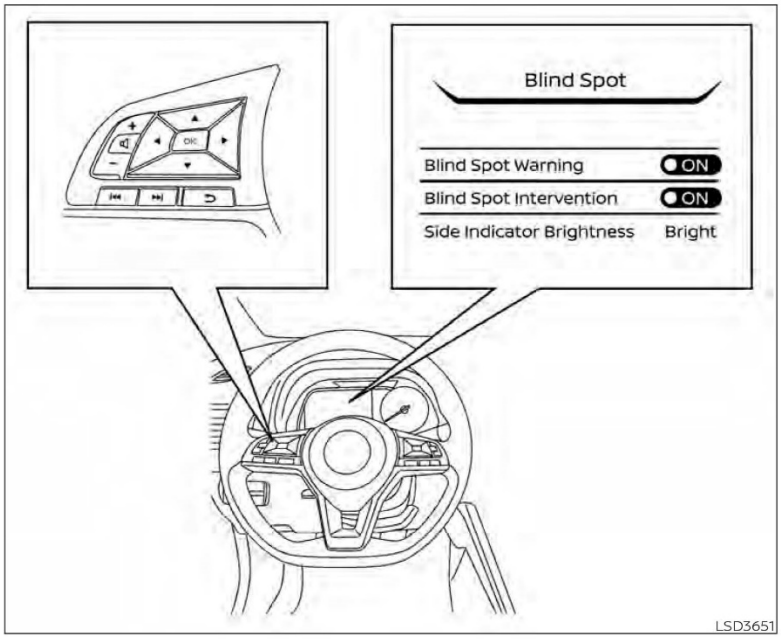
If the turn signal is then activated, the system chimes (twice) and the side indicator light flashes. The side indicator light continues to flash until the detected vehicle leaves the detection zone. The brightness of the side indicator light is adjusted automatically depending on the brightness of the ambient light.

If the I-BSI system is ON and your vehicle approaches a lane marker while another vehicle is in the detection zone, the system chimes (three times) and the side indicator light flashes. The I-BSI system activates to help return the vehicle back to the center of the driving lane. The I-BSI system operates regardless of turn signal usage.

NOTE:

- **I-BSI warning and system application will only be activated if the side indicator light is already illuminated when your vehicle approaches a lane marker. If another vehicle comes into the detection zone after your vehicle has crossed a lane marker, no I-BSI warning or system application will be activated. (For additional information, see "I-BSI driving situations" (P.5-52).).**
- **The I-BSI system is typically activated earlier than the Intelligent Lane Intervention (I-LI) system when your vehicle is approaching a lane marker.**

To turn on the I-BSI system, push the ProPILOT Assist switch on the steering wheel (models with ProPILOT Assist) or the dynamic driver assistance switch (models without ProPILOT Assist) after starting the EV system. The I-BSI indicator will illuminate. Push the ProPILOT Assist switch or the dynamic driver assistance switch again to turn off the I-BSI system. The I-BSI indicator will turn off.



HOW TO ENABLE/DISABLE THE I-BSI SYSTEM

Perform the following steps to enable or disable the I-BSI system:

1. Press the ◀▶ button until "Settings" displays in the vehicle information display. Use the ▲▼ button to select "Driver Assistance." Then press the OK button.
2. Select "Blind Spot" and press the OK button.
3. Select "Blind Spot Intervention" and use the OK button to turn the system on or off.
4. Push the ProPILOT Assist switch (models with ProPILOT Assist) or the dynamic driver assistance switch (models without ProPILOT Assist) to turn the system on or off.

NOTE:

When Blind Spot Intervention is ON in the settings menu, turning the ProPILOT Assist switch (if so equipped) ON will activate the Intelligent Blind Spot Intervention (I-BSI) system at the same time. For additional information, refer to "Intelligent Lane Intervention (I-LI)" in this section.

I-BSI SYSTEM LIMITATIONS

⚠ WARNING

Listed below are the system limitations for the I-BSI system. Failure to operate the vehicle in accordance with these system limitations could result in serious injury or death.

- **The I-BSI system cannot detect all vehicles under all conditions.**
- **The radar sensors may not be able to detect and activate I-BSI when certain objects are present such as:**
  - **Pedestrians, bicycles, or animals.**
  - **Vehicles such as motorcycles, low height vehicles, or high ground clearance vehicles.**
  - **Vehicles remaining in the detection zone when you accelerate from a stop. For additional information, refer to "BSI driving situations" in this section.**
  - **Oncoming vehicles.**
  - **A vehicle merging into an adjacent lane at a speed approximately the same as your vehicle.**
  - **A vehicle approaching rapidly from behind.**
  - **A vehicle which your vehicle overtakes rapidly.**
  - **A vehicle that passes through the detection zone quickly.**
- **The radar sensors' detection zone is designed based on a standard lane width. When driving in a wider lane, the radar sensors may not detect vehicles in an adjacent lane. When driving in a narrow lane, the radar sensors may detect vehicles driving two lanes away.**
- **The radar sensors are designed to ignore most stationary objects; however, objects such as guardrails, walls, foliage and parked vehicles may occasionally be detected. This is a normal operation condition.**
- **The camera may not detect lane markers in the following situations and the I-BSI system may not operate properly.**
  - **On roads where there are multiple parallel lane markers; lane markers that are faded or not painted clearly; yellow painted lane markers; non-standard lane markers; lane markers covered with water, dirt, snow, etc.**
  - **On roads where discontinued lane markers are still detectable.**
  - **On roads where there are sharp curves.**
  - **On roads where there are sharply contrasting objects, such as shadows, snow, water, wheel ruts, seams or lines remaining after road repairs.**
  - **On roads where the traveling lane merges or separates.**
  - **When the vehicle's traveling direction does not align with the lane markers.**
  - **When traveling close to the vehicle in front of you, which obstructs the lane camera unit detection range.**
  - **When rain, snow or dirt adheres to the windshield in front of a lane camera unit.**
  - **When the headlights are not bright due to dirt on the lens or if aiming is not adjusted properly.**
  - **When strong light enters a lane camera unit. (For example: light directly shines on the front of the vehicle at sunrise or sunset.)**

- When a sudden change in brightness occurs. (For example: when the vehicle enters or exits a tunnel or under a bridge.)

· **Do not use the I-BSI system under the following conditions because the system may not function properly.**
- During bad weather (for example: rain, fog, snow, etc.).
- When driving on slippery roads, such as on ice or snow, etc.
- When driving on winding or uneven roads.
- When there is a lane closure due to road repairs.
- When driving in a makeshift or temporary lane.
- When driving on roads where the lane width is too narrow.
- When driving with a tire that is not within normal tire conditions (e.g., tire wear, low tire pressure, installation of spare tire, tire chains, nonstandard wheels).
- When the vehicle is equipped with non-original brake parts or suspension parts.

· **Excessive noise (e.g., audio system volume, open vehicle window) will interfere with the chime sound, and it may not be heard.**

I-BSI DRIVING SITUATIONS

Indicator on

Indicator off

Indicator flashing

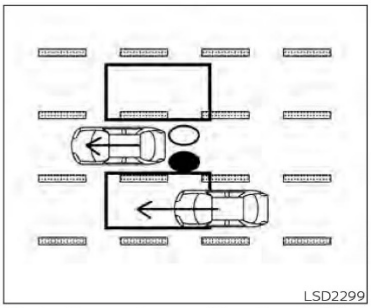


Illustration 1 – Approaching from behind

Another vehicle approaching from behind

Illustration 1: The side indicator light illuminates if a vehicle enters the detection zone from behind in an adjacent lane.

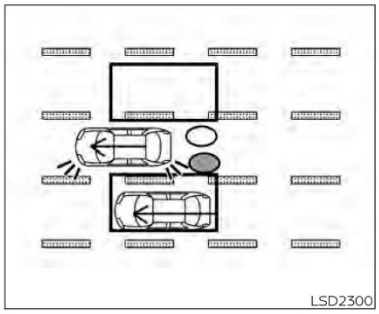


Illustration 2 – Approaching from behind

Illustration 2: If the driver activates the turn signal then the system chimes a sound (twice) and the side indicator light flashes.

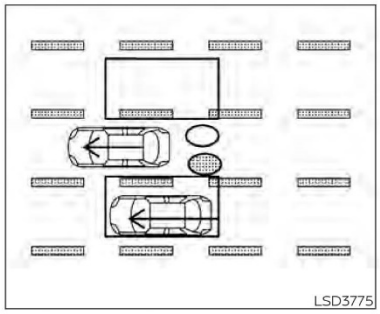


Illustration 3 – Approaching from behind

Illustration 3: If the I-BSI system is on and your vehicle approaches a lane marker while another vehicle is in the detection zone, the system chimes (three times) and the side indicator light flashes. Then the I-BSI system activates to help return the vehicle back to the center of the driving lane.

NOTE:

- The radar sensors may not detect vehicles which are approaching rapidly from behind.
- If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when the other vehicle is detected.

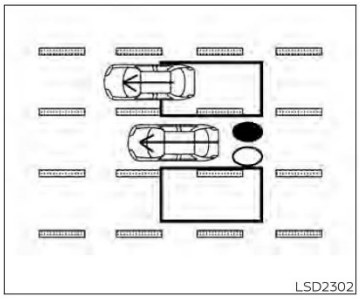


Illustration 4– Overtaking another vehicle

Overtaking another vehicle

Illustration 4: The side indicator light illuminates if you overtake a vehicle and that vehicle stays in the detection zone for approximately 3 seconds.

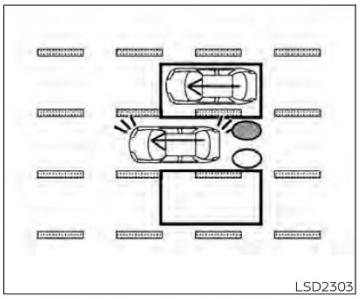


Illustration 5– Overtaking another vehicle

Illustration 5: If the driver activates the turn signal while another vehicle is in the detection zone, then the system chimes (twice) and the side indicator light flashes.

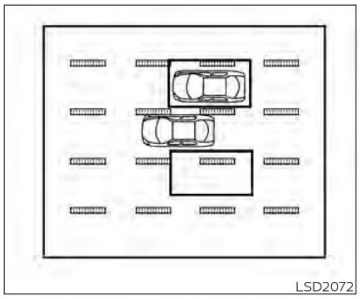


Illustration 6– Overtaking another vehicle

Illustration 6: If the I-BSI system is on and your vehicle approaches a lane marker while another vehicle is in the detection zone, the system chimes (three times) and the side indicator light flashes. The I-BSI system activates to help return the vehicle back to the center of the driving lane.

NOTE:

- When overtaking several vehicles in a row, the vehicles after the first vehicle may not be detected if they are traveling close together.
- The radar sensors may not detect slower moving vehicles if they are passed quickly.
- If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when the other vehicle is detected.

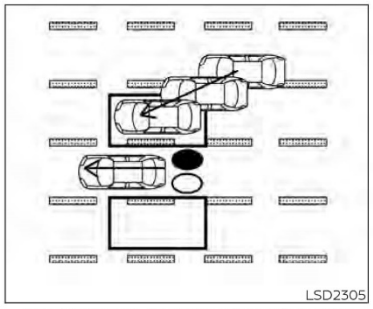


Illustration 7– Entering from the side

Entering from the side

Illustration 7: The side indicator light illuminates if a vehicle enters the detection zone from either side.

NOTE:

The radar sensors may not detect a vehicle which is traveling at about the same speed as your vehicle when it enters the detection zone.

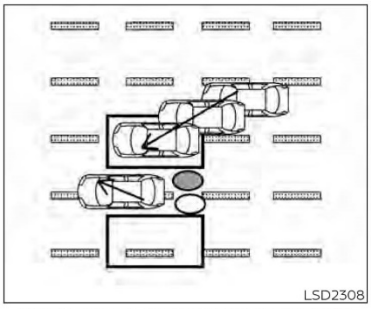


Illustration 8– Entering from the side

Illustration 8: If the driver activates the turn signal while another vehicle is in the detection zone, then the side indicator light flashes and a chime will sound twice.

NOTE:

If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when another vehicle is detected.

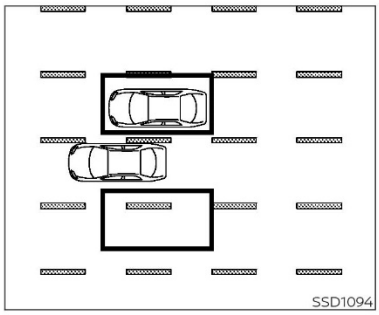


Illustration 9– Entering from the side

Illustration 9: If the I-BSI system is on and your vehicle approaches the lane marker while another vehicle is in the detection zone, the system chimes (three times) and the side indicator light flashes. The I-BSI system activates to help return the vehicle back to the center of the driving lane.

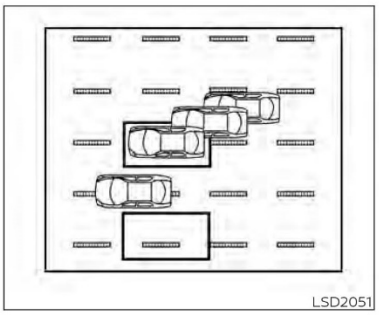


Illustration 10: – Entering from the side

Illustration 10: The I-BSI system will not operate if your vehicle is on a lane marker when another vehicle enters the detection zone. In this case only the BSW system operates.

NOTE:

- **The radar sensors may not detect a vehicle which is traveling at about the same speed as your vehicle when it enters the detection zone.**
- **If the driver activates the turn signal before a vehicle enters the detection zone, the side indicator light will flash but no chime will sound when the other vehicle is detected.**
- **I-BSI will not operate or will stop operating and only a warning chime will sound under the following conditions:**
  - **When the brake pedal is depressed.**
  - **When the vehicle is accelerated during I-BSI system operation.**
  - **When steering quickly.**
  - **When the ICC, I-FCW or AEB with Pedestrian Detection warnings sound.**
  - **When the hazard warning flashers are operated.**
  - **When driving on a curve at a high speed.**

SYSTEM TEMPORARILY UNAVAILABLE

Under the following conditions, a chime will sound, the following message will appear in the vehicle information display and the I-BSI system will be turned off automatically. The I-BSI system will not be available until the conditions no longer exist.

- "Not available Poor Road Conditions"
- When the VDC system (except TCS function) or ABS operates.
- "Currently not available"
- When the VDC system is turned off.

Action to take:

When the above conditions no longer exist, push the ProPILOT Assist switch (models with ProPILOT Assist) or the dynamic driver assistance switch (models without ProPILOT Assist) again to turn the I-BSI system back on.

When radar blockage is detected, the I-BSI system will be turned off automatically, a chime will sound and the "Unavailable: Side Radar Obstruction" warning message will appear in the vehicle information display.

The I-BSI system is not available until the conditions no longer exist. For additional information, refer to "System maintenance" in this section.

Action to take:

When the above conditions no longer exist, turn the I-BSI system on again. If the "Unavailable: Side Radar Obstruction" warning message appears even after the I-BSI system is turned on again, stop the vehicle in a safe location, place the vehicle in the P (Park) position and turn the EV system off. Check for and remove objects obscuring the radar sensors on the rear bumper, and restart the EV system.

If the vehicle is parked in direct sunlight under high temperature conditions (over approximately 104°F (40°C)) and then the I-BSI system is turned on, the I-BSI system may be deactivated automatically. The "Unavailable: High Cabin Temperature" warning message will appear in the vehicle information display.

Action to take:

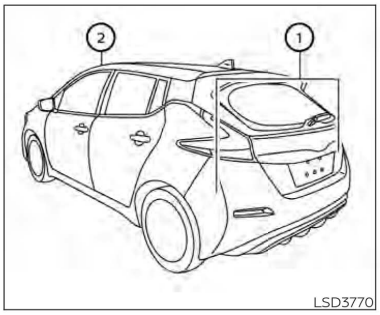
When the interior temperature is reduced, push the ProPILOT Assist switch (models with ProPILOT Assist) or the dynamic driver assistance switch (models without ProPILOT Assist) again to turn the I-BSI system back on.

SYSTEM MALFUNCTION

When the I-BSI system malfunctions, it will be turned off automatically, a chime will sound, and the "Not available System Malfunction" warning message with the BSW indicator (orange) will appear in the vehicle information display.

Action to take:

Stop the vehicle in a safe location, place the vehicle in the P (Park) position, turn the EV system off and restart the EV system. If the "Not available System Malfunction" warning message with the BSW indicator (orange) continues to be displayed, have the I-BSI system checked. It is recommended you visit a NISSAN certified LEAF dealer for this service.



SYSTEM MAINTENANCE

The two radar sensors ① for the I-BSI system are located near the rear bumper. Always keep the area near the radar sensors clean.

The radar sensors may be blocked by temporary ambient conditions such as splashing water, mist or fog.

The blocked condition may also be caused by objects such as ice, frost or dirt obstructing the radar sensors.

Check for and remove objects obstructing the radar sensors.

Do not attach stickers (including transparent material), install accessories or apply additional paint near the radar sensors.

Do not strike or damage the area around the radar sensors.

It is recommended you visit a NISSAN certified LEAF dealer if the area around the radar sensors is damaged due to a collision.

The lane camera unit ② for I-BSI system is located above the inside mirror. To keep the proper operation of I-BSI and prevent a system malfunction, be sure to observe the following:

- Always keep the windshield clean.
- Do not attach a sticker (including transparent material) or install an accessory near the camera unit.
- Do not place reflective materials, such as white paper or a mirror, on the instrument panel. The reflection of sunlight may adversely affect the camera unit's capability of detecting the lane markers.
- Do not strike or damage the areas around the camera unit. Do not touch the camera lens or remove the screw located on the camera unit. It is recommended that you contact a NISSAN certified LEAF dealer if the camera unit is damaged due to an accident.

Radio frequency statement

For USA

FCC ID: OAYSRR3B

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

(1) This device may not cause harmful interference, and

(2) this device must accept any interference received, including interference that may cause undesired operation.

FCC Warning

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

APPENDIX C

Run Log

Subject Vehicle: **2020 Nissan Leaf SV** Date: **8/6/2020**

Test Engineer: **K. Nagao**

Run	Test Type	BSD Side (L/R)	Valid Run?	BSD On (ft)	BSD Off (ft)	Acceptability Criteria met[1]			Notes
						BSD On	BSD Off	Overall	
36	Converge/ Diverge	Left	N						End of diverge error, no plot
37			N						Ran out of track
38			N						POV yaw, lateral distance
39			Y	0.6	4.1	Yes	Yes	Yes	
40			N						Lateral velocity
41			N						Ran out of track
42			N						Ran out of track
43			N						Lateral velocity
44			N						Lateral velocity
45			N						POV yaw, lateral distance, lateral velocity
46			N						Data dropout, headway
47			N						Data dropout, no plot
48			Y	1.5	3.7	Yes	Yes	Yes	
49			N						Ran out of track
50			Y	1.6	4.2	Yes	Yes	Yes	

[1] The acceptability criteria listed herein are used only as a guide to gauge system performance, and are identical to the Pass/Fail criteria given in NHTSA's most current Test Procedure in docket NHTSA-2019-0102-0010, BLIND SPOT DETECTION SYSTEM CONFIRMATION TEST.

Run	Test Type	BSD Side (L/R)	Valid Run?	BSD On (ft)	BSD Off (ft)	Acceptability Criteria met[1]			Notes
						BSD On	BSD Off	Overall	
51	Converge/ Diverge (cont.)	Left	N						POV yaw
52			N						Ran out of track
53			N						POV yaw, lateral distance
54			Y	0.2	4.0	Yes	Yes	Yes	
55			Y	1.3	4.2	Yes	Yes	Yes	
56			Y	1.7	3.5	Yes	Yes	Yes	
57			Y	1.2	4.2	Yes	Yes	Yes	
89	Converge/ Diverge	Right	N						End of converge error, no plot
90			N						POV yaw, lateral distance
91			N						POV yaw, lateral velocity
92			N						POV yaw
93			N						End of converge error, no plot
94			Y	1.2	4.4	Yes	Yes	Yes	
95			Y	1.6	4.5	Yes	Yes	Yes	
96			N						SV yaw
97			N						POV yaw, lateral distance
98			Y	1.7	4.3	Yes	Yes	Yes	
99			Y	2.1	4.3	Yes	Yes	Yes	
100			Y	-0.4	4.1	No	Yes	No	
101			Y	1.3	4.1	Yes	Yes	Yes	
102			N						POV yaw, lateral distance

Run	Test Type	BSD Side (L/R)	Valid Run?	BSD On (ft)	BSD Off (ft)	Acceptability Criteria met[1]			Notes
						BSD On	BSD Off	Overall	
103	**Converge/ Diverge (cont.)**	**Right**	Y	2.0	4.2	Yes	Yes	Yes	
1	**Static Run**								
2	**Straight Lane 45/50**	**Left**	N						Lateral distance
3			N						Lateral distance
4			N						SV speed, yaw
5			Y	2.0	13.9	Yes	Yes	Yes	
6			Y	1.6	12.7	Yes	Yes	Yes	
7			Y	0.7	13.1	Yes	Yes	Yes	
8			Y	1.2	13.9	Yes	Yes	Yes	
9			Y	2.8	13.4	Yes	Yes	Yes	
58	**Straight Lane 45/50**	**Right**	N						Lateral distance
59			Y	1.7	13.1	Yes	Yes	Yes	
60			N						Lateral distance
61			Y	1.5	14.2	Yes	Yes	Yes	
62			Y	1.5	13.3	Yes	Yes	Yes	
63			Y	0.9	13.9	Yes	Yes	Yes	
64			Y	2.0	13.4	Yes	Yes	Yes	
65			Y	0.7	13.4	Yes	Yes	Yes	
66			Y	3.0	13.1	Yes	Yes	Yes	

Run	Test Type	BSD Side (L/R)	Valid Run?	BSD On (ft)	BSD Off (ft)	Acceptability Criteria met[1]			Notes
						BSD On	BSD Off	Overall	
10	**Straight Lane 45/55**	**Left**	Y	-14.9	20.3	No	Yes	No	
11			Y	-16.0	18.6	No	Yes	No	
12			Y	-16.5	20.1	No	Yes	No	
13			Y	-15.7	18.5	No	Yes	No	
14			Y	-14.7	19.7	No	Yes	No	
15			Y	-14.8	19.0	No	Yes	No	
16			Y	-14.9	18.4	No	Yes	No	
67	**Straight Lane 45/55**	**Right**	Y	-16.1	19.1	No	Yes	No	
68			Y	-15.9	19.8	No	Yes	No	
69			Y	-15.1	19.7	No	Yes	No	
70			Y	-14.6	18.6	No	Yes	No	
71			Y	-17.1	19.3	No	Yes	No	
72			Y	-15.8	20.5	No	Yes	No	
73			Y	-15.3	21.2	No	Yes	No	
17	**Straight Lane 45/60**	**Left**	Y	-31.8	27.4	No	Yes	No	
18			Y	-30.6	30.2	No	Yes	No	
19			Y	-32.3	27.9	No	Yes	No	
20			N						POV speed
21			Y	-29.7	29.7	No	Yes	No	
22			Y	-31.4	30.1	No	Yes	No	
23			Y	-31.4	33.3	No	Yes	No	

Run	Test Type	BSD Side (L/R)	Valid Run?	BSD On (ft)	BSD Off (ft)	Acceptability Criteria met[1]			Notes
						BSD On	BSD Off	Overall	
24	**Straight Lane 45/60 (cont.)**	**Left**	Y	-31.3	29.6	No	Yes	No	
25			Y	-30.1	29.5	No	Yes	No	
26			Y	-30.2	29.1	No	Yes	No	
74	**Straight Lane 45/60**	**Right**	Y	-32.6	32.8	No	Yes	No	
75			N						POV speed
76			Y	-32.5	35.3	No	Yes	No	
77			Y	-32.4	30.3	No	Yes	No	
78			Y	-34.1	27.6	No	Yes	No	
79			Y	-32.2	28.0	No	Yes	No	
80			Y	-30.5	27.8	No	Yes	No	
81			Y	-29.5	39.0	No	Yes	No	
27	**Straight Lane 45/65**	**Left**	Y	-49.8	35.3	No	Yes	No	
28			Y	-50.9	45.1	No	Yes	No	
29			Y	-47.7	46.3	No	Yes	No	
30			Y	-48.6	34.5	No	Yes	No	
31			Y	-48.0	46.0	No	Yes	No	
32			Y	-48.9	44.8	No	Yes	No	
33			N						POV speed
34			Y	-48.4	34.7	No	Yes	No	
35			Y	-48.8	35.1	No	Yes	No	

Run	Test Type	BSD Side (L/R)	Valid Run?	BSD On (ft)	BSD Off (ft)	Acceptability Criteria met[1]			Notes
						BSD On	BSD Off	Overall	
82	Straight Lane 45/65	Right	Y	-49.1	42.1	No	Yes	No	
83			Y	-47.4	35.7	No	Yes	No	
84			Y	-48.9	35.0	No	Yes	No	
85			Y	-50.0	37.8	No	Yes	No	
86			Y	-49.0	46.2	No	Yes	No	
87			Y	-46.9	34.9	No	Yes	No	
88			Y	-49.9	34.5	No	Yes	No	

APPENDIX D

Time History Plots

LIST OF FIGURES

Description of Time History Plots

A set of time history plots is provided for each valid run in the test series. Each set of plots comprises time varying data from both the Subject Vehicle (SV) and Principal Other Vehicle (POV) with overlaid pass/fail and validity envelopes and thresholds.

Several of the plots include green envelopes (boxes) that are provided to verify test validity. For plots with green envelopes, the test is valid if the time-varying data is completely within the envelope boundaries.

Plots shown herein are grouped by test type and are presented sequentially within a given test type. Each time history plot consists of data relevant to the test type under consideration, and therefore the data channels plotted vary according to test type. The test types (shown in the plot titles) include:

- Straight Lane Converge/Diverge
- Straight Lane Pass-by (SV at 45 mph, POV at 50 mph)
- Straight Lane Pass-by (SV at 45 mph, POV at 55 mph)
- Straight Lane Pass-by (SV at 45 mph, POV at 60 mph)
- Straight Lane Pass-by (SV at 45 mph, POV at 65 mph)

Sub-plots

Time history figures include the following sub-plots:

- BSD Warning – displays the Blind Spot Detection alert (which can be audible, visual, or haptic). Depending on the type of BSD alert or instrumentation used to measure the alert, this can be any of the following:

    - Filtered, rectified, and normalized sound signal. The vertical scale is 0 to 1.
    - Filtered, rectified, and normalized acceleration (i.e., haptic alert, such as steering wheel vibration). The vertical scale is 0 to 1.
    - Normalized light sensor signal. The vertical scale is 0 to 1.

    The magenta envelopes indicate pass/fail criteria. For a test to meet the BSD-on criterion, the trace must be greater than a threshold of 0.5 and completely within the first envelope. The envelope begins 300 ms after the POV enters the SV Blind Zone and ends when the POV is no longer in the SV Blind Zone for

Converge/Diverge tests and when the front-most part of the POV is in front of line A[1] for Straight Lane Pass-by test.

For a test to meet the BSD-off criterion, the trace must be less than a threshold of 0.5 and completely within the second envelope. The envelope begins when the lateral distance between the POV and SV is greater than 6 m (19.7 ft) for Converge/Diverge Tests and when the longitudinal distance between the rear-most part of the POV and the front-most part of the SV exceeds the BSD termination headway specified in Table 4 of the test procedure. The envelope ends at the end of the test.

The bold black vertical lines indicate BSD-on and BSD-off. The value shown for BSD-on represents the distance[2] between the POV and 300 ms into SV's Blind Zone. A negative value means the BSD warning activated after 300 ms of the POV entering the SV's blind zone and the warning was late. The value shown for BSD-off for Converge/Diverge tests represents the lateral distance between the POV and SV relative to the 6 m (19.7 ft) BSD-off requirement. The value shown for BSD-off for Pass-by tests represents the longitudinal distance between the POV and SV relative to the BSD termination headway for a given test speed. A negative value means the BSD warning deactivated after the lateral distance between the POV and SV was greater than 6 m (19.7 ft) for Converge/Diverge tests or the longitudinal distance between the POV and SB was greater than the BSD termination headway for Pass-by tests and the warning was late.

- Headway (ft) – for Converge/Diverge tests, this is the longitudinal distance from the front of the POV to the rear of the SV. A negative value for headway indicates that the front of the POV is forward relative to the rear of the SV. For Straight Lane Pass-by tests, two headway traces are shown. The distance from the front of the POV to the rear of the SV is shown in *black* and the distance from the front of the SV to the rear of the POV is shown in *green*. Additionally, there are colored markers with values to indicate critical events.
    - Yellow Marker – BSD warning activates
    - Black Marker – POV enters the SV Blind Zone
    - Cyan Marker – 300 ms after the POV enters the SV Blind Zone
    - Red Marker – POV exits the SV Blind Zone
    - Green Marker – BSD warning deactivates
    - Blue Marker – BSD termination headway

[1] Line A is defined as the line that connects the rearmost part of the SV side mirror housings and runs perpendicular to the SV's longitudinal centerline
[2] Lateral distance for Converge and Diverge Scenarios and longitudinal distance for Pass-by Scenarios

- SV Speed (mph) – speed of the SV.
- POV Speed (mph) – speed of the POV.
- Yaw Rate (deg/sec) – yaw rate of the SV and POV. Overlapping validity envelopes are shown for the Converge/Diverge tests. The darker green indicates the validity envelope for the POV.
- Lateral Distance (ft) – lateral distance from the widest point (not including side mirrors) on the side of the SV to the widest point (not including side mirrors) on the side of the POV.
- Lateral Velocity (ft/s) – lateral velocity of the POV for Converge/Diverge tests only. Bold vertical black lines are provided to indicate the allowable lateral velocity range. A green dot indicates a valid value.

Color Codes

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

Color codes can be broken into four categories:

1. Time-varying data
2. Pass/Fail envelopes, validation envelopes and thresholds
3. Individual data points
4. Text

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

2. Pass/Fail envelopes, validation envelopes and threshold color codes:
   - Magenta envelope = time varying data must be within the envelope at all times for a passing run
   - Green envelope = time varying data must be within the envelope at all times in order to be valid

- Black threshold (Solid) = time varying data must cross this threshold in the time period shown in order to be valid

3. Individual data point color codes:
   - Green circle = passing or valid value at a given moment in time
   - Red asterisk = failing or invalid value at a given moment in time

4. Text color codes:
   - Green = passing or valid value
   - Red = failing or invalid value

Other Notations

- No Wng – No warning was detected.
- On Late – Indicates that the BSD warning activated after the allowable criteria.
- Off Early – Indicates that the BSD warning deactivated before the allowable criteria.
- Off Late – Indicates that the BSD warning deactivated after the allowable criteria.
- POV – Indicates that the value for the Principal Other Vehicle was out of bounds.
- SV – Indicates that the value for the Subject Vehicle was out of bounds.

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

Examples of time history plots for the Straight Lane Converge/Diverge and Straight Lane Pass-by are shown in Figures D1 through D4. These show examples of passing and failing runs for both test types. Time history data plots for the tests of the vehicle under consideration herein are provided beginning with Figure D5.

