



**International
Standard**

ISO 3888-2

**Passenger cars — Test track for a
severe lane-change manoeuvre —**

**Part 2:
Obstacle avoidance**

*Voitures particulières — Piste d'essai de déboîtement latéral
 Brusque —*

Partie 2: Évitement d'obstacle

**Third edition
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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO document should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee 22, *Road vehicles*, Subcommittee SC 33, *Vehicle dynamics, chassis components and driving automation systems testing*.

This third edition cancels and replaces the second edition (ISO 3888-2:2011), which has been technically revised.

The main changes are as follows:

- re-design of figures;
- added recommendations on recording environmental conditions;
- minor rephrasing changes.

A list of all parts in the ISO 3888 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

The main purpose of this document is to provide repeatable and discriminatory test results.

The dynamic behaviour of a road vehicle is a very important aspect of active vehicle safety. Any given vehicle, together with its driver and the prevailing environment, constitutes a closed-loop system that is unique. The task of evaluating the dynamic behaviour is therefore very difficult since the significant interaction of these driver-vehicle-environment elements are each complex in themselves. A complete and accurate description of the behaviour of the road vehicle necessarily involves information obtained from a number of different tests.

Since this test method quantifies only one small part of the complete vehicle handling characteristics, the results of these tests can only be considered significant for a correspondingly small part of the overall dynamic behaviour.

Moreover, insufficient knowledge is available concerning the relationship between overall vehicle dynamic properties and accident avoidance. A substantial amount of work is necessary to acquire sufficient and reliable data on the correlation between accident avoidance and vehicle dynamic properties in general and the results of these tests in particular. Consequently, any application of this test method for regulation purposes requires proven correlation between test results and accident statistics.

Passenger cars — Test track for a severe lane-change manoeuvre —

Part 2: Obstacle avoidance

1 Scope

This document defines the dimensions of the test track for a closed-loop, severe lane-change manoeuvre test for subjectively determining the obstacle avoidance performance of a vehicle, one specific part of vehicle dynamics and road-holding ability. It is applicable to passenger cars as defined in ISO 3833 and light commercial vehicles up to a gross vehicle mass of 3,5 t. An example of the test method is provided in [Annex A](#).

2 Normative references

The following document is referred to in the text in such a way that some or all of its content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3833, *Road vehicles — Types — Terms and definitions*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 3833 apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

4 Specifications

4.1 Dimensions of the obstacle avoidance track

The track for the severe lane-change obstacle avoidance manoeuvre shall be as shown in [Figure 1](#) and the dimensions shall be as given in [Table 1](#). The test vehicle shall be driven through this track.

The lengths of track sections are fixed, while the track corridors width (A, B and C) is a function of vehicle width. The total length of the track shall be 61 m.