Lane Departure Warning System

System which warns for unintentional passing of a longitudinal road marking

(edge line, lane line, centre line)

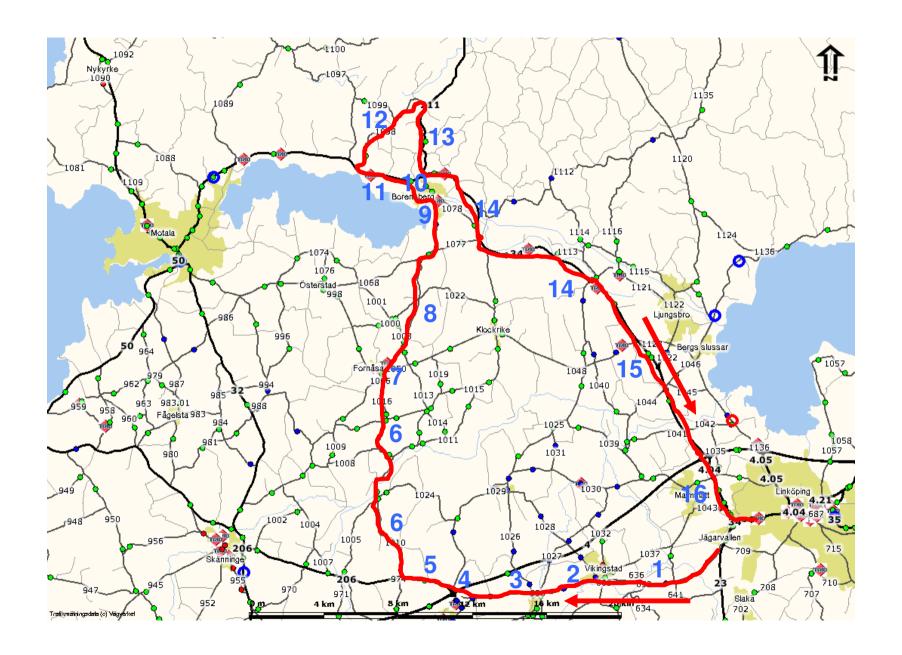




Question:

What road marking performance is required for the LDW to work?





2010-03-31 Accessibility 70 % Daylight, dry but dirty

Not accessible on stretches with one lane due to dirt on the left edge line.



2010-04-09 Accessibility 94 %

Daylight, wet, but not so dirty

LDW missed 6 % on stretches with one lane due to dirty left edge line.



2010-04-12 Accessibility 50 %

Daylight, dry, low opposing sun

LDW missed 50 % due to glare. Critical illumination at the eye was 30 000 lx.



2010-04-12 Accessibility 98 %

Headlight illumination, dry

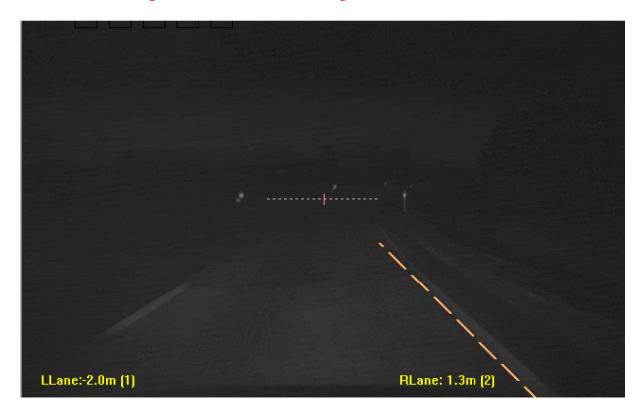
LDW had very good accessibility



2010-04-21 Accessibility 74 %

Headlight illumination, wet

LDW sometime missed the flat lane line, which had poor visibility in wet condition.