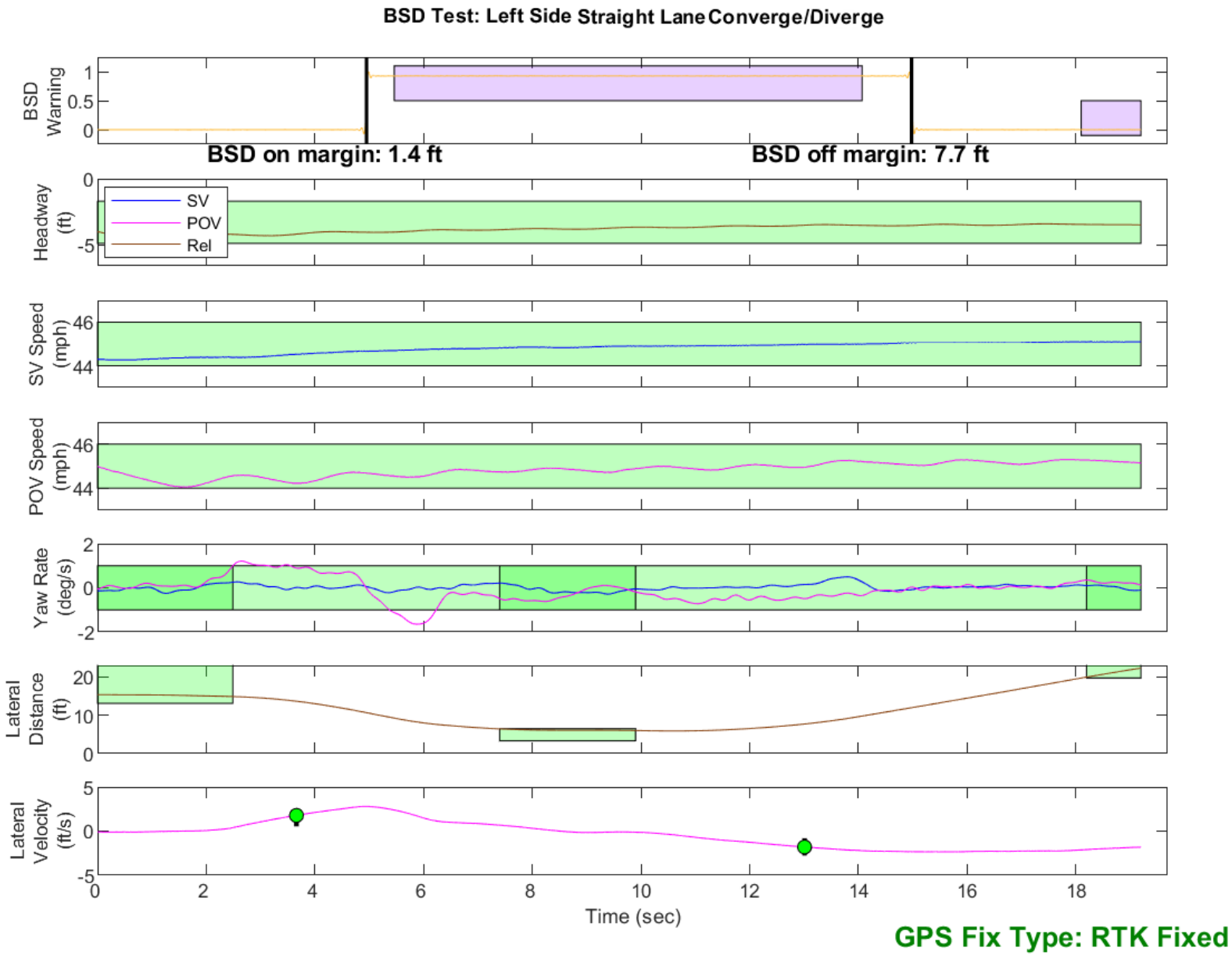


Figure D1. Example Time History for Straight Lane Converge/Diverge Test, Passing

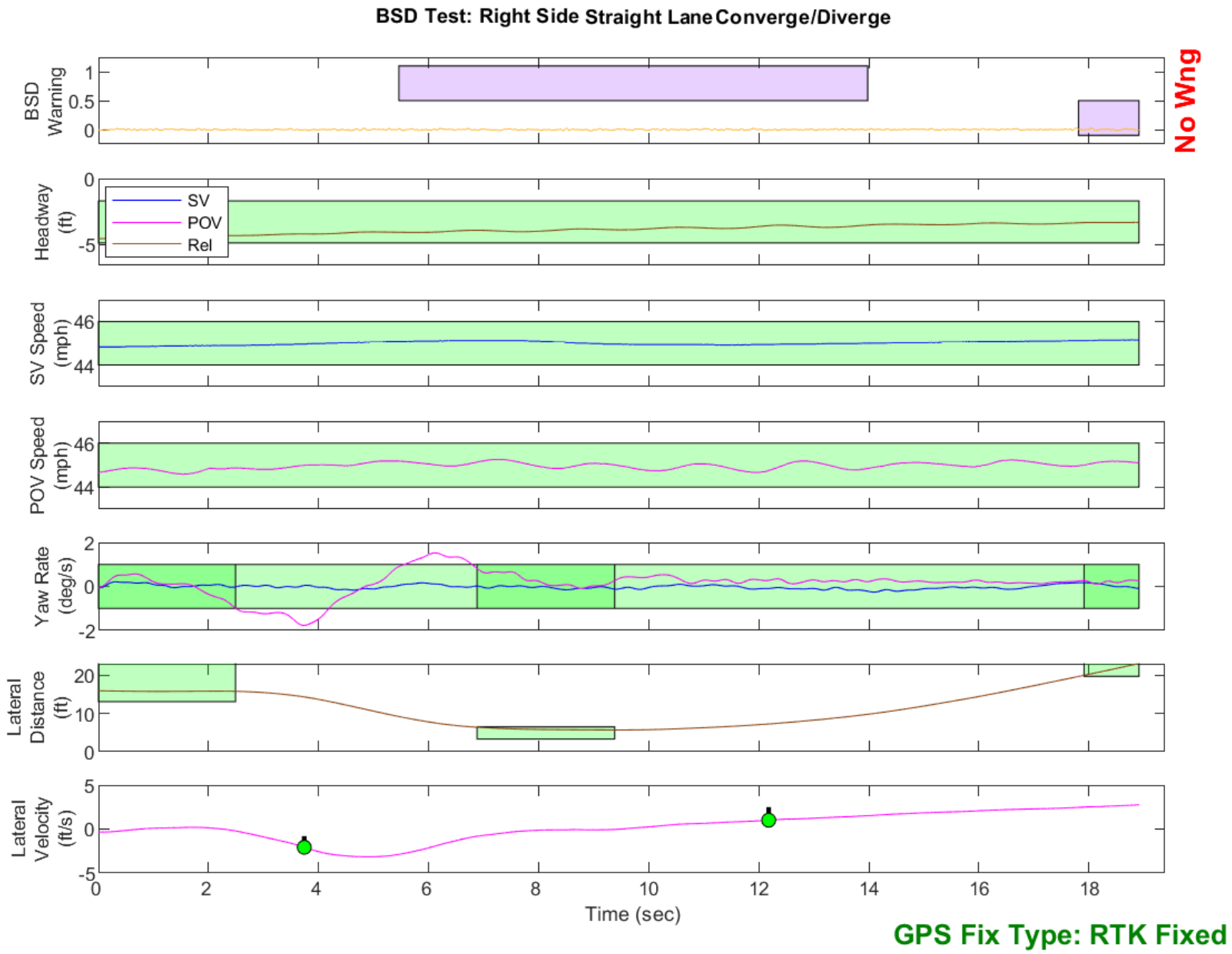


Figure D2. Example Time History for Straight Lane Converge/Diverge Test, Failing

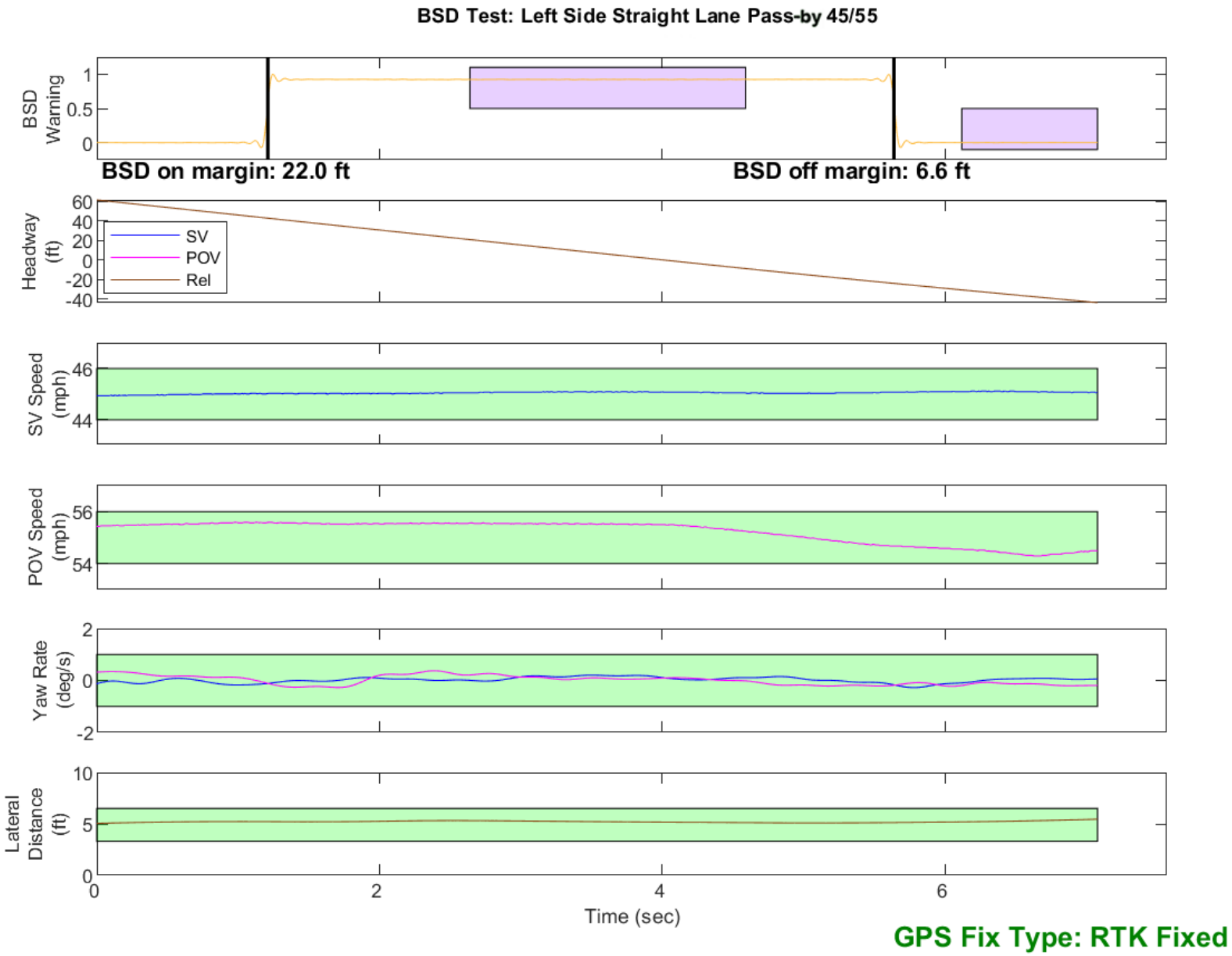


Figure D3. Example Time History for Straight Lane Pass-By Passing

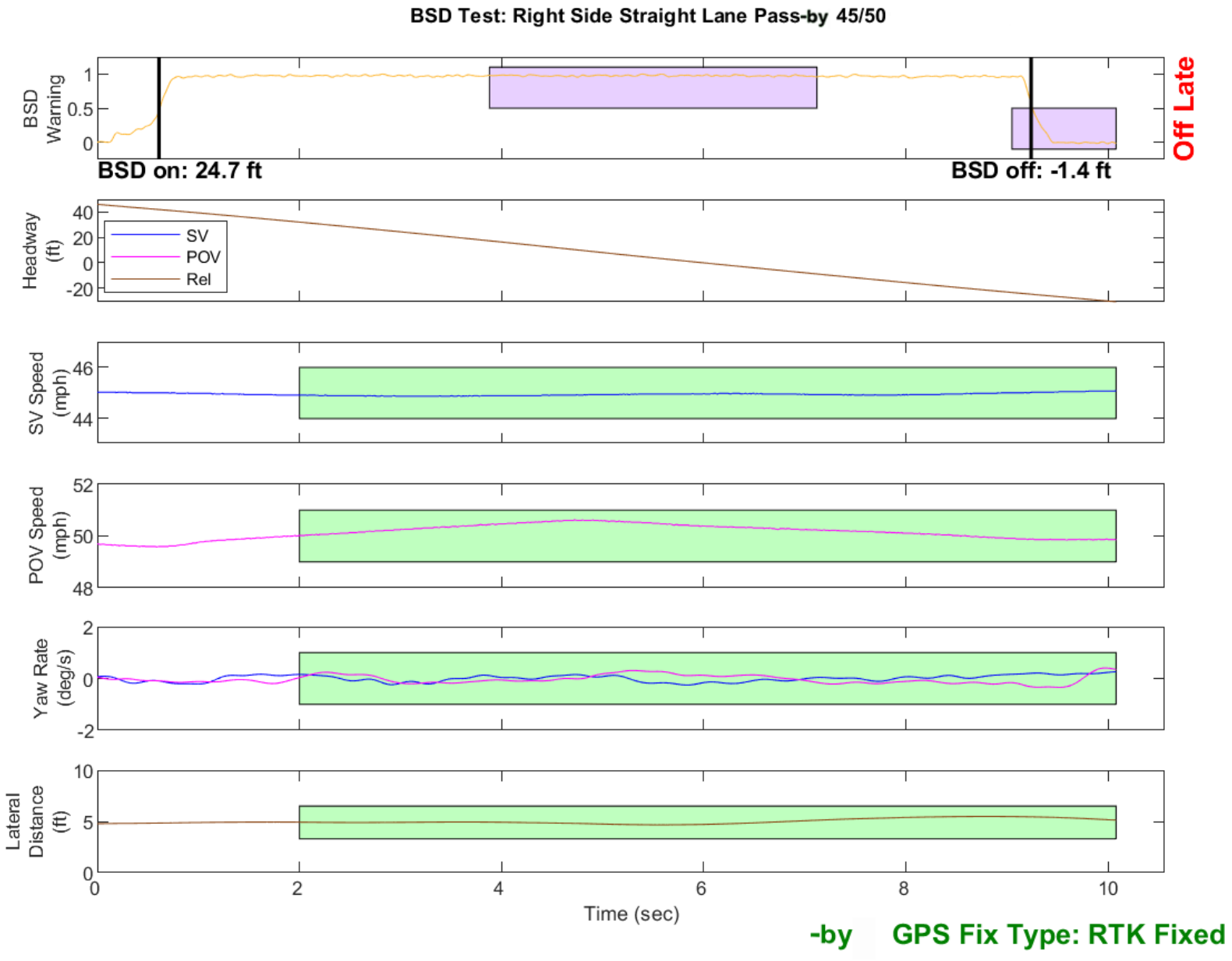


Figure D4. Example Time History for Straight Lane Pass-by Test, Failing

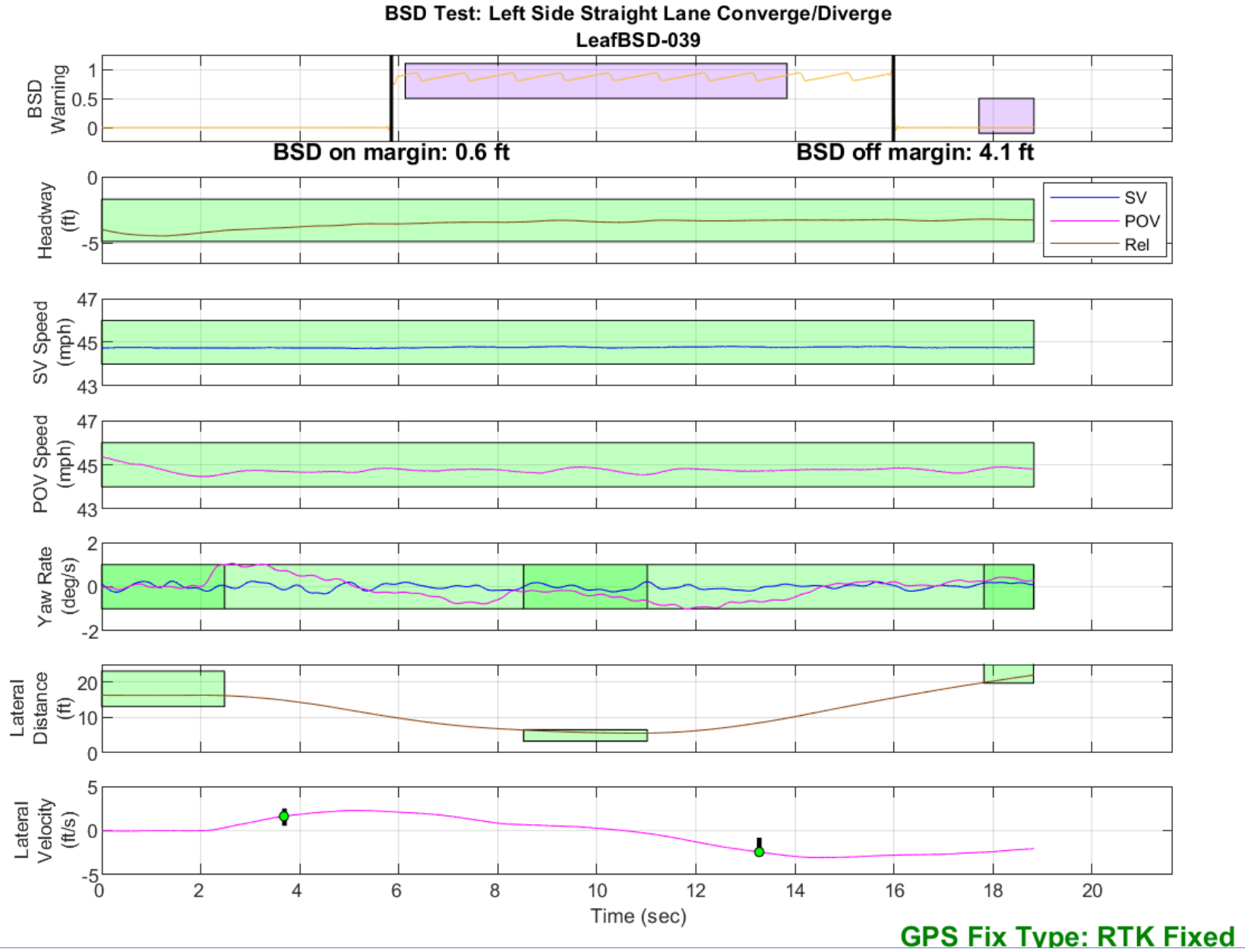


Figure D5. BSD Run 39, Straight Lane Converge/Diverge

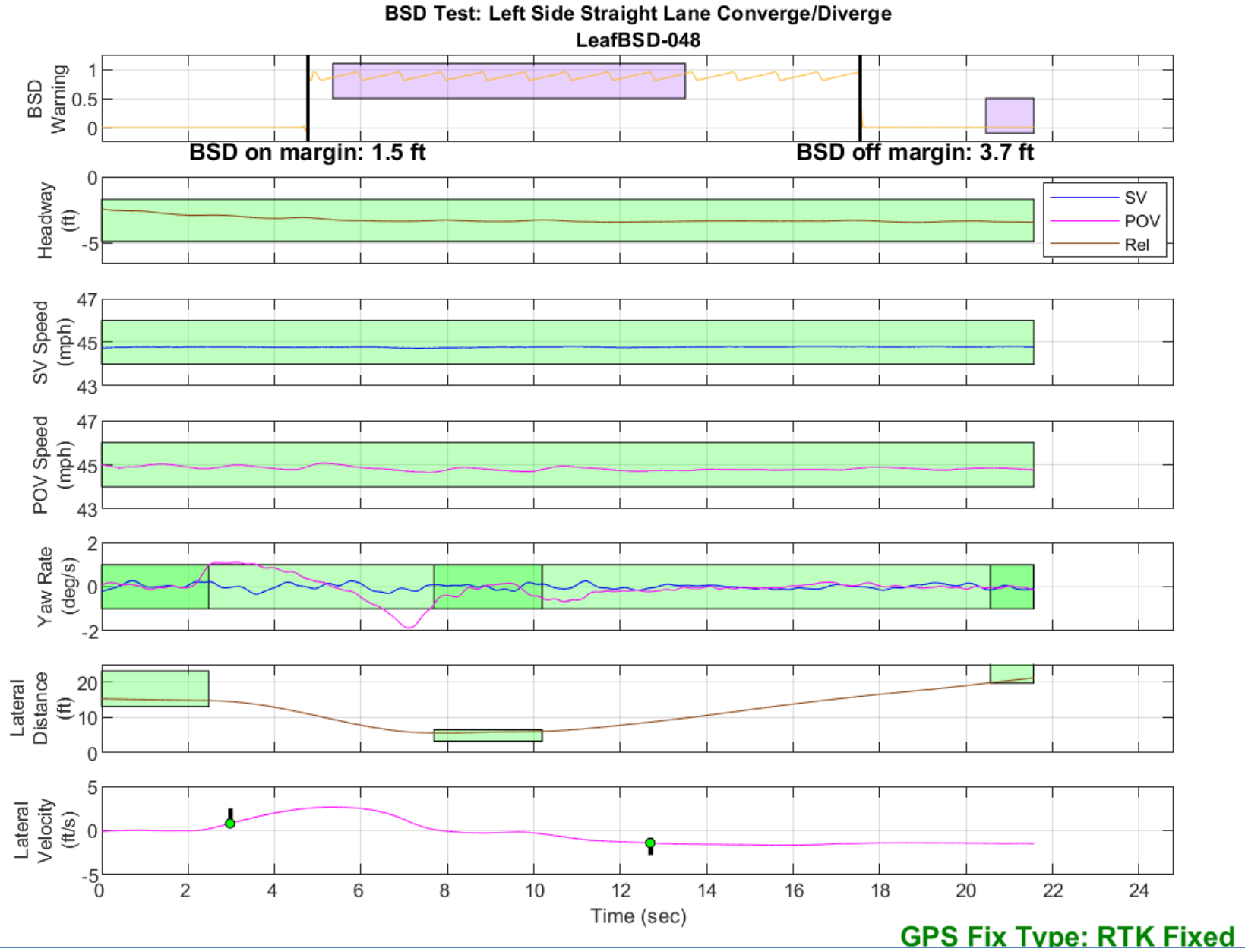


Figure D6. BSD Run 48, Straight Lane Converge/Diverge

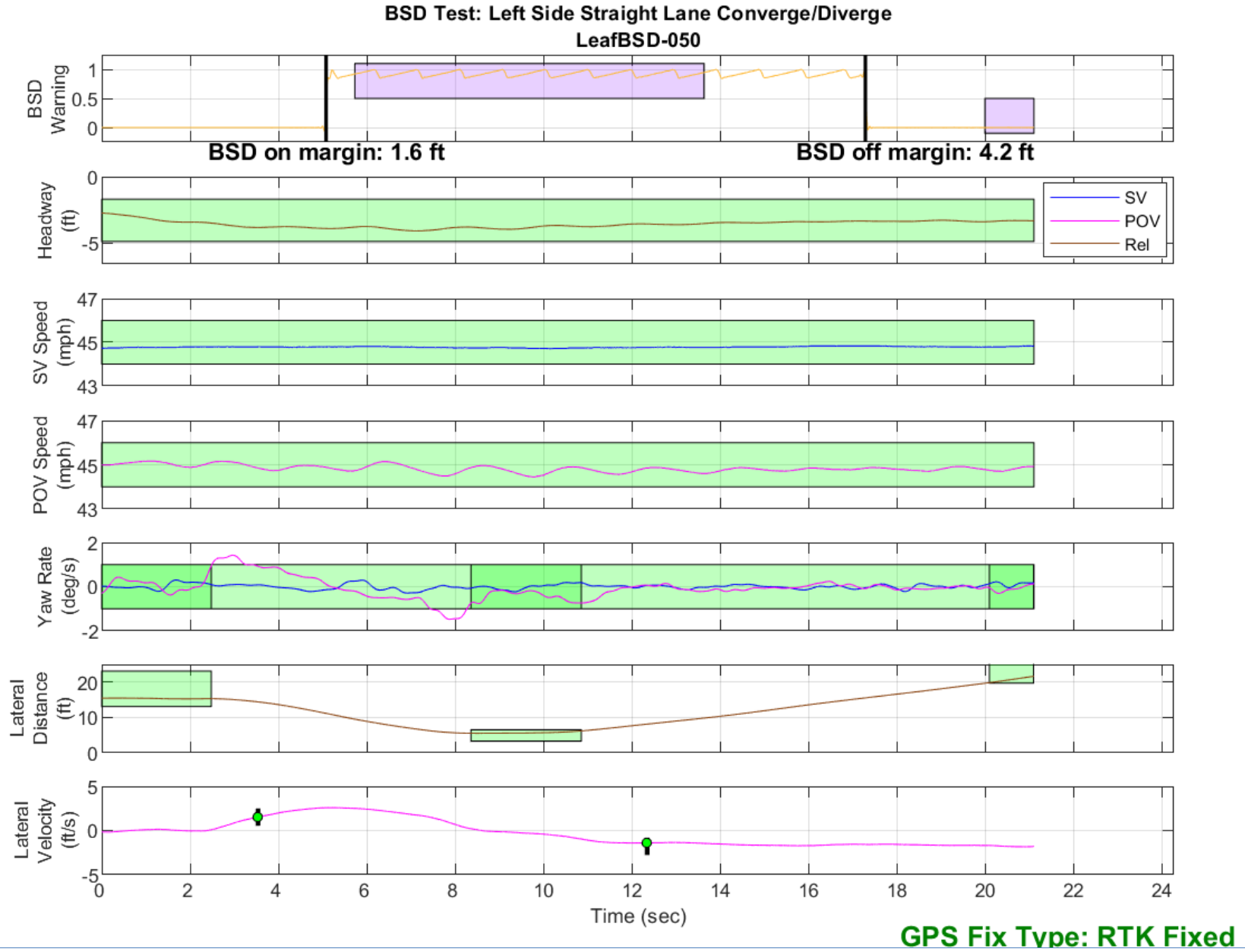


Figure D7. BSD Run 50, Straight Lane Converge/Diverge

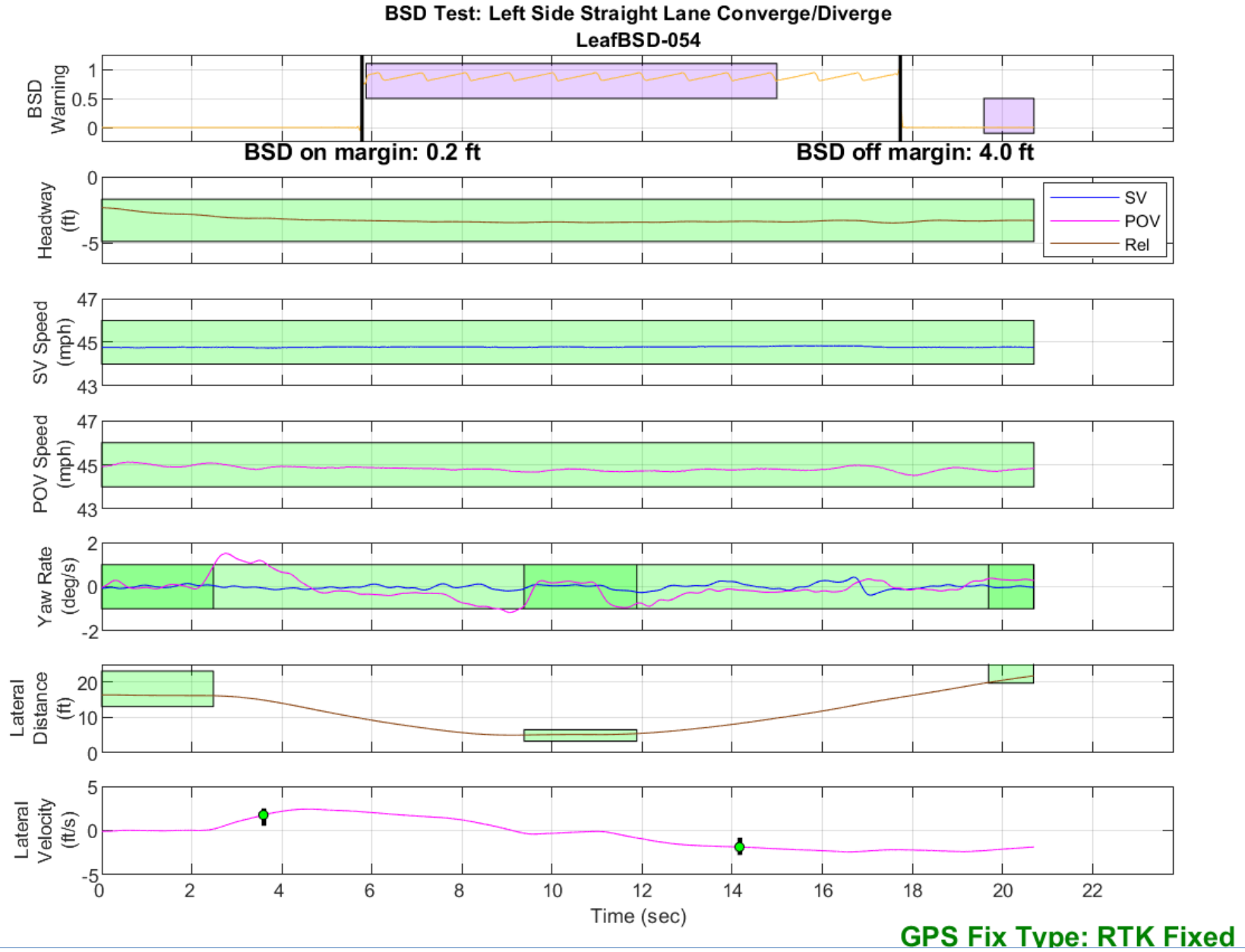


Figure D8. BSD Run 54, Straight Lane Converge/Diverge

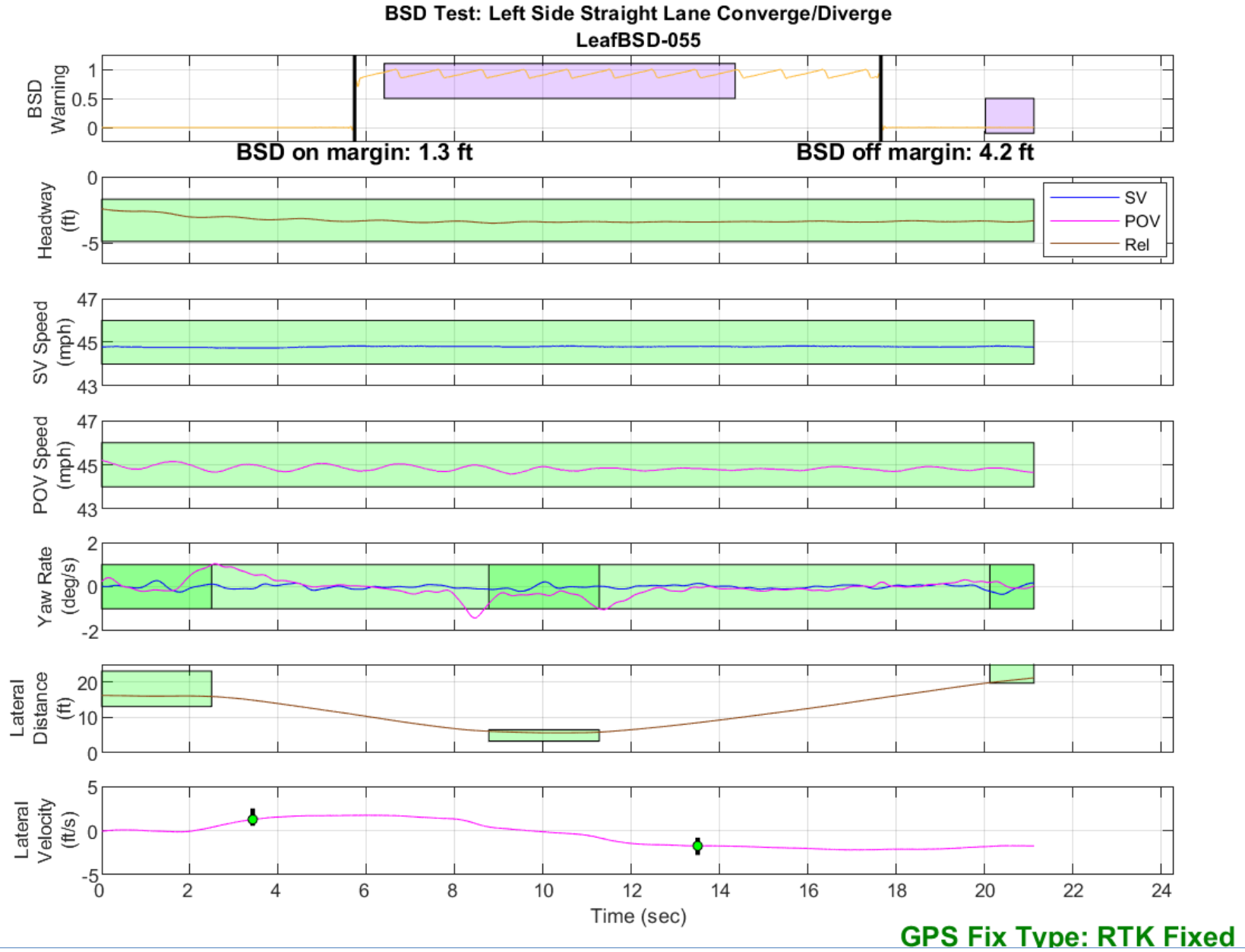


Figure D9. BSD Run 55, Straight Lane Converge/Diverge

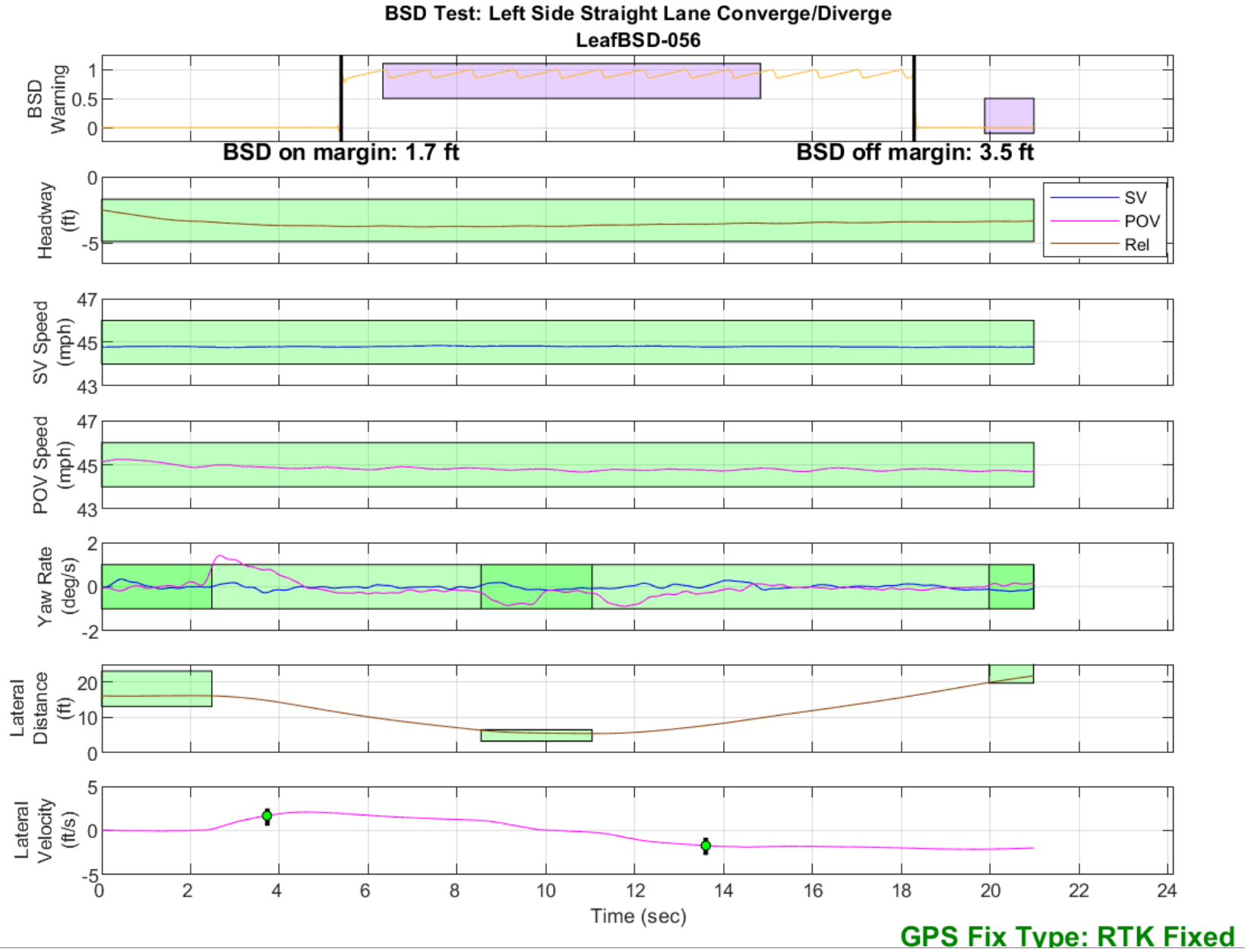


Figure D10. BSD Run 56, Straight Lane Converge/Diverge

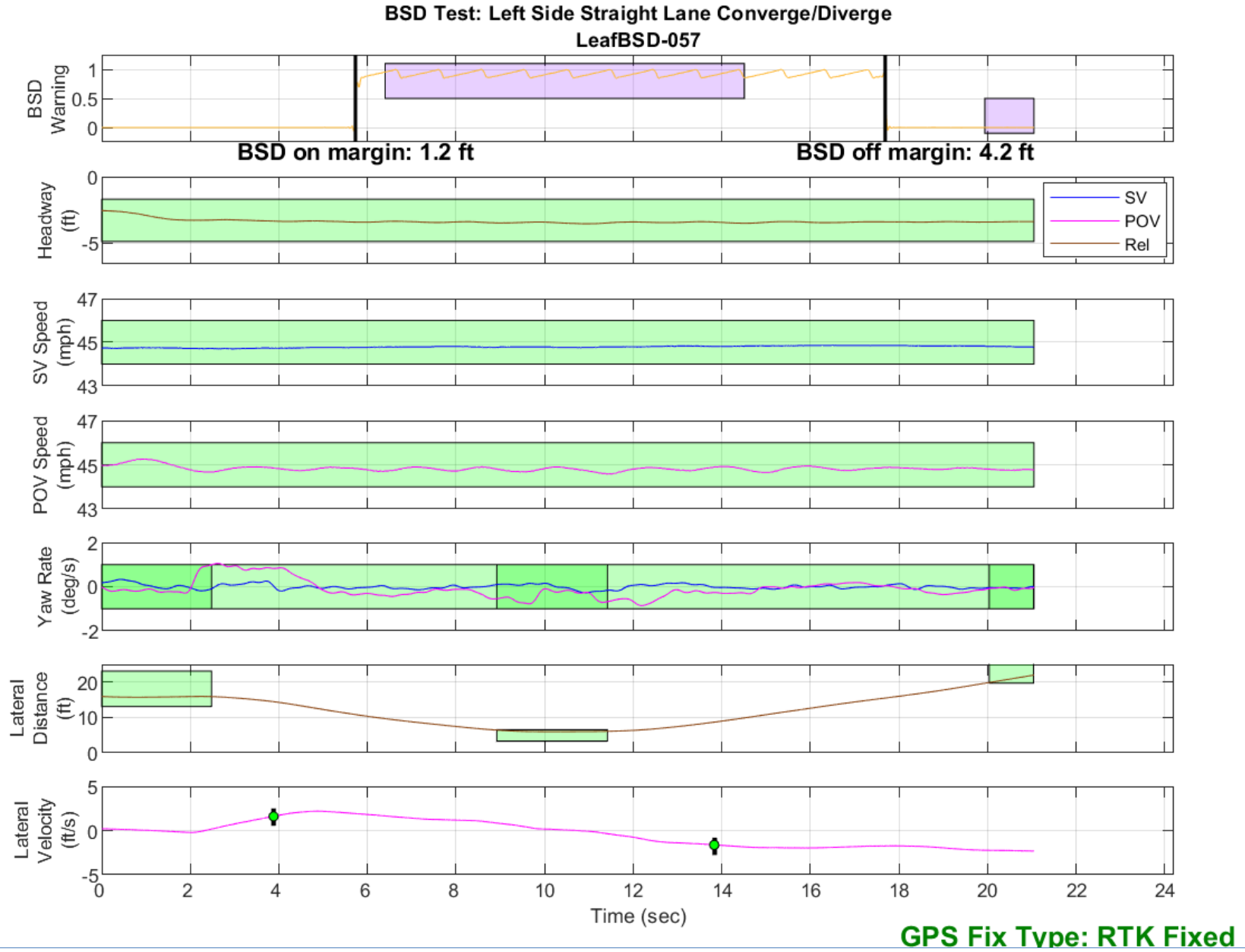


Figure D11. BSD Run 57, Straight Lane Converge/Diverge

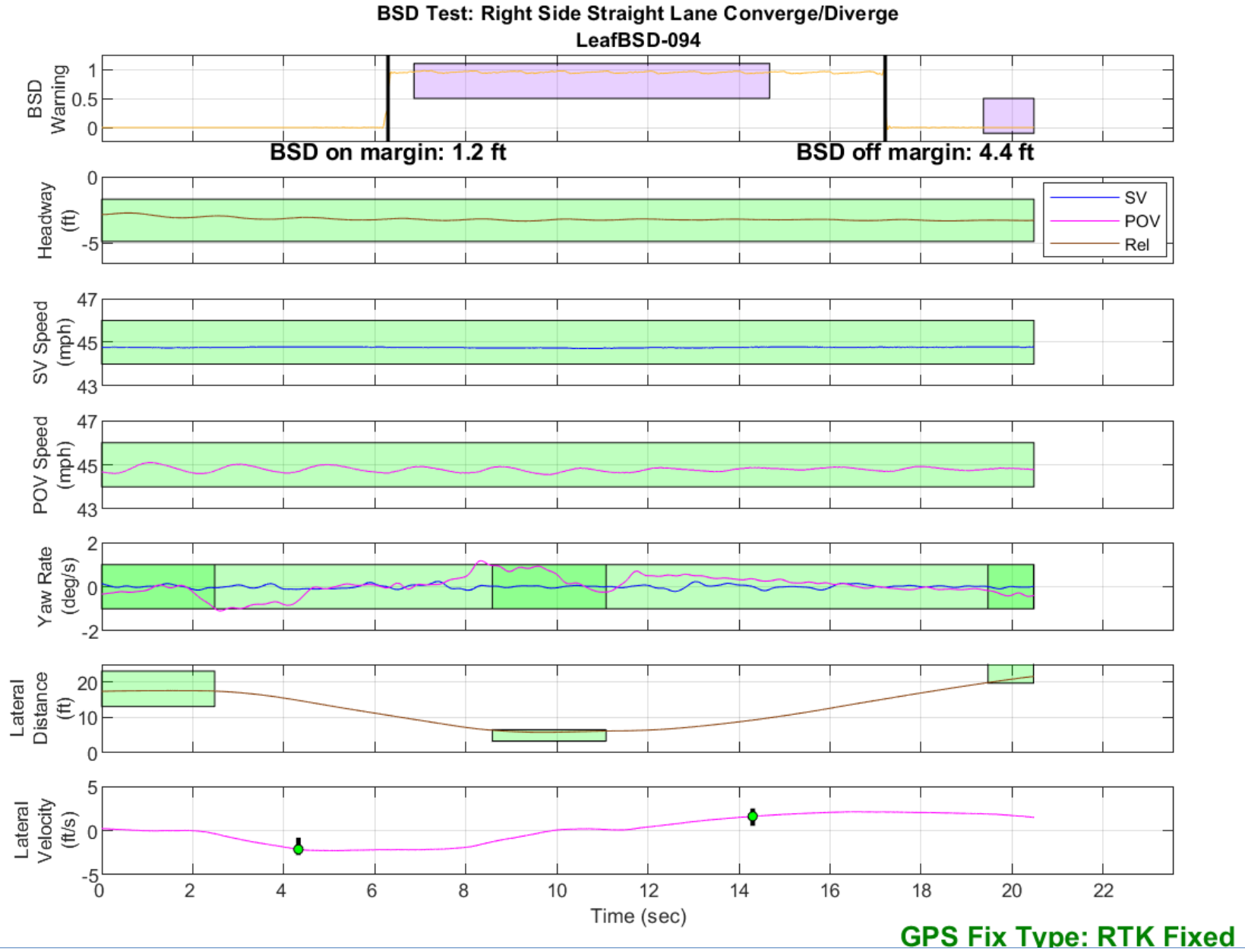


Figure D12. BSD Run 94, Straight Lane Converge/Diverge

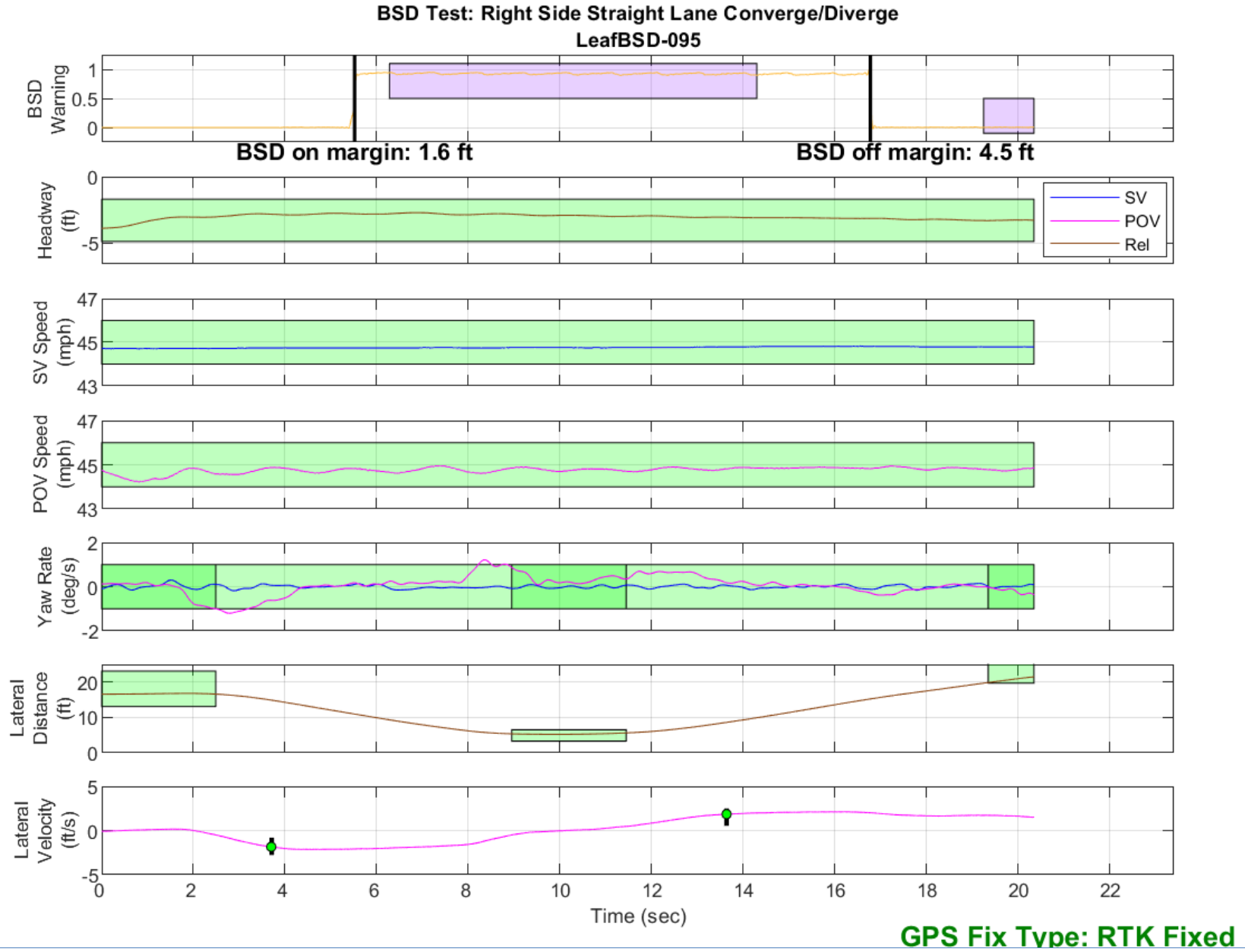


Figure D13. BSD Run 95, Straight Lane Converge/Diverge

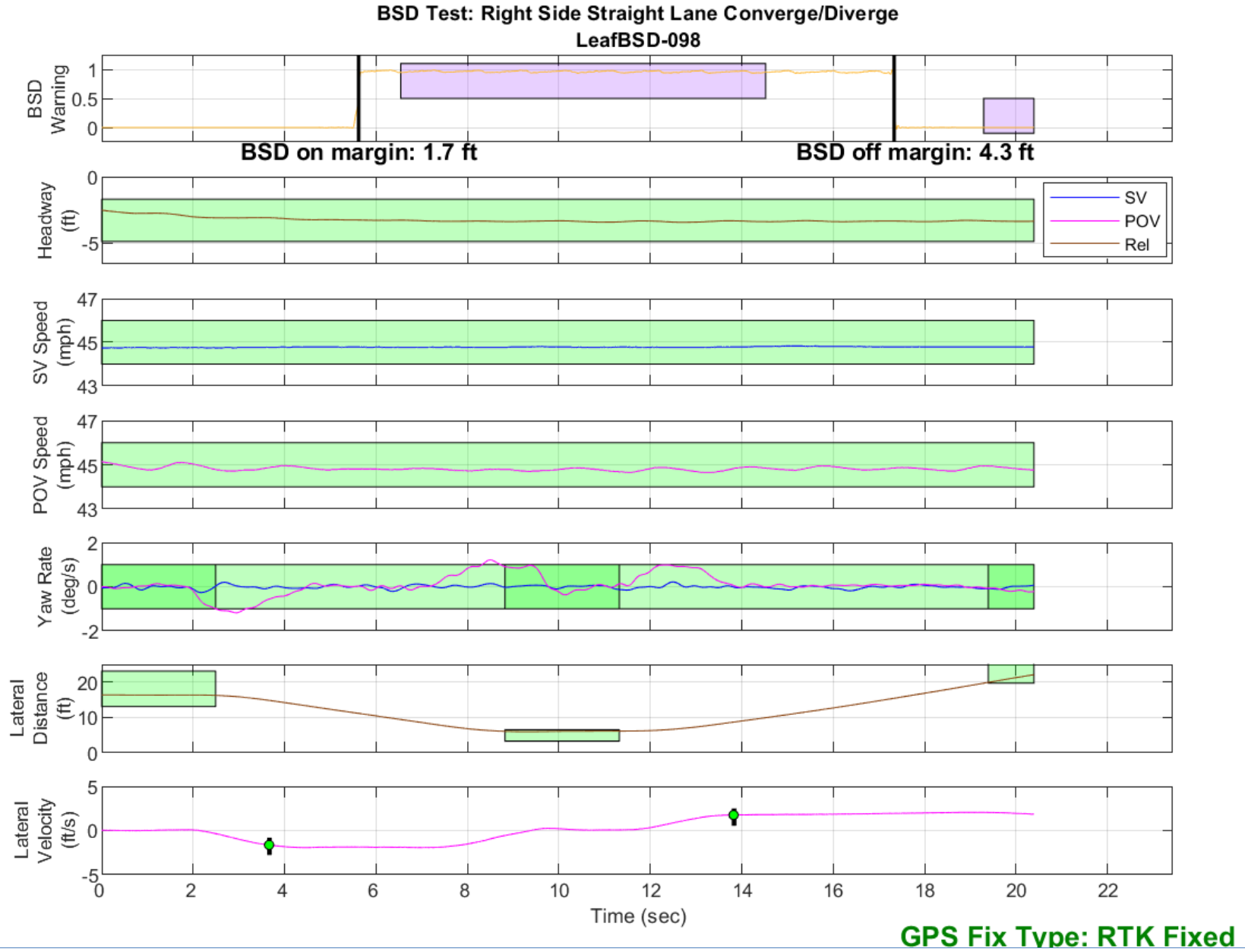


Figure D14. BSD Run 98, Straight Lane Converge/Diverge

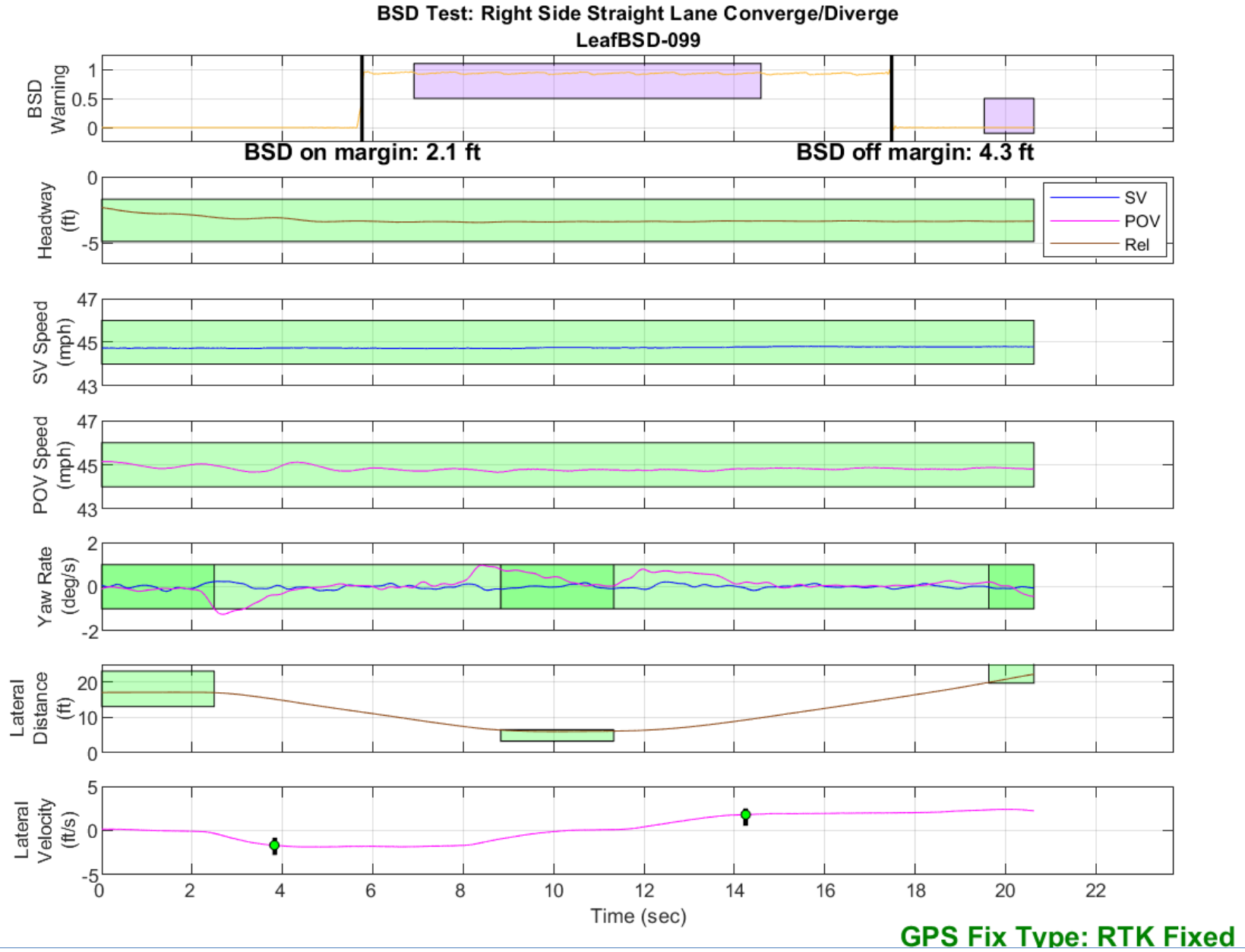


Figure D15. BSD Run 99, Straight Lane Converge/Diverge

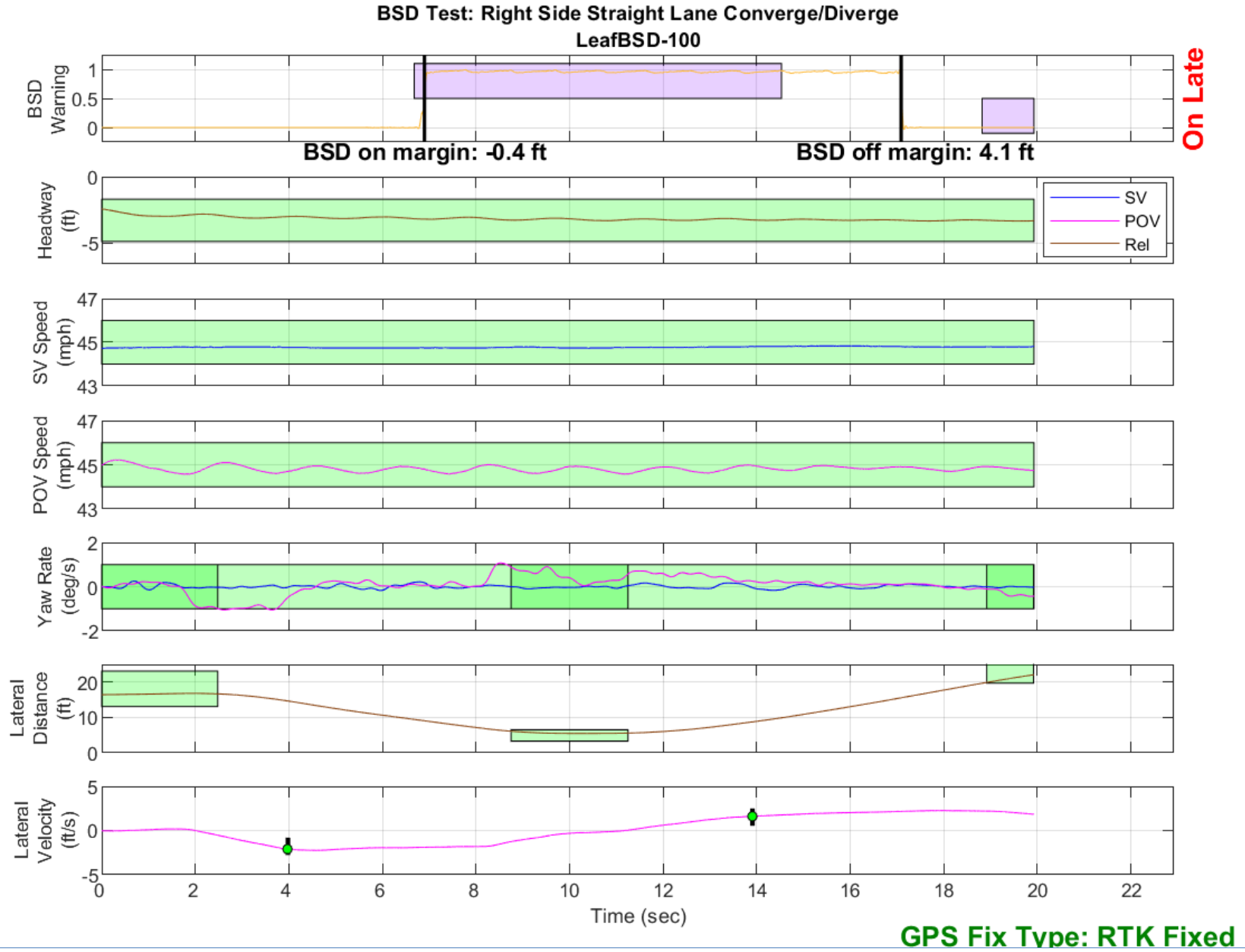


Figure D16. BSD Run 100, Straight Lane Converge/Diverge

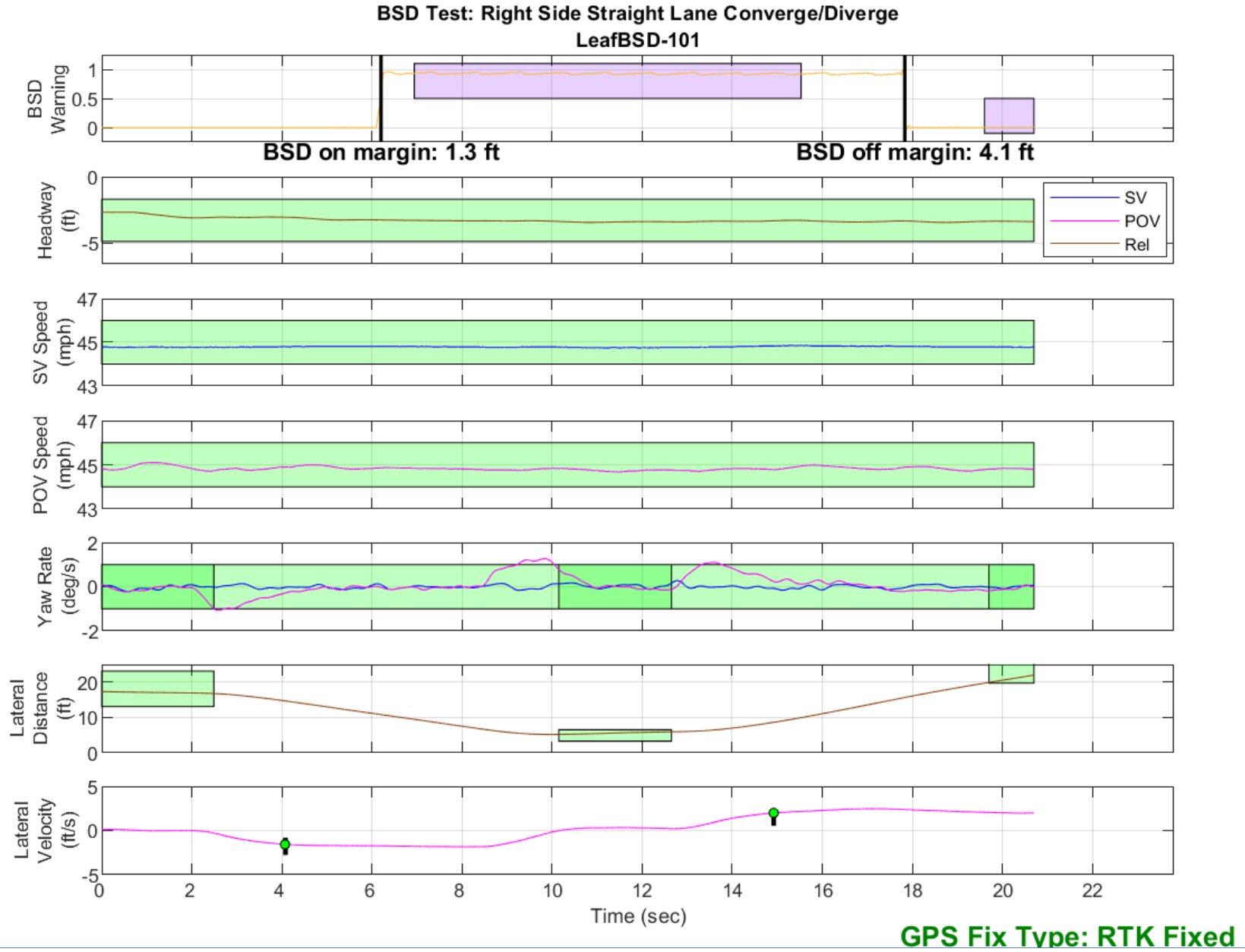


Figure D17. BSD Run 101, Straight Lane Converge/Diverge

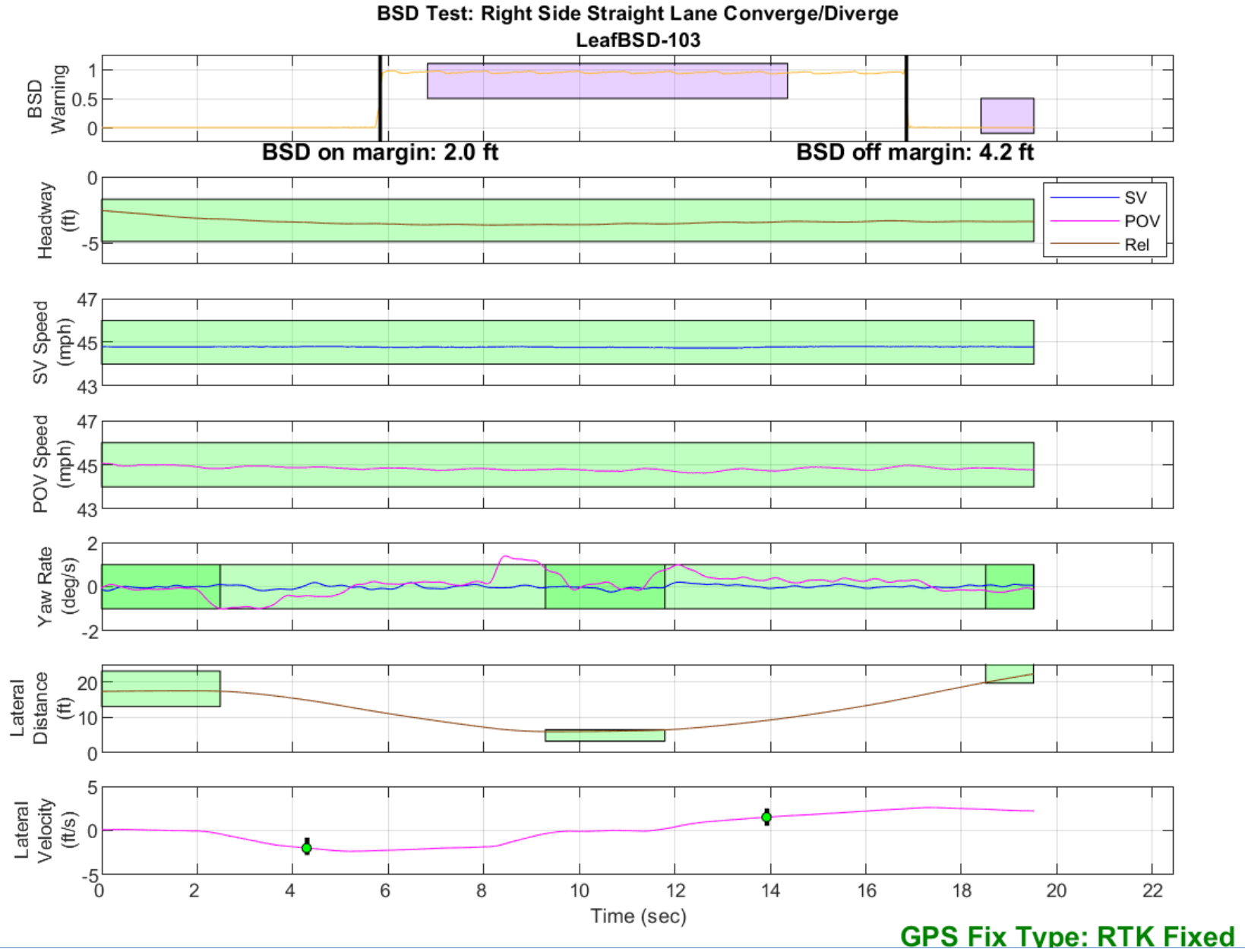


Figure D18. BSD Run 103, Straight Lane Converge/Diverge

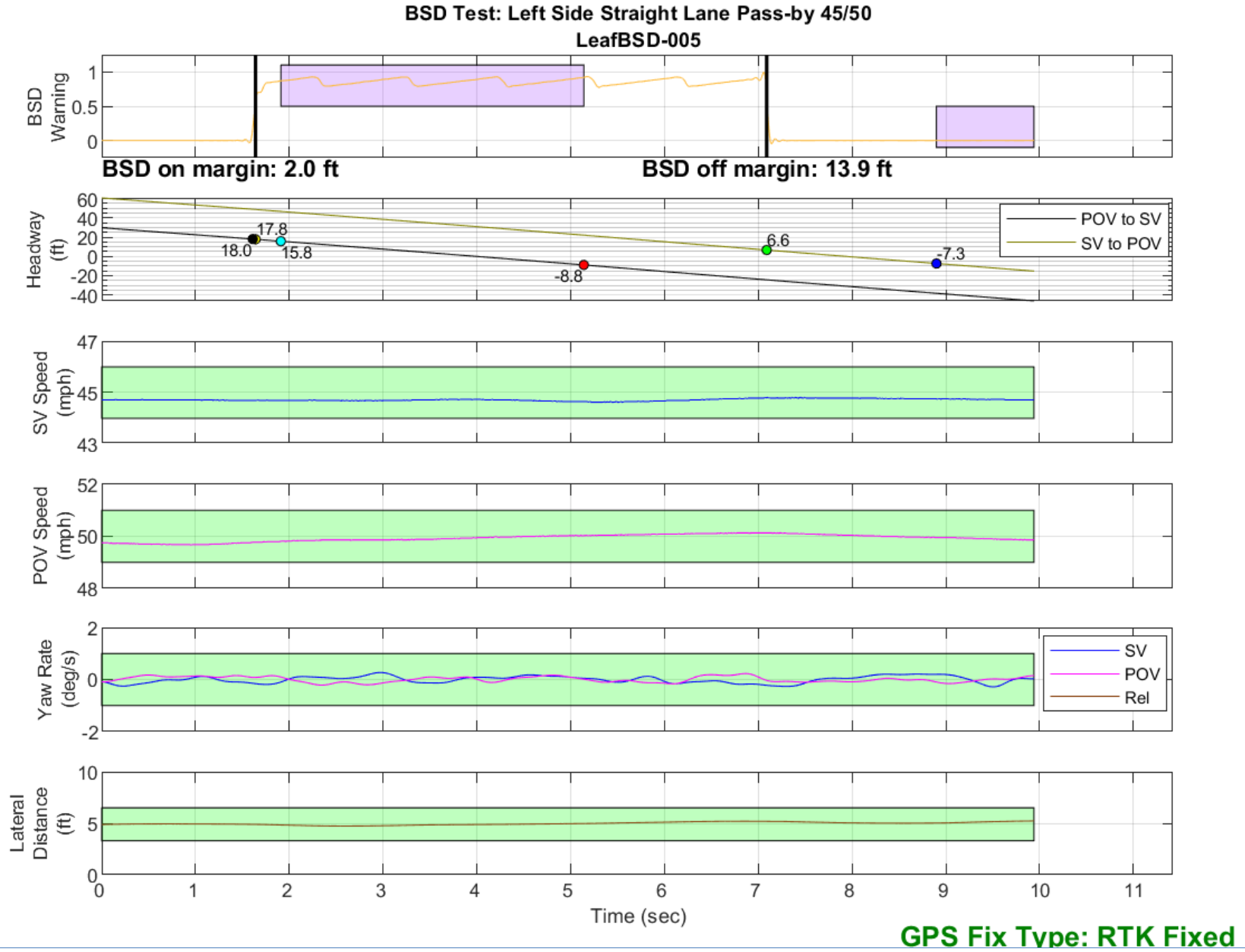


Figure D19. BSD Run 5, Straight Lane Pass-by, SV 45 mph, POV 50 mph

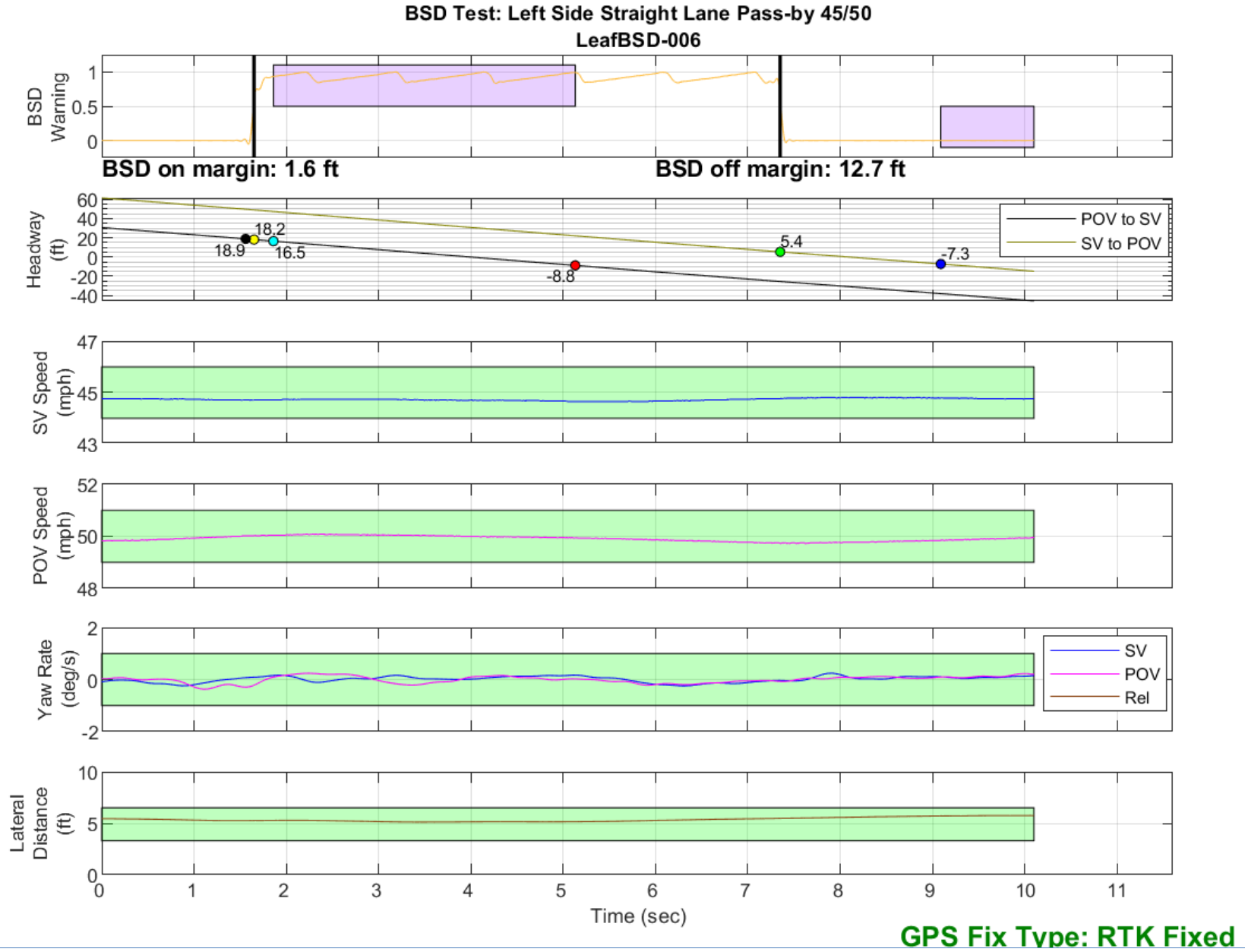


Figure D20. BSD Run 6, Straight Lane Pass-by, SV 45 mph, POV 50 mph

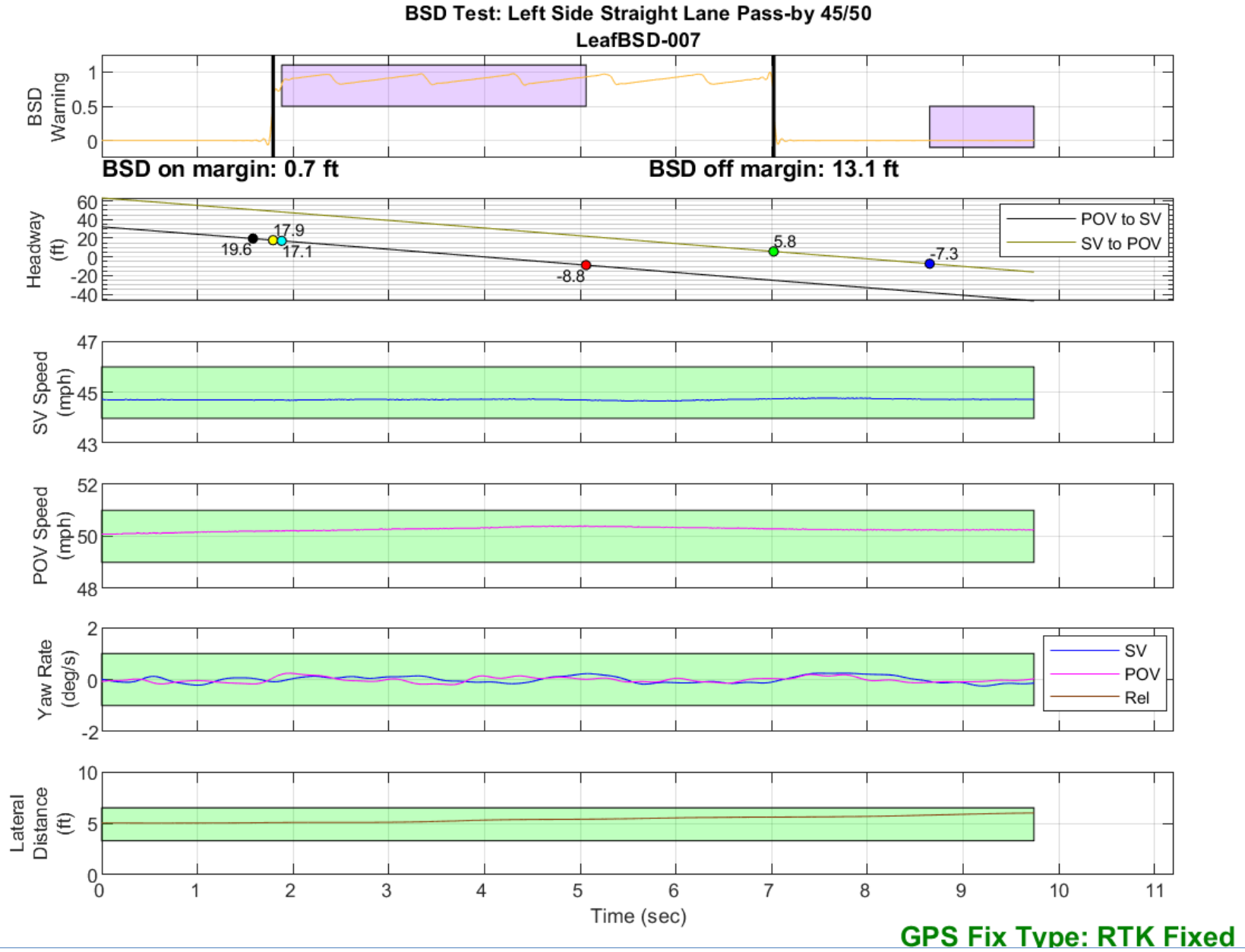


Figure D21. BSD Run 7, Straight Lane Pass-by, SV 45 mph, POV 50 mph

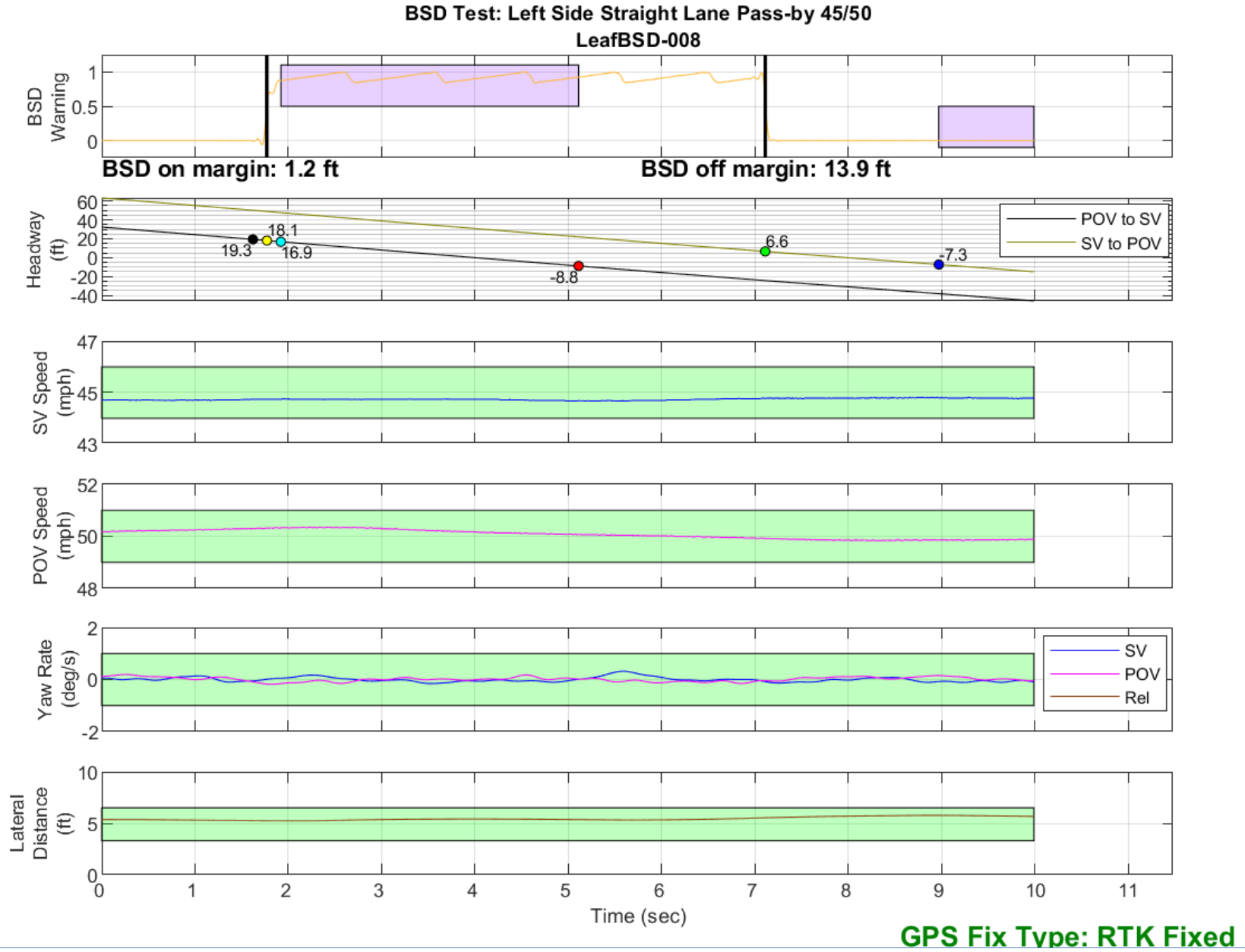


Figure D22. BSD Run 8, Straight Lane Pass-by, SV 45 mph, POV 50 mph

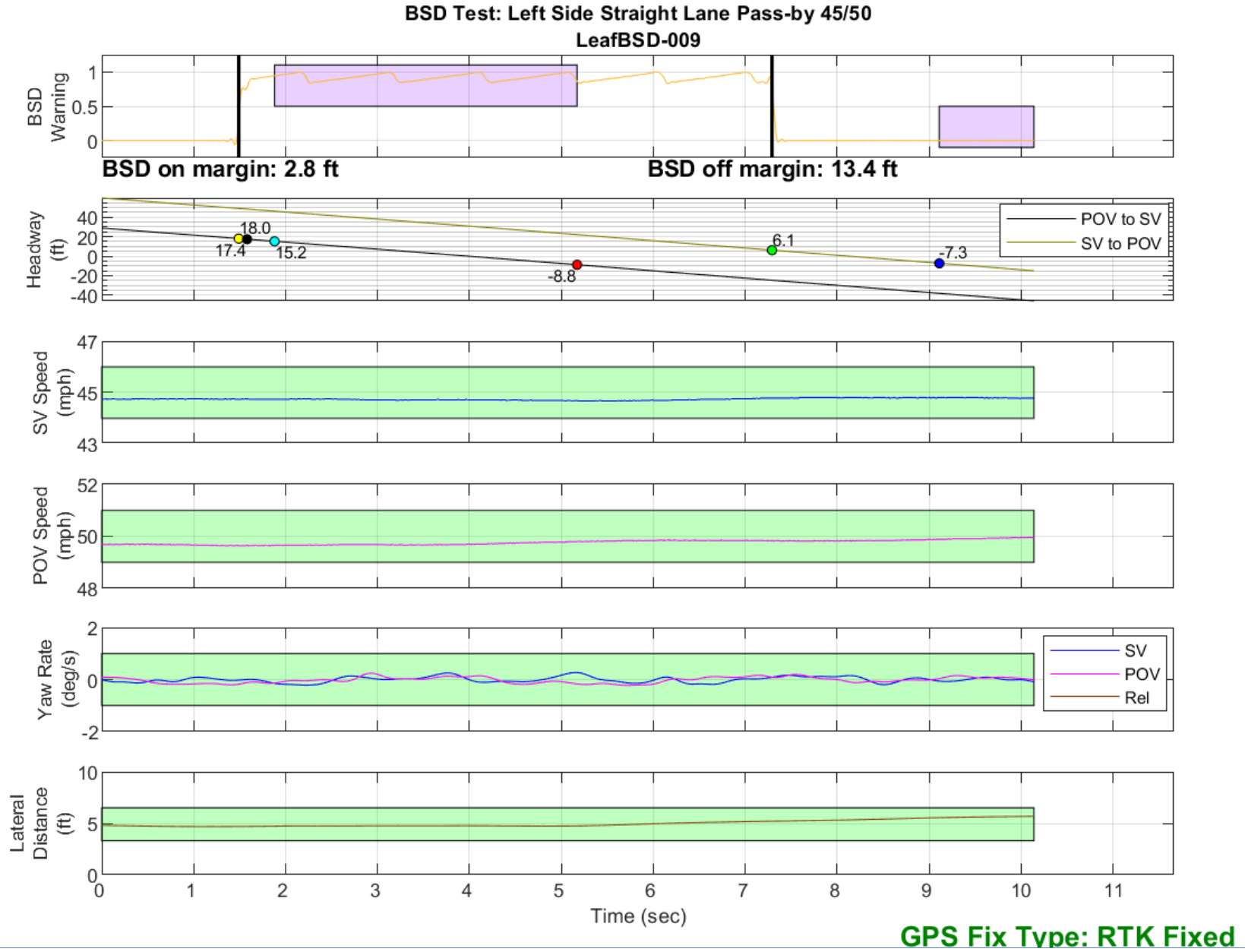


