
**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*



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Foreword

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International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this part of ISO 3888 may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 3888-2 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 9, *Vehicle dynamics and road-holding ability*.

ISO 3888 consists of the following parts, under the general title *Passenger cars — Test track for a severe lane-change manoeuvre*:

- *Part 1: Double lane-change*
- *Part 2: Obstacle avoidance*

Annex A of this part of ISO 3888 is for information only.

Introduction

The obstacle-avoidance manoeuvre is among several used for the subjective evaluation of vehicle dynamics.

In the past, only the test track for the double lane-change manoeuvre was covered, and this only by a technical report, ISO/TR 3888:1975, cancelled and replaced by ISO 3888-1:1999. This part of ISO 3888, which gives the dimensions of the obstacle avoidance track, will improve comparability in the subjective evaluation of vehicle dynamics, while the addition of the obstacle-avoidance test track represented by this part of ISO 3888 could also be helpful for the purpose of subjective evaluation lateral stability.

Since tests performed on the obstacle avoidance track quantify only one small part of a vehicle's complete handling characteristics, the results obtained on this test track can only be considered significant for a correspondingly small part of the overall dynamic behaviour. Therefore, it is not possible to use this part of ISO 3888 for regulation purposes.

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

Part 2:

Obstacle avoidance

1 Scope

This part of ISO 3888 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.

2 Normative reference

The following normative document contains provisions which, through reference in this text, constitute provisions of this part of ISO 3888. For dated references, subsequent amendments to, or revisions of, this publication do not apply. However, parties to agreements based on this part of ISO 3888 are encouraged to investigate the possibility of applying the most recent edition of the normative document indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

ISO 3833:1977, *Road vehicles — Types — Terms and definitions*

3 Term and definition

For the purposes of this part of ISO 3888, the following term and definition apply.

3.1

vehicle width

overall width of the vehicle without rear-view mirrors

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 width, b , is a function of vehicle width. The total length of the track shall be 61 m.