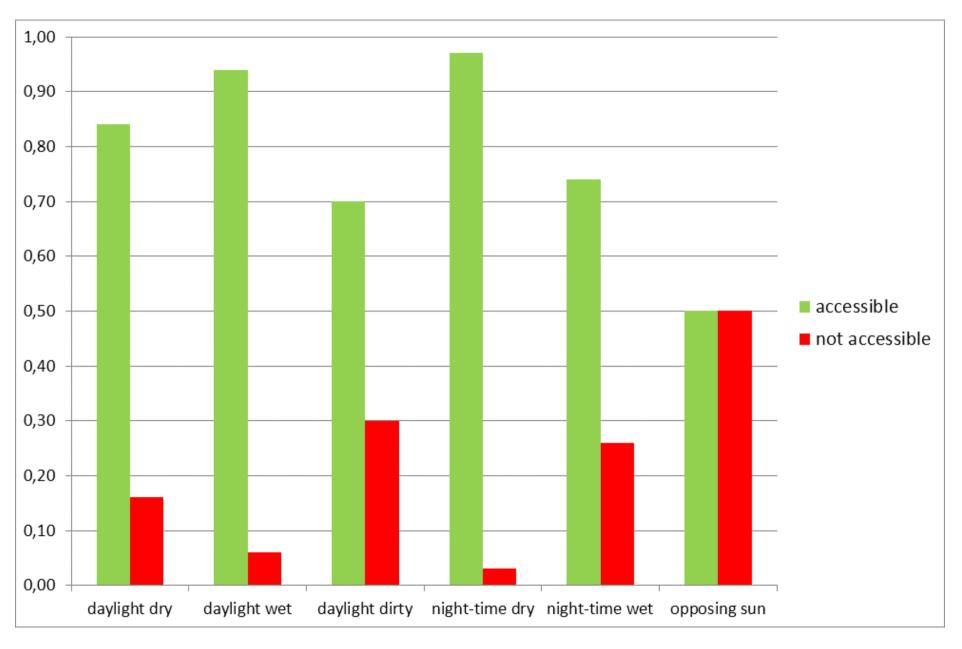
2010-04-21 Accessibility 84 %

Daylight, sunny

Dirt on the left edge on stretches with two lanes. LDW missed when overtaking.



