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Passenger cars — Braking in a turn — Open-loop test method

*Voitures particulières — Freinage en virage — Méthode d'essai en
boucle ouverte*



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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.

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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 document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 7975 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 9, *Vehicle dynamics and road-holding ability*.

This third edition cancels and replaces the second edition (ISO 7975:1996), which has been technically revised.

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Introduction

The dynamic behaviour of a road vehicle is a most important part of active vehicle safety. Any given vehicle, together with its driver and the prevailing environment, forms a unique closed-loop system. The task of evaluating the dynamic behaviour is therefore very difficult, because of the significant interaction of these driver-vehicle-environment elements, each in itself complex. A complete and accurate description of the behaviour of the road vehicle must necessarily involve information obtained from a number of tests of different types.

Since the braking in turn test procedures quantify 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 needed 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. Therefore, it is not possible to use these procedures and test results for regulation purposes.

Test conditions and tyres have a strong influence on test results. Therefore, only vehicle dynamic properties obtained under identical test and tyre conditions are comparable to one another.