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APTIV AD OEM DRIVE REPORT

Report Date:

2018-11-02

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Log Details

Name of Log File:

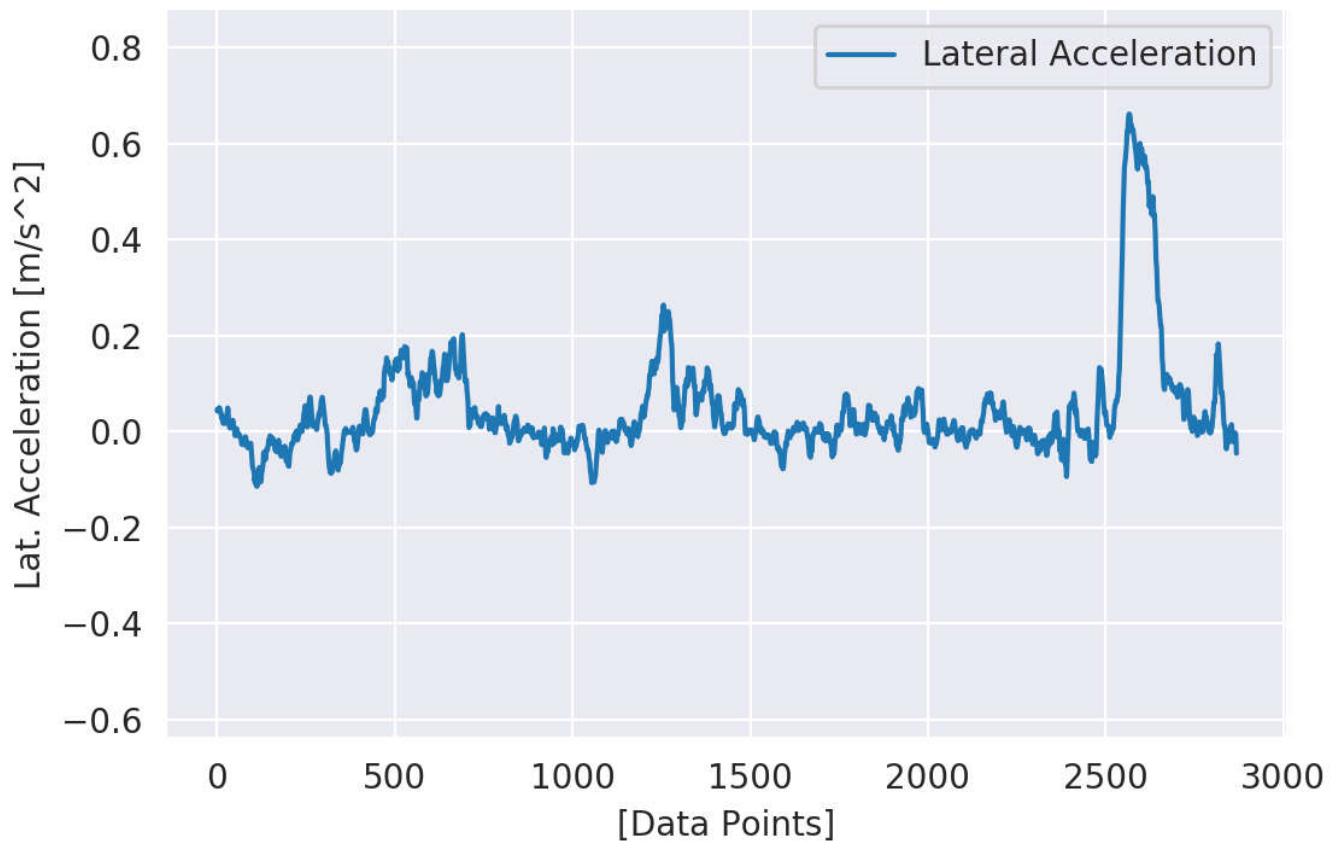20170801_DT00040_LosAngeles_114736_069_rE06330151_rM8540747_rE

Date of Log Capture:

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2017-10-30
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1.1 Drive Overview

