

DIN SAE SPEC 91571:2026-04 (E)

Test methods for LiDAR Performance in adverse conditions; Text in English

Inhalt	Seite
Foreword	7
Introduction.....	9
1 Scope.....	12
2 Normative references	12
3 Terms and definitions.....	12
4 Symbols and Abbreviations	15
5 Specification of LiDAR sensors in adverse conditions.....	16
5.1 General.....	16
5.2 Evaluation on the Point Cloud Level.....	16
5.2.1 Targets Used	17
5.2.2 Reference Data	17
5.2.3 Evaluation Input	17
5.2.4 Evaluation Metrics	18
5.3 Evaluation on the Object Level.....	19
5.3.1 General.....	19
5.3.2 Targets Used	19
5.3.3 Reference Data	20
5.3.4 Evaluation Input	21
5.3.5 Evaluation Metrics	21
5.4 Sensor Mounting.....	23
6 Adverse Weather Test Methods.....	24
6.1 General.....	24
6.2 Weather Conditions	24
6.2.1 General.....	24
6.2.2 Dry Weather (Reference).....	25
6.2.3 Rain	25
6.2.4 Wet Road	26
6.2.5 Fog.....	27
6.3 Evaluation on the Point Cloud Level.....	28
6.3.1 Multi-Domain Test (MDT).....	28
6.4 Evaluation on the Object Level.....	30
6.4.1 General.....	30
6.4.2 Car-to-Car Rear stationary (CCRs)	30
6.4.3 Car-to-Car Rear moving (CCRm)	32
6.4.4 Car-to-Pedestrian Longitudinal Adult (CPLA).....	34
6.4.5 Car-to-Bicyclist Longitudinal Adult (CBLA)	36
6.4.6 Car-to-Motorcyclist Rear Stationary (CMRs)	38
6.4.7 Detection of small objects on the road (CSO)	40
7 Contamination Test Methods.....	42
7.1 General.....	42
7.2 Contamination Conditions.....	43
7.2.1 General.....	43
7.2.2 Reference	43
7.2.3 Dust/Mud on SuT.....	43
7.2.4 Mist on SuT	44

7.2.5	Frost/Ice on SuT	44
7.2.6	Road Spray in Transmission Medium.....	46
7.2.7	Dust in Transmission Medium.....	47
7.3	Evaluation on the Point Cloud Level	48
7.3.1	General	48
7.3.2	Multi-Domain Test (MDT)	49
7.4	Evaluation on the Object Level.....	51
7.4.1	General	51
7.4.2	Car-to-Car Rear stationary (CCRs)	52
7.4.3	Car-to-Car Rear moving (CCRm).....	54
7.4.4	Car-to-Pedestrian Longitudinal Adult (CPLA).....	56
7.4.5	Car-to-Bicyclist Longitudinal Adult (CBLA)	57
7.4.6	Car-to-Motorcyclist Rear Stationary (CMRs).....	59
7.4.7	Detection of small objects on the road (CSO)	61
8	Interference Test Methods	63
8.1	General	63
8.2	General Conditions	64
8.3	Evaluation on Point Cloud Level.....	65
8.3.1	General	65
8.3.2	Direct Interference - 1.....	65
8.3.3	Indirect Interference - 1	67
8.3.4	Indirect Interference - 2	69
8.3.5	Indirect Interference - 3	70
8.3.6	Direct Interference - 2.....	72
8.4	Evaluation on Object Level.....	74
8.4.1	General	74
8.4.2	Parallel and Oncoming Traffic	74
8.4.3	Parallel Traffic	76
8.4.4	Traffic Jam	78
8.4.5	Intersection	80
9	Sensor Cleaning Test Methods	82
9.1	General	82
9.2	De-icing System Performance Test.....	83
9.2.1	General	83
9.2.2	Test Conditions	83
9.2.3	Test Setup	84
9.2.4	Test Procedure.....	85
9.2.5	Evaluation.....	85
9.3	Cleaning System Performance Test.....	86
9.3.1	General	86
9.3.2	Test Conditions	86
9.3.3	Test Setup	86
9.3.4	Test Procedure.....	86
9.3.5	Evaluation.....	87
10	Documentation.....	88
Annex A (informative)	Example Weather Testing Facilities.....	89
A.1	Rain Chambers	89
A.2	Fog Chambers	91
Annex B (informative)	Checklist for tests according to this document.....	93
Bibliography	94