Figure D23. BSD Run 9, Straight Lane Pass-by, SV 45 mph, POV 50 mph

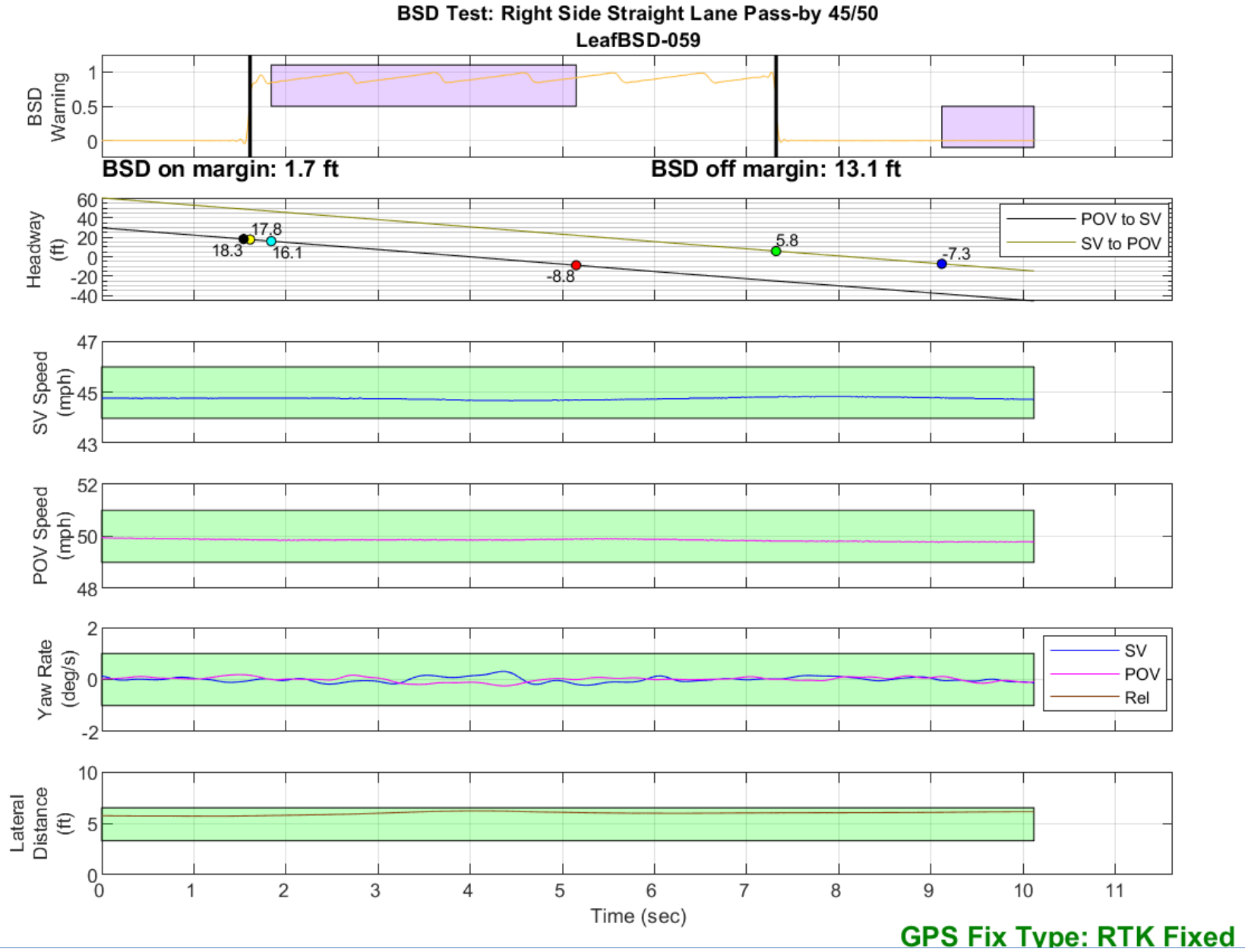


Figure D24. BSD Run 59, Straight Lane Pass-by, SV 45 mph, POV 50 mph

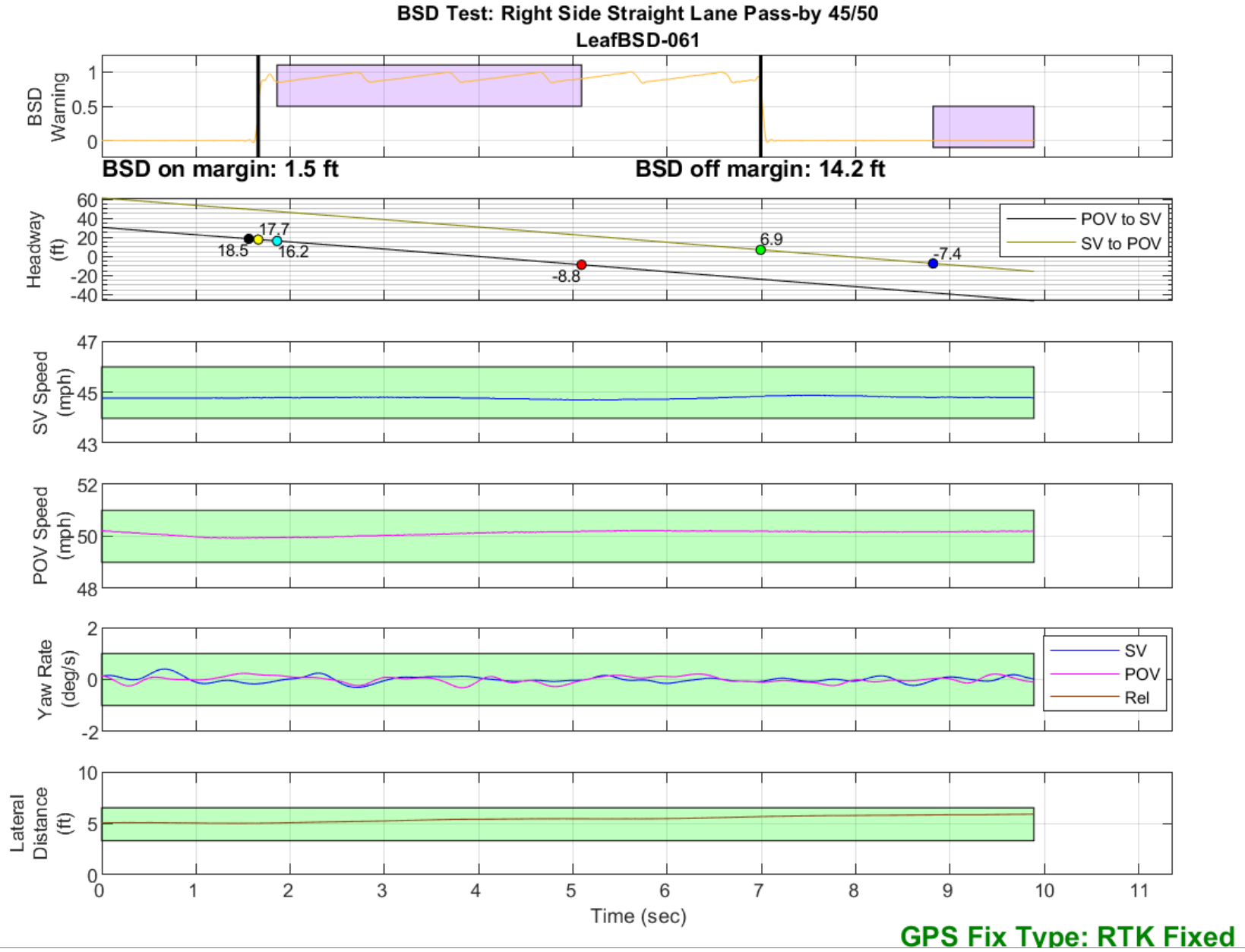


Figure D25. BSD Run 61, Straight Lane Pass-by, SV 45 mph, POV 50 mph

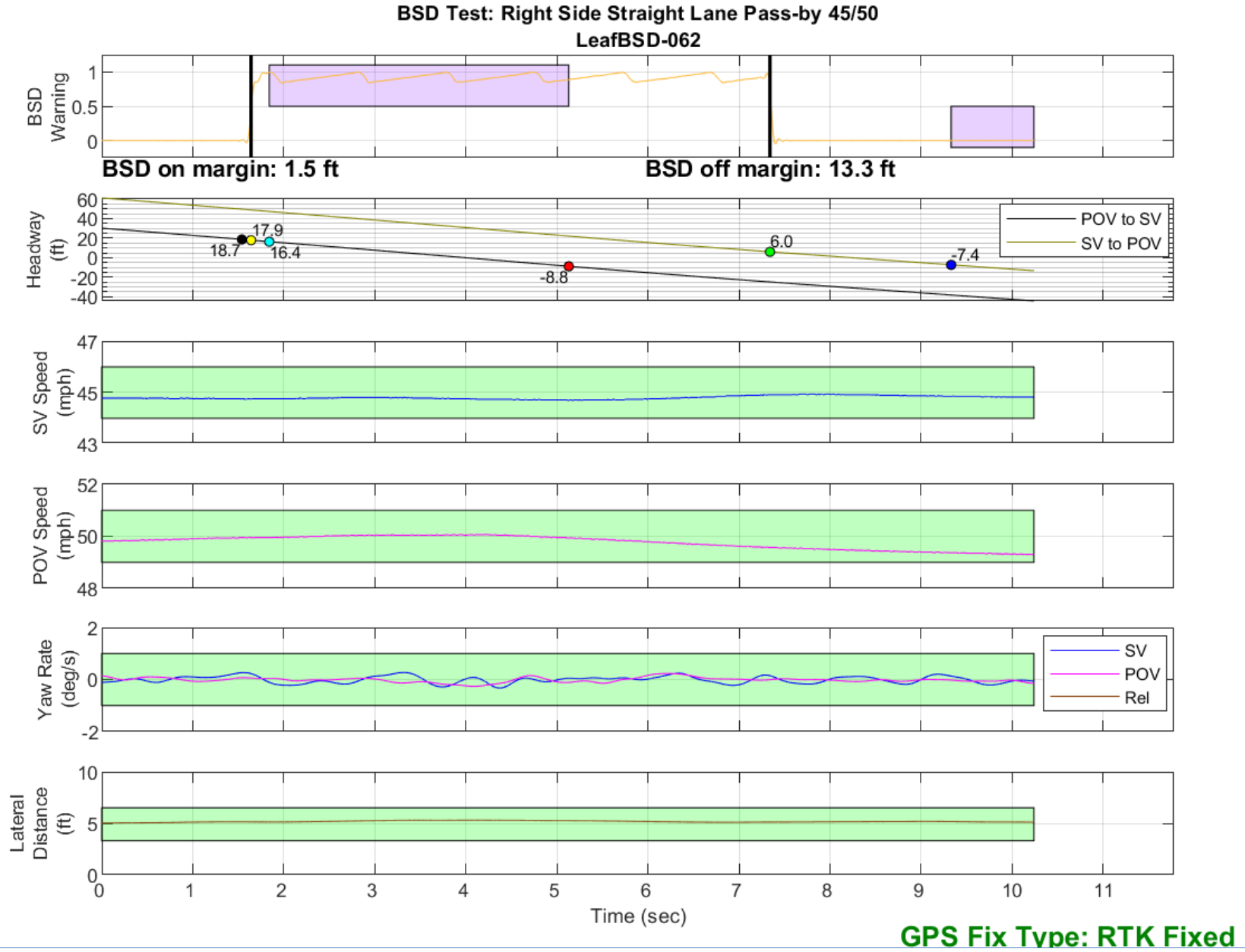


Figure D26. BSD Run 62, Straight Lane Pass-by, SV 45 mph, POV 50 mph

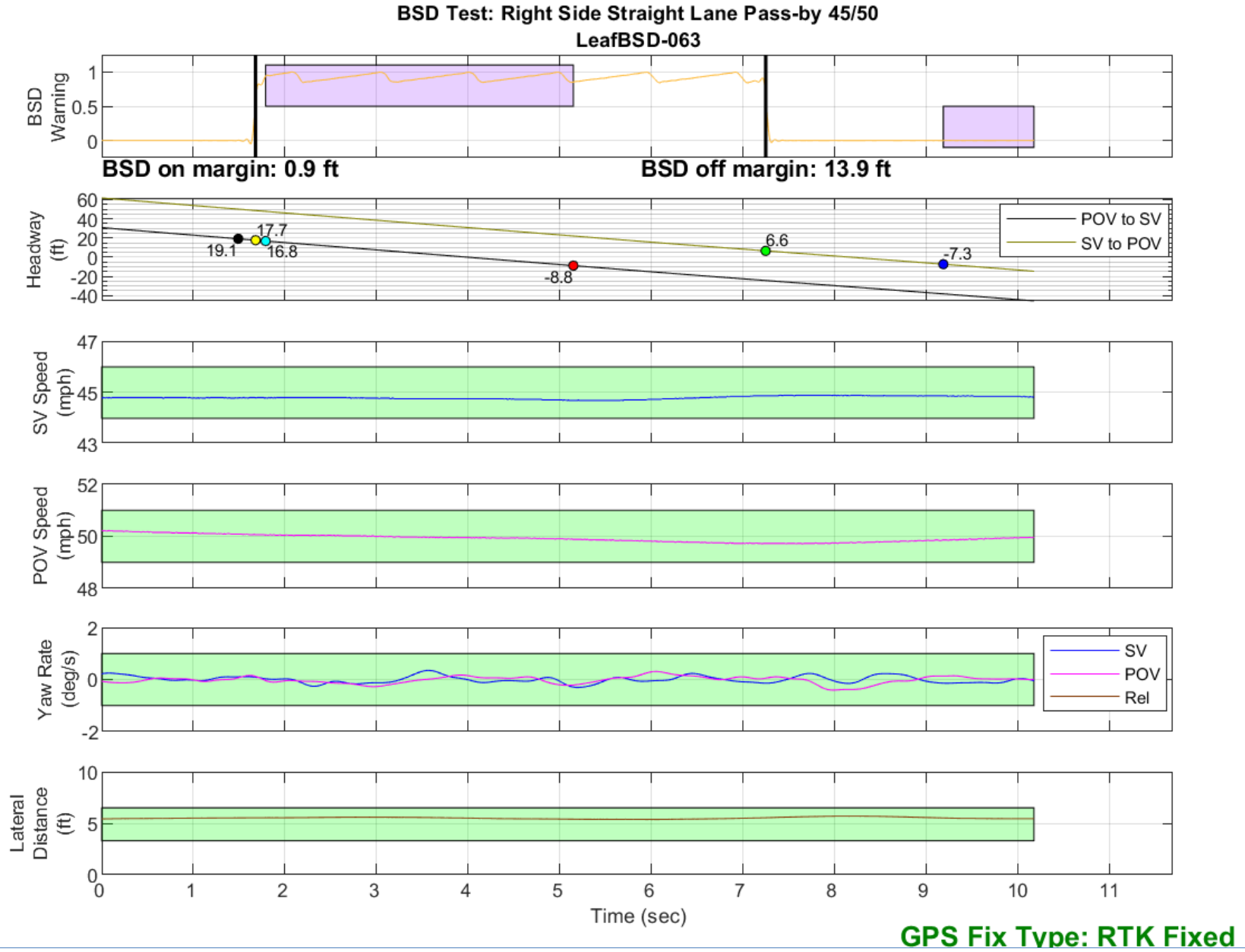


Figure D27. BSD Run 63, Straight Lane Pass-by, SV 45 mph, POV 50 mph

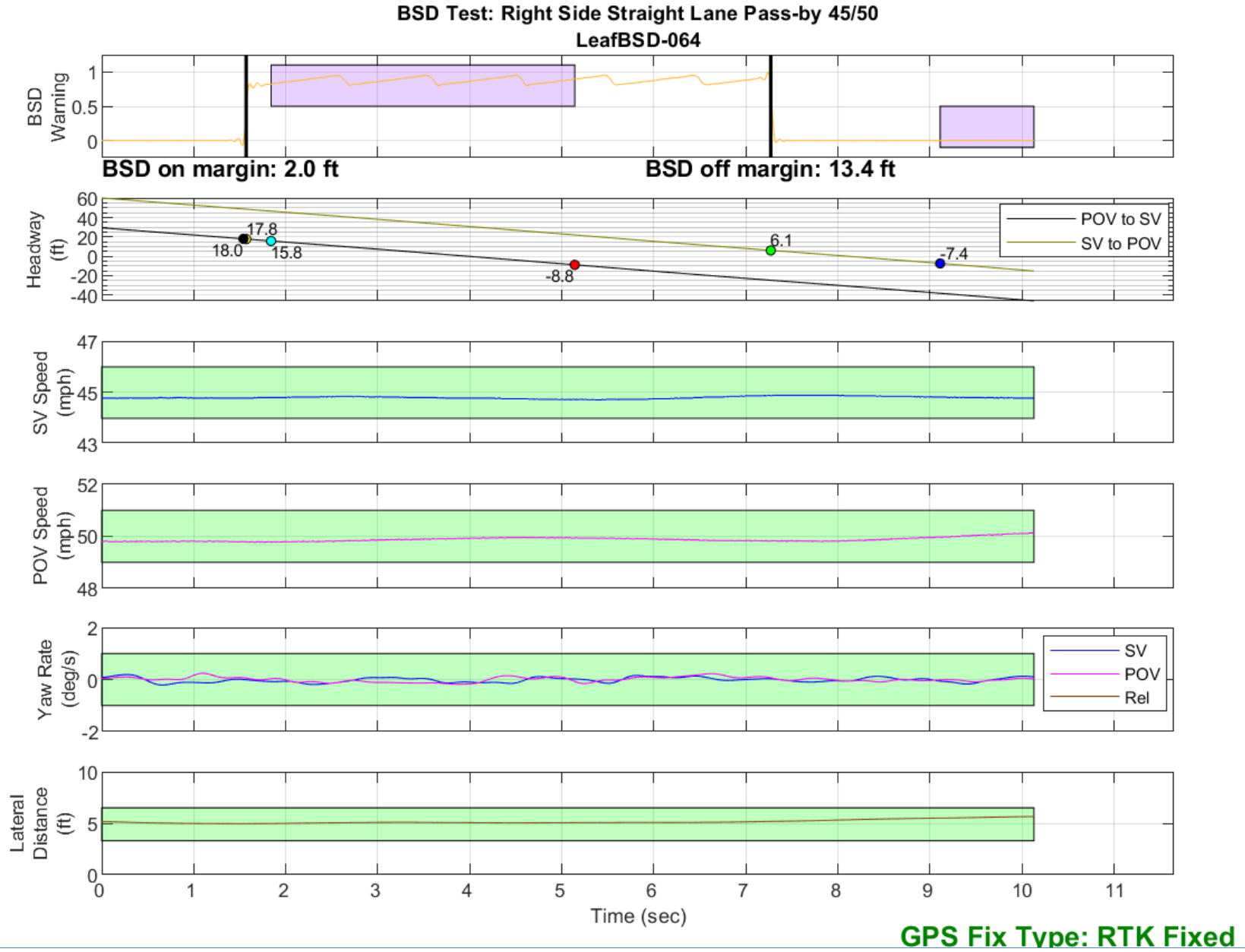


Figure D28. BSD Run 64, Straight Lane Pass-by, SV 45 mph, POV 50 mph

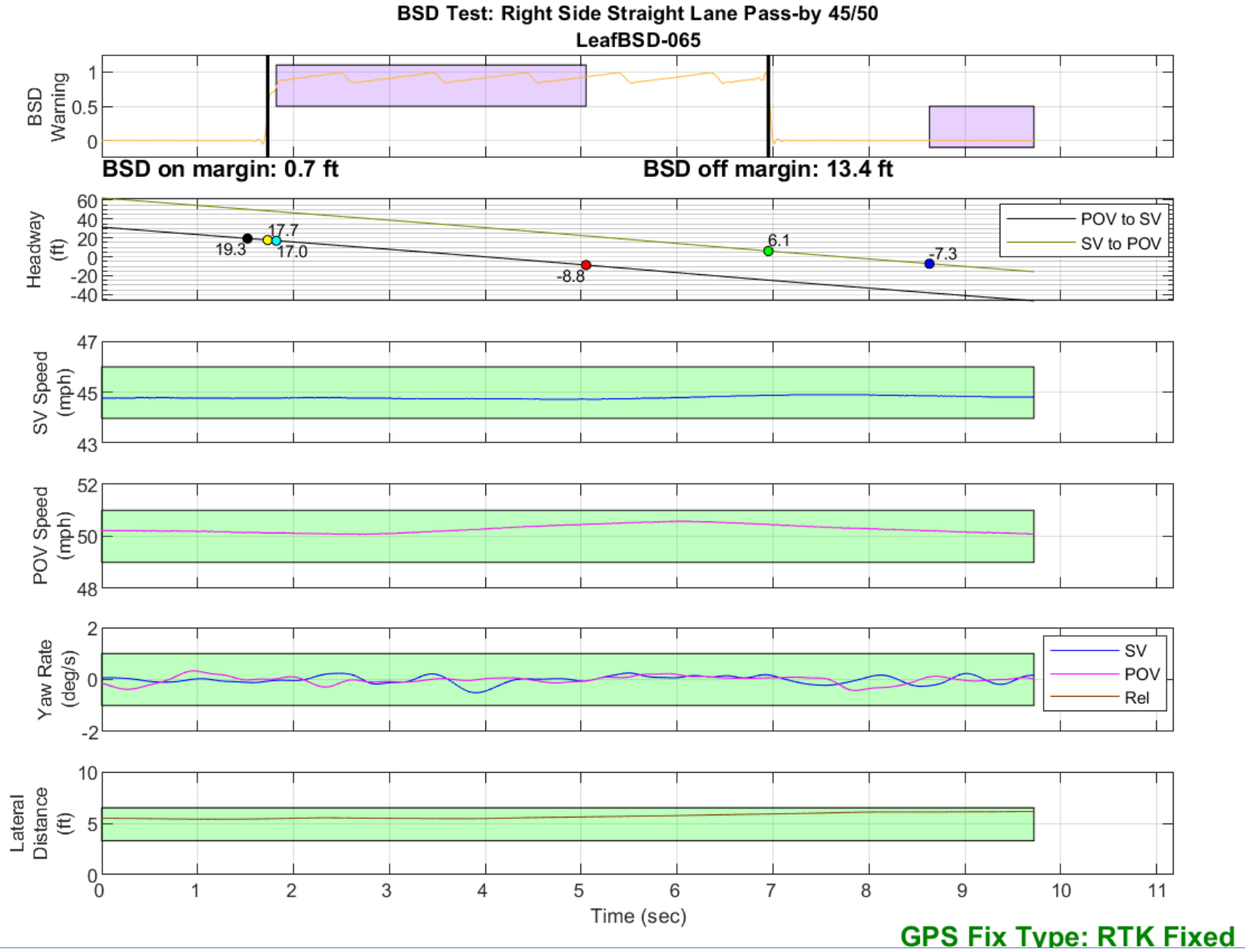


Figure D29. BSD Run 65, Straight Lane Pass-by, SV 45 mph, POV 50 mph

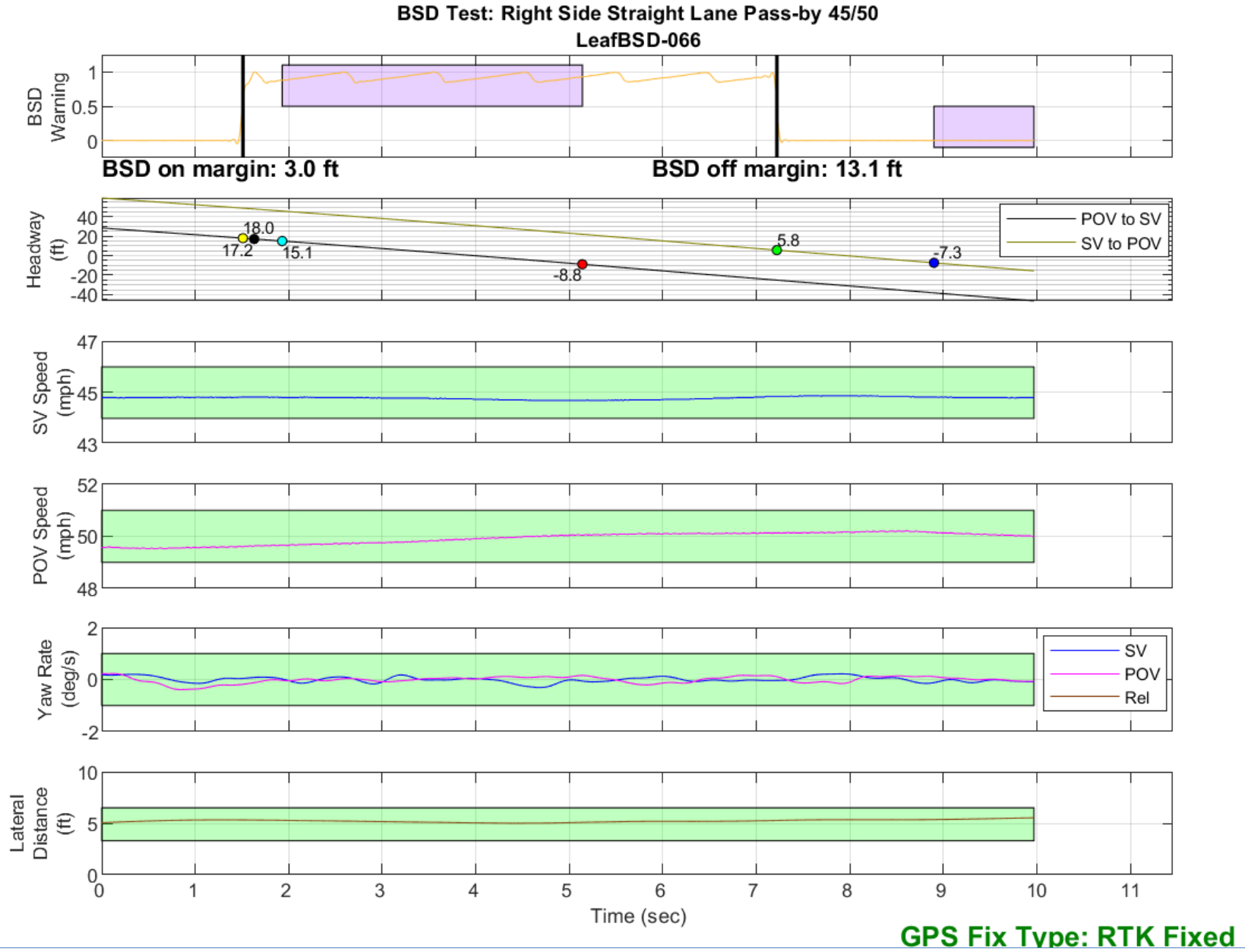


Figure D30. BSD Run 66, Straight Lane Pass-by, SV 45 mph, POV 50 mph

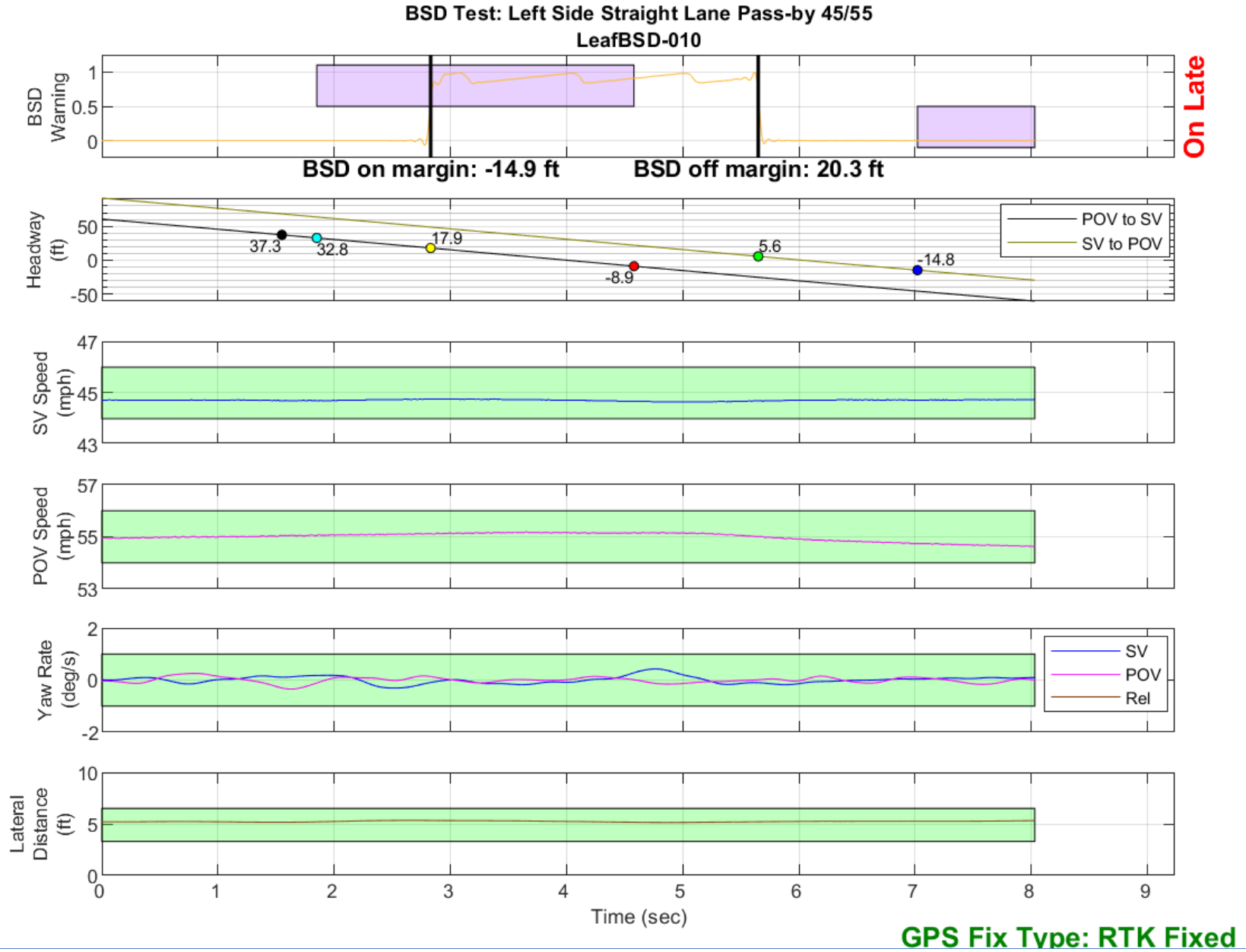


Figure D31. BSD Run 10, Straight Lane Pass-by, SV 45 mph, POV 55 mph

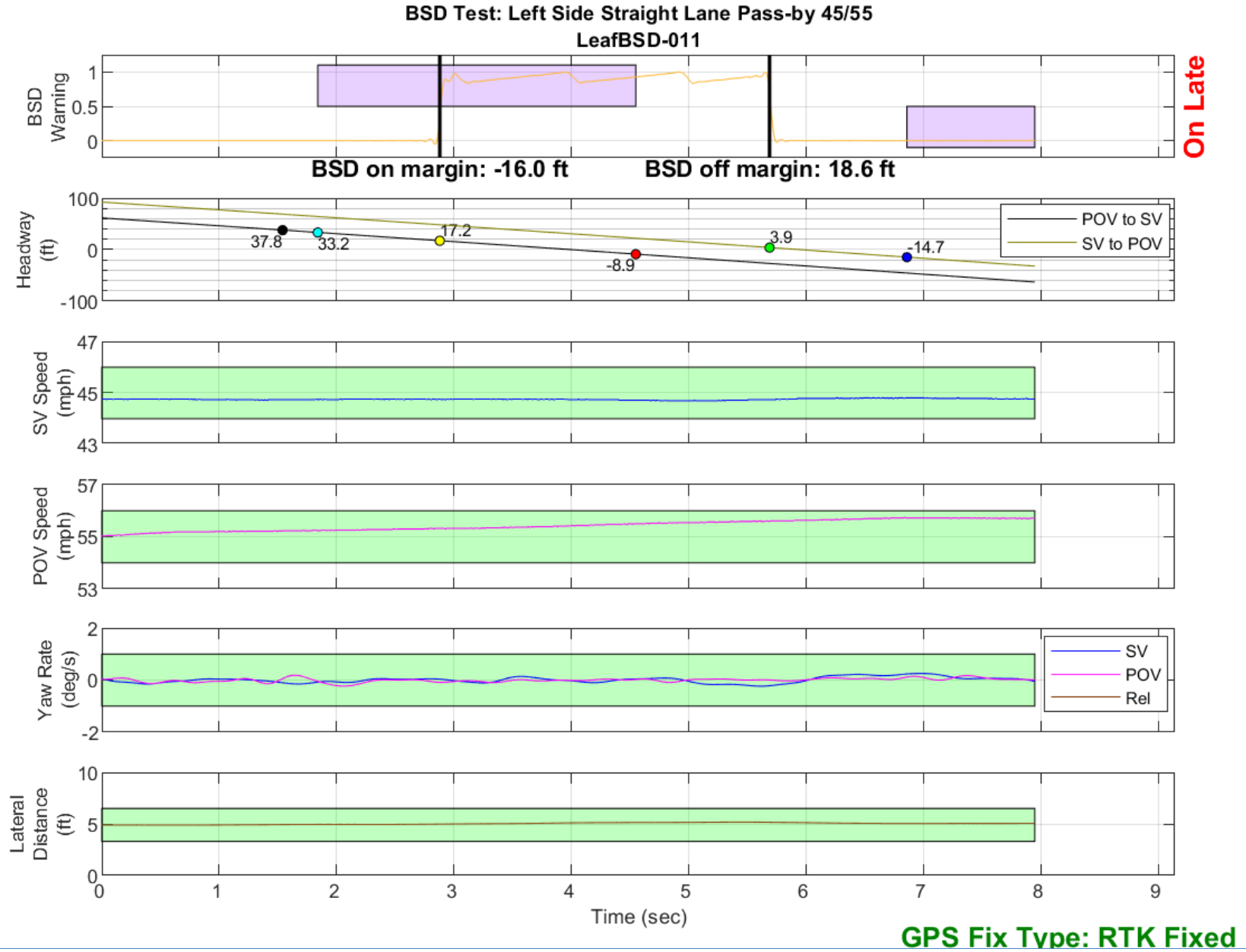


Figure D32. BSD Run 11, Straight Lane Pass-by, SV 45 mph, POV 55 mph

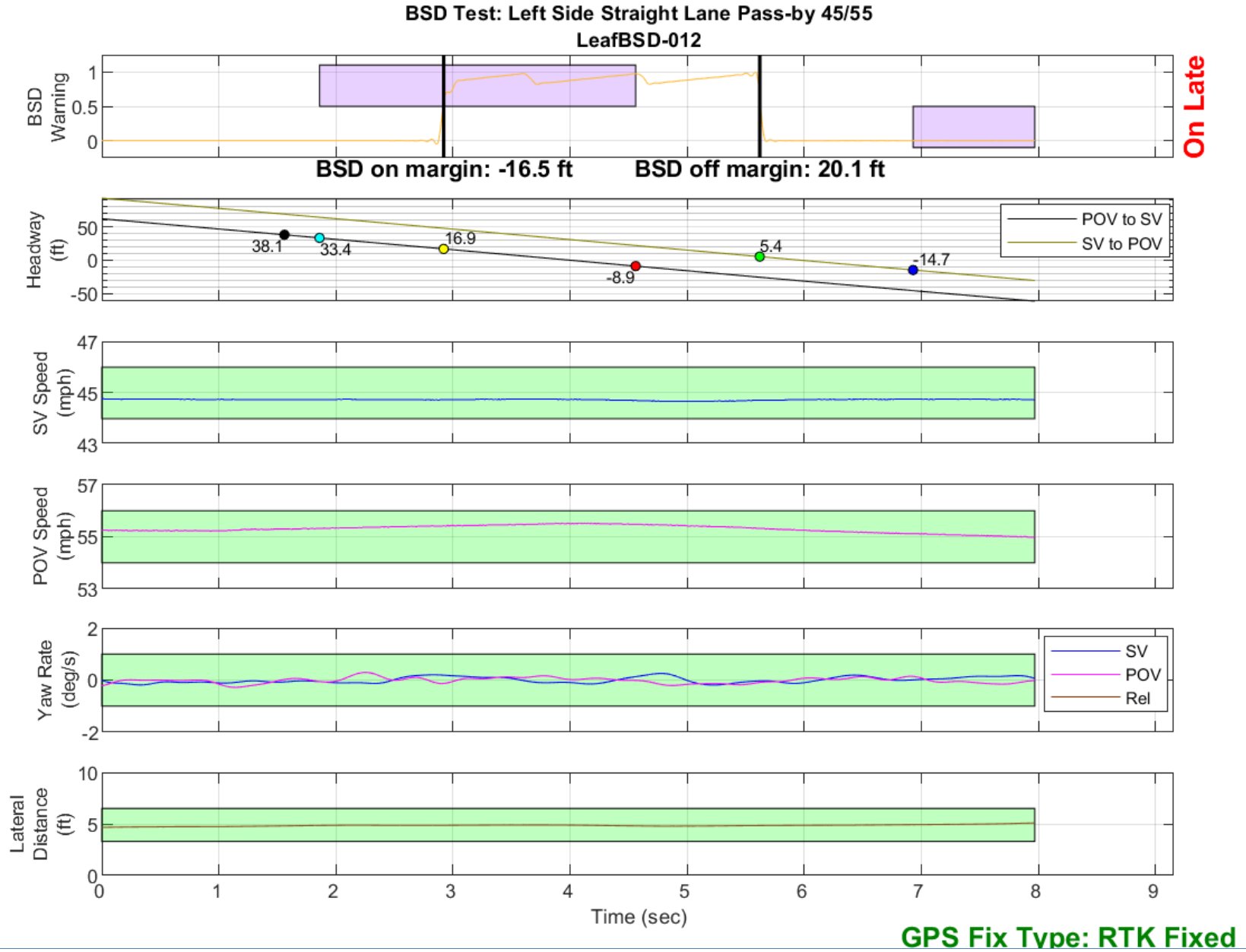


Figure D33. BSD Run 12, Straight Lane Pass-by, SV 45 mph, POV 55 mph

