
**Passenger cars — Free-steer
behaviour —**

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

Voitures particulières — Comportement volant libre —

Partie 1: Méthode d'essai en boucle ouverte avec relâchement du volant

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ISO 17288-1:2011

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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.

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

The main task of technical committees is to prepare International Standards. 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 17288 may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 17288-1 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 17288-1:2002), 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*

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 interactions 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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Passenger cars — Free-steer behaviour —

Part 1: Steering-release open-loop test method

1 Scope

This part of ISO 17288 specifies an open-loop test method for determining the free control stability of a passenger car as defined in ISO 3833, by measurement of the transient behaviour following steering release, starting from a steady-state cornering status.

NOTE The open-loop manoeuvre specified in this part of ISO 17288 is not representative of normal driving conditions, but is nonetheless useful for obtaining a measure of vehicle transient behaviour.

2 Normative references

The following referenced documents are indispensable for the application 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* <https://standards.iteh.ai/catalog/standards/sist/86d99-18b8-468d-af8c-bdfbd023e4b/iso-17288-1-2011>

ISO 8855, *Road vehicles — Vehicle dynamics and road-holding ability — Vocabulary*

ISO 15037-1:2006, *Road vehicles — Vehicle dynamics test methods — Part 1: General conditions for passenger cars*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 3833 and ISO 8855 apply.

4 Principle

This test is intended for evaluating the ability of a vehicle to return to a straight path following steering-wheel release from a steady-state turn.

The initial conditions are defined by a steady-state circular motion. During the test, the driver releases the steering wheel. The steering-wheel angle and the vehicle response are measured and recorded. From the recorded signals, characteristic values are calculated.

5 Variables

5.1 Reference system

The provisions given in ISO 15037-1:2006, 3.1, apply.

5.2 Measurement

Measure the following variables (see ISO 8855):

- longitudinal velocity (v_X);
- lateral acceleration (a_Y);
- yaw velocity ($\dot{\psi}$);
- steering-wheel angle (δ_H).

6 Measuring equipment

6.1 Description

All variables shall be measured by means of appropriate transducers, and their time histories shall be recorded using a multi-channel recording system. Typical operating ranges, and recommended maximum errors of the transducer and recording system, are given in Table 1.

Table 1 — Variables, typical operating ranges and recommended maximum errors

Variable	Typical operating range	Recommended maximum error of combined transducer-recorder system
Longitudinal velocity	0 m/s to +50 m/s	$\pm 0,3$ m/s
Lateral acceleration	-15 m/s^2 to $+15 \text{ m/s}^2$	$\pm 0,1 \text{ m/s}^2$
Yaw velocity	$-50^\circ/\text{s}$ to $+50^\circ/\text{s}$	$\pm 0,3^\circ/\text{s}$
Steering-wheel angle	-360° to $+360^\circ$	$\pm 2^\circ$ for $ \delta_H \leq 180^\circ$ $\pm 4^\circ$ otherwise

Transducers for measuring some of the listed variables are not widely available and not in general use. Many such instruments are developed by users. If any system error exceeds the recommended maximum value, this and the actual maximum error shall be stated in the test report given in Annex A of ISO 15037-1:2006.

6.2 Transducer installation

6.2.1 General

The transducer installation shall comply with ISO 15037-1:2006, 4.2. For the steering-wheel angle, the additional requirements given in 6.2.1 of ISO 15037-1:2006 shall apply.

6.2.2 Steering-wheel angle

It is recommended that the steering-wheel angle be measured using transducers in conjunction with the original steering wheel of the vehicle. Alternatively, a replacement instrumented steering wheel may be used. In either event, care should be taken to avoid changing the mass centre, inertial properties or friction of the steering system. Any changes shall be recorded in the test report as given in Annex B of ISO 15037-1:2006.

NOTE Free control behaviour is known to be sensitive to the friction and inertia characteristics of the steering system. In addition, it is sensitive to the mass and mass offset of the steering wheel.

6.3 Data processing

The provisions given in ISO 15037-1:2006, 4.3, apply.

7 Test conditions

Test conditions shall be in accordance with ISO 15037-1:2006, Clause 5.

8 Test procedure

8.1 Test report

All details of the test shall be recorded in the test report specified in ISO 15037-1:2006, Annexes A and B, under "General comments and/or other relevant details" and "Test method specific data", respectively.

8.2 Warm-up

The warm-up shall be carried out in accordance with ISO 15037-1:2006, 6.1.

8.3 Starting conditions of the test

The starting condition for the test is a steady-state circular motion at a prescribed level of lateral acceleration, a_{Y0} . The steady-state circular motion shall be in accordance with ISO 15037-1:2006, 6.2.3, except for the following:

- for the time interval from t_1 to t_2 , the standard deviation of the lateral acceleration shall not exceed 3 % of its mean value or 0,2 m/s², whichever is higher.

The standard longitudinal velocity shall be 100 km/h; it may vary by steps of ± 20 km/h.

Where possible, the test should be conducted performing alternating left and right turns. The initial prescribed level of lateral acceleration a_{Y0} of 1 m/s² shall be incremented in steps of, nominally, 1 m/s², until a limiting condition is reached (see 8.4).

8.4 Test execution

From each starting condition, the driver shall suddenly release the steering wheel at the reference point in time, t_0 (see ISO 15037-1:2006, Figure 2), while maintaining the throttle constant and placing the vehicle in free control, so that its response is determined by its dynamic characteristics.

Record test data from time t_1 for 1 s after the steering oscillation is completely damped or until $t_0 + 5$ s, whichever is shorter.

