BS ISO 17288-2:2011

BSI Standards Publication

Passenger cars — Free-steer behaviour

Part 2: Steering-pulse open-loop test method

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National foreword

This British Standard is the UK implementation of ISO 17288-2:2011. It supersedes BS ISO 17288-2:2004 which is withdrawn.

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.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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Compliance with a British Standard cannot confer immunity from legal obligations.

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Passenger cars — Free-steer behaviour —

Part 2: Steering-pulse open-loop test method

Voitures particulières — Comportement volant libre —

Partie 2: Méthode d'essai en boucle ouverte avec impulsion au volant

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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 17288-2 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 9, *Vehicle dynamics and road-holding ability*.

This second edition cancels and replaces the first edition (ISO 17288-2:2004), of which it constitutes a minor revision.

ISO 17288 consists of the following parts, under the general title *Passenger cars — Free-steer behaviour*:

— *Part 1: Steering-release open-loop test method*

— *Part 2: Steering-pulse open-loop test method*

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Introduction

The main purpose of this part of ISO 17288 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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