



**ANCAP Test Protocol.**  
Speed Assist Systems v2.0

JANUARY 2018



## PREFACE

During the test preparation, vehicle manufacturers are encouraged to liaise with ANCAP and to observe the way cars are set up for testing. Where a vehicle manufacturer feels that a particular feature should be altered, they should raise this with the ANCAP assessor present at the test, or in writing to the ANCAP Chief Executive Officer if no assessor is present. ANCAP will consider the matter and at their sole discretion and give direction to the test facility.

Vehicle manufacturers warrant not to, whether directly or indirectly, interfere with testing and are forbidden from making changes to any feature that may influence the test, including but not limited to dummy positioning, vehicle setting, laboratory environment etc.

Illustrations in this protocol are reproduced from Euro NCAP publications, and therefore show Euro NCAP markings on left-hand-drive vehicles. Where relevant, the layouts depicted should be adapted to right-hand-drive application.

VERSION	PUBLISHED	DETAILS
1.1	October 2017	First version of ANCAP protocol.
2.0	November 2017	Revised definitions. Amendments to measuring requirements (s2.1, 2.2). Revised descriptions for SLIF and Speed Control testing (s4.1, 4.2).

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# AUSTRALASIAN NEW CAR ASSESSMENT PROGRAM (ANCAP)

## TEST PROTOCOL – SPEED ASSIST SYSTEMS

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## 1 DEFINITIONS

Throughout this protocol the following terms are used:

- **$V_{\text{indicated}}$**  – The velocity the car travels as displayed to the driver by the speedometer as in ECE R39.
- **$V_{\text{limit}}$**  – Maximum allowed legal speed for the vehicle at the location, time and in the circumstance the vehicle is driving.
  - **SLIF - Speed Limit Information Function.** SLIF means a function with which the vehicle knows and communicates the speed limit.
- **$V_{\text{adj}}$**  – Adjustable speed  $V_{\text{adj}}$  means the voluntarily set speed for the speed control functions, which is based on  $V_{\text{indicated}}$  and includes the offset set by the driver.
- **SLF – Speed Limitation Function.** SLF means a system which allows the driver to set a vehicle speed  $V_{\text{adj}}$ , to which he wishes the speed of his car to be limited and above which he wishes to be warned.

1.1.1 **ISA – Intelligent Speed Assistance.** ISA is a MSA combined with SLIF, where the  $V_{\text{adj}}$  is set by the SLIF with or without driver confirmation.

- **iACC – Intelligent Adaptive Cruise Control.** iACC is an ACC combined with SLIF, where the speed is set by the SLIF with or without driver confirmation.

The following terms are used for the assessment of the Speed Limitation function:

- **$V_{\text{stab}}$**  – Stabilised speed  $V_{\text{stab}}$  means the mean actual vehicle speed when operating.  $V_{\text{stab}}$  is calculated as the average actual vehicle speed over a time interval of 20 seconds beginning 10 seconds after first reaching  $V_{\text{adj}} - 10$  km/h.

## 2 MEASURING EQUIPMENT

- 2.1 Instantaneous vehicle speed shall be recorded using a GPS sensor with the following minimum specifications:
- Accuracy 0.1 km/h (averaged over 4 samples)
  - Units: km/h or mph
  - Update rate: minimum 10Hz
  - Resolution: 0.01 km/h
- 2.2 The velocity data needs to be recorded with a sampling rate of 10Hz for at least 10 seconds before and 40 seconds after reaching  $V_{adj} - 10$  km/h

### **3 TEST CONDITIONS**

#### 3.1 Vehicle preparation

3.1.1 The tyres shall be bedded and the pressure shall be as specified by the manufacturer for the vehicle.

3.1.2 The vehicle mass shall be no less than the minimum kerb weight declared by the manufacturer.

#### 3.2 Characteristics of the test track

3.2.1 The test surface shall be suitable for enabling stabilized speed to be maintained and shall be free from uneven patches. Gradients shall not exceed 2 percent.

3.2.2 The test surface shall be free from standing water, snow or ice.

#### 3.3 Ambient wind conditions

3.3.1 The mean wind speed measured at a height of at least 1m above the ground shall be less than 6 m/s with gusts not exceeding 10m/s.

## 4 TEST PROCEDURE

### 4.1 Test for the SLIF

Drive around for at least 100km on public roads, covering urban and rural roads and highways. During the drive, the reaction of the SLIF with respect to conditional speed limits needs to be verified and recorded.

The car should be driven in both manual and cruise control mode.

Identify any major discrepancies between the signed speed limit and the speed limit indicated by the SLIF.

#### 4.1.1 Test for the SLIF Warning Function

4.1.1.1 The tests will be performed during the test drive or on a dedicated test track where speed signs are installed and should cover at least three different speed limits.

4.1.2 The vehicle shall be accelerated up to a speed at least 10km/h greater than  $V_{\text{limit}}$ .

4.1.3 This speed shall be maintained long enough to be able to assess the complete warning sequence.

### 4.2 Test for the Speed Control Function

4.2.1 The tests will be performed at three different test speeds typical for the following road types:

- City roads (e.g. 50km/h or 30mph)
- Inter-Urban roads (e.g. 80km/h or 50mph)
- Highways (e.g. 120km/h or 70mph)

4.2.2 With the Speed Control Function activated set  $V_{\text{adj}}$ . In case of a Speed Limitation Function the vehicle shall be run at a speed of 15km/h below  $V_{\text{adj}}$ . The vehicle shall then be accelerated to engage the SLF, without applying a positive action.

4.2.3 Set  $V_{\text{adj}}$  to 120km/h and accelerate the vehicle to engage the SLF. Lower  $V_{\text{adj}}$  to a speed low enough to trigger the audiovisual warning and measure how long it takes for the vehicle to initiate this warning.

4.2.4 Set  $V_{\text{adj}}$  to 50km/h or a speed applicable at the road where the vehicle is tested and force the vehicle into an overrun condition (e.g. pulling or downhill) where the engine braking is not able to maintain the speed of  $V_{\text{adj}}$ . Measure the speed at which the warning is initiated.