The test should be repeated from starting conditions at incremented levels of lateral acceleration until vehicle response becomes divergent, or the limit of lateral adhesion is reached in the starting condition.

9 Data analysis

9.1 General

General data shall be presented in accordance with the test report given in ISO 15037-1:2006, Annexes A and B.

The recorded time history of the relevant variables shall be displayed and examined visually. Results not considered representative shall be discarded.

9.2 Ratio between second and first peak of a given variable after steering-wheel release

For each of the variables (see Figure 1)

- sideslip angular velocity,
 - yaw velocity, and
 - steering-wheel angle:
- a) evaluate the function $f(a_{Y0}) = \text{peak 2}/\text{peak 1}$, at each level of initial lateral acceleration a_{Y0} ;
 - b) plot the function $f(a_{Y0})$ vs a_{Y0} ;
 - c) compute the linear regression (see Figure 2);
 - d) calculate m , the slope of the linear regression;
 - e) calculate q , the value of the linear regression at a lateral acceleration of 4 m/s².

NOTE Sideslip angular velocity is usually calculated by the formula:

$$\dot{\beta}(t) = \frac{a_Y(t)}{v_X(t)} - \dot{\psi}(t)$$

where

a_Y is the lateral acceleration of the vehicle;

v_X is the longitudinal velocity of the vehicle;

$\dot{\psi}$ is the yaw velocity of the vehicle;

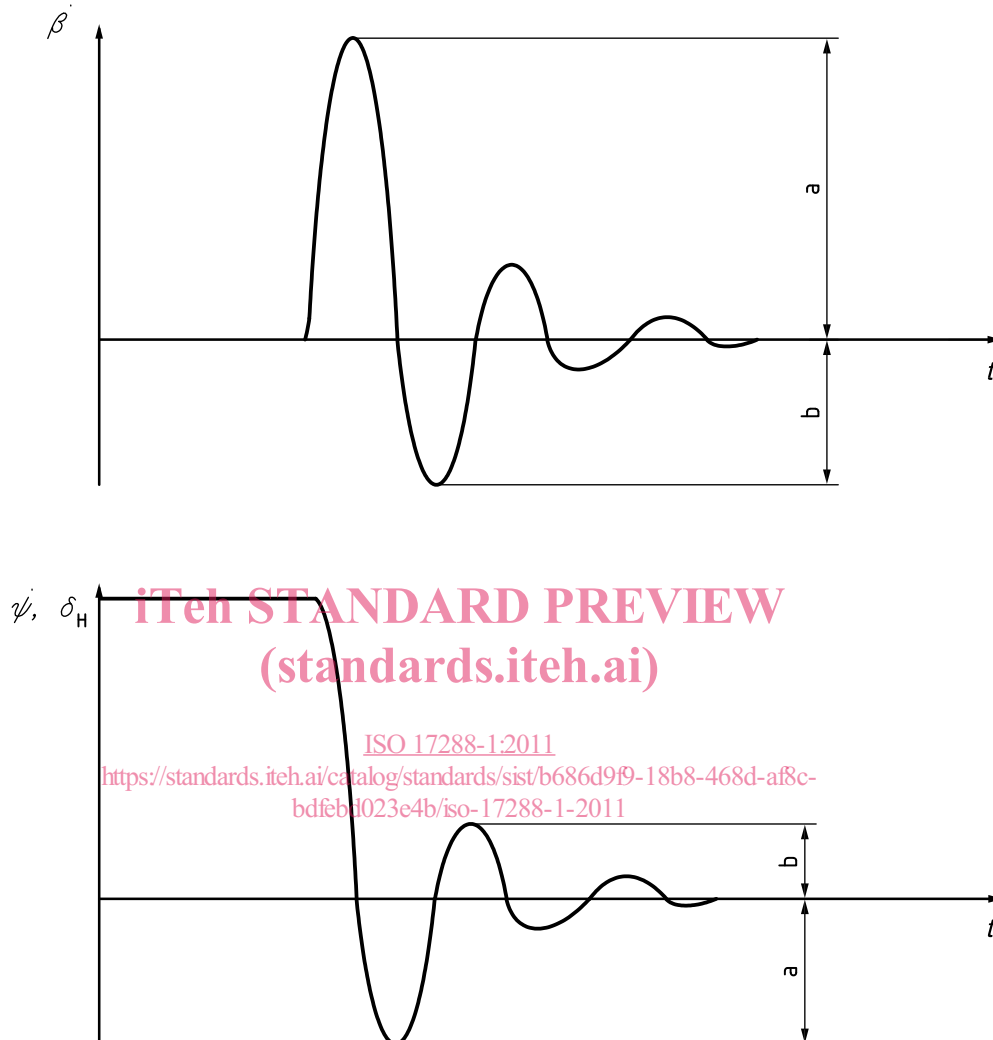
t is time.

9.3 Value of second peak of a given variable after steering-wheel release

For each of the variables (see Figure 1)

- sideslip angular velocity,
 - yaw velocity, and
 - steering-wheel angle:
- a) evaluate the function $f(a_{Y0}) = \text{peak 2}$, at each level of initial lateral acceleration a_{Y0} ;
 - b) plot the function $f(a_{Y0})$ vs a_{Y0} ;

- c) compute the linear regression (see Figure 2);
- d) calculate m , the slope of the linear regression;
- e) calculate q , the value of the linear regression at a lateral acceleration of 4 m/s².



Key

- t time, in seconds
- $\dot{\psi}$ yaw velocity
- δ_H steering-wheel angle
- $\dot{\beta}$ sideslip angular velocity
- a Peak 1.
- b Peak 2.

Figure 1 — Peaks of variables after steering-wheel release