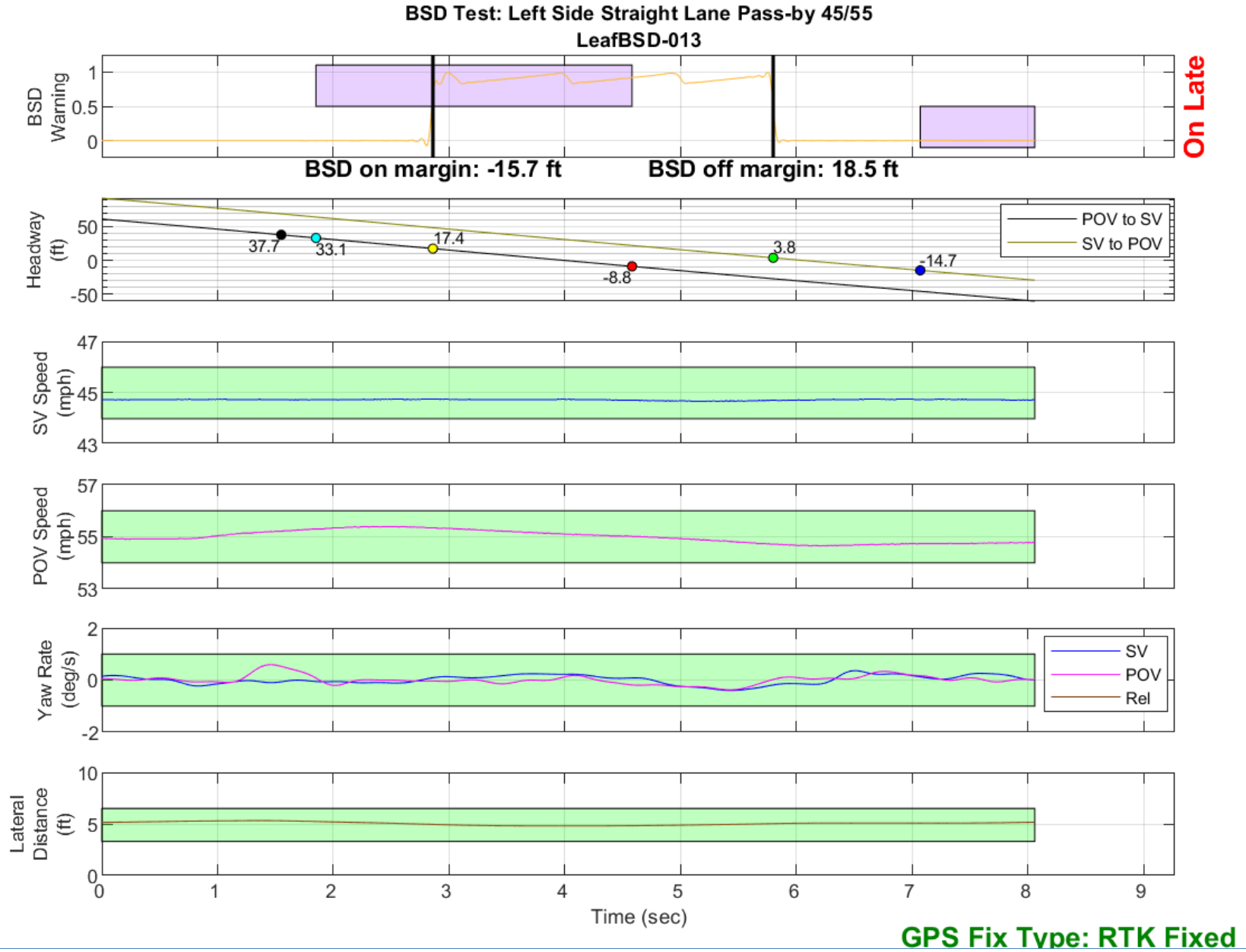


Figure D34. BSD Run 13, Straight Lane Pass-by, SV 45 mph, POV 55 mph

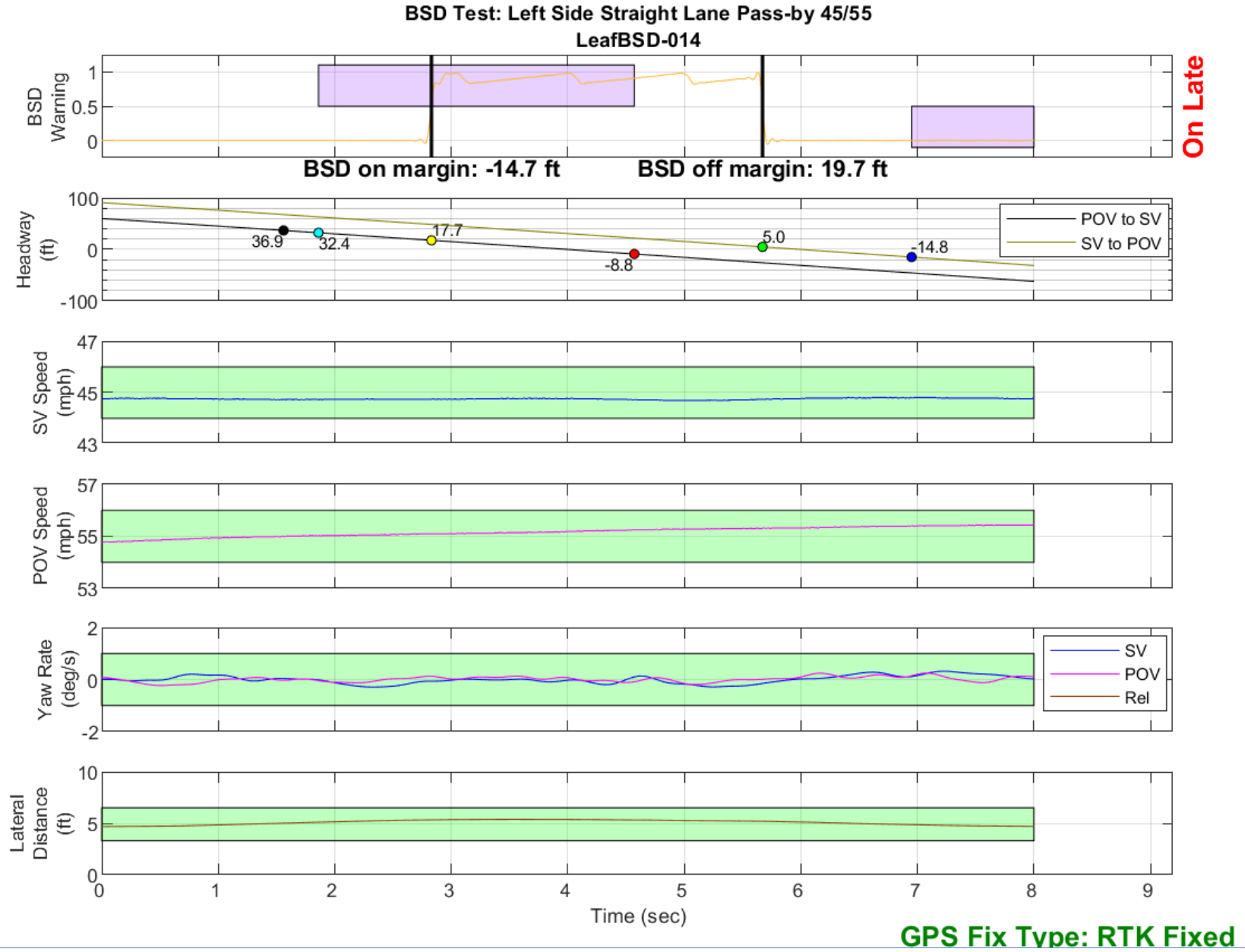


Figure D35. BSD Run 14, Straight Lane Pass-by, SV 45 mph, POV 55 mph

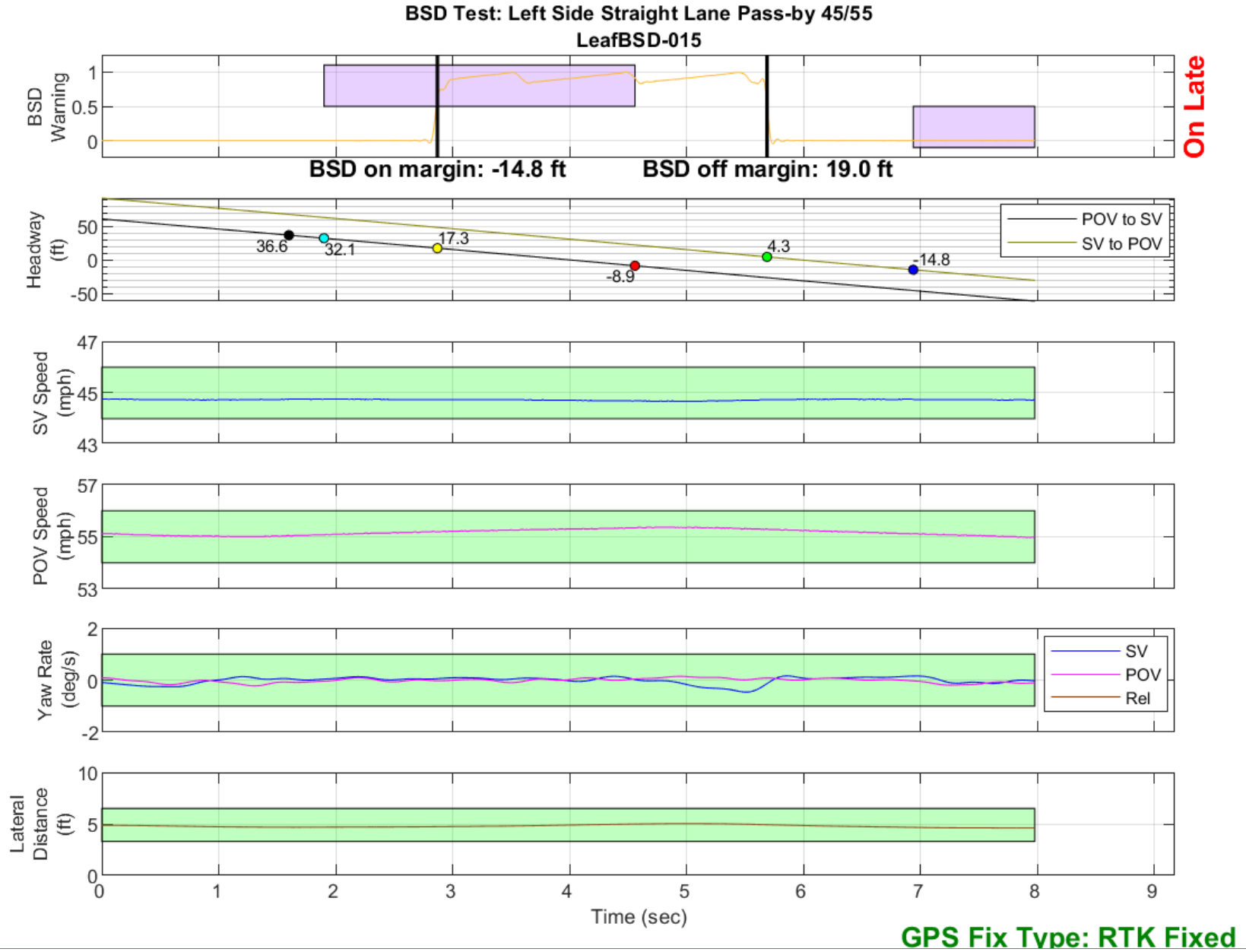


Figure D36. BSD Run 15, Straight Lane Pass-by, SV 45 mph, POV 55 mph

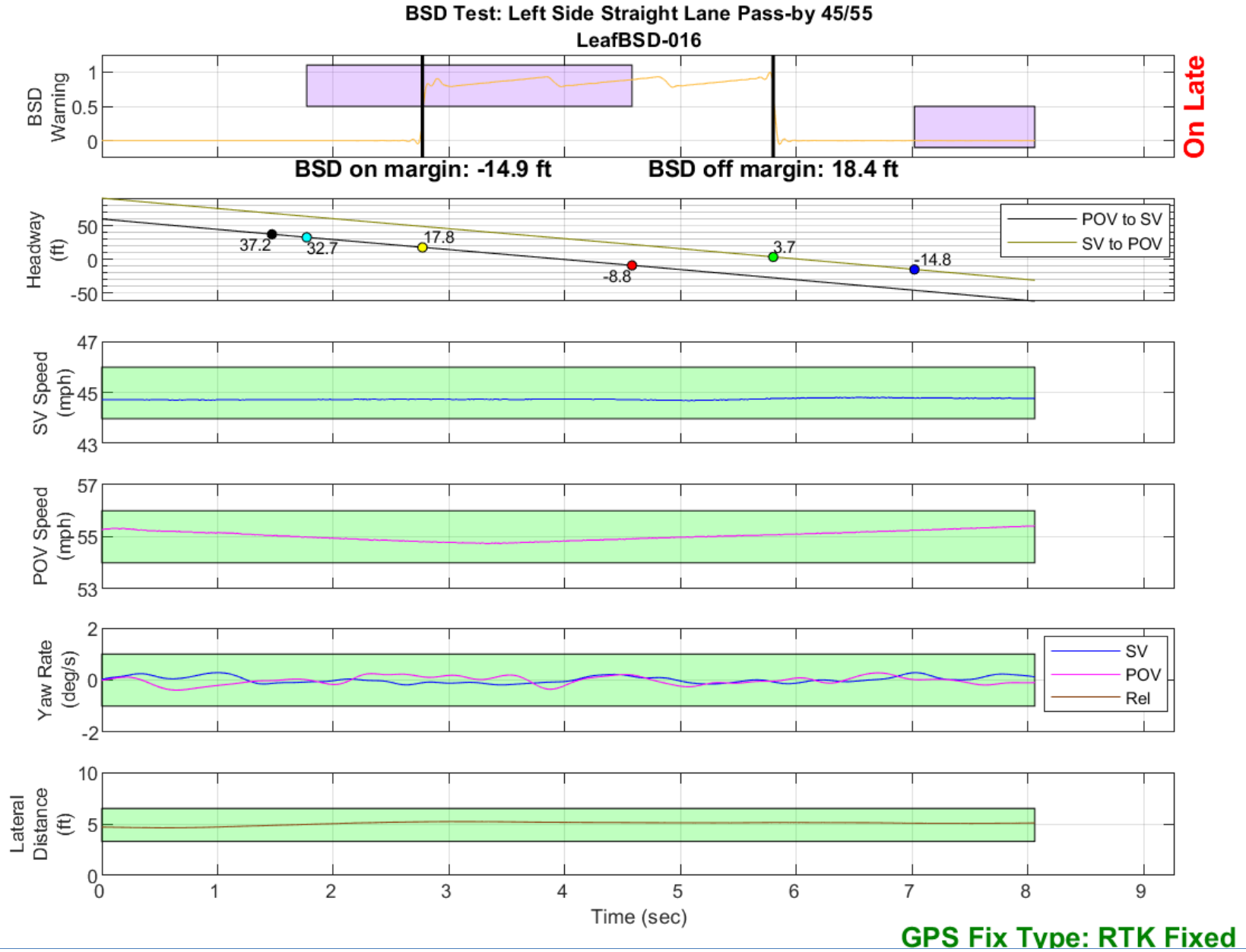


Figure D37. BSD Run 16, Straight Lane Pass-by, SV 45 mph, POV 55 mph

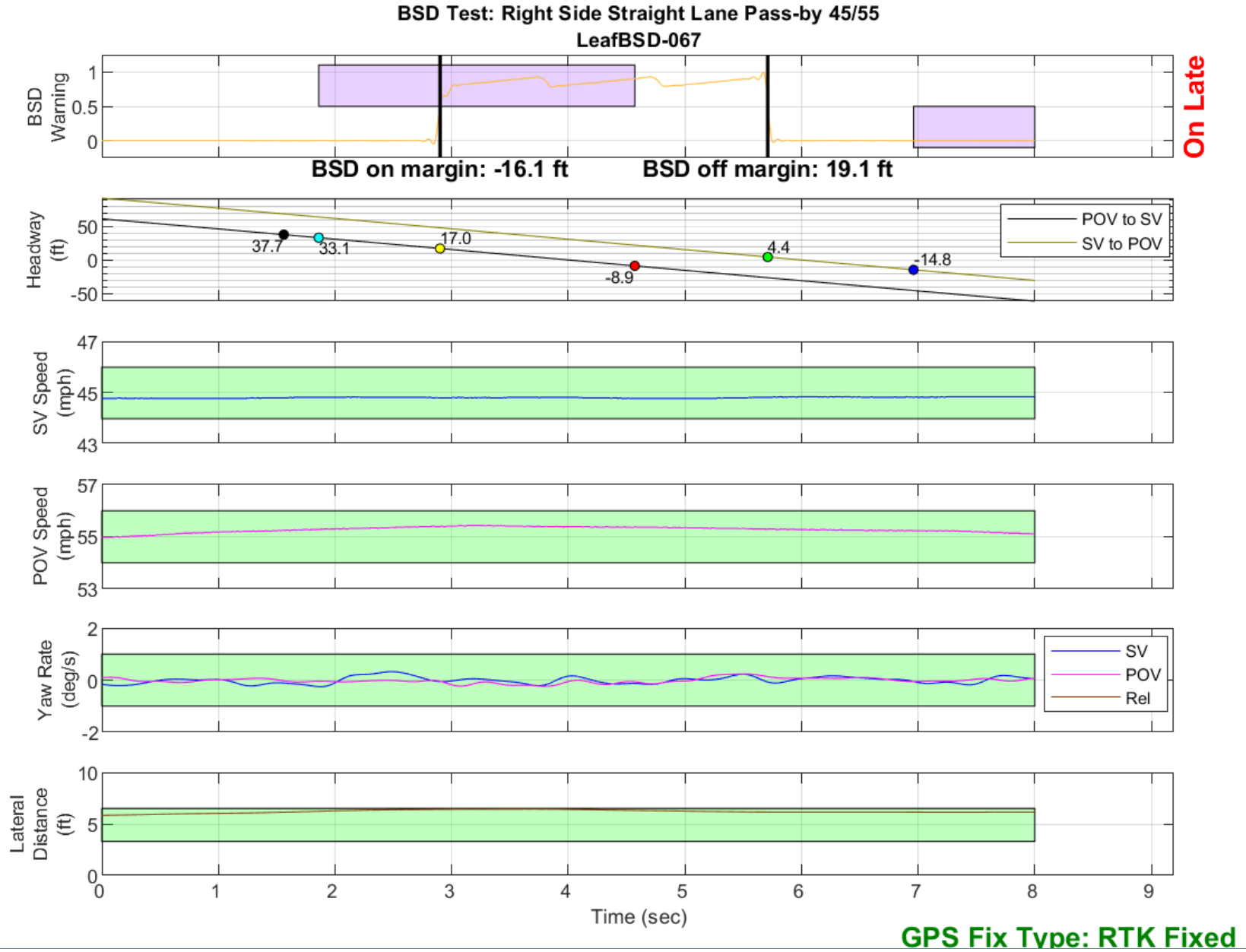


Figure D38. BSD Run 67, Straight Lane Pass-by, SV 45 mph, POV 55 mph

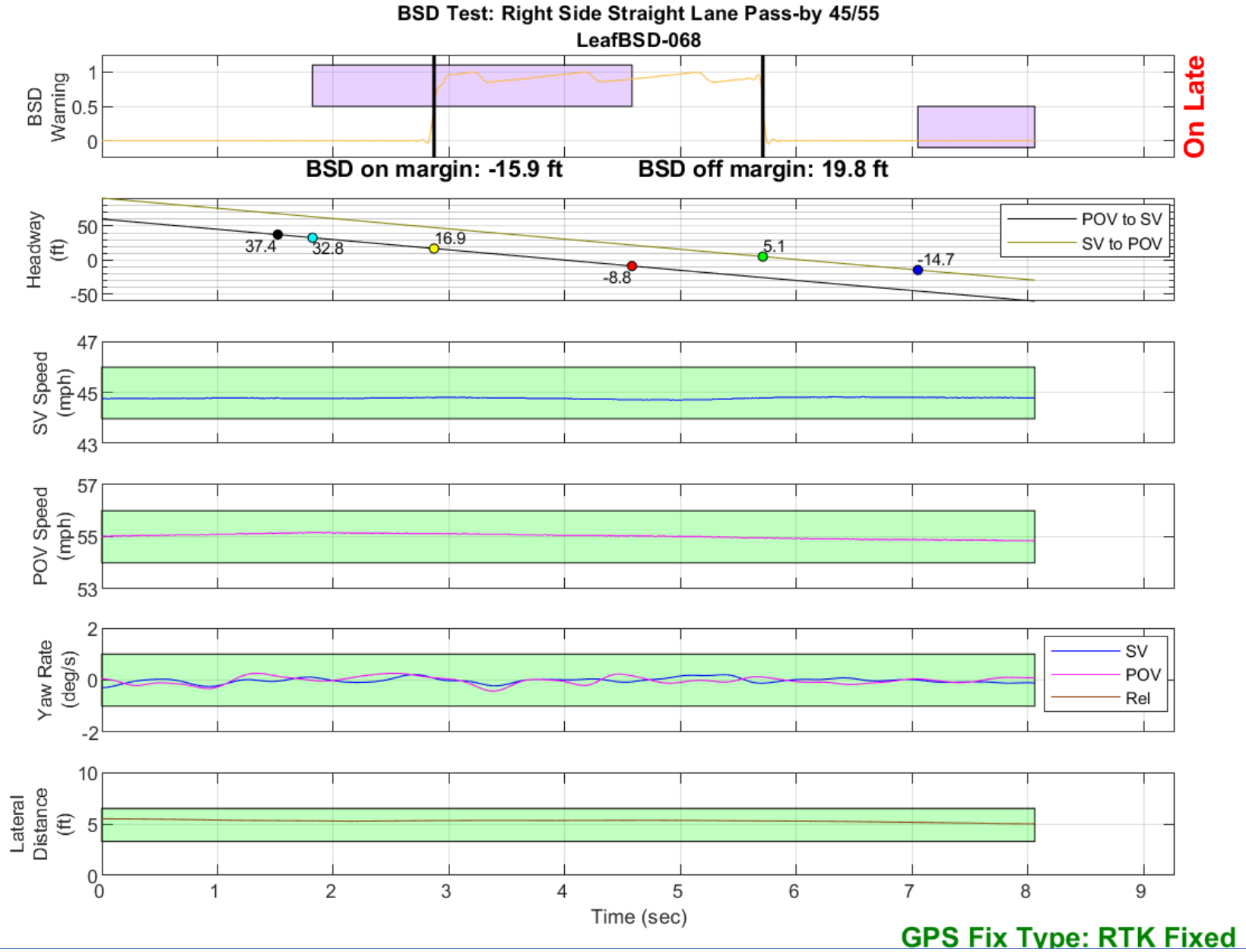


Figure D39. BSD Run 68, Straight Lane Pass-by, SV 45 mph, POV 55 mph

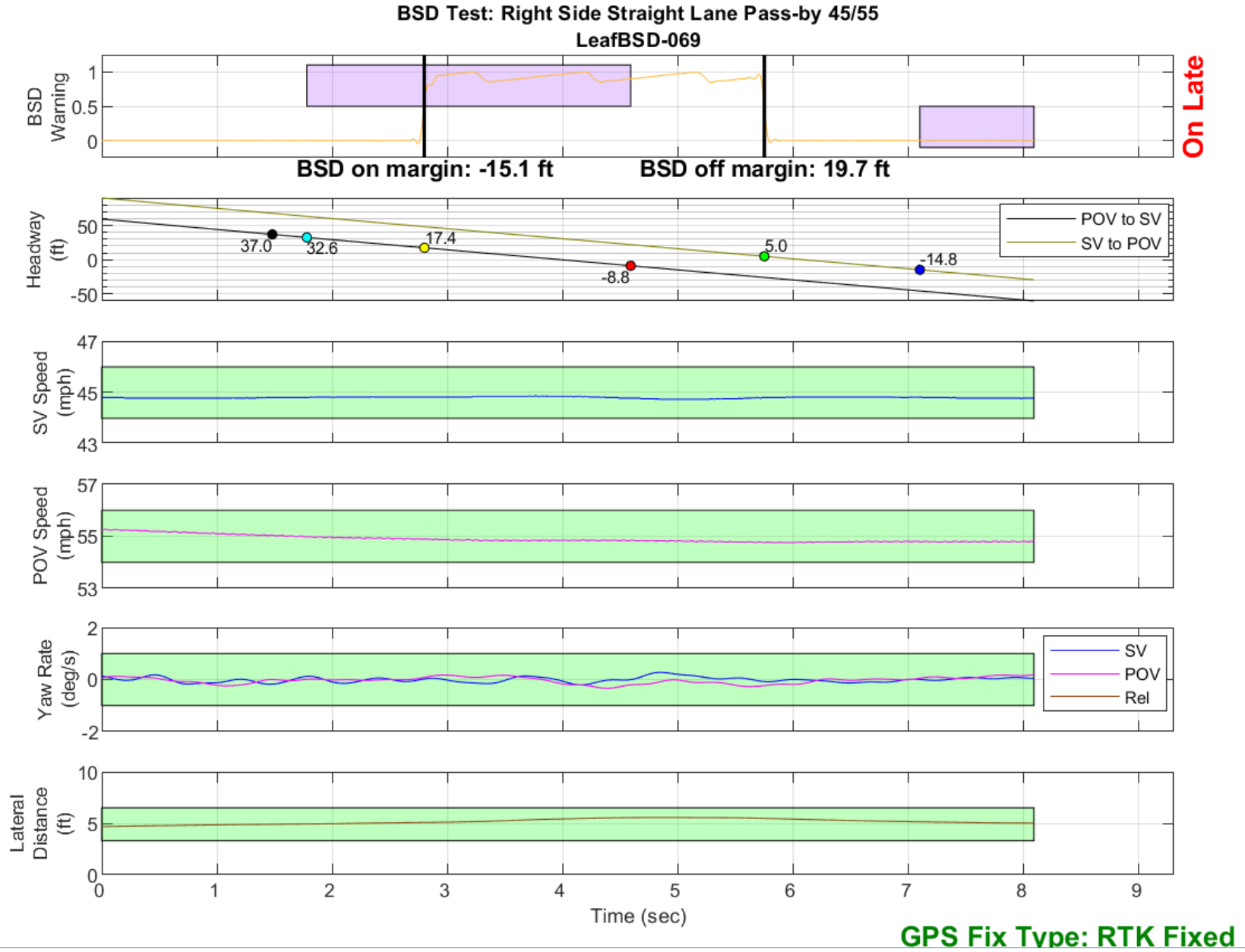


Figure D40. BSD Run 69, Straight Lane Pass-by, SV 45 mph, POV 55 mph

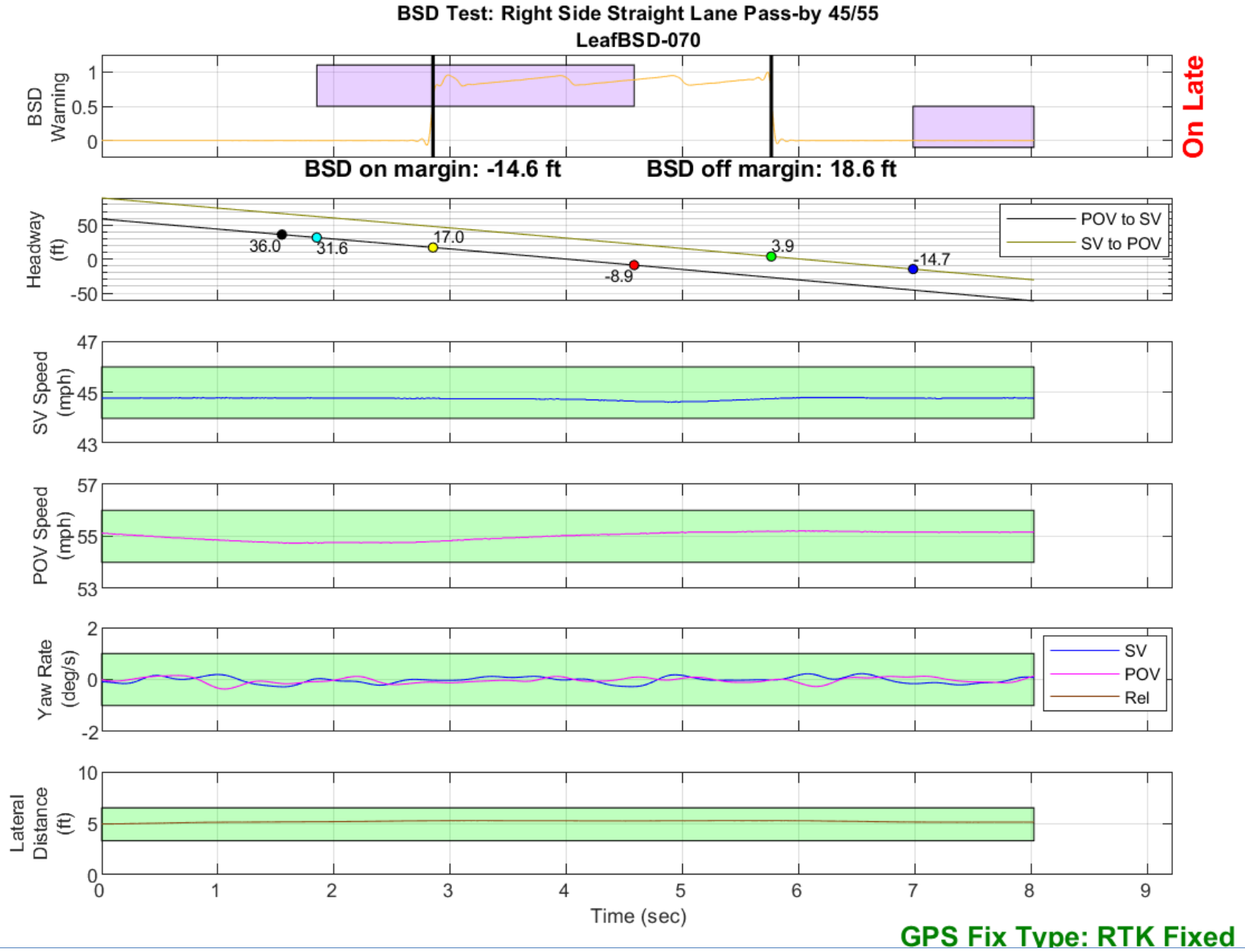


Figure D41. BSD Run 70, Straight Lane Pass-by, SV 45 mph, POV 55 mph

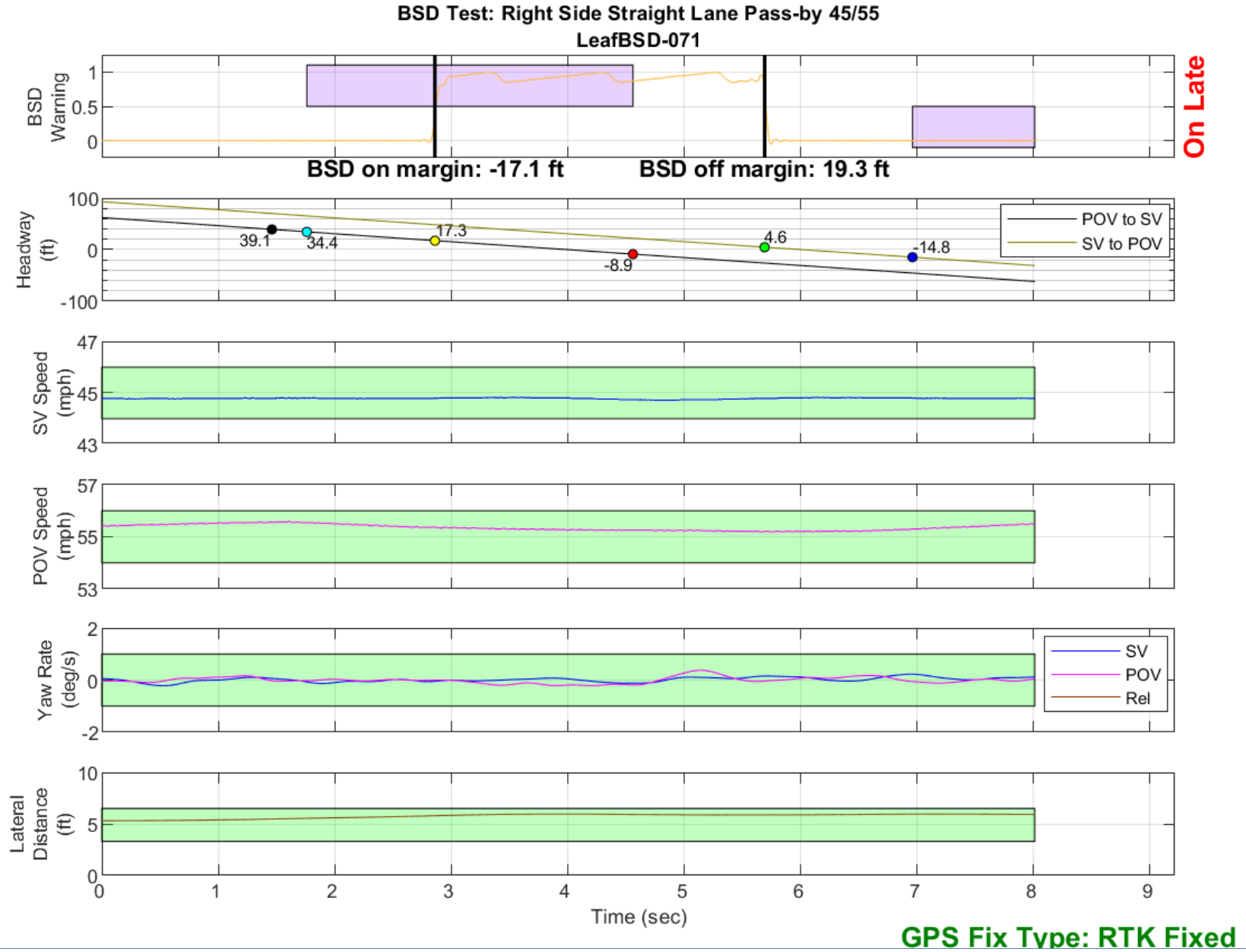


Figure D42. BSD Run 71, Straight Lane Pass-by, SV 45 mph, POV 55 mph

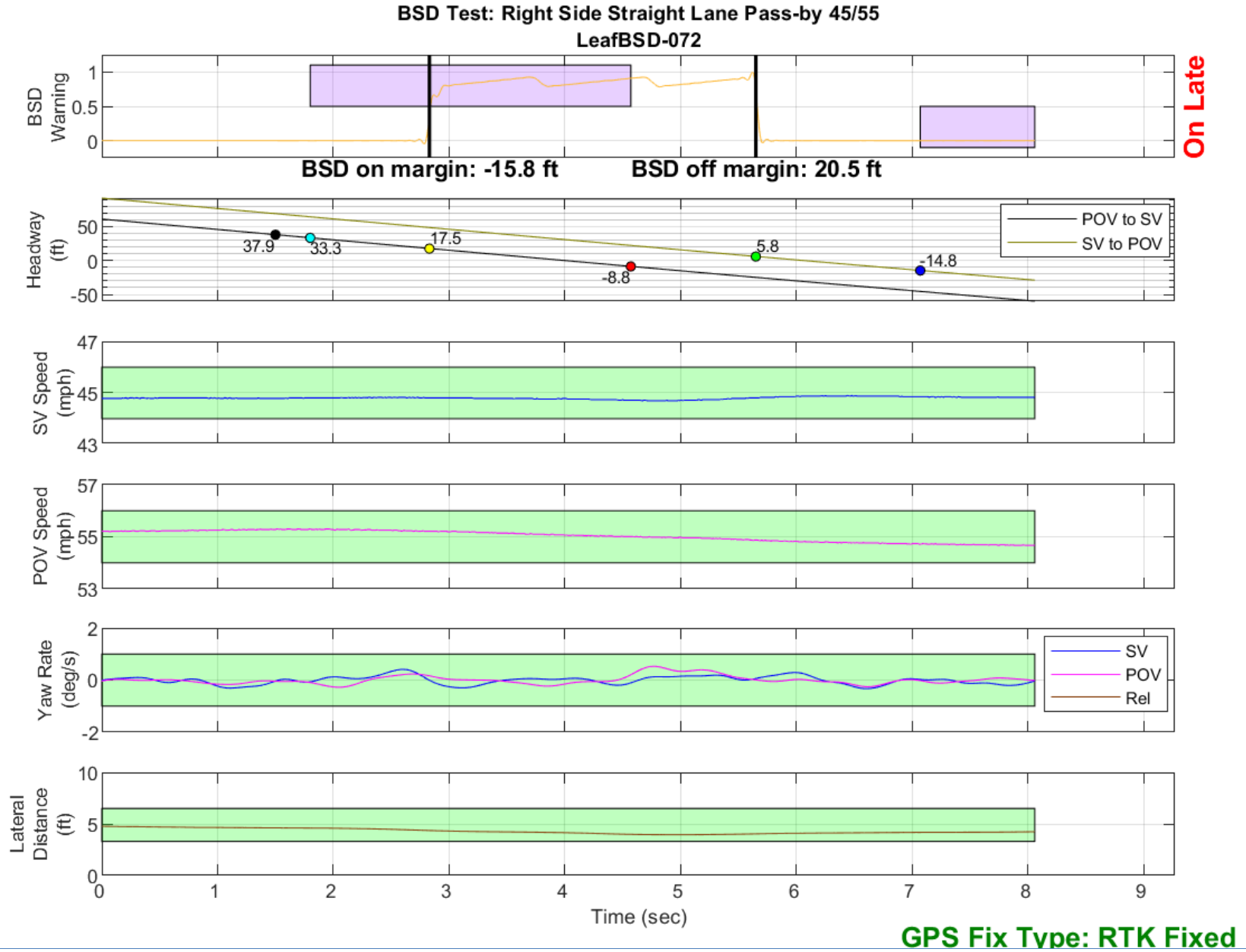


Figure D43. BSD Run 72, Straight Lane Pass-by, SV 45 mph, POV 55 mph

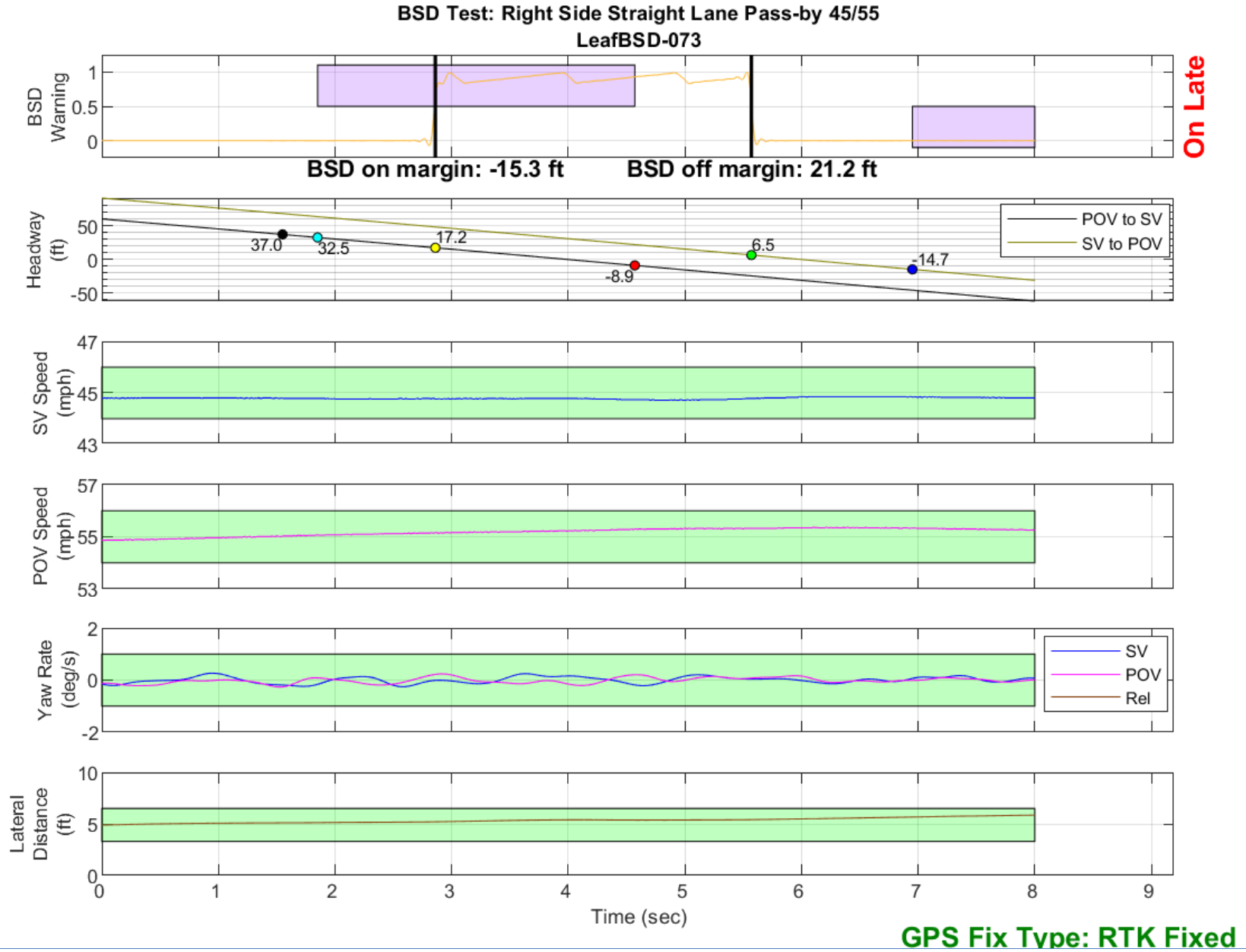


