Kia Report No.	TAB F Response to Request No. 11(PE21-020) Kia Summary & Assessment
[redacted]	Customer stated he was driving on a 3-lane highway when he changed lanes to pass a big truck from lane 3 to lane 2 while cruise control was activated when vehicle slowed from 60 mph to 40 mph. Customer tried to change lanes again from lane 1 to lane 2 because another big rig was in lane. When customer changed lanes from lane 2 to lane 1, vehicle pushed him to the left side barricades located 12 inches from barrier. Customer noted that vehicle tried "to make me stay in between the 2 lines, vehicle would not let me pull it back. I only tried a little. I was under the impression the vehicle would fix itself." Customer drove vehicle to dealership where it was inspected by a Kia field technical specialist (FTS). Vehicle was test driven in its current state to the same location customer stated event occurred. Active Lane Assist, Smart Cruise Control and Blind Spot Detection System system were tested while driving the vehicle over 90 miles. All systems worked as designed. FTS explained advanced safety features. Customer was unaware of all the advance technology. As a goodwill gesture, Kia Consumer Affairs department offered to provide some assistance and requested customer to provide receipts/sales contract for review. No further contact from customer. **Assessment:** Subject systems operated as designed. Customer did not understand system parameters/capabilities.
[redacted]	Customer contacted Kia's Consumer Affairs department and stated husband was driving the vehicle with cruise control set and claimed vehicle jerked left and took off into three lanes of and went into a ditch. Customer intially claimed airbag did not deploy but later withdrew claim. No complaint made relating to cruise control. No further contact from customer. **Assessment:** No indication that cruise control did not operate as designed.
[redacted]	Customer stated was driving with adaptive cruise control engaged and as he was approaching a toll booth, the vehicle did not slow down, even though he pressed the brakes. The vehicle rear-ended a Dodge van twice. **Assessment:** Kia field technical specialist inspected the vehicle and retrieved EDR data. EDR data reviewed by Kia engineer. Customer had the Smart Cruise Control (SCC) engaged and set at 71 mph. Forward Collision-Avoidance Assist (FCA) activated per specifications at -2.6 seconds with a level 1 warning, at which point the customer took foot off of the accelerator pedal. The system adjusted to a level 2 warning, and finally level 3 intervention just before the crash. The SCC did not brake the vehicle sooner because the driver was overriding the commanded FCA deceleration with their foot depressing the accelerator pedal. The customer never pressed the brake pedal. The vehicle operated as designed per driver inputs.

Kia Report No.	TAB F Response to Request No. 11(PE21-020) Kia Summary & Assessment
[redacted]	Customer contacted Kia Consumer Affairs Department (Kia CA) and stated lane assist caused accident by pulling vehicle randomly. Customer reported she was traveling 75 mph and slowed down to 65 mph as it "was pouring rain". Customer noticed vehicles were braking and swerving and customer slowed down. Customer stated there was a black shape to the left and when she tried to go around the vehicle jerked from left to right and right to left and left to right resulting in a motorcycle hitting the vehicle's back door. Kia CA requested customer bring vehicle to dealer after body repairs to evaluate lane assist system. No further contact from customer. **Assessment:** Kia is unable to provide assessment since customer did not bring vehicle in for evaluation of lane assist. Kia further notes that the owner's manual identifies lane assist system limitations which states that the lane assist may be limited "if the front camera visiblity is of poor quality" and/or "if the camera doesn't work properly due to bad weather such as fog, heavy rain, or heavy snow."
[redacted]	Customer's attorney contacted Kia alleging that while his client (customer) was using Smart Cruise Control (SCC), the vehicle sped up instead of stopping causing the vehicle to go 50 feet in the air and coming to rest in a construction zone. According to the police report customer drove through stop sign, traveled through the intersection and struck a traffic sign post. **Assessment:** Kia engineer reviewed EDR data and noted that driver did not apply the brakes during the 5 seconds leading up to the impact and that the customer was depressing the accelerator pedal unitl T-0.5 seconds. While SCC was enabled, HDA is not available on this road as its a 2 lane rural avenue ending in a 3-way stop before an open dirt lot. SCC does not recognize stop signs and is only meant to adjust speed and distance to forward vehicles. Systems operated as designed per driver inputs.
[redacted]	Customer contact Kia's Consumer Affairs department alleging vehicle drove him off the road across the highway into a ditch while cruise control was activated. Customer identified cruise control had been on the entire time at regular speed and then the vehicle began to try to pull the vehicle up to 80mph. **Assessment:** Dealer inspected the vehicle and noted that the vehicle systems were operating as designed. Kia subsequently reviewed the EDR which had no record of the incident in question. EDR instead identified an incident while the vehicle was in reverse. Customer stated that the event captured in the EDR was an incident which had occurred 2 days prior on the same trip. Driver's statemetn of crash does not match recorded crash data. It was concluded the vehicle systems were operated as designed.

Kia Report No.	TAB F Response to Request No. 11(PE21-020) Kia Summary & Assessment
[redacted]	According to the police report, at the time of the incident a 2016MY Chevrolet Impala was stationary northbound on State Road 91 (Florida Turnpike) in the inside lane facing northwest. The 2021MY Kia K5 was traveling northbound on State Road 91, in the inside lane approaching the Chevrolet Impala. A 2008MY Honda Civic was traveling northbound on State Road 91 in the inside lane behind the Kia K5. Subsequently, the Kia K5's front struck the Chevrolet Impala's drivers side rear door and rear quarter panel. After impact, the Impala traveled in a northwesterly, counterclockwise direction into a concrete barrier wall and bounced off the barrier wall and redirected to a northeasterly counterclockwise direction across the northbound lanes when the Honda Civic's front collided into the Chevrolet Impala's driver's and left rear door. The Chevrolet Impala came to rest facing north, blocking the inside lane. After impact, the Kia K5 traveled in a northeasterly direction across the northbound lanes and came to a final rest on the outside grass shoulder facing west. The Honda Civic came to final rest blocking the outside lane adjacent to the Chevrolet Impala. The owner (father of the driver) of the Kia K5 contacted Kia's Consumer Affairs Department on August 23, 2021 indicating that his son was involved in an accident. The father was not a passenger or witness to the accident. The father reported that HDA was engaged at the time of the incident and stated that his son "had the autopilot on and there was a vehicle in the middle of the road and it [the vehicle] did not notify his son." According to the father, the police removed the "black box" from the vehicle. The claims made by the driver's father have not yet been confirmed, and note that the subject vehicle has no "autopilot" nor does Kia America advertise any ADAS feature as "autopilot." No further contact from the customer or the police. **Assessment:** The subject Kia K5 is equipped with Highway Driving Assist (HDA). HDA is a supplemental system that helps maintain a set distance and speed from the vehicle ahead when driving on a highway and helps keep the vehicle between lanes while driving. HDA may not be able to recognize all traffic situations and may not detect possible collisions due to limitations of the system. Obstacles such as vehicles, motorcycles, bicycles, pedestrians, unspecified objects and structures that may collide with the vehicle may not be detected. Driver may have assumed vehicle had higher capabilities and relied on the system without fully understanding the system's limitations.
Overall Conclusion	Based on the information and evaluation of the incidents above, Kia does not believe that the subject systems in these vehicles pose a risk to motor vehicle safety.