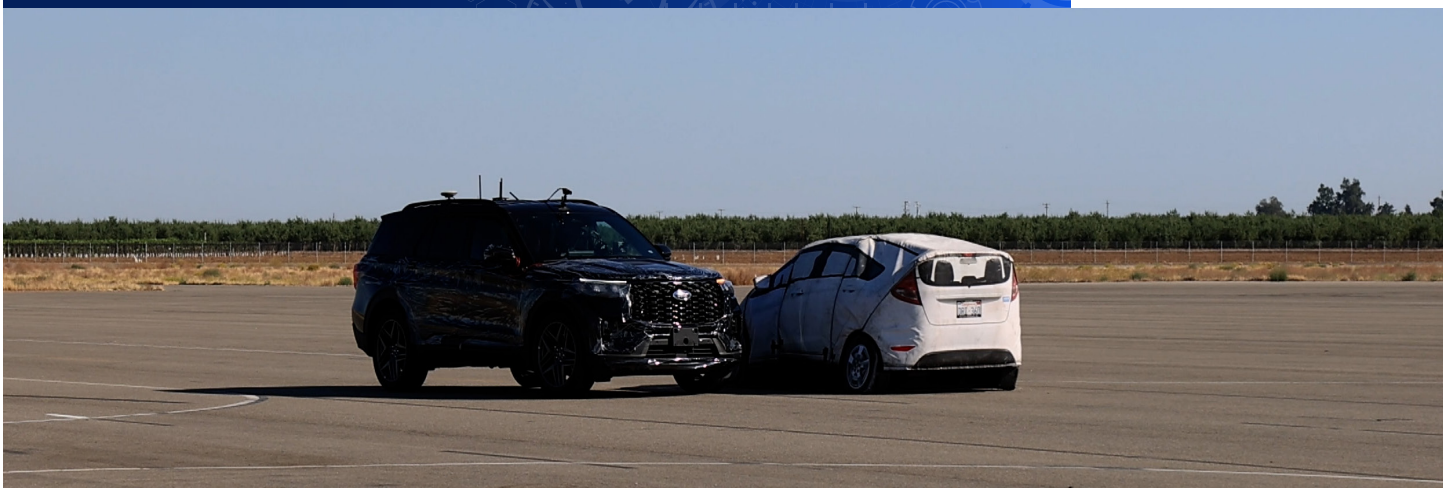
NOVEMBER 2026

FACT SHEET

INTERSECTION AUTOMATIC EMERGENCY BRAKING: PERFORMANCE TESTING



Background & Testing

To assess the current technology, AAA partnered with the Automobile Club of Southern California's Automotive Research Center to test four 2026 model-year vehicles equipped with intersection AEB. Closed-course testing included one turn-into-path scenario and three turn-across-path scenarios. The turn-across-path tests used the standardized Euro NCAP car-to-car front turn-across-path (CCFtap) configuration, then removed the turn signal or steering robot to evaluate performance under conditions more representative of real-world driving.

AAA's research examined four questions:

- How do evaluated intersection AEB systems perform when a vehicle executes a right-hand turn into the path of the test vehicle?
- How do evaluated intersection AEB systems perform when a vehicle executes a left turn across the path of the test vehicle under the Euro NCAP CCFtap configuration?
- Is turn-across-path performance maintained when protocol-specific conditions are relaxed, including testing without turn signal activation and use of manual steering?
- How do the results from 2026 model year vehicles equipped with intersection AEB compare with AAA's 2022 evaluation of vehicles with standard AEB systems that did not include intersection-specific functionality?

Key Findings

1. **Turn-into-path:** AAA's non-standardized turn into-path test revealed a significant capability gap. One system avoided contact in every valid run, while the other systems struck the soft car in every valid run.
2. **Turn-across-path — Euro NCAP CCFtap:** With the turn signal activated and robotic steering, all four tested systems avoided a collision in every valid run.
3. **Turn-across-path — no turn signal:** Removing the turn signal exposed a limitation in one system: it provided neither a forward collision warning nor automatic braking and struck the soft car in all three valid runs.
4. **Turn-across-path — manual steering:** With the turn signal activated, replacing robotic steering with a test driver did not change collision-avoidance results. All four systems warned the driver, applied the brakes, and avoided the soft car in every valid run.

To learn more about each scenario, please read the full report.

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Methodology

AAA evaluated four 2026 model-year vehicles equipped with intersection AEB on a closed course under controlled daytime conditions. In the turn-into-path test, the subject vehicle traveled straight at 48 km/h (30 mph) while the soft vehicle target turned right into its path at 8 km/h (5 mph). In the turn-across-path tests, the subject vehicle turned left at 15 km/h (9.3 mph) across an oncoming soft vehicle target traveling at 30 km/h (18.6 mph).

Turn-across-path testing included three configurations: the standardized Euro NCAP CCFtap test with the turn signal activated and robotic steering; the same test without turn-signal activation; and the same test with the turn signal activated and manual steering. To view the full methodology, please visit AAA Newsroom.

Recommendations

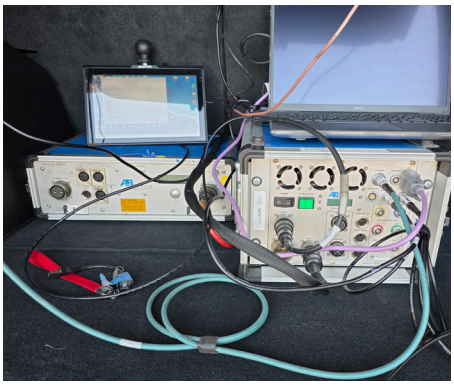
- Automakers should work with researchers, regulators, and safety organizations to strengthen intersection AEB performance across a broader range of crash scenarios and real-world conditions, including the turn-into path scenario.
- Regulators and safety organizations can support continued progress by collaborating with automakers and researchers to broaden vehicle testing protocols to include more intersection scenarios and real-world conditions.
- Drivers can use intersection AEB as an added layer of protection while staying attentive behind the wheel. When entering an intersection, consider "covering the brake" by placing your right foot just above the brake pedal, with your heel on the floor. Stay aware that nearby drivers may turn into your path and be ready to brake or steer if needed.

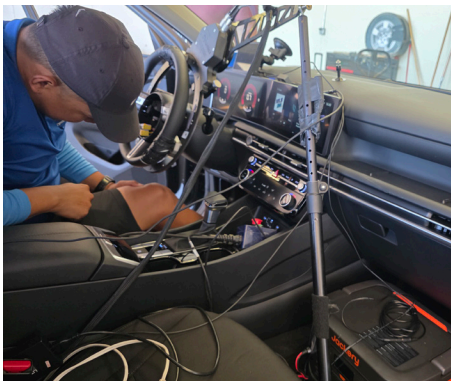












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