Figure D44. BSD Run 73, Straight Lane Pass-by, SV 45 mph, POV 55 mph

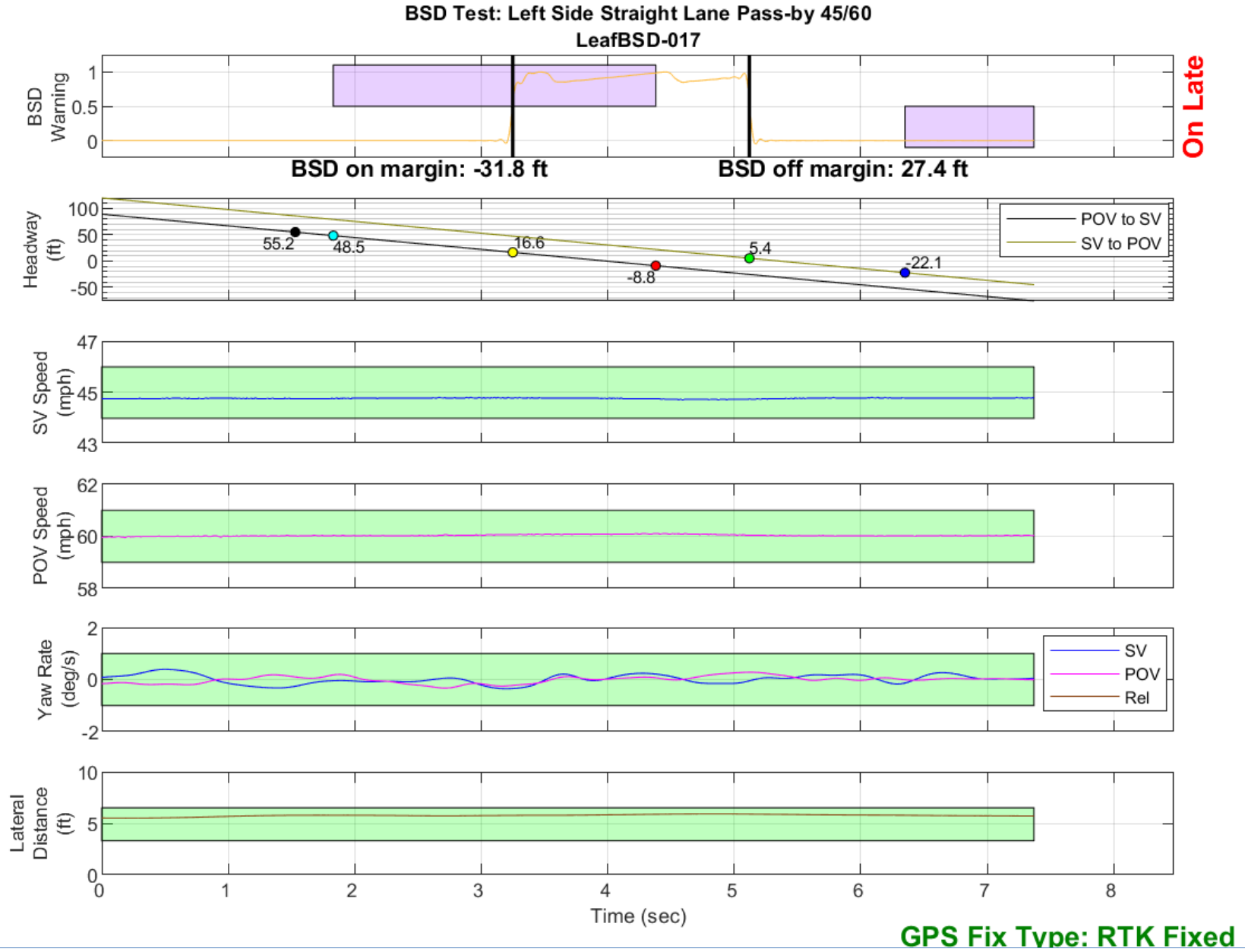


Figure D45. BSD Run 17, Straight Lane Pass-by, SV 45 mph, POV 60 mph

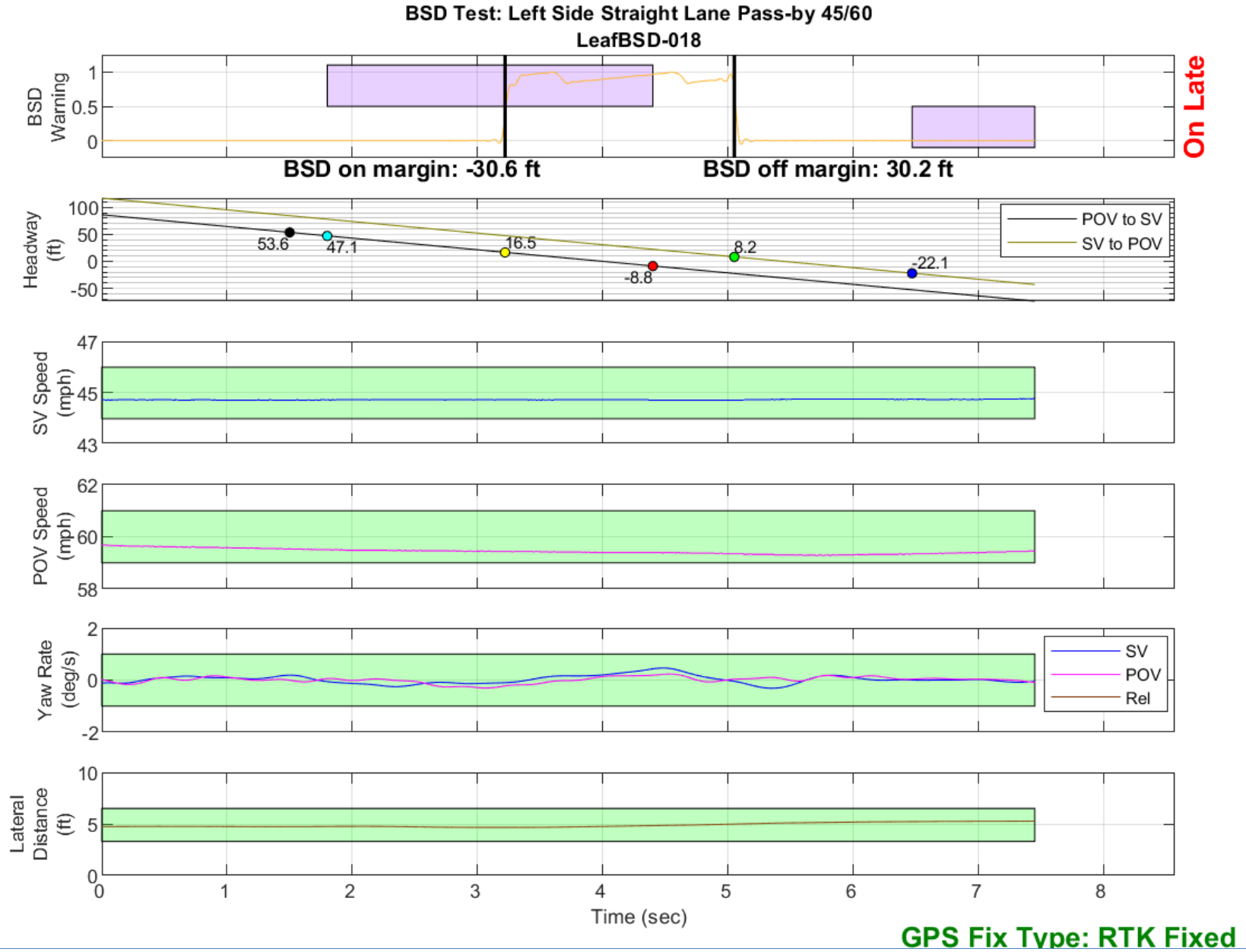


Figure D46. BSD Run 18, Straight Lane Pass-by, SV 45 mph, POV 60 mph

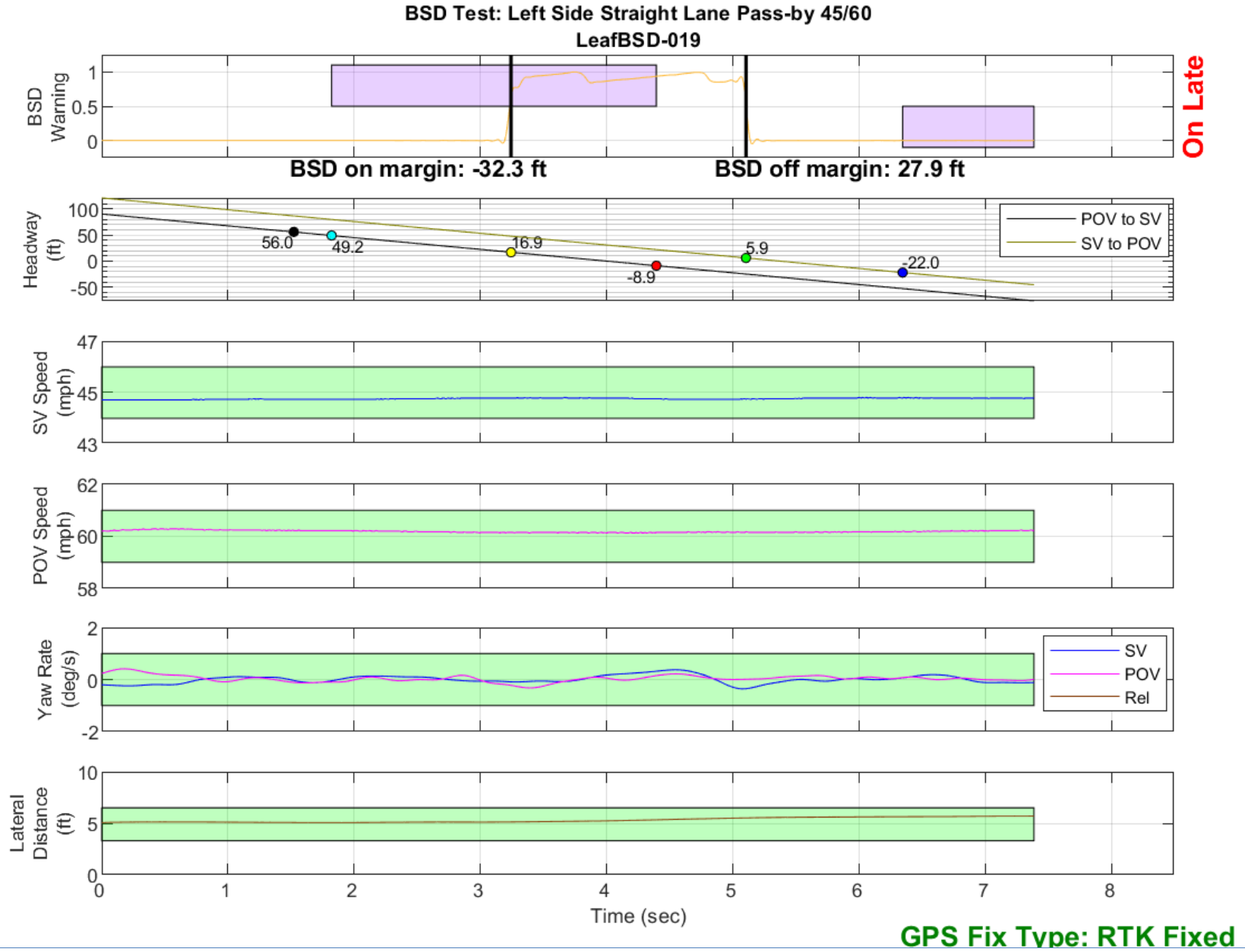


Figure D47. BSD Run 19, Straight Lane Pass-by, SV 45 mph, POV 60 mph

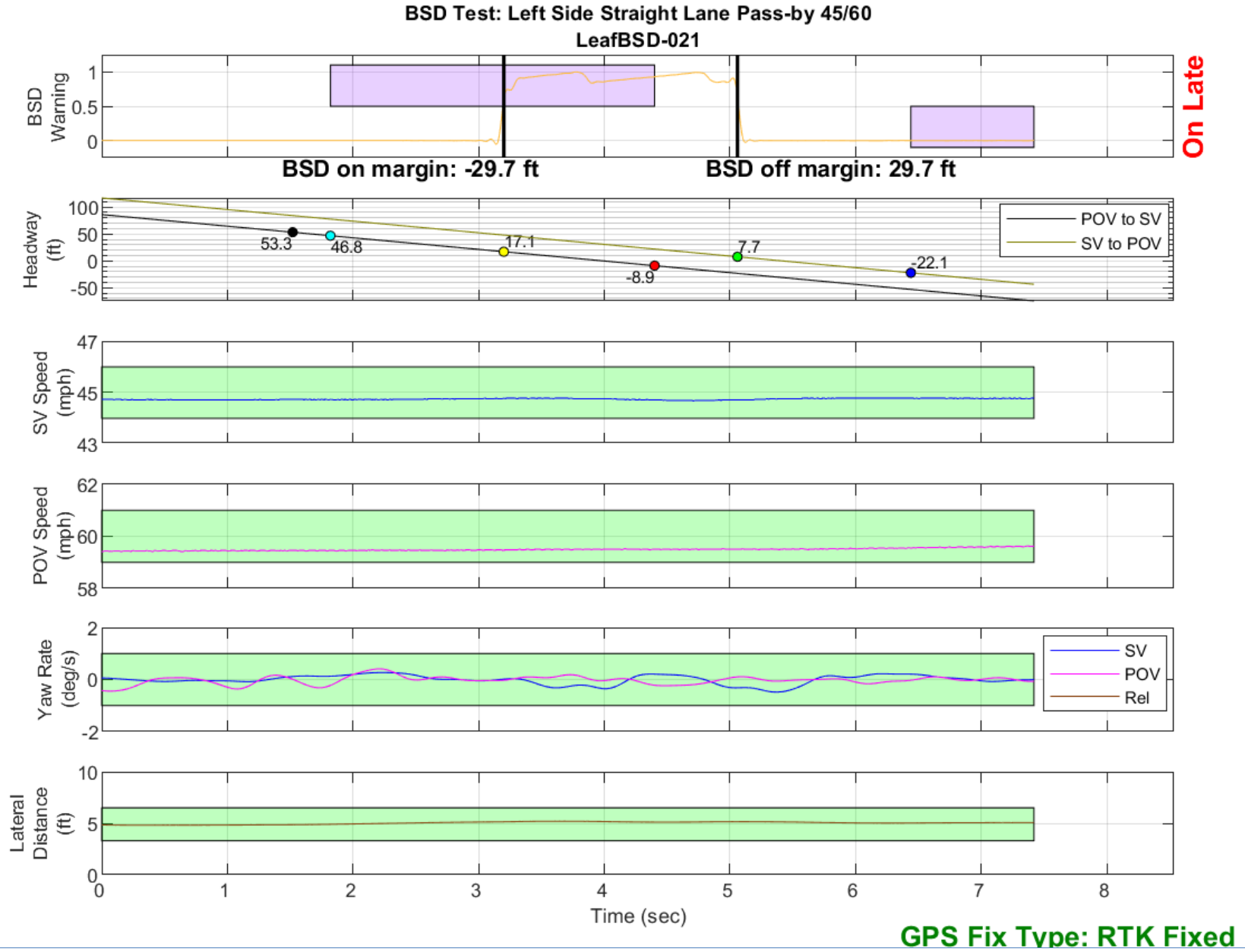


Figure D48. BSD Run 21, Straight Lane Pass-by, SV 45 mph, POV 60 mph

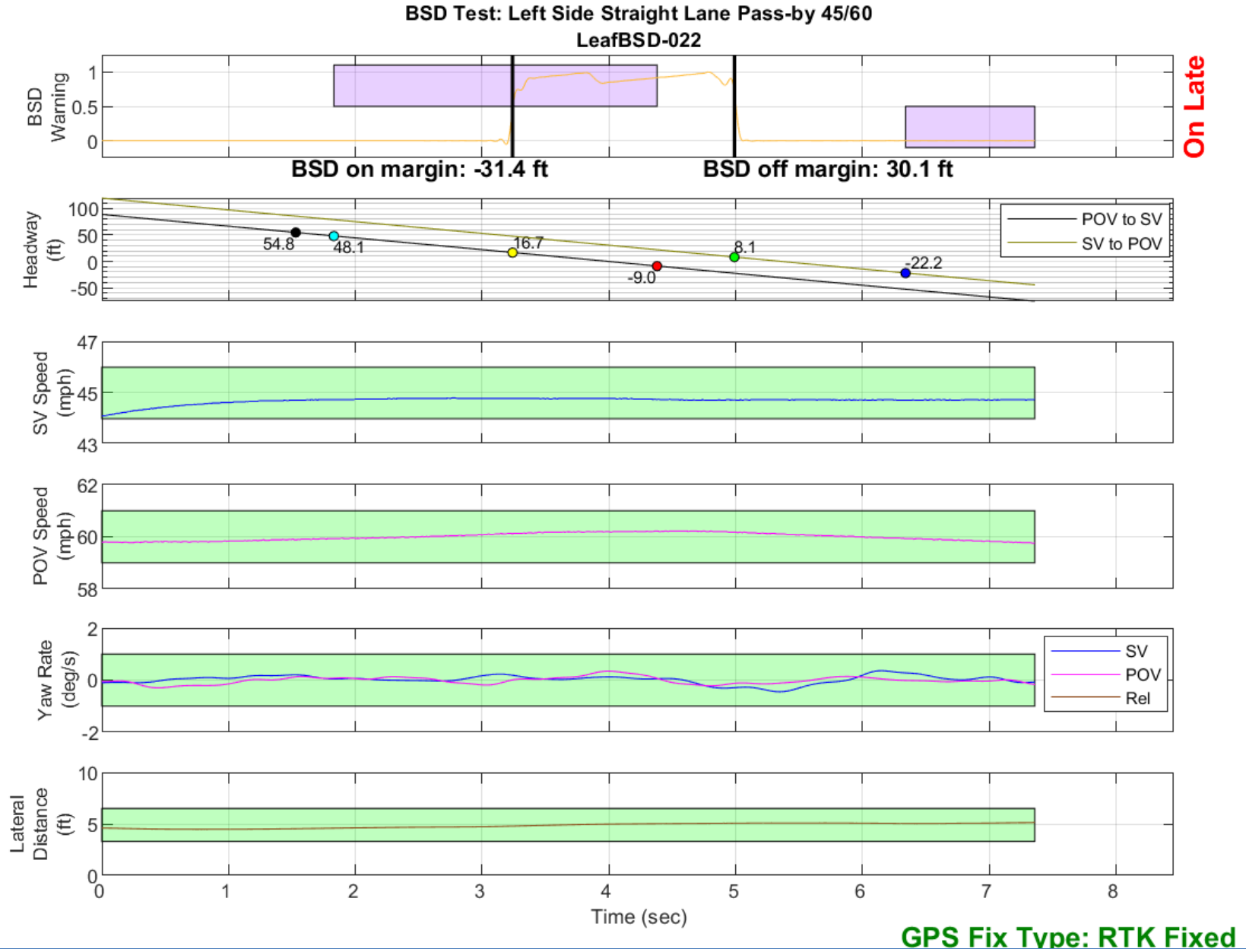


Figure D49. BSD Run 22, Straight Lane Pass-by, SV 45 mph, POV 60 mph

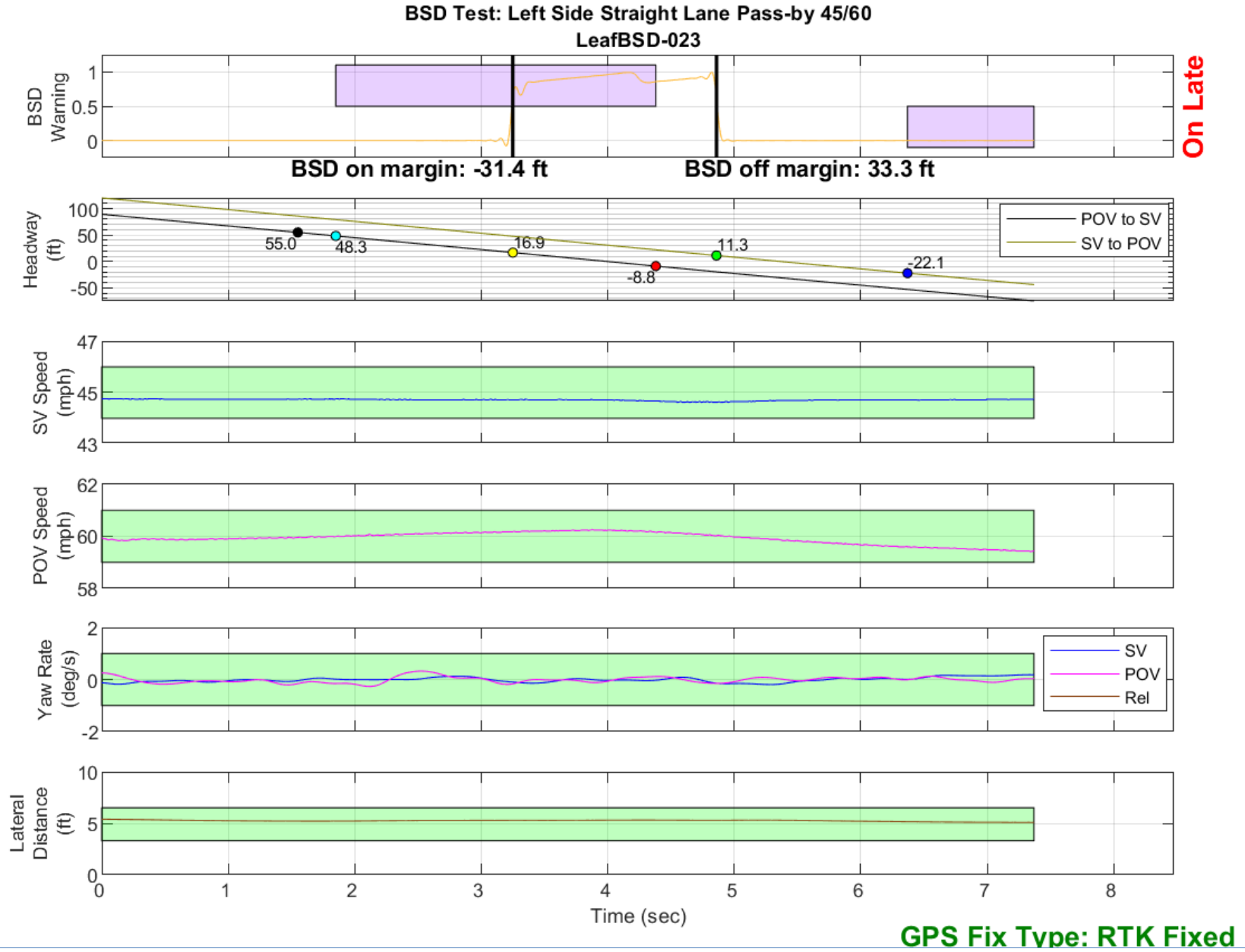


Figure D50. BSD Run 23, Straight Lane Pass-by, SV 45 mph, POV 60 mph

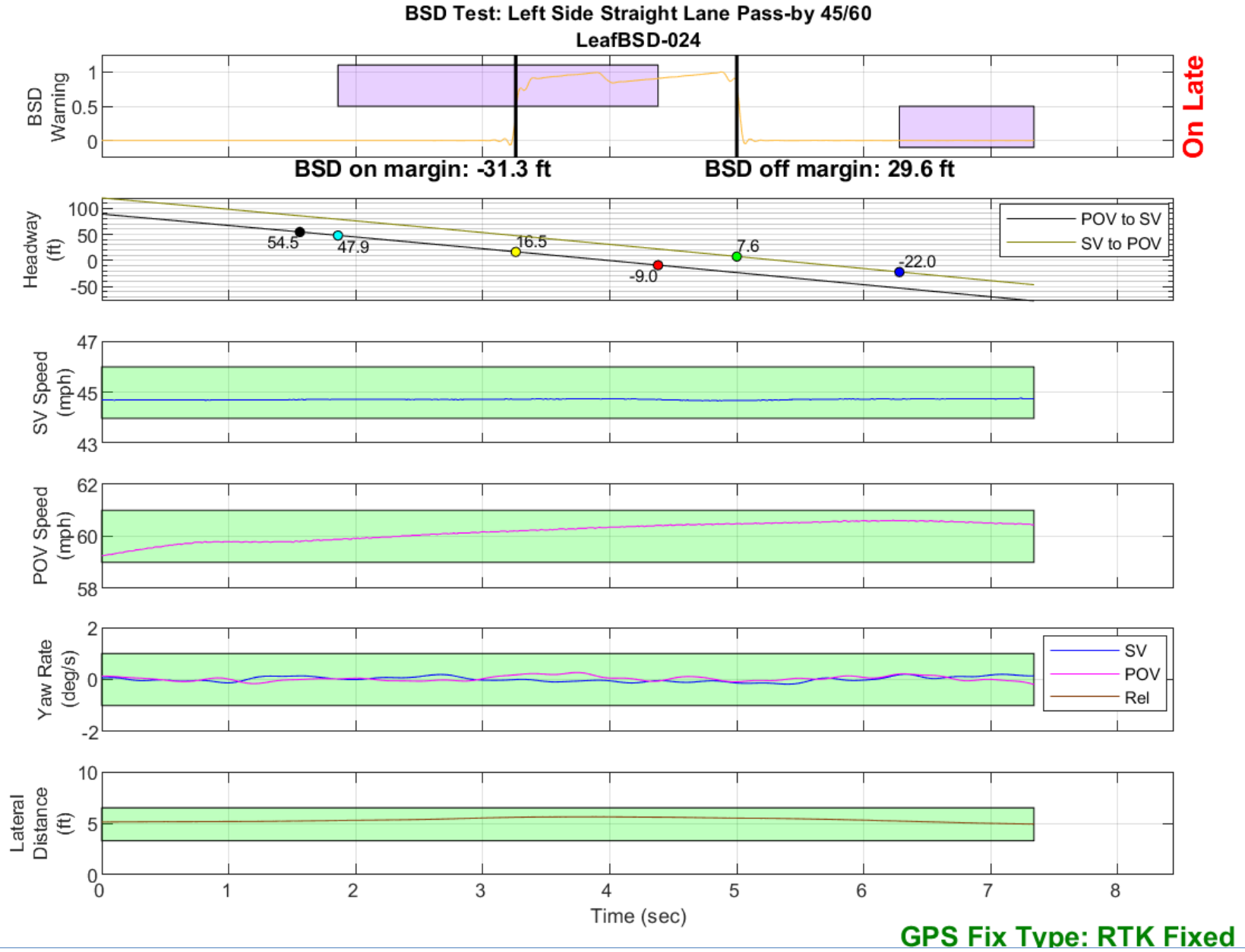


Figure D51. BSD Run 24, Straight Lane Pass-by, SV 45 mph, POV 60 mph

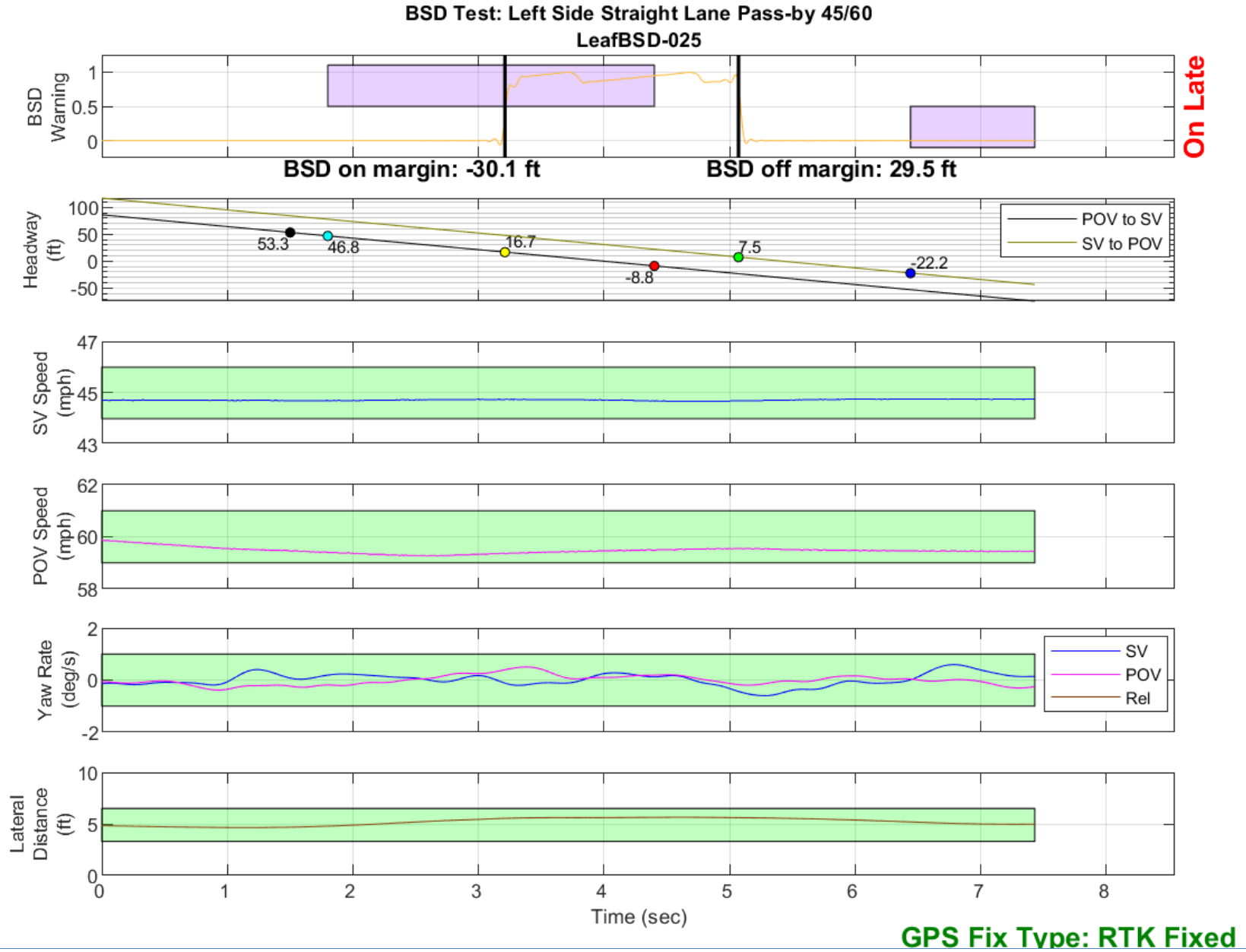


Figure D52. BSD Run 25, Straight Lane Pass-by, SV 45 mph, POV 60 mph

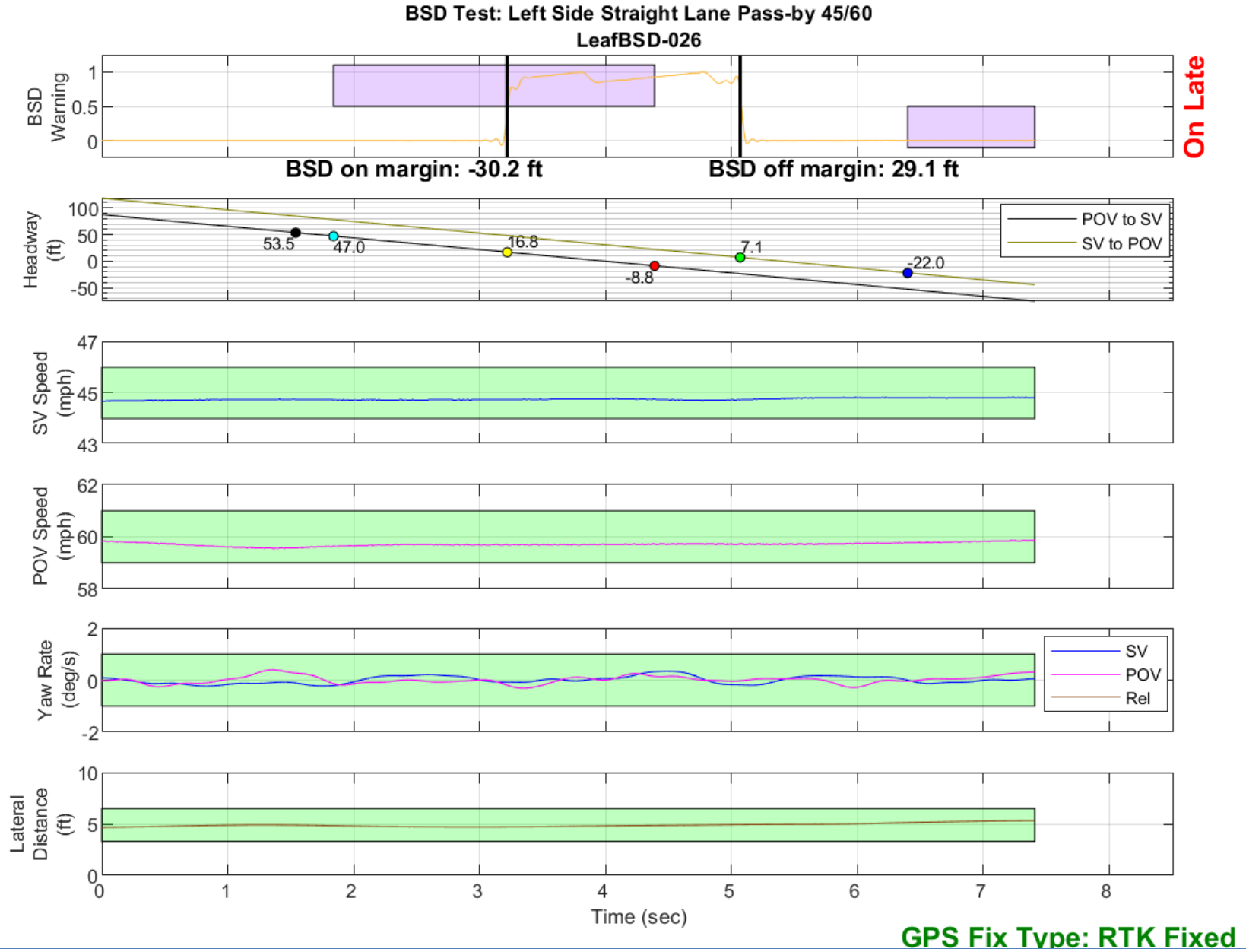


Figure D53. BSD Run 26, Straight Lane Pass-by, SV 45 mph, POV 60 mph

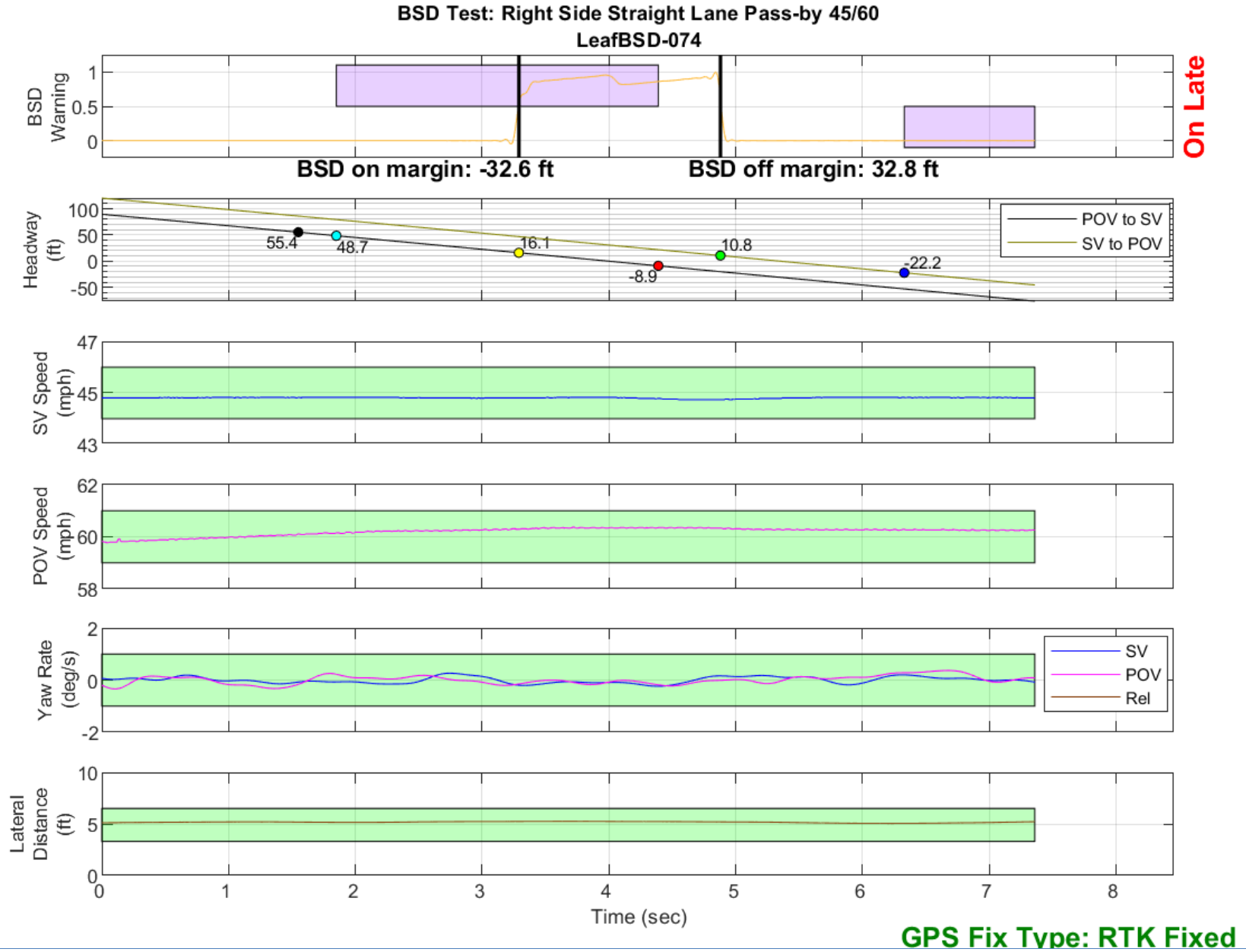


Figure D54. BSD Run 74, Straight Lane Pass-by, SV 45 mph, POV 60 mph