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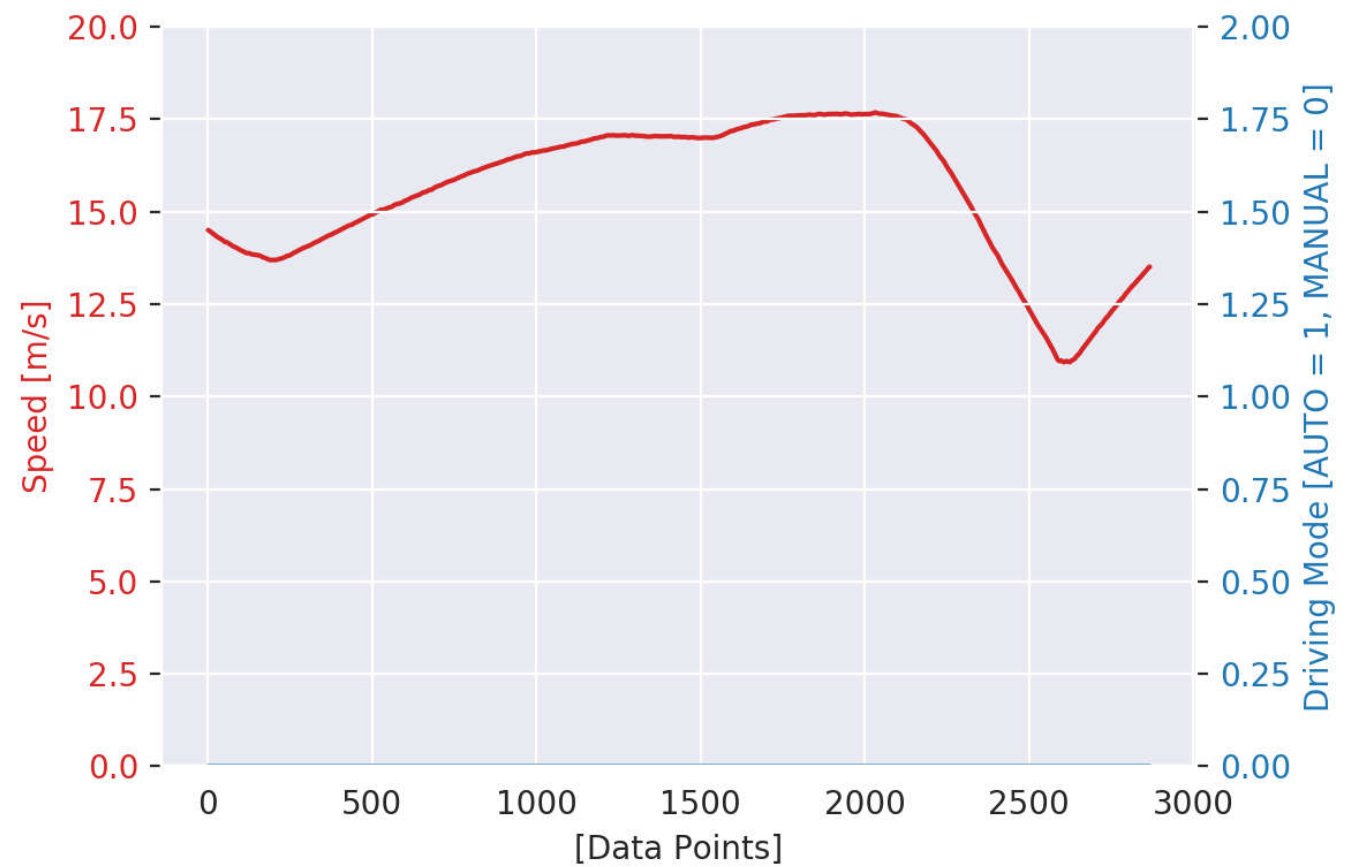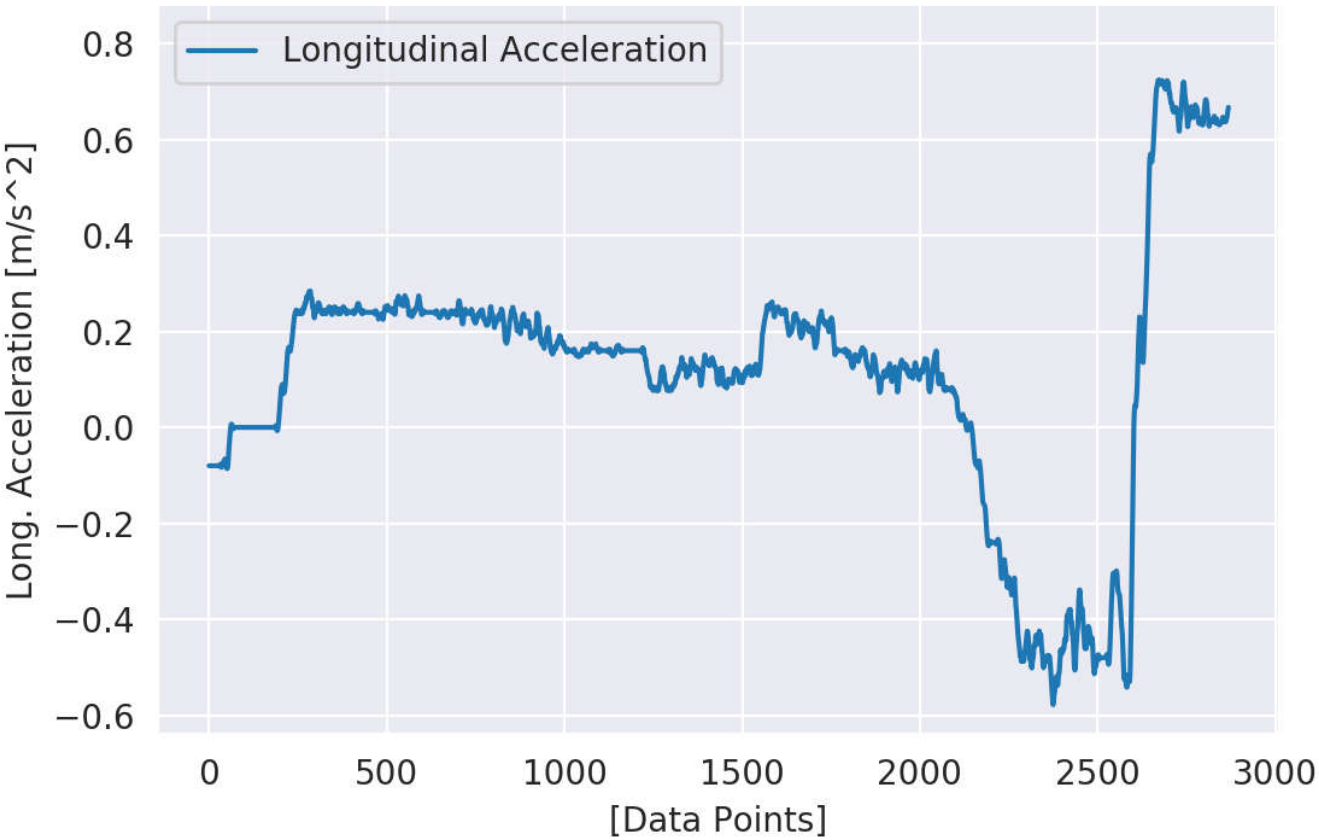
2.1 Lateral Acceleration