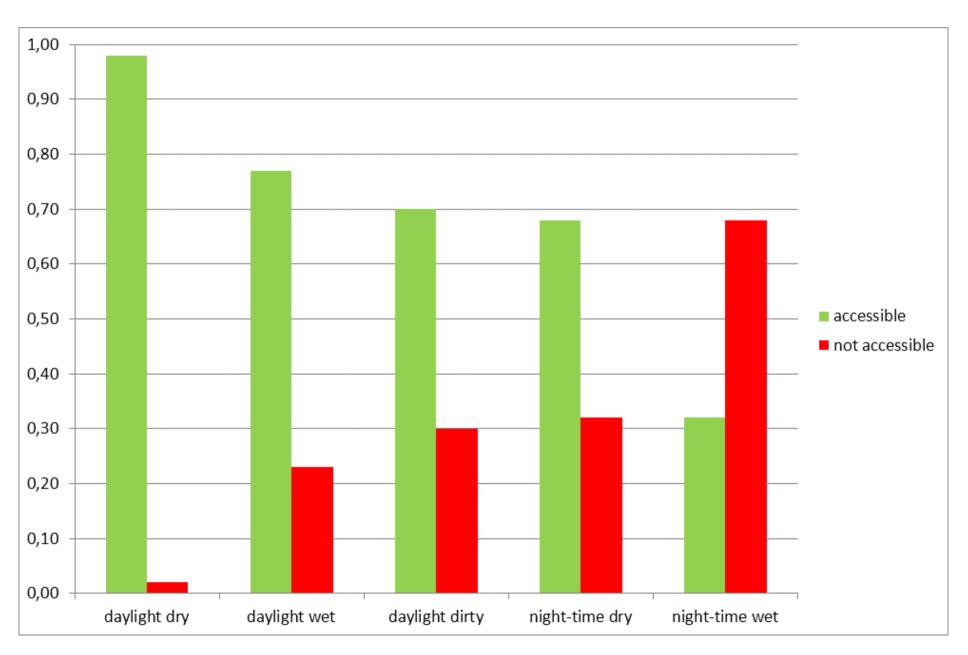
Three-lane road



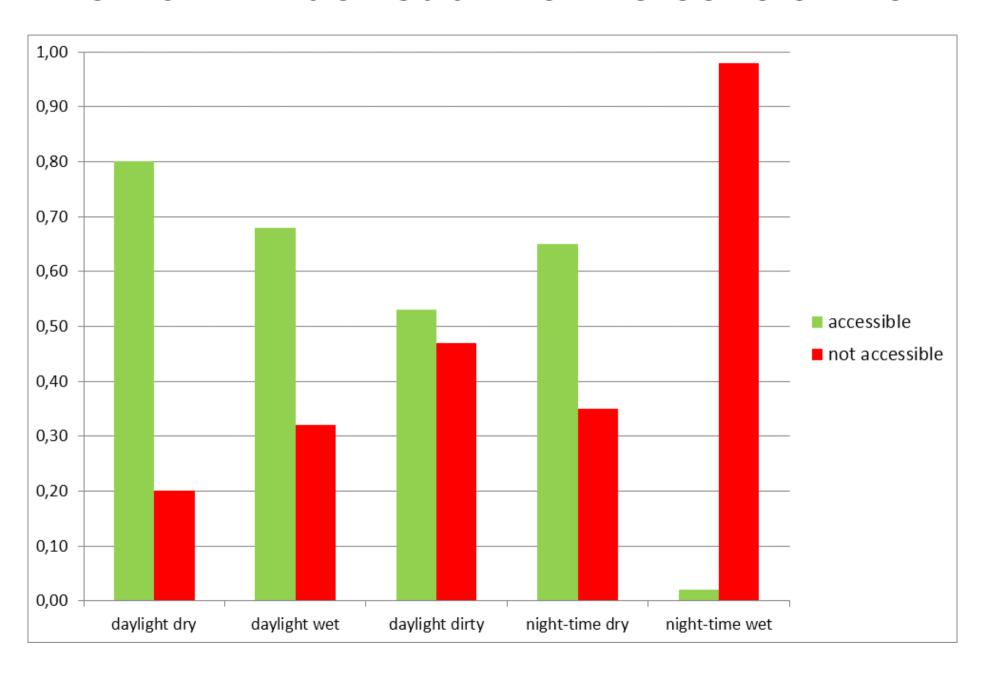
13 m wide road with wide shoulders



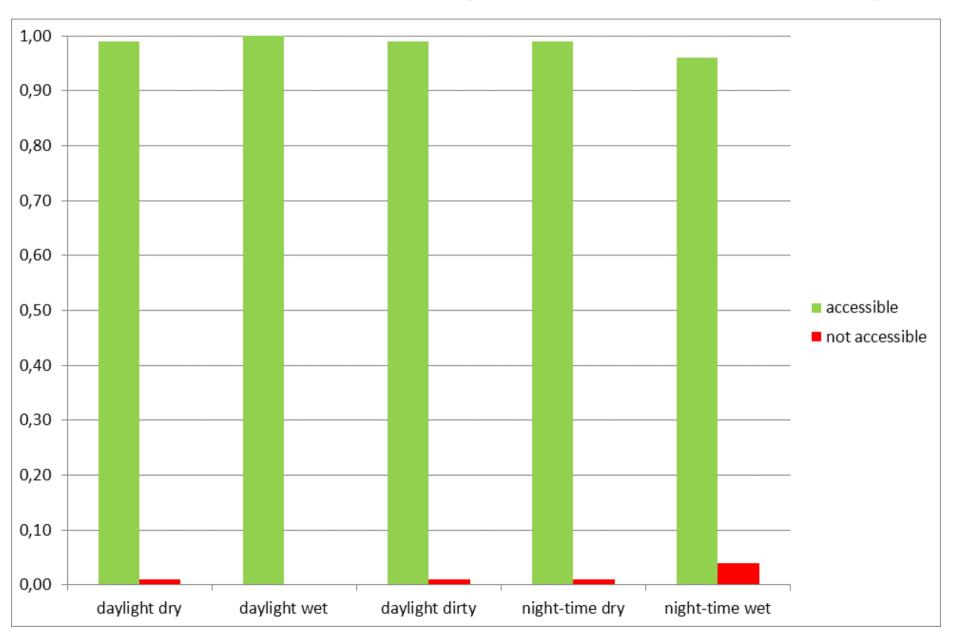
13 m wide road with wide shoulders



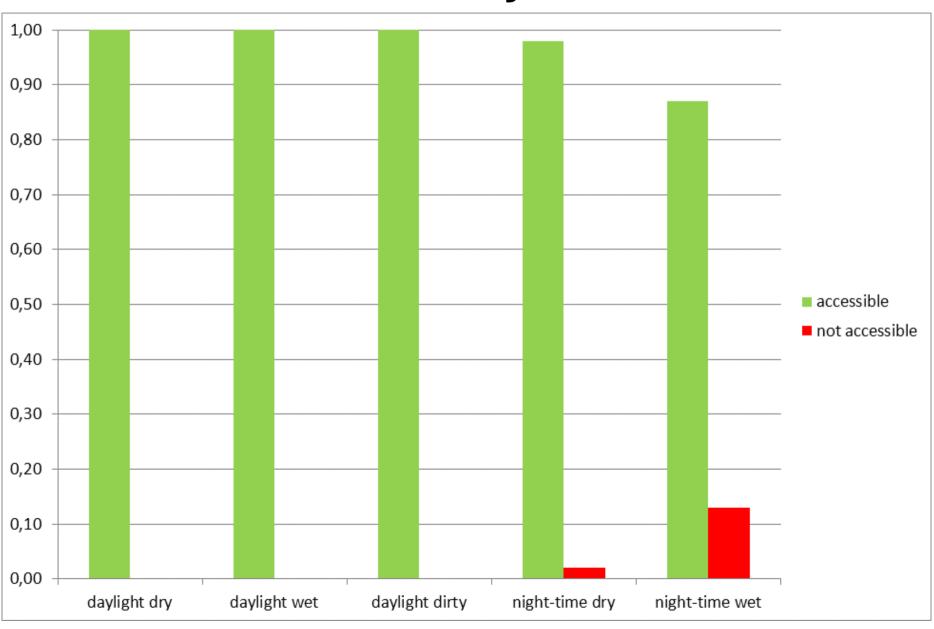
5 - 6 m wide road with no centre line



9 m wide road with good road markings



Motorway



Lowest acceptable performance for the LDW to work

Conditions	Lowest Qd [mcd/m²/lx]	Lowest R _L [mcd/m²/lx]
Daylight dry	≈ 65	_
Daylight wet	≈ 65	_
Night-time dry		≈ 70
Night-time wet		≈ 20

LDW has problems:

- in low opposing sun
- in headlight illumination, wet conditions
- on road with no centre line
- on curvy roads

There are no false alarms There are some undesireble alarms

Missing alarms in headlight illumination on wet roads

In general, the accessibility is high – 99 %.

The performance would be improved if there were:

Centre lines on all two-lane roads Profiled road markings

Not tested:

