BS ISO 11026:2010

BSI Standards Publication

Heavy commercial vehicles and buses — Test method for roll stability — Closing-curve test

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National foreword

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The UK participation in its preparation was entrusted to Technical Committee AUE/15, Safety related to vehicles.

A list of organizations represented on this committee can be obtained on request to its secretary.

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ISBN 978 0 580 66380 2

ICS 43.080.01

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This British Standard was published under the authority of the Standards Policy and Strategy Committee on 30 September 2010.

Amendments issued since publication

Date	Text affected

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INTERNATIONAL STANDARD

ISO 11026

First edition
2010-07-01

Heavy commercial vehicles and buses — Test method for roll stability — Closing-curve test

Véhicules utilitaires lourds et autobus — Méthode d'essai de stabilité au renversement — Essai en courbe se fermant

Reference number
ISO 11026:2010(E)

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Tel. + 41 22 749 01 11
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Published in Switzerland

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Foreword

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

ISO 11026 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 9, *Vehicle dynamics and road-holding ability*.

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Introduction

The main purpose of this International Standard 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 must necessarily involve 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 will require proven correlation between test results and accident statistics.

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