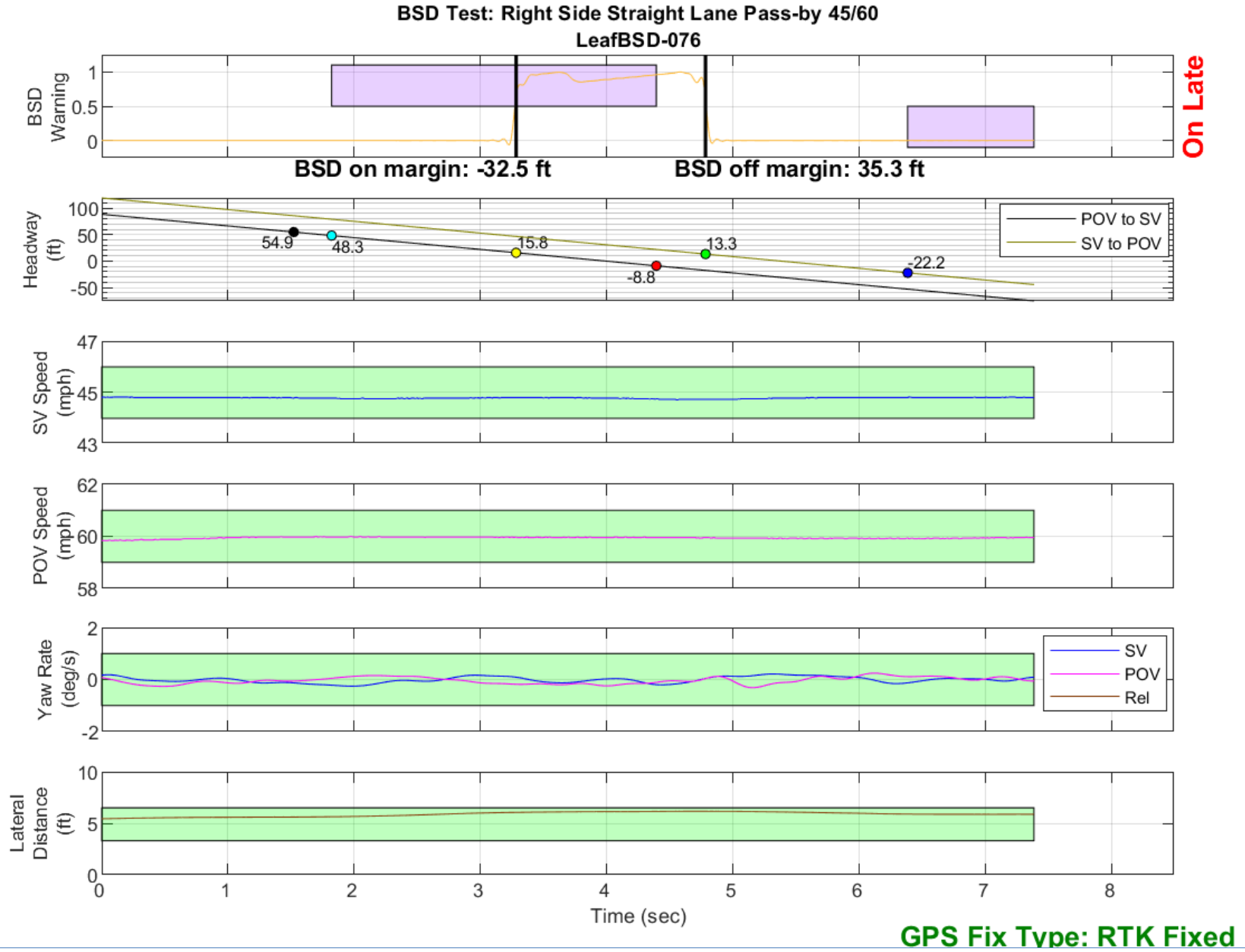


Figure D55. BSD Run 76, Straight Lane Pass-by, SV 45 mph, POV 60 mph

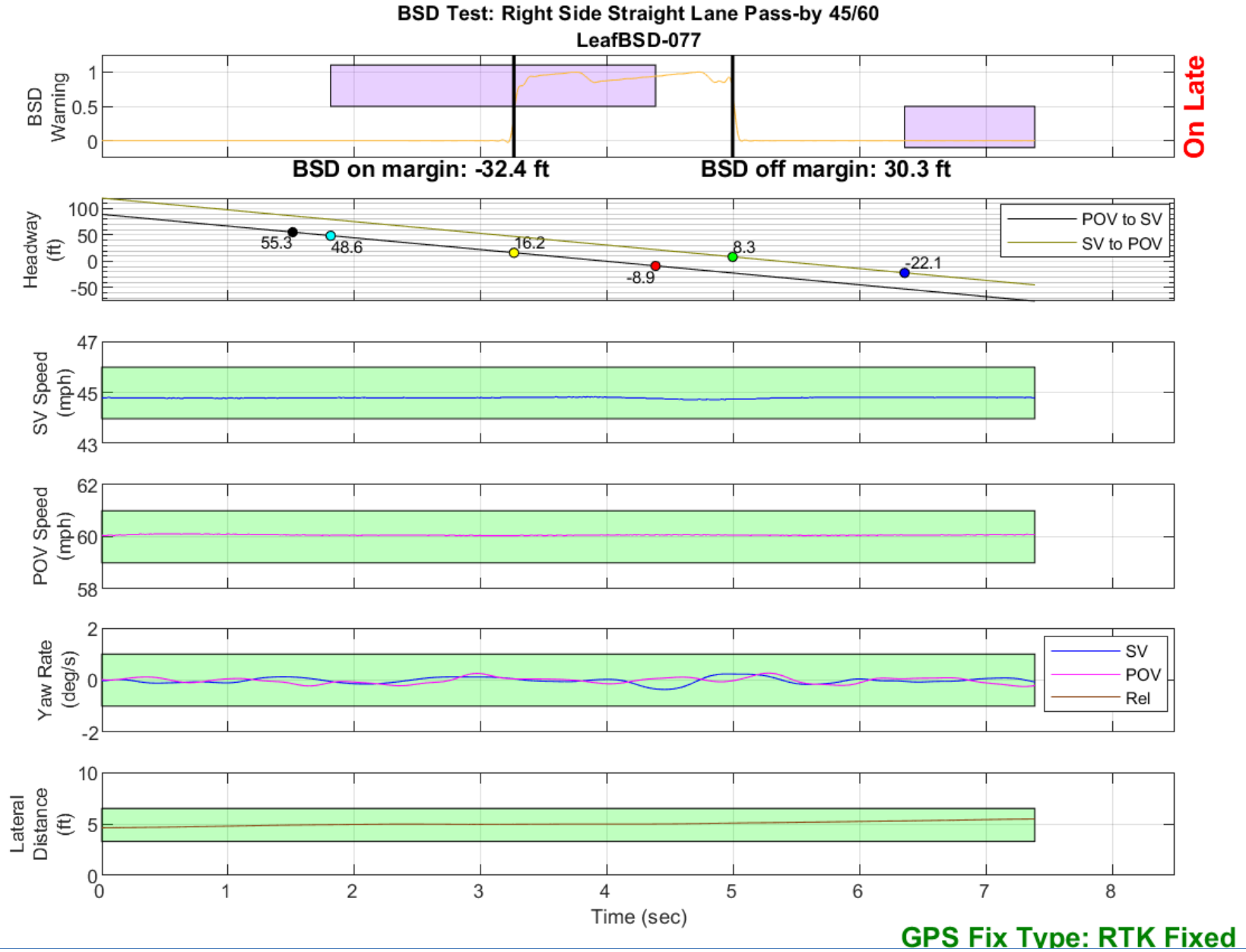


Figure D56. BSD Run 77, Straight Lane Pass-by, SV 45 mph, POV 60 mph

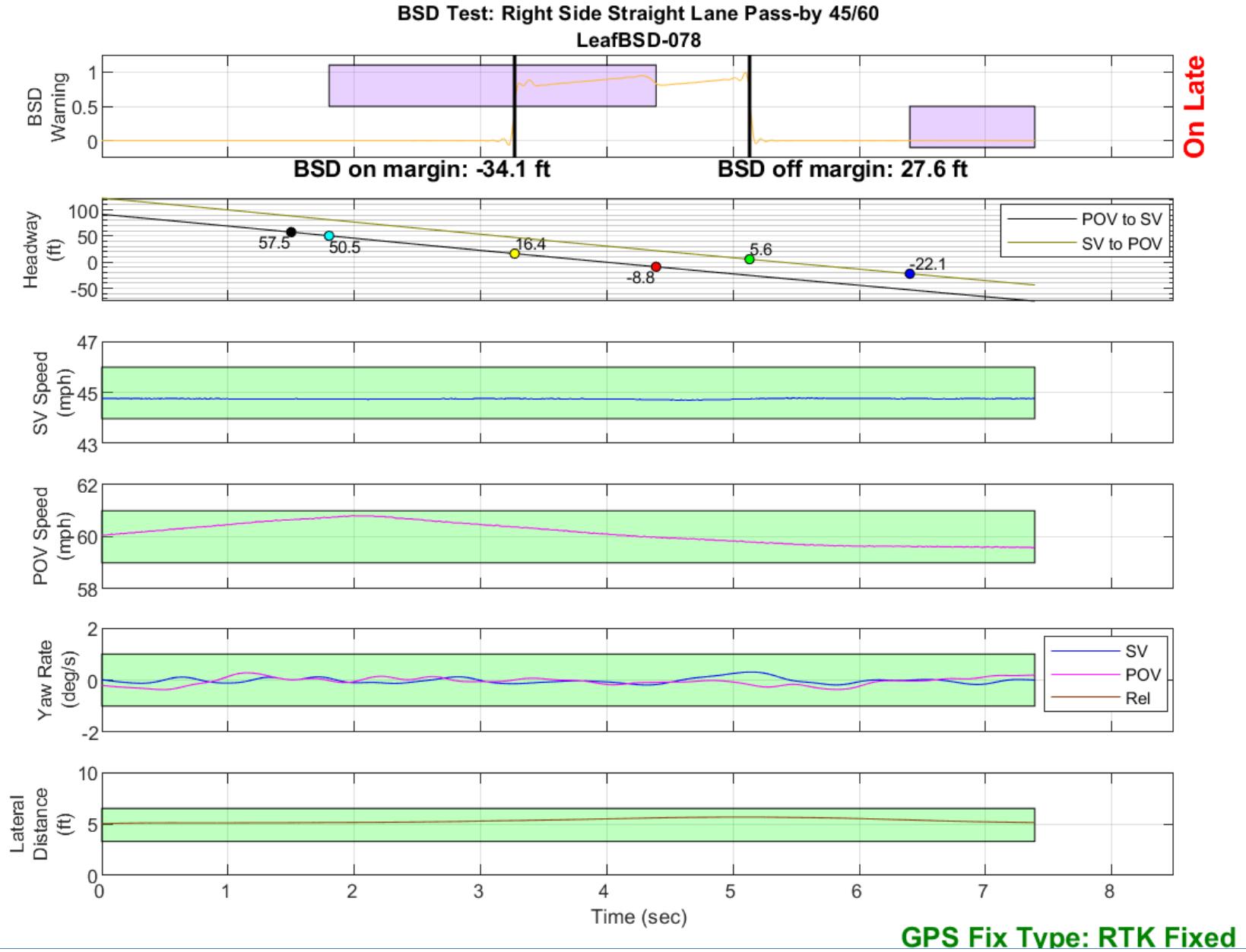


Figure D57. BSD Run 78, Straight Lane Pass-by, SV 45 mph, POV 60 mph

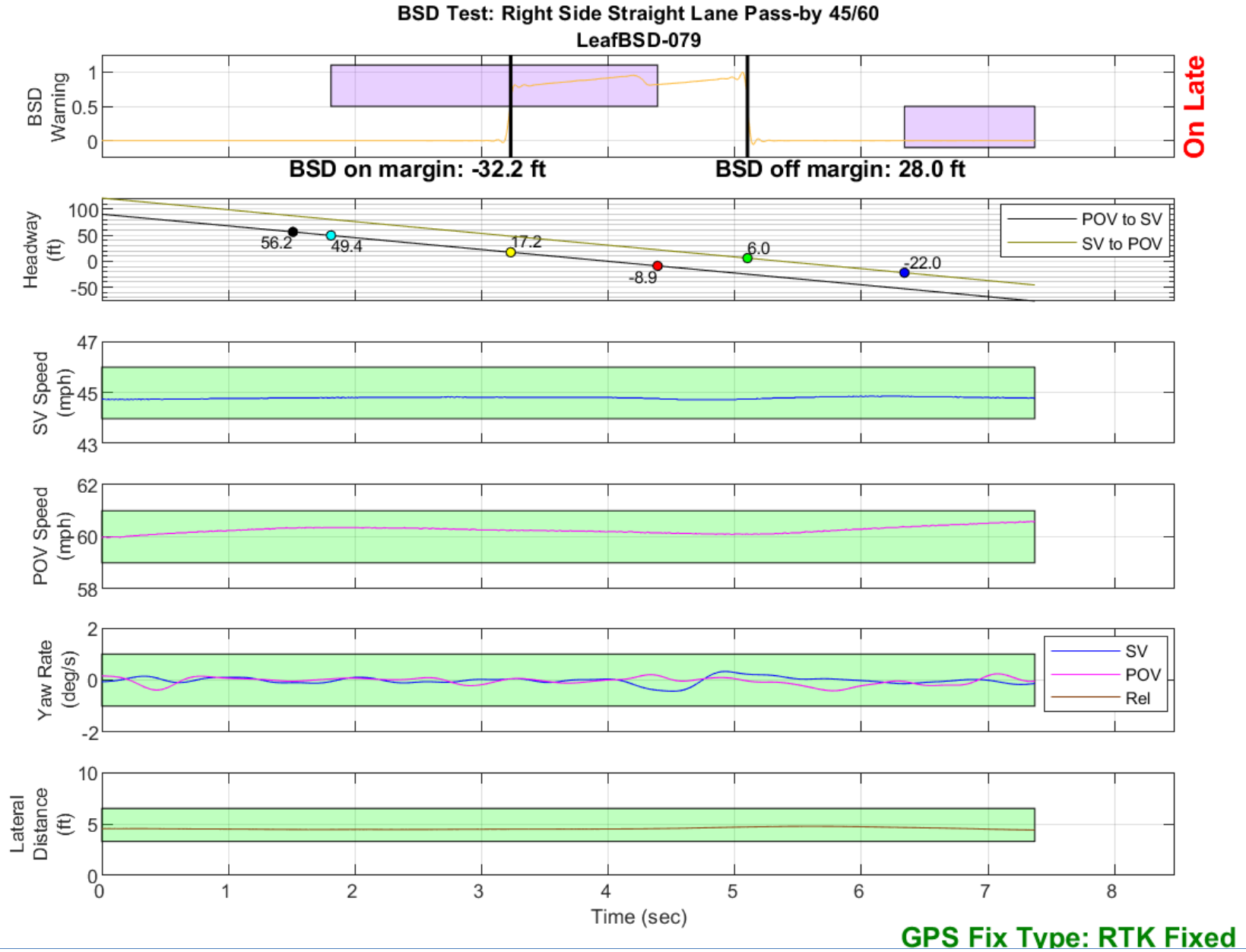


Figure D58. BSD Run 79, Straight Lane Pass-by, SV 45 mph, POV 60 mph

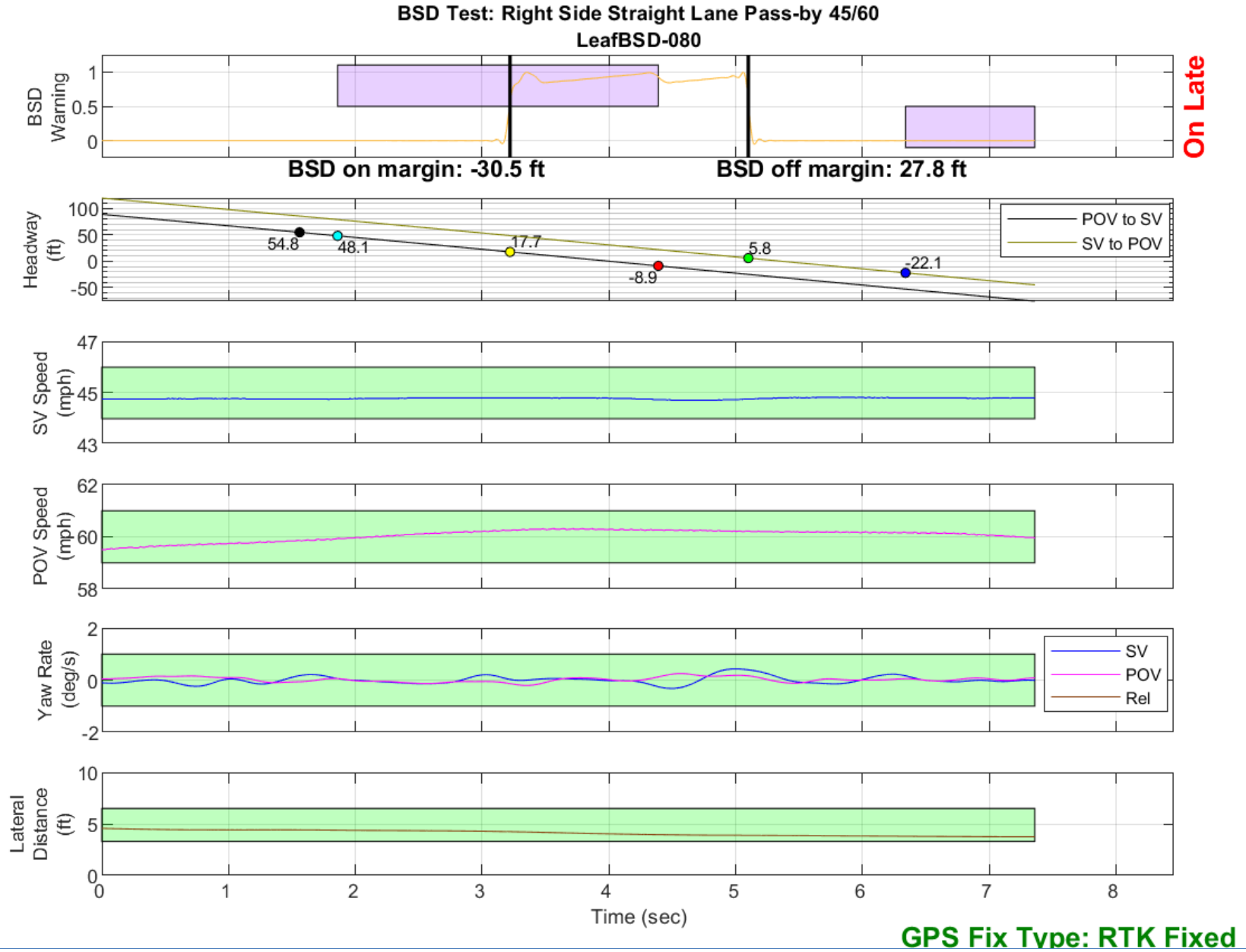


Figure D59. BSD Run 80, Straight Lane Pass-by, SV 45 mph, POV 60 mph

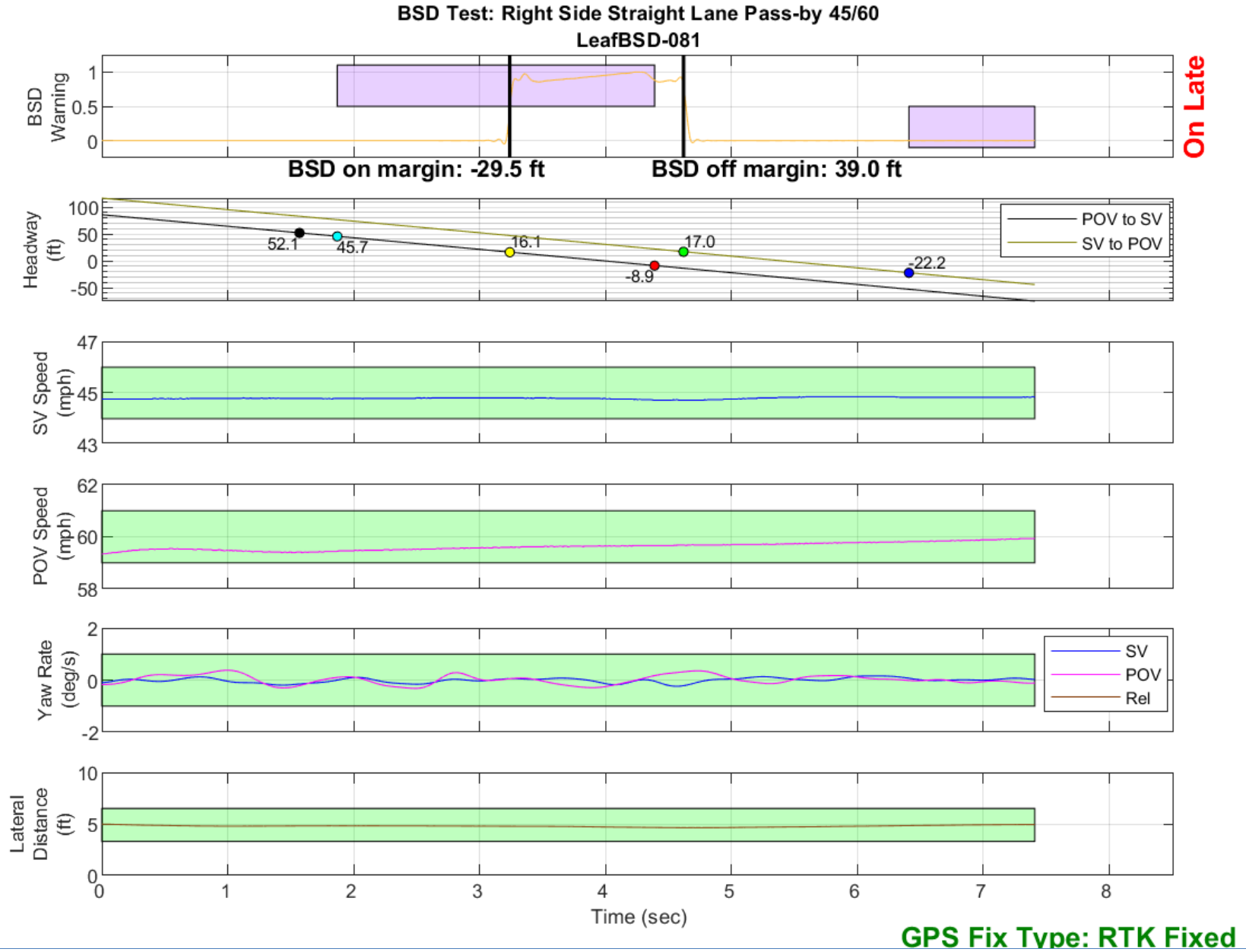


Figure D60. BSD Run 81, Straight Lane Pass-by, SV 45 mph, POV 60 mph

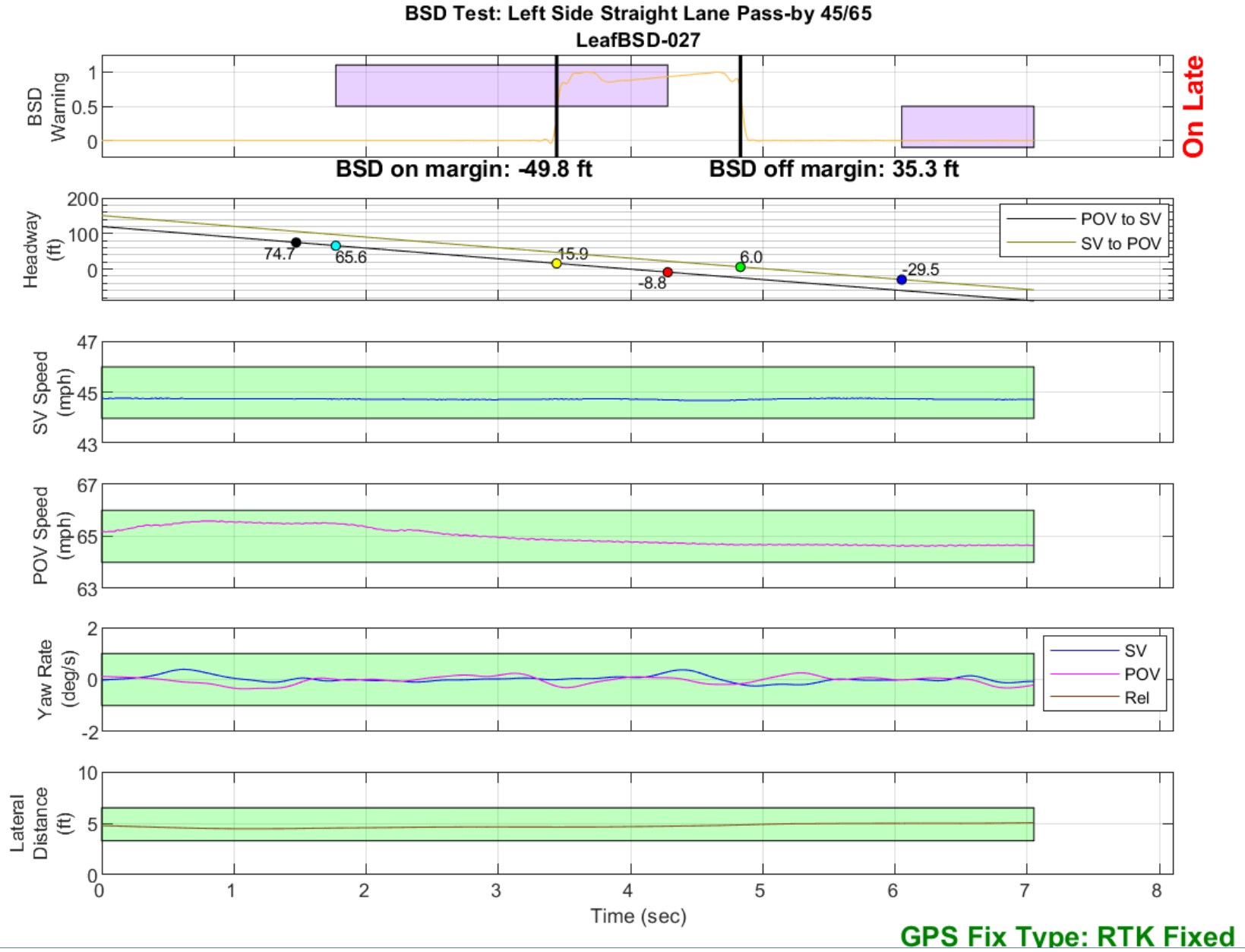


Figure D61. BSD Run 27, Straight Lane Pass-by, SV 45 mph, POV 65 mph

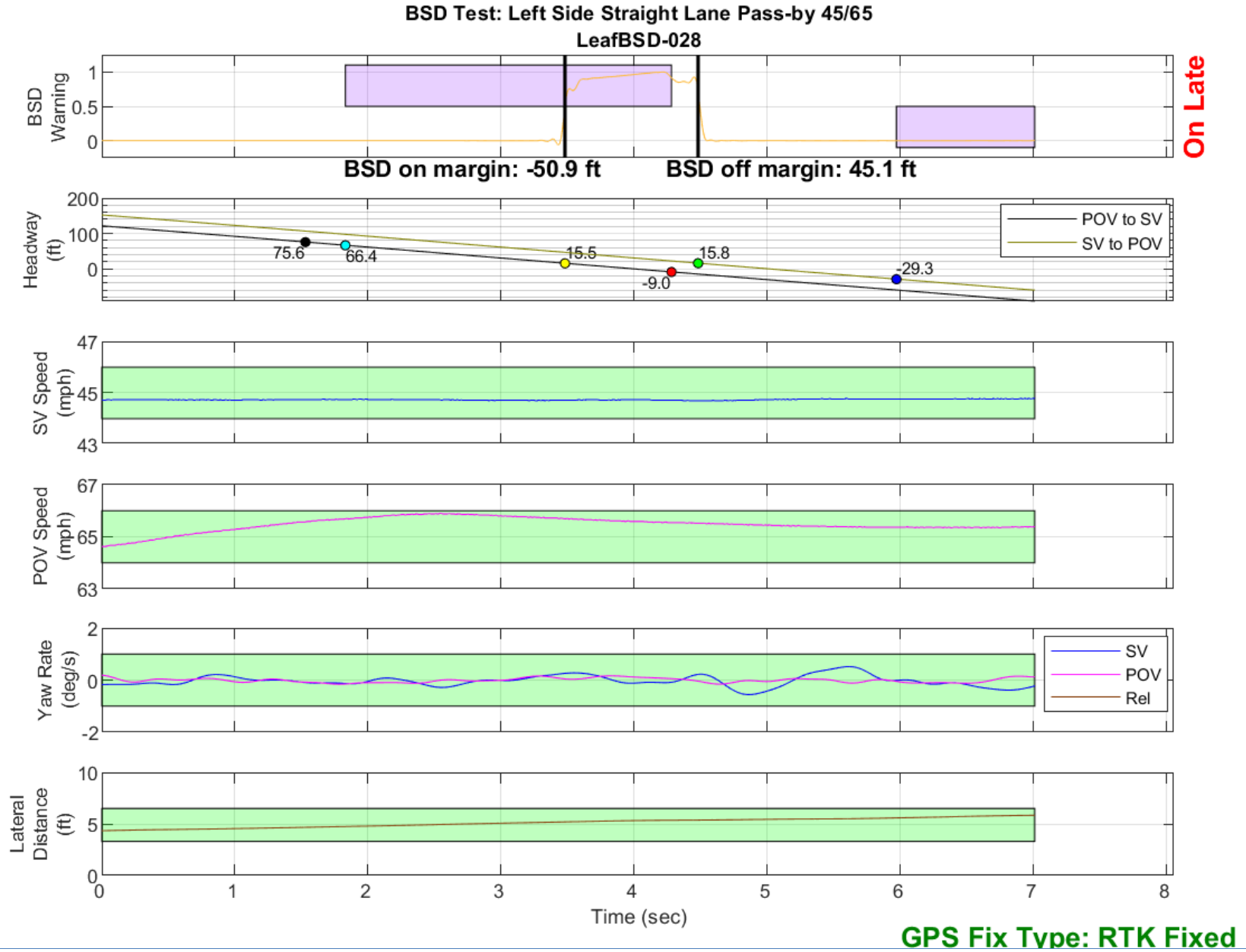


Figure D62. BSD Run 28, Straight Lane Pass-by, SV 45 mph, POV 65 mph

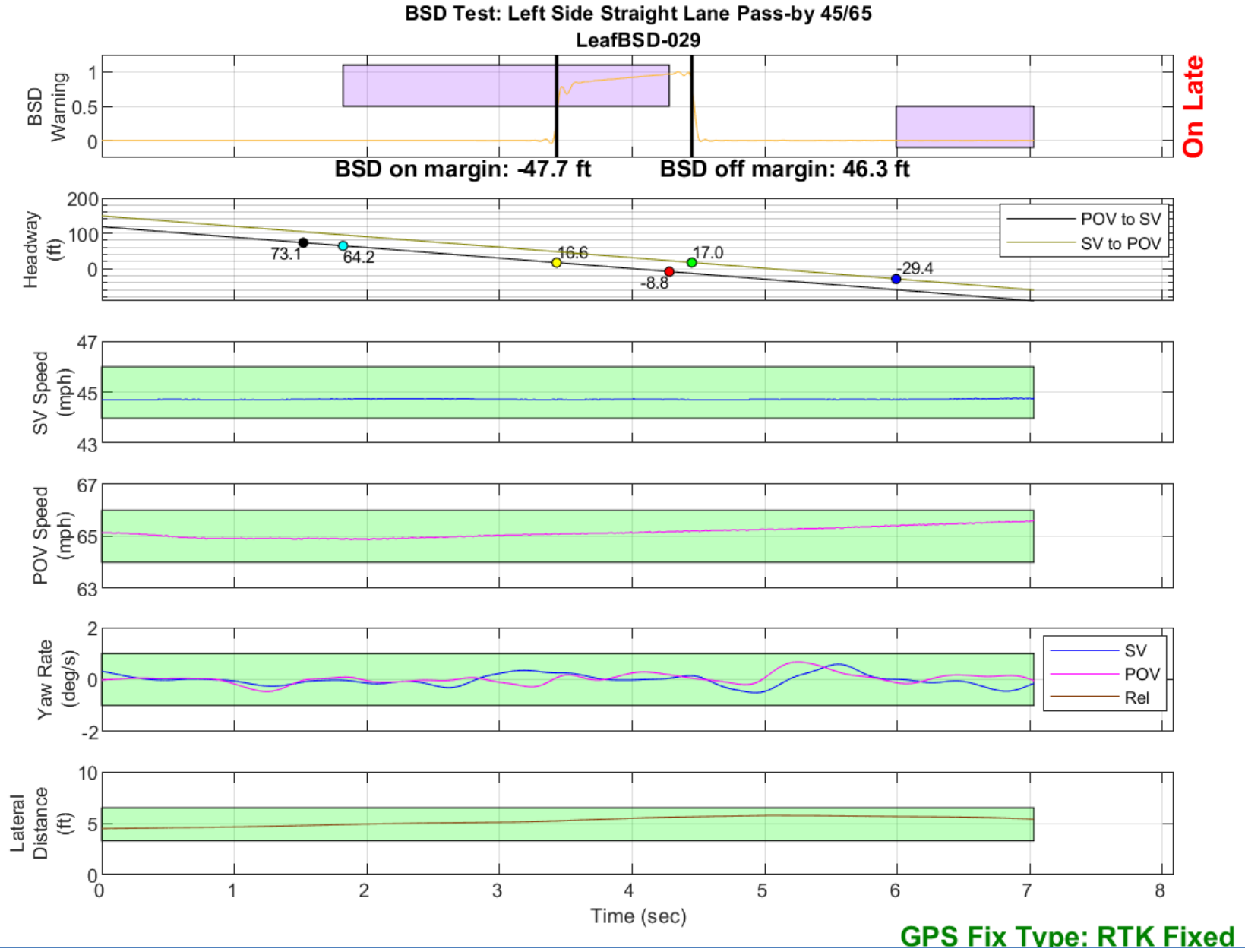


Figure D63. BSD Run 29, Straight Lane Pass-by, SV 45 mph, POV 65 mph

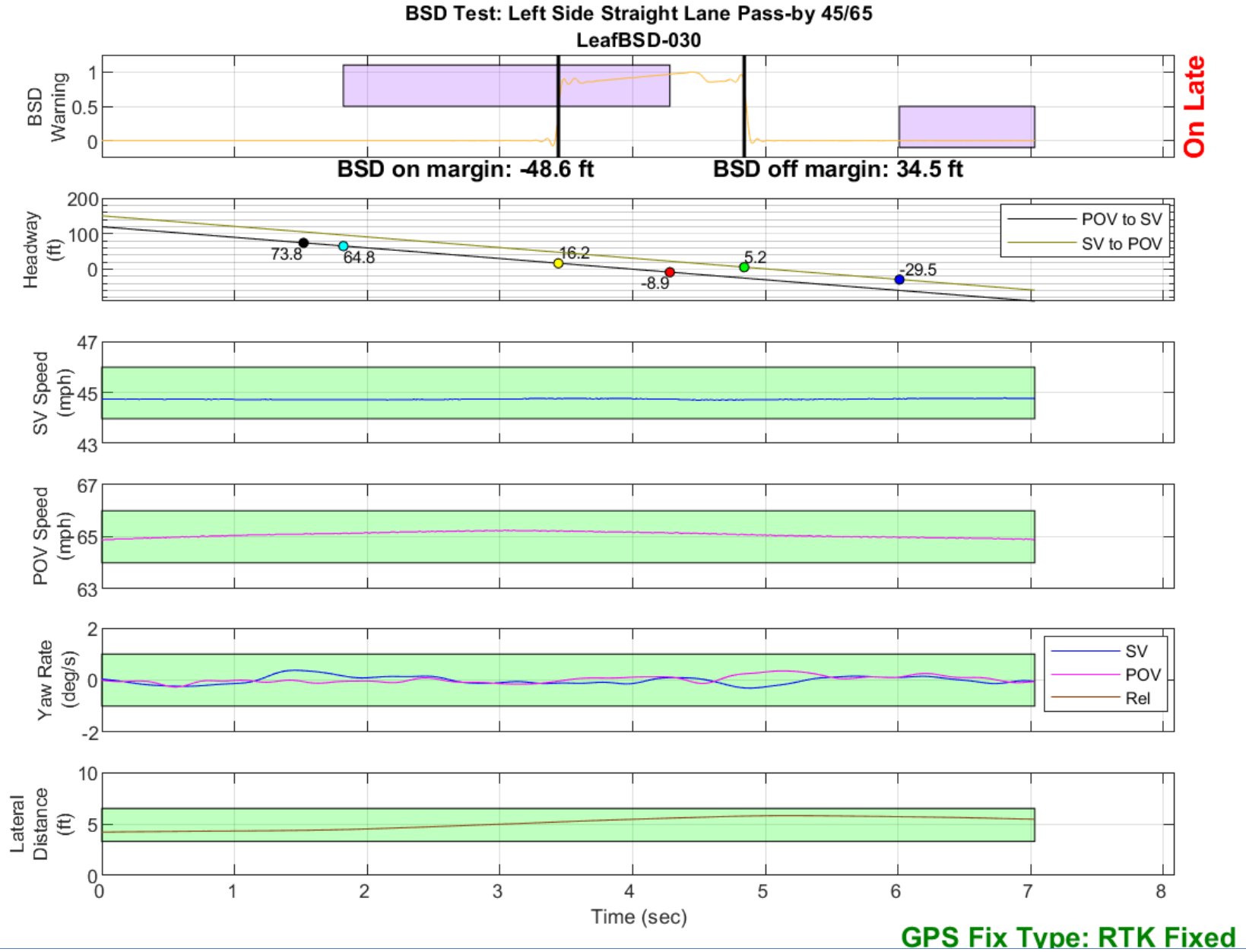


Figure D64. BSD Run 30, Straight Lane Pass-by, SV 45 mph, POV 65 mph

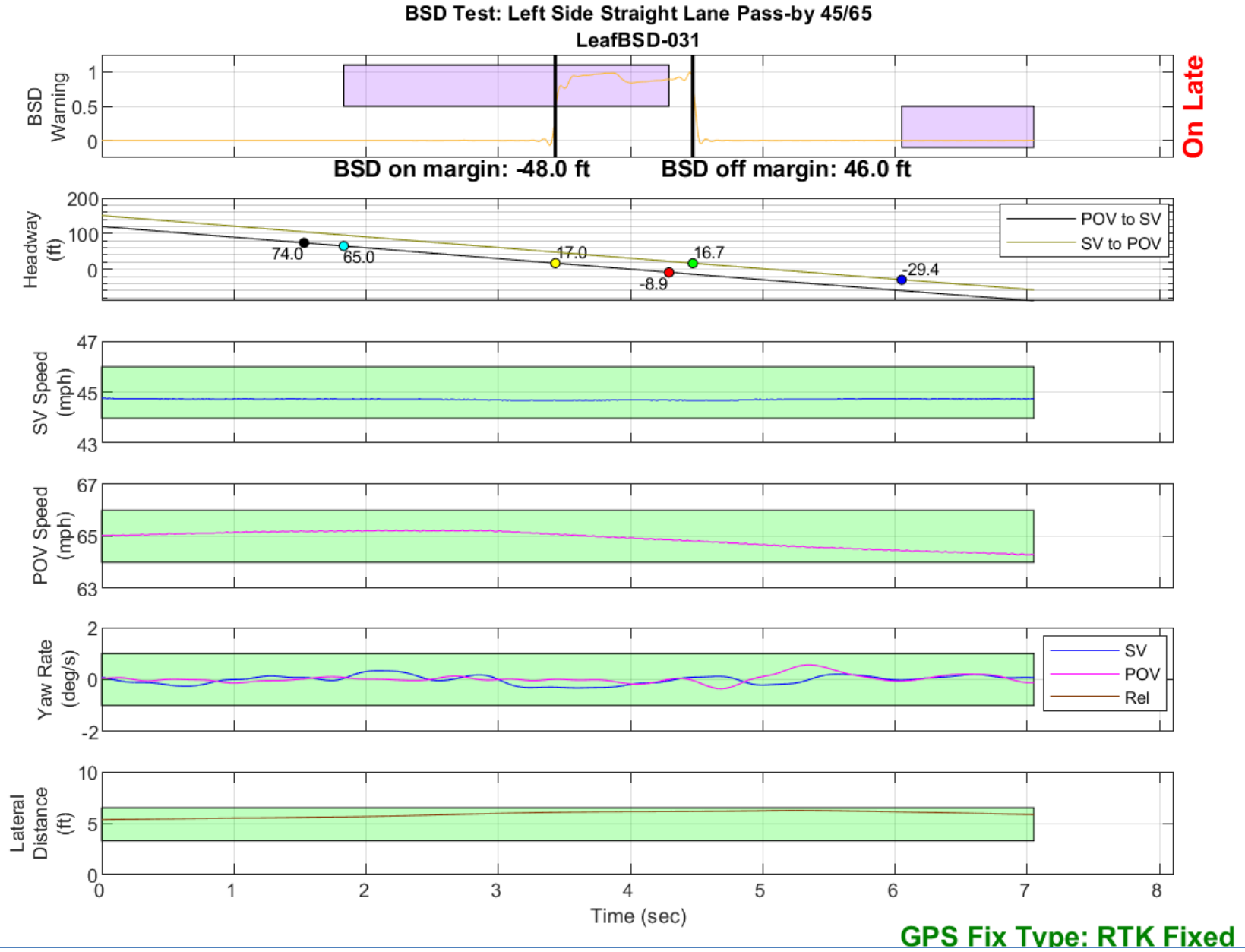


