



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
2025-11**



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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.

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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.