Figures

Figure 1 — Overview of global standardisation activities.....	10
Figure 2 — Clustering using histogram method	14
Figure 3 — Example of reference and SuT bounding boxes.....	22
Figure 4 — Example of sensor mounting areas on passenger car.....	23
Figure 5 — Measurement points for rainfall/fog parameter measurements (top view)	26
Figure 6 —DIN SAE SPEC 91471 Multi-Domain Test with a weather chamber	28
Figure 7 — CCRs scenario according to Euro NCAP AEB Car-to-Car Systems Test protocol v4.3:2023-12 with adverse weather.....	30
Figure 8 — CCRm scenario according to Euro NCAP AEB Car-to-Car Systems Test protocol v4.3:2023-12 with adverse weather.....	32
Figure 9 — CPLA scenario as per Euro NCAP AEB/LSS VRU Systems test protocol v4.5:2023-12 with adverse weather	34
Figure 10 — CBLA scenario as per Euro NCAP AEB/LSS VRU Systems test protocol v4.5:2023-12 with adverse weather	36
Figure 11 — CMRs scenario as per Euro NCAP AEB/LSS VRU Systems test protocol	38
Figure 12 — Scenario for detection of small objects on the road.....	40
Figure 13 — Climate chamber setup for frost on SuT surface	45
Figure 14 — Illustration of side view of road spray plume	46
Figure 15 — Illustration of road spray covering the target in SuT azimuth-elevation plane	47
Figure 16 — DIN SAE SPEC 91471 Multi-Domain test with a dust chamber	49
Figure 17 — Illustration of DIN SAE SPEC 91471 Multi-Domain test with SuT placed in a climate chamber	49
Figure 18 — Illustration of DIN SAE SPEC 91471 Multi-Domain test for road spray test	50
Figure 19 — CCRs scenario according to Euro NCAP AEB Car-to-Car System Test protocol v4.3:2023-12 for road spray test.....	52
Figure 20 — CCRm scenario according to Euro NCAP AEB Car-to-Car Car Systems Test protocol v4.3:2023-12 for road spray test.....	54
Figure 21 — CMRs scenario as per Euro NCAP AEB/LSS VRU Systems test protocol v4.5:2023-12 for road spray test.....	60
Figure 22 — Scenario for detection of small objects on the road.....	62
Figure 23 — Direct interference — 1 test	66
Figure 24 — Indirect interference — 1 test.....	67
Figure 25 — Indirect interference — 2 test.....	69

Figure 26 — Indirect interference — 3 test.....	71
Figure 27 — Direct interference — 2 test	73
Figure 28 — Parallel and oncoming traffic test	75
Figure 29 — Parallel traffic test	77
Figure 30 — Traffic jam test.....	78
Figure 31 — Intersection test	80
Figure 32 — Phases for data recording for cleaning performance evaluation	83
Figure 33 — De-icing system performance evaluation setup.....	83
Figure 34 — SuT orientations for de-icing/cleaning performance evaluation.....	85

Tables

Table 1 — Simplified geometry targets for evaluation on point cloud level (DIN SAE SPEC 91471:2023-05).....	17
Table 2 — New IDs for KPIs from DIN SAE SPEC 91471:2023-05, 7.2	18
Table 3 — List of real-world targets for evaluation on object level (Euro NCAP).....	19
Table 4 — Proposed small objects for object level tests	19
Table 5 — Variations for the CCRs scenario as per Euro NCAP AEB Car-to-Car Systems Test protocol v4.3:2023-12.....	31
Table 6 — Variations for the CCRm scenario as per Euro NCAP AEB Car-to-Car Systems Test protocol v4.3:2023-12.....	33
Table 7 — Variations for the CPLA scenario as per Euro NCAP AEB/LSS VRU Systems Test protocol v4.5:2023-12.....	35
Table 8 — Variations for the CBLA scenario as per Euro NCAP AEB/LSS VRU System Test protocol v4.5:2023-12.....	37
Table 9 — Variations for the CMRs scenario as per Euro NCAP AEB/LSS VRU System Test protocol v4.5:2023-12.....	39
Table 10 — Variations for the CSO scenario as per Euro NCAP AEB Car-to-Car test protocol	41
Table 11 — Overview of tests and contamination conditions.....	43
Table 12 — Road spray modes for testing	47
Table 13 — Variations for the CCRs scenario as per Euro NCAP AEB Car-to-Car System Test protocol v4.3:2023-12.....	53
Table 14 — Variations for the CCRm scenario as per Euro NCAP AEB Car-to-Car Systems Test protocol v4.3:2023-12.....	55

Table 15 — Variations for the CPLA scenario as per Euro NCAP AEB/LSS VRU Systems Test protocol v4.5:2023-12..... 57

Table 16 — Variations for the CBLA scenario as per Euro NCAP AEB/LSS VRU Systems Test protocol v4.5:2023-12..... 59

Table 17 — Variations for the CMRs scenario as per Euro NCAP AEB/LSS VRU Systems Test protocol v4.5:2023-12..... 61

Table 18 — Variations for the CSO scenario..... 63

Table 19 — Victim/interferer combinations 64

Table 20 — Variations for direct interference — 1 test 66

Table 21 — Variations for indirect interference tests 68

Table 22 — Variations for direct interference — 2 test 74

Table 23 — Variations for parallel and oncoming test..... 76

Table 24 — Variations for parallel and oncoming test..... 77

Table 25 — Variations for parallel and oncoming test..... 79

Table 26 — Variations for parallel and oncoming test..... 81

Table A.1 — List of known rain chamber facilities..... 89

Table A.2 — List of known fog chamber facilities..... 91

Table B.1 — Example checklist for overview of conducted tests 93