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Lateral Acc. Max: 0.72 m/s^2 (0.07 g)
Lateral Acc. Min: -0.24 m/s^2 (-0.02 g)
Lateral Acc. Avg: 0.04 m/s^2 (0.00 g)
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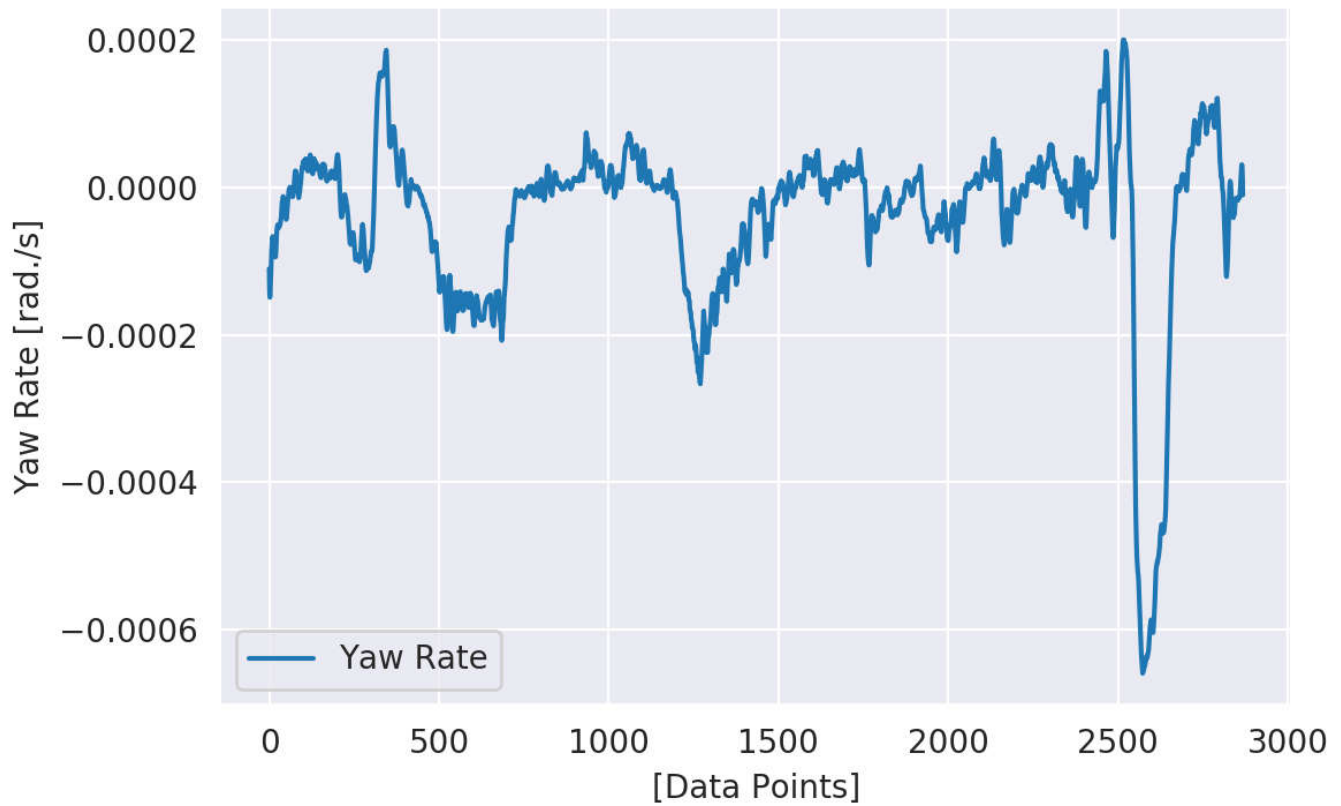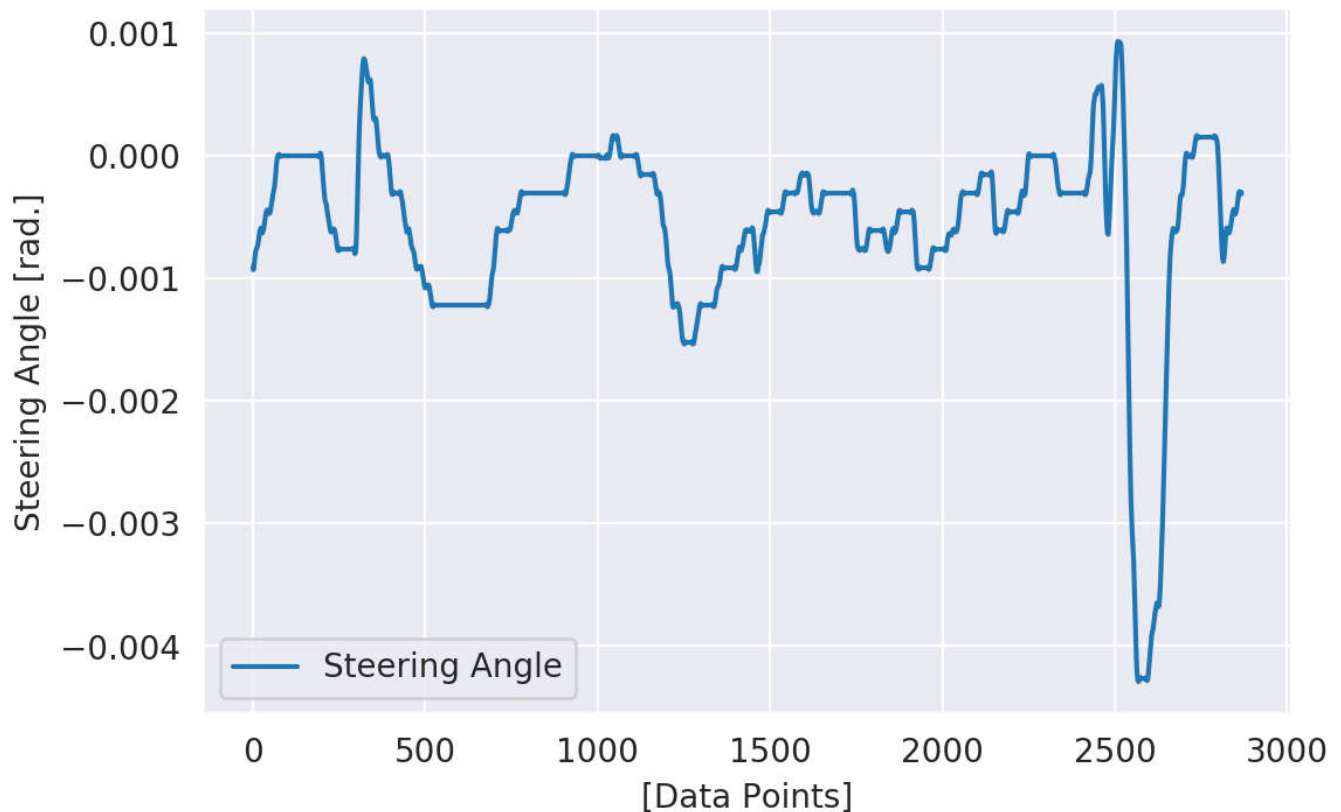
2.2 Longitudinal Acceleration

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Longitudinal Acc. Max: 0.88 m/s^2 (0.09 g)
Longitudinal Acc. Min: -0.64 m/s^2 (-0.07 g)
Longitudinal Acc. Avg: 0.11 m/s^2 (0.01 g)
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3.1 Yaw Rate

3.2 Steering Angle



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4.1 Jerk

In physics, jerk is the rate of change of acceleration; that is, the time derivative of acceleration, and as such the second derivative of velocity, or the third time derivative of position. Since forces, changing at a suitable rate in time (that is, suitable jerk) are the cause of vibrations, and vibrations significantly impair the quality of transportation, there is good reason to simply minimize jerk in transportation vehicles. [SOURCE: https://en.wikipedia.org/wiki/Jerk_(physics)]
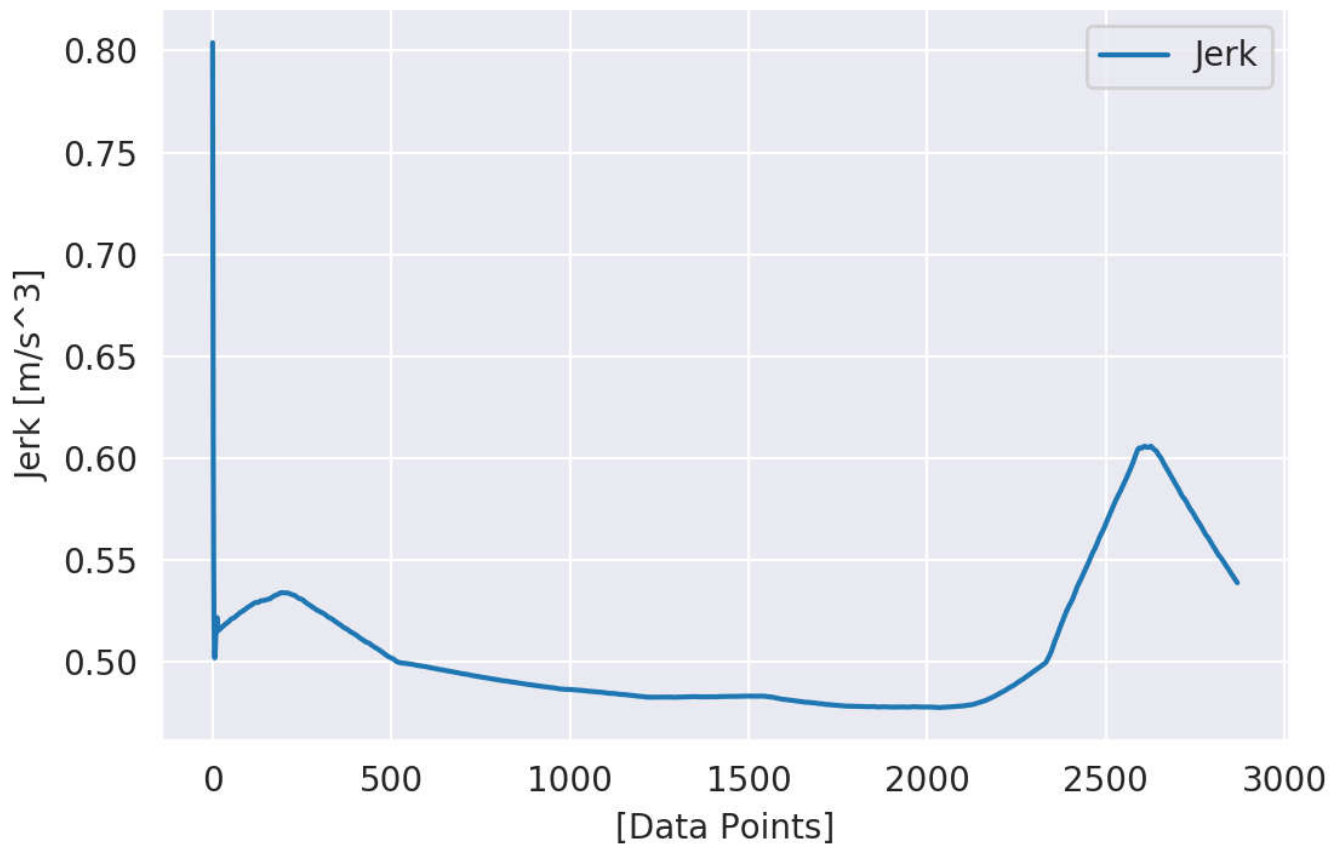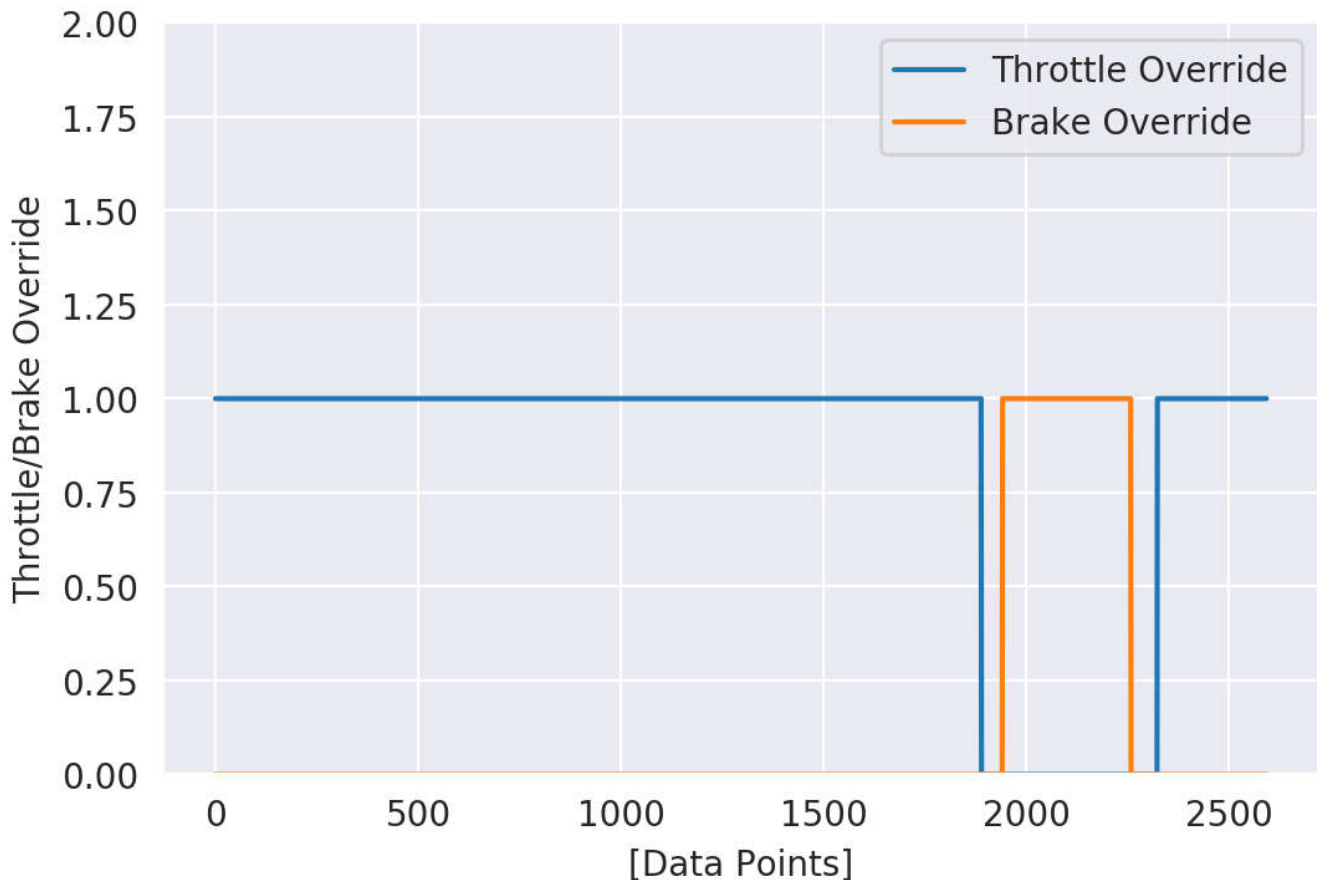
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Jerk Max: 0.80 m/s^3
Jerk Min: 0.48 m/s^3
Jerk Avg: 0.51 m/s^3
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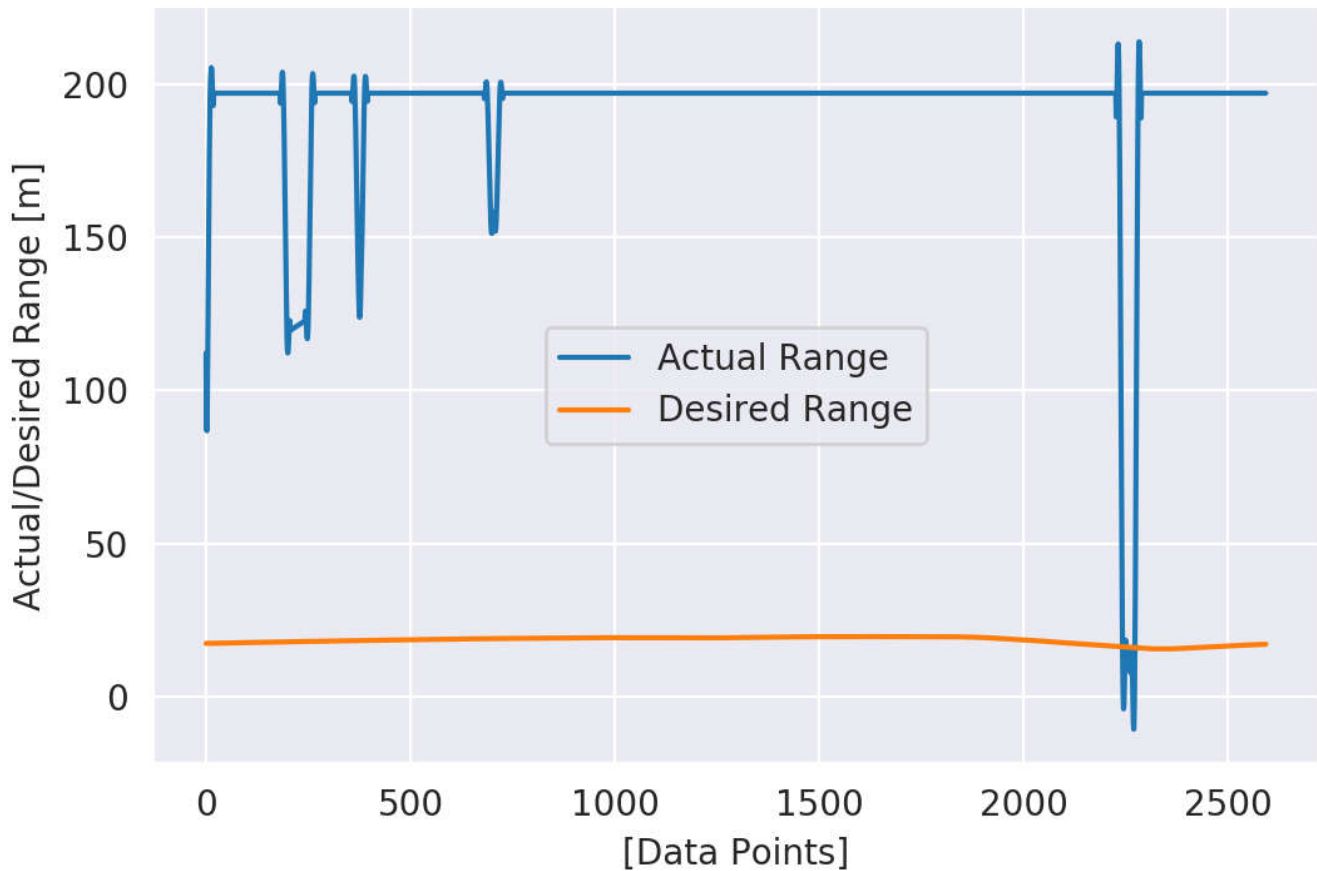# 5.1 ACC Performance - Host Vehicle Throttle/Brake

Override

This section shows throttle or brake override by driver in host vehicle.

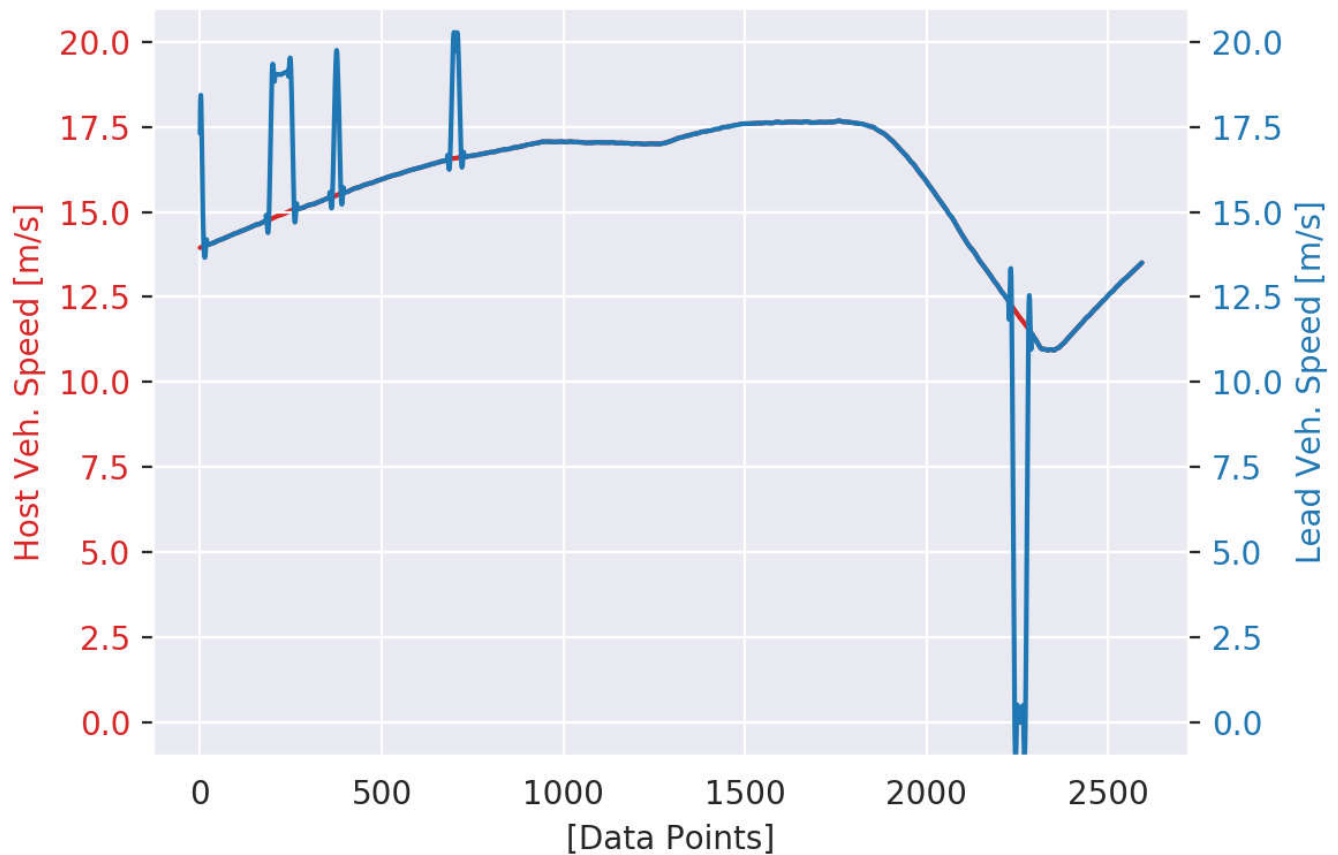# 5.2 ACC Performance - Actual/Desired Range Between Host and Lead Vehicles

This section shows how well the actual range between host and lead vehicles compares to the desired range.

5.3 ACC Performance - Host Vehicle and Lead Vehicle Speeds

This section shows how the host vehicle speed varies due to the lead vehicle speed.

5.4 ACC Performance - Host Vehicle and Lead Vehicle Accelerations

This section shows how the host vehicle acceleartion varies due to the lead vehicle acceleration.
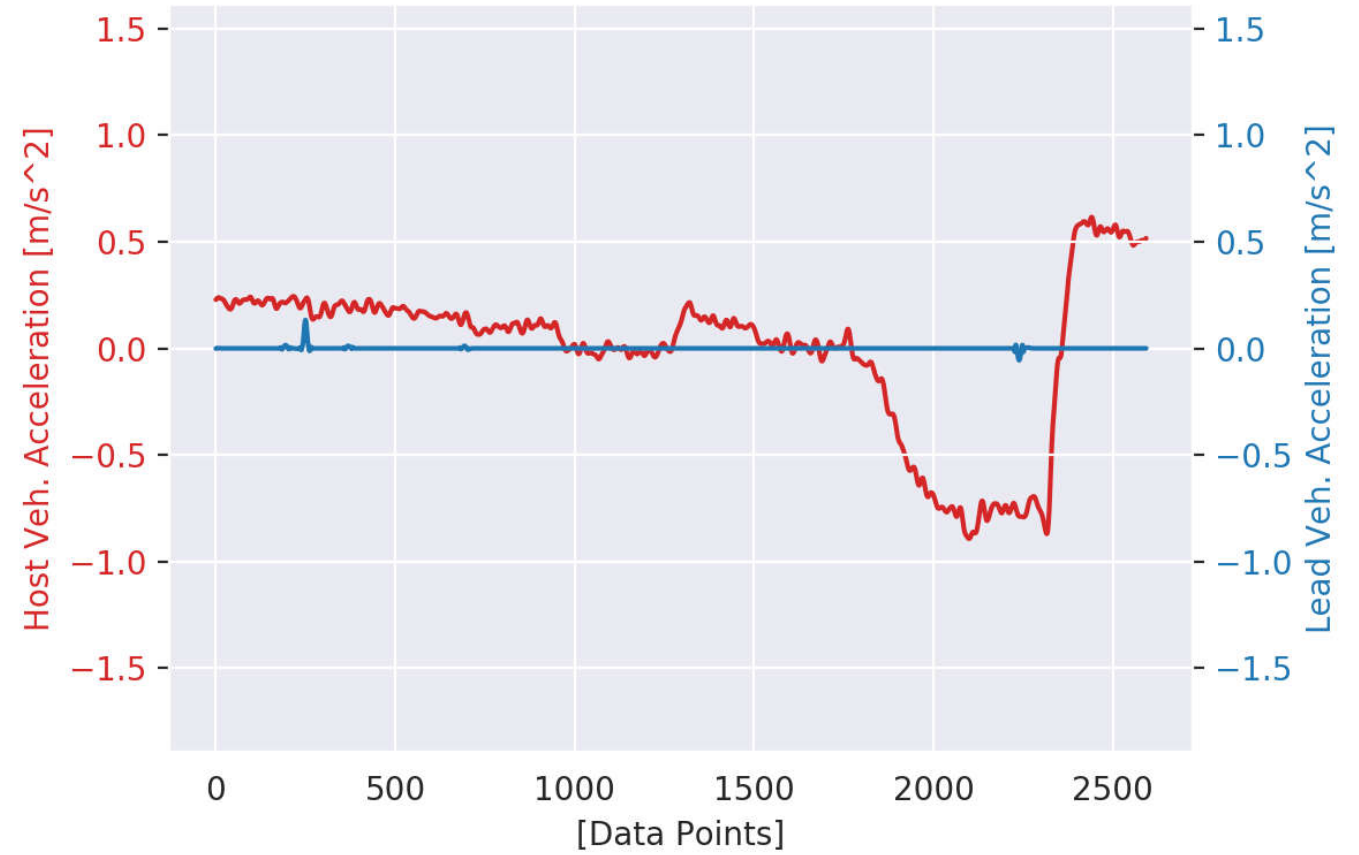
Published from generateReport.py using Pweave 0.30.3 on 02-11-2018.