Figure D65. BSD Run 31, Straight Lane Pass-by, SV 45 mph, POV 65 mph

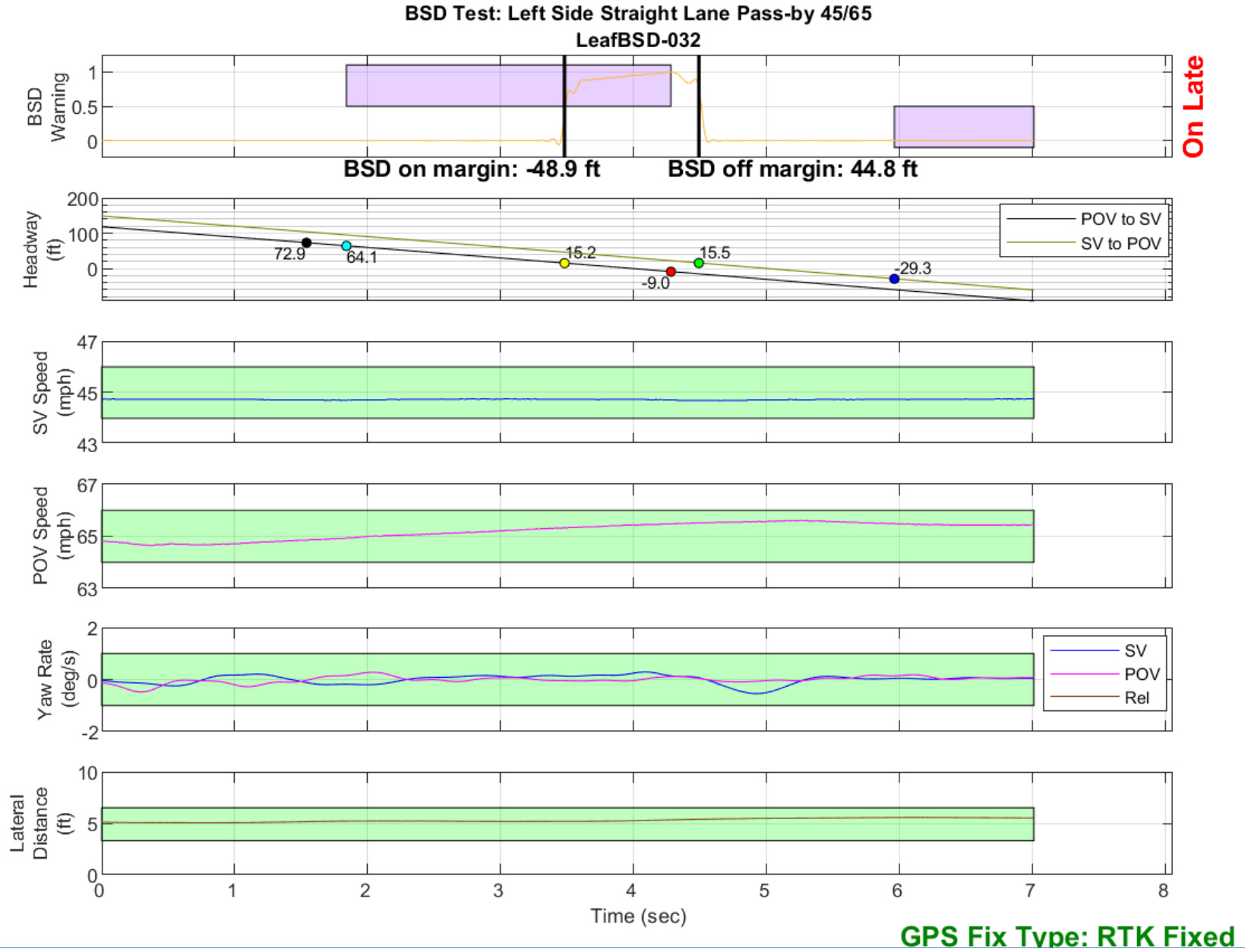


Figure D66. BSD Run 32, Straight Lane Pass-by, SV 45 mph, POV 65 mph

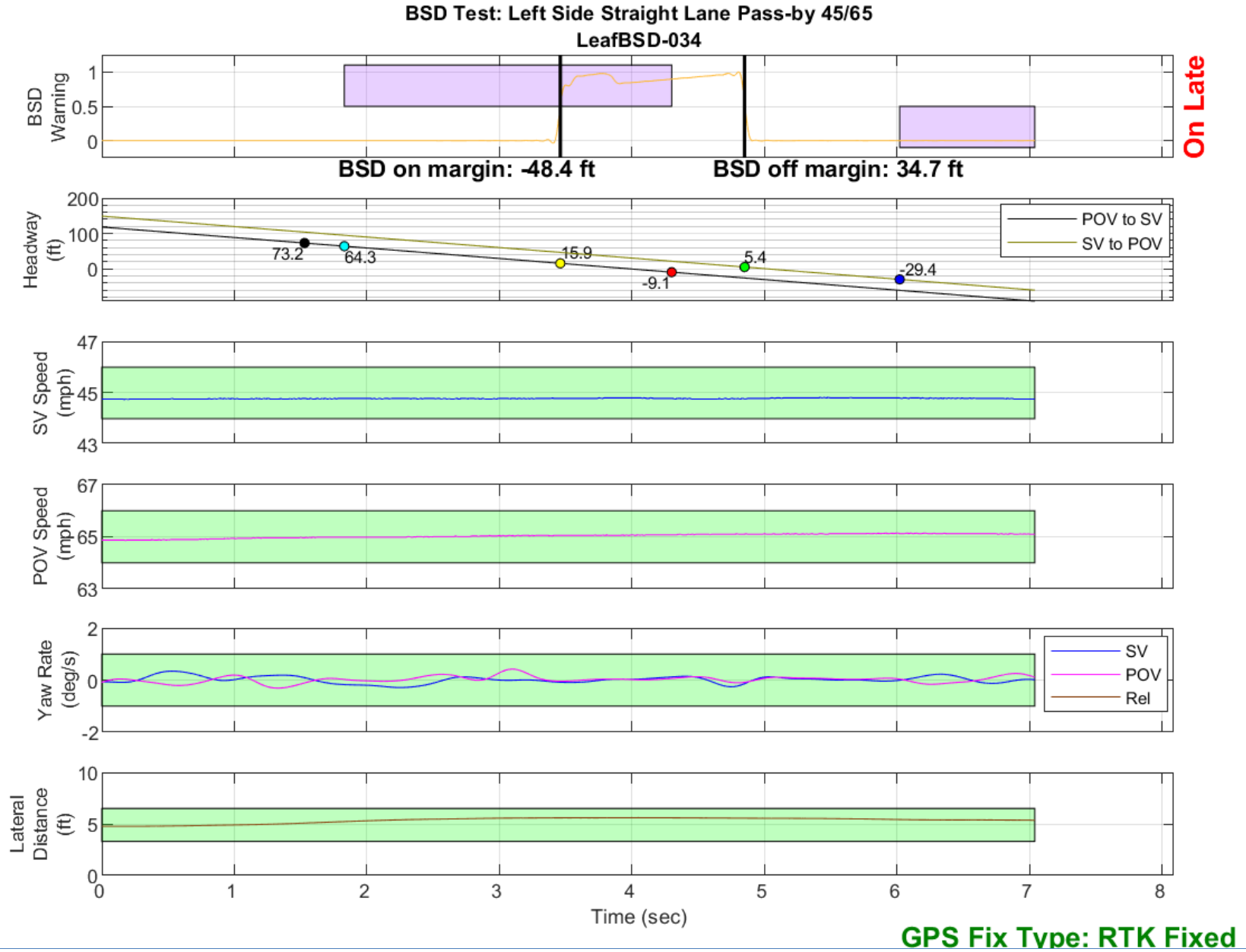


Figure D67. BSD Run 34, Straight Lane Pass-by, SV 45 mph, POV 65 mph

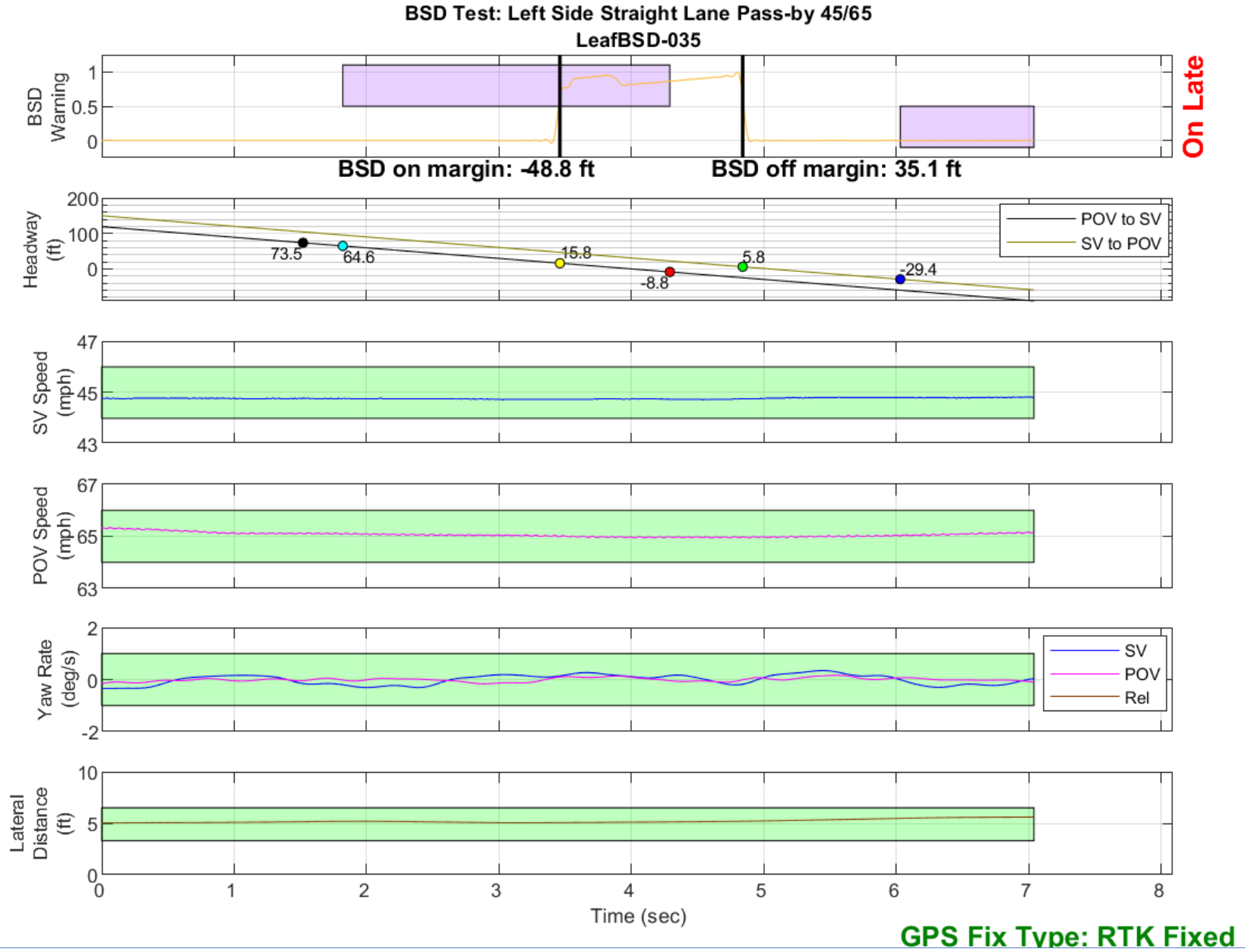


Figure D68. BSD Run 35, Straight Lane Pass-by, SV 45 mph, POV 65 mph

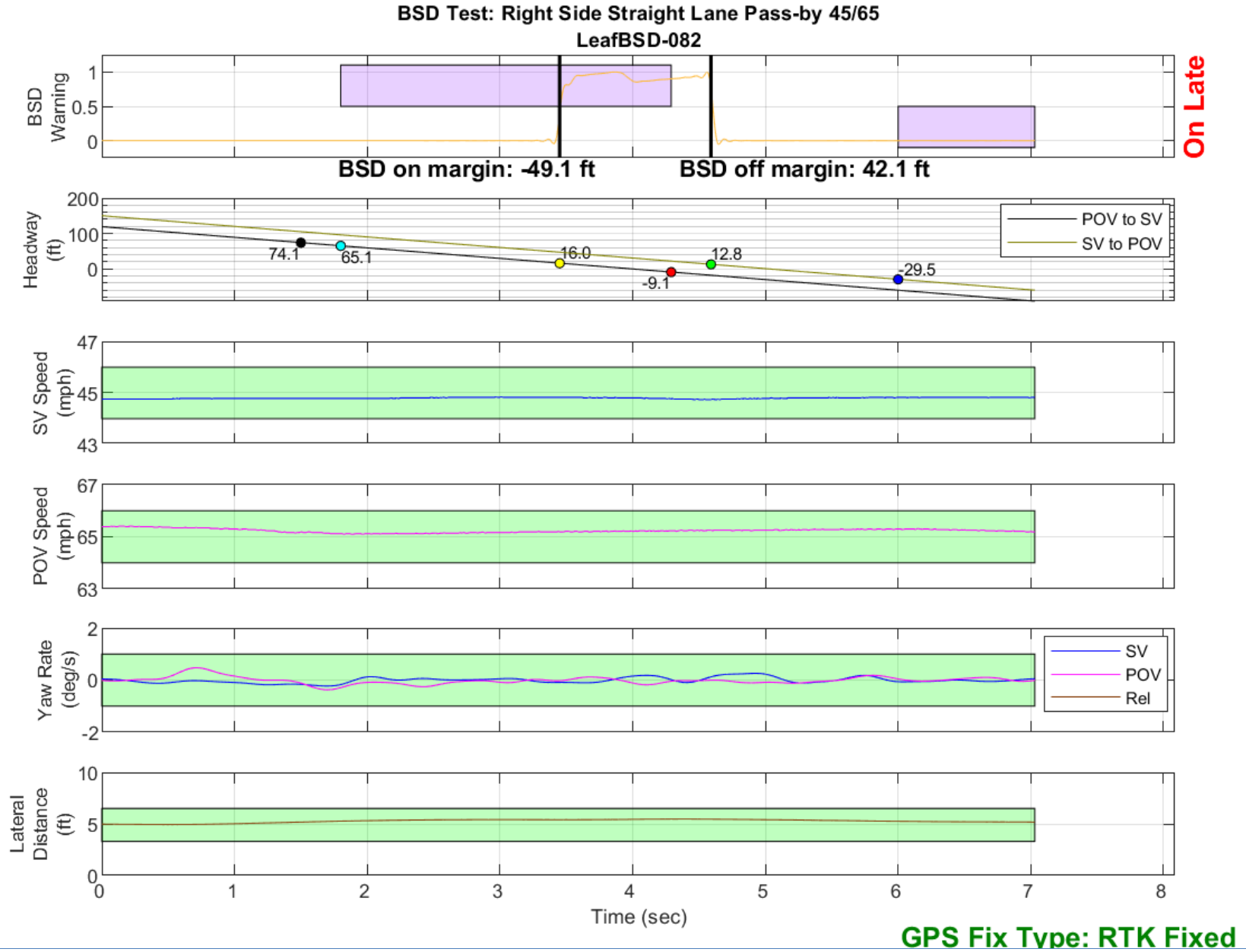


Figure D69. BSD Run 82, Straight Lane Pass-by, SV 45 mph, POV 65 mph

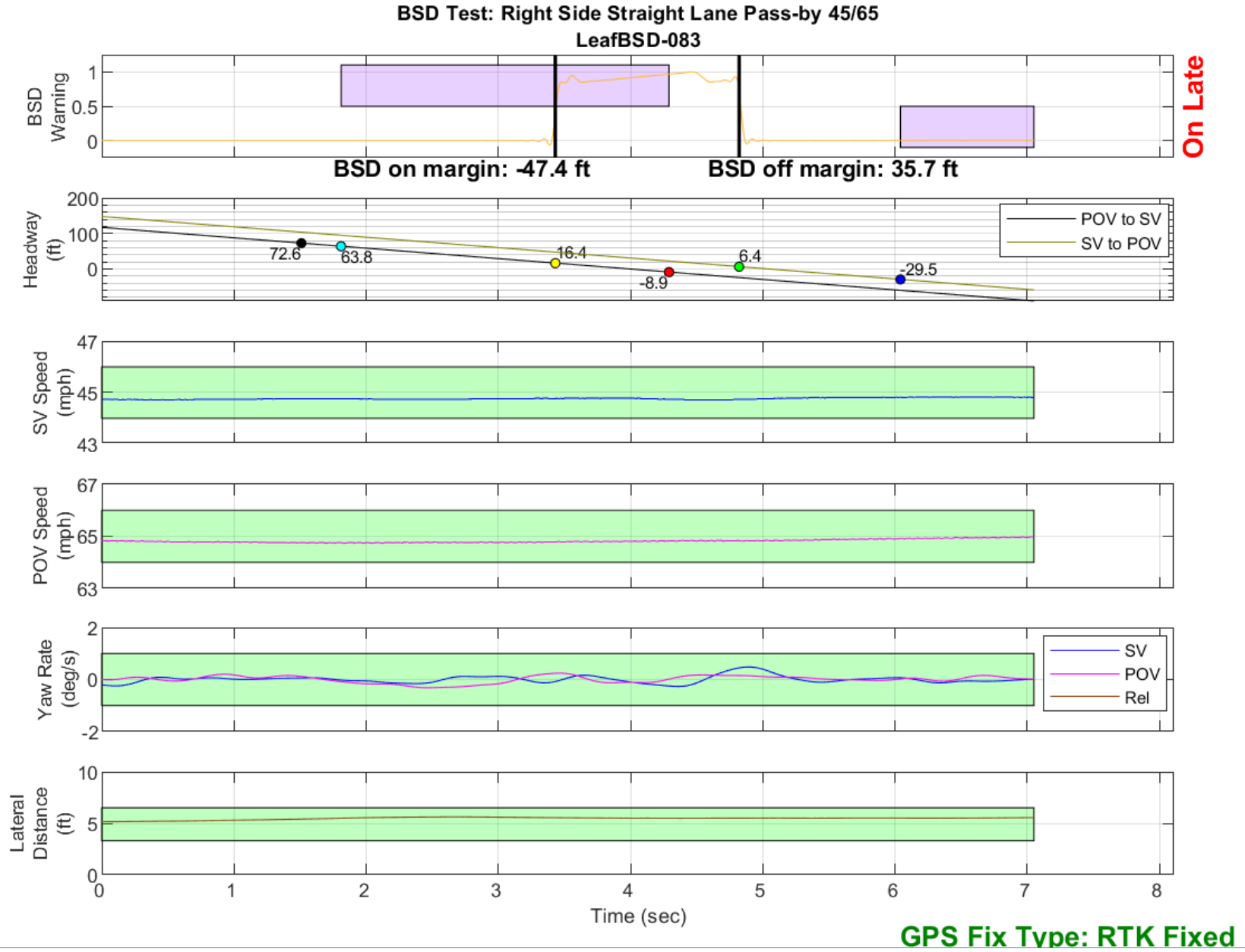


Figure D70. BSD Run 83, Straight Lane Pass-by, SV 45 mph, POV 65 mph

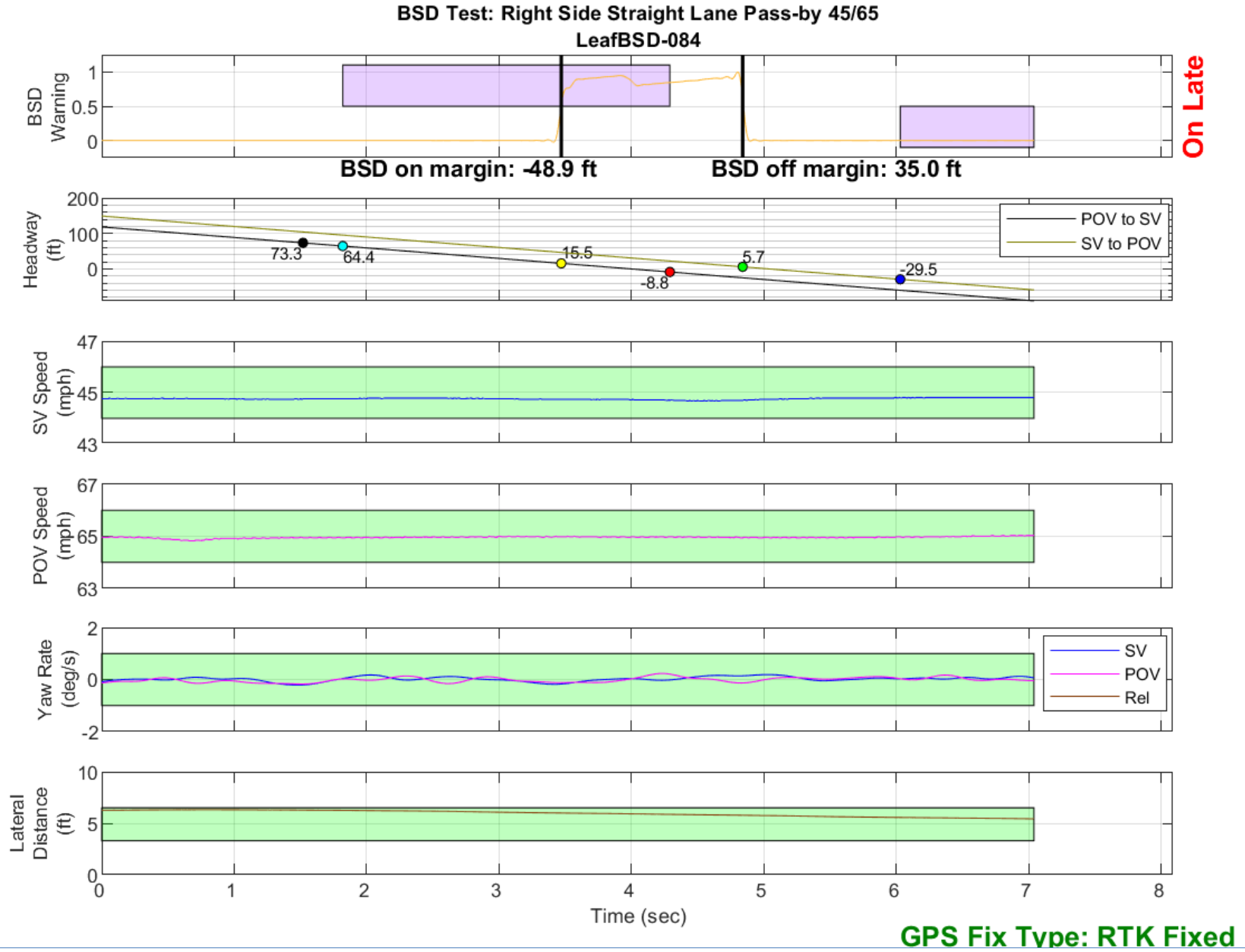


Figure D71. BSD Run 84, Straight Lane Pass-by, SV 45 mph, POV 65 mph

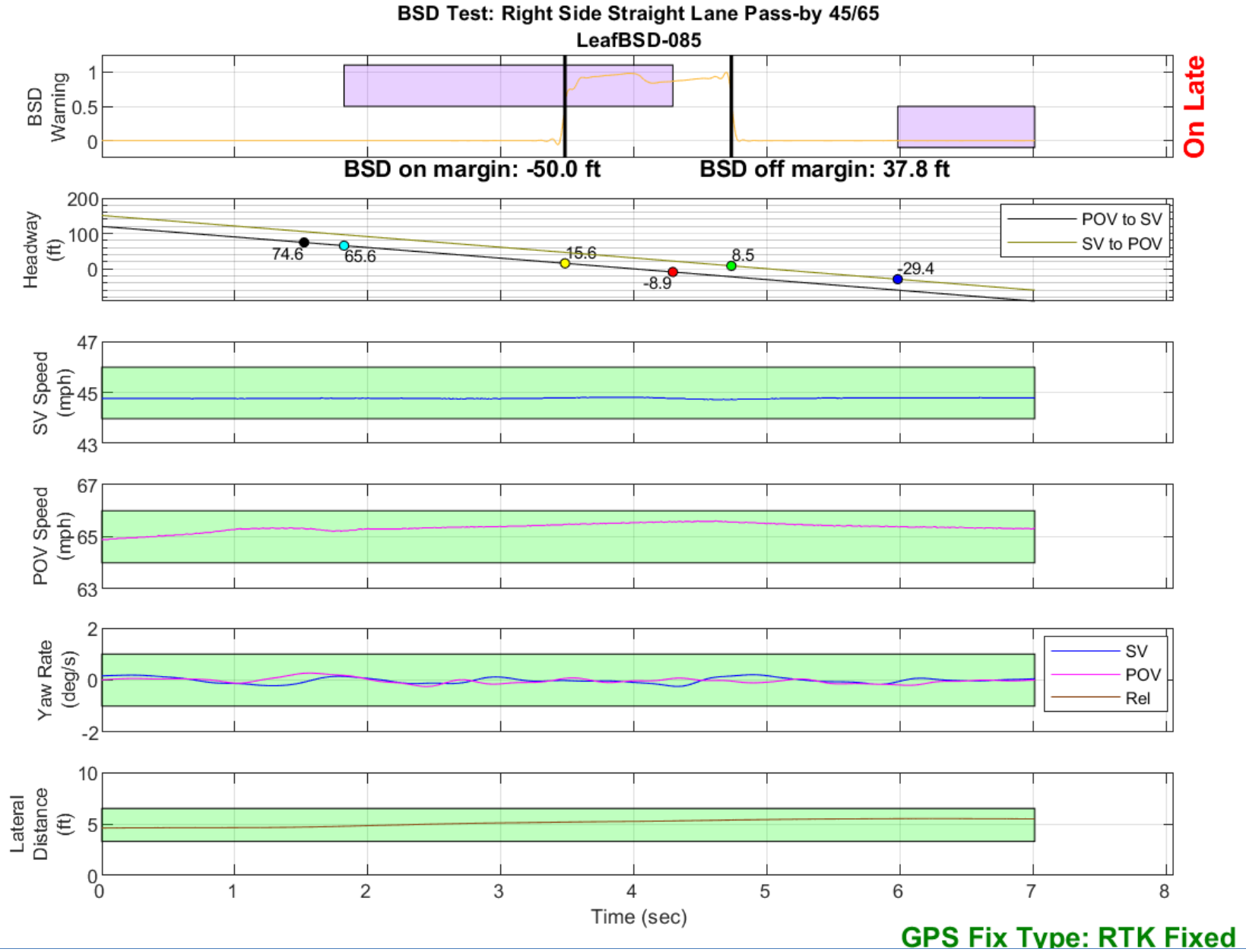


Figure D72. BSD Run 85, Straight Lane Pass-by, SV 45 mph, POV 65 mph

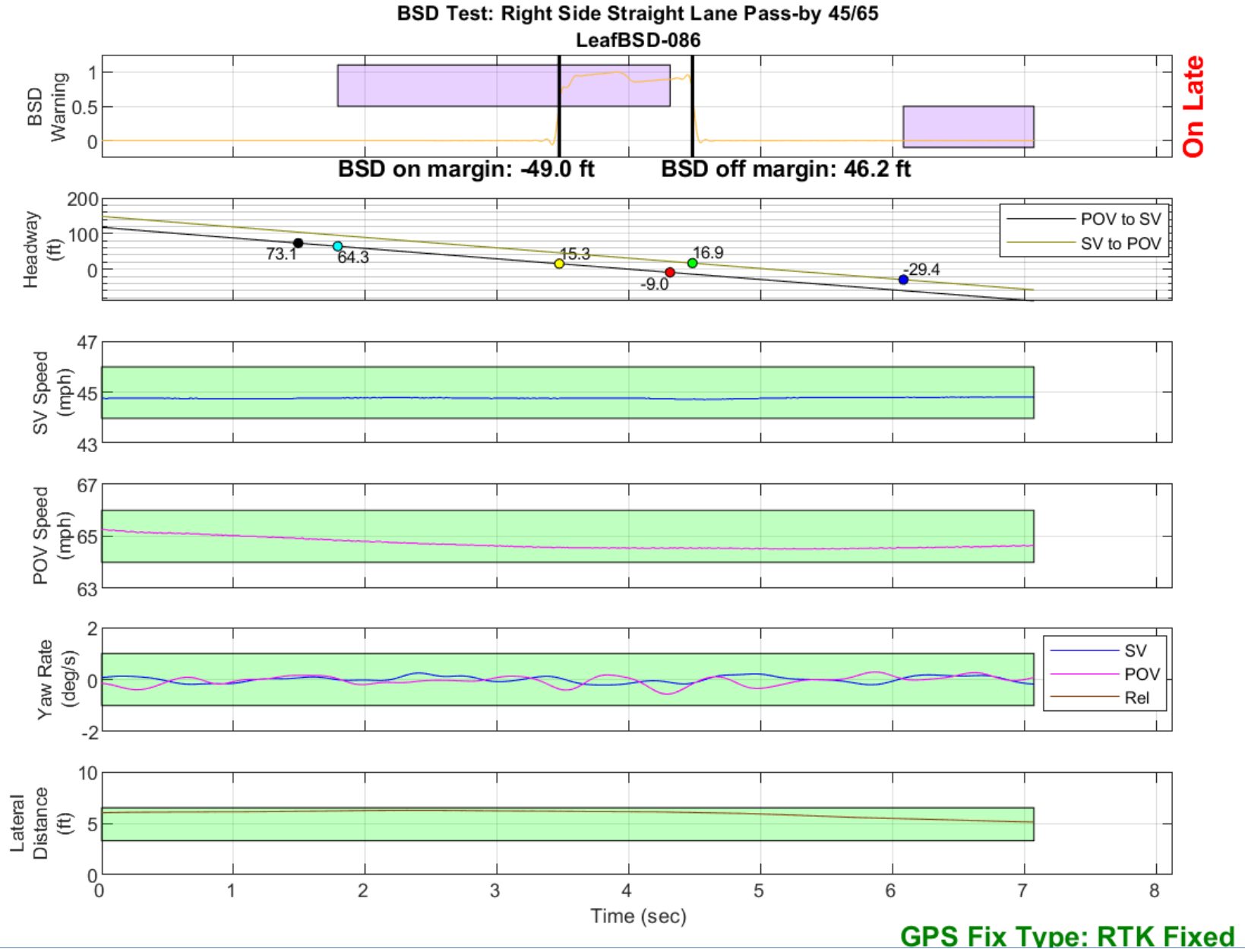


Figure D73. BSD Run 86, Straight Lane Pass-by, SV 45 mph, POV 65 mph

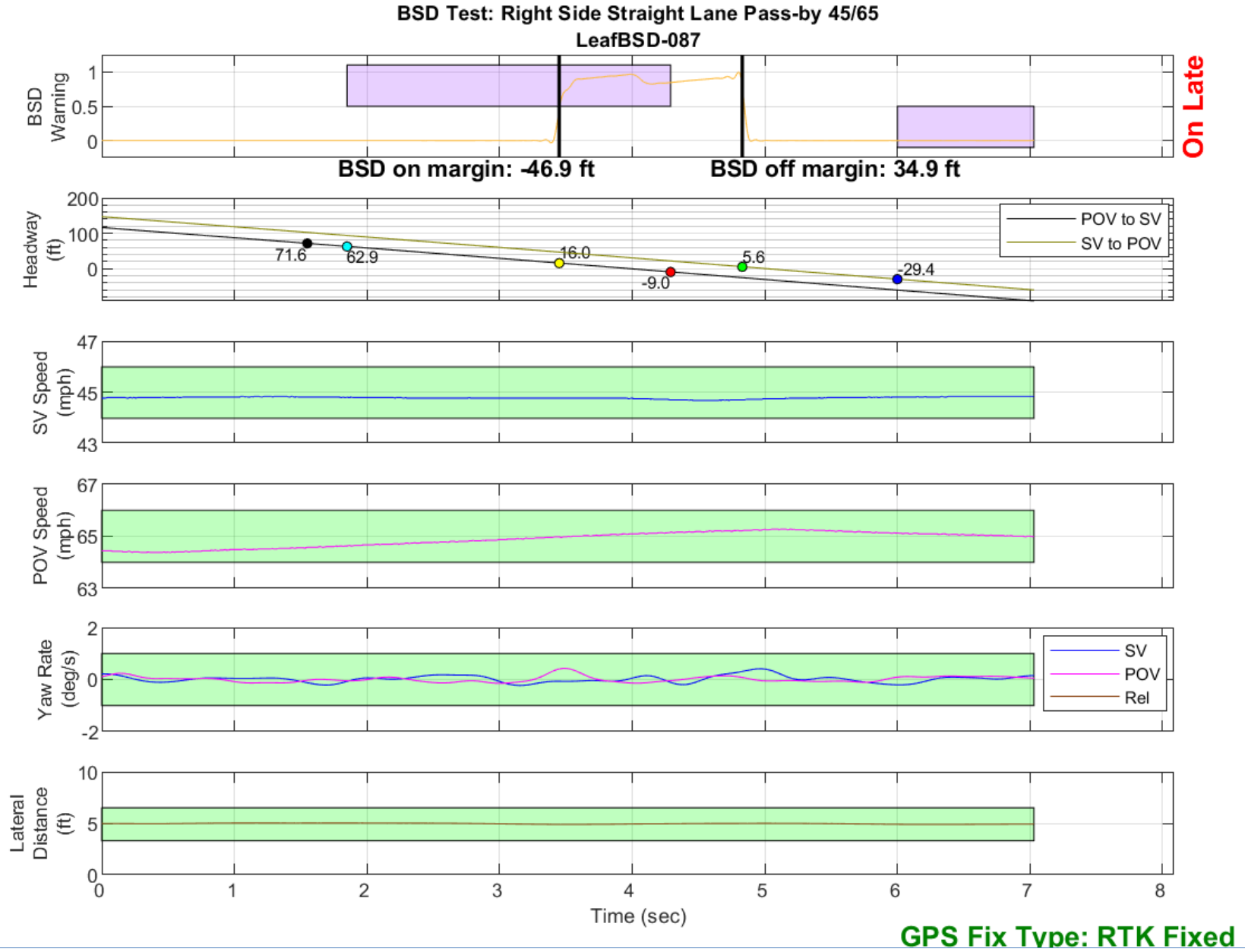


Figure D74. BSD Run 87, Straight Lane Pass-by, SV 45 mph, POV 65 mph

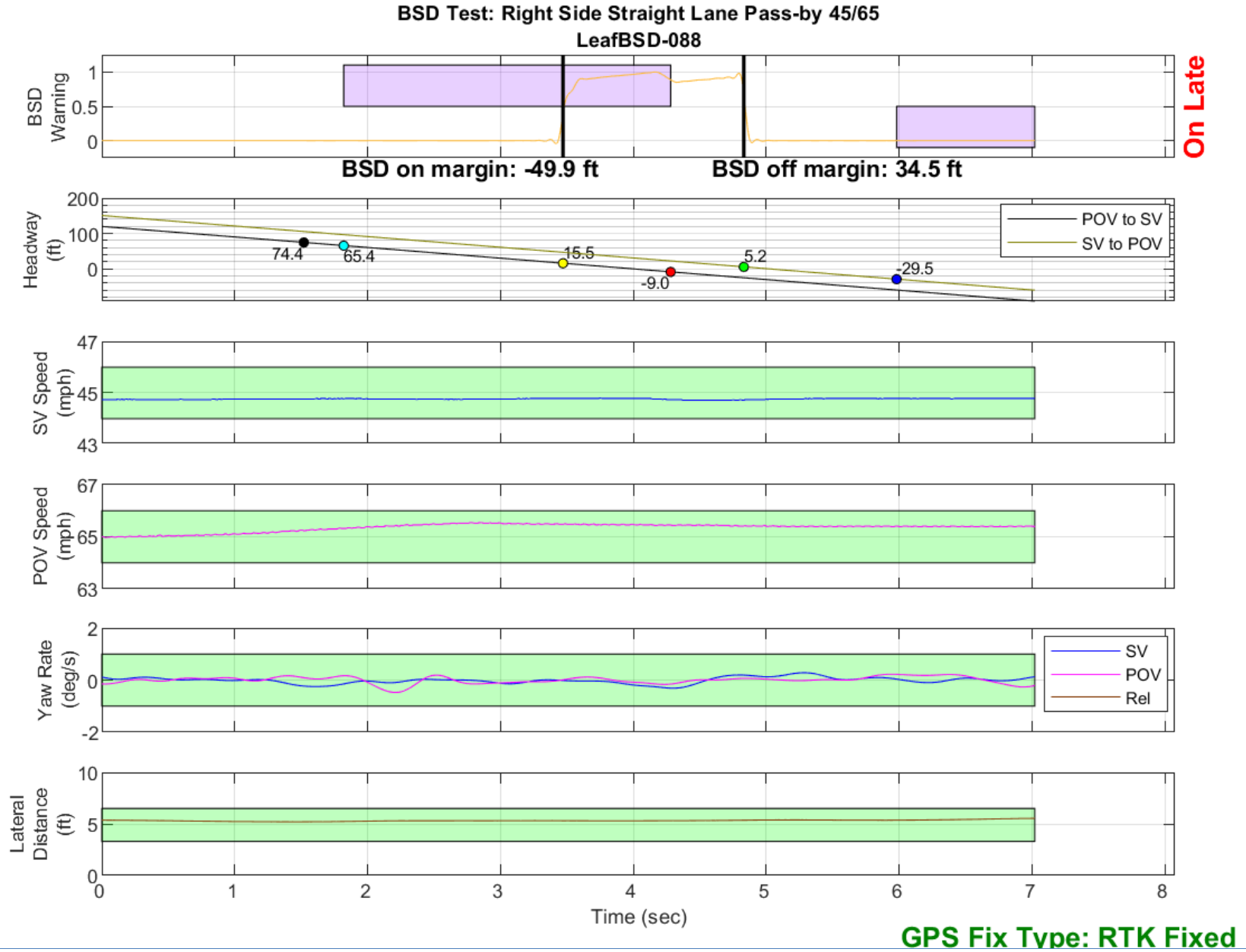


Figure D75. BSD Run 88, Straight Lane Pass-by, SV 45 mph, POV 65 mph