

ISO 19377:2017



NBN ISO 19377:2020



Heavy commercial vehicles and buses – Emergency braking on a defined path – Test method for trajectory measurement (ISO 19377:2017)

Valid from 19-11-2020

ICS: 43.080.01

INTERNATIONAL STANDARD

ISO 19377

First edition
2017-11

Heavy commercial vehicles and buses — Emergency braking on a defined path — Test method for trajectory measurement

*Véhicules utilitaires lourds et autobus — Freinage d'urgence sur un
passage défini — Méthodes d'essai pour la mesure de trajectoire*



Reference number
ISO 19377:2017(E)

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Contents

	Page
Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Principle	2
5 Variables	2
6 Measuring equipment	3
7 Test conditions	3
7.1 General.....	3
7.2 Test track and ambient conditions.....	4
7.3 Test vehicle.....	4
7.3.1 General vehicle condition.....	4
7.3.2 Loading condition.....	4
7.3.3 Number of test runs.....	4
8 Test methods	4
8.1 Test method for braking straight ahead.....	4
8.1.1 Initial driving condition.....	4
8.1.2 Definition of the desired path and track.....	4
8.1.3 System intervention.....	5
8.2 Test method for braking in a constant radius curve.....	5
8.2.1 Initial driving condition.....	5
8.2.2 Definition of the desired path and track.....	5
8.2.3 System intervention.....	6
9 Data evaluation and presentation of results	6
9.1 General.....	6
9.2 Characteristic values.....	7
9.2.1 Maximum path deviation, $D_{P,max}$	7
9.2.2 Maximum rear axle path deviation, $D_{PR,max}$	7
9.2.3 Maximum trailer path deviation, $D_{PT,max}$	8
9.2.4 Deceleration at full braking.....	8
9.2.5 Maximum articulation angle(s) (optional).....	8
9.2.6 Corrective steering action, $\delta_{H,C}$ (for closed-loop test).....	8
9.2.7 Indication of leaving the desired track (optional).....	8
Annex A (normative) Test report — General data and test conditions	9
Annex B (informative) Example of test reports	10
Bibliography	12

ISO 19377:2017(E)**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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see the following URL: www.iso.org/iso/foreword.html.

This document was prepared by ISO/TC 22, *Road vehicles*, Subcommittee SC 33, *Vehicle dynamics and chassis components*.

Introduction

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 requires 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.

Heavy commercial vehicles and buses — Emergency braking on a defined path — Test method for trajectory measurement

1 Scope

This document describes test methods for determining the deviation of the path travelled by a vehicle during a braking manoeuvre induced by an emergency braking system from a pre-defined desired path. The purpose of this document is the evaluation of the vehicle path during and following the system intervention. The corrective steering actions for keeping the vehicle on the desired path can be applied either by the driver or by a steering machine or by a driver assistance system. By making this document open for either open-loop or closed-loop testing, it is possible to apply the test method for evaluating how well the vehicle can be kept within user-defined lane markings after the system intervention, and also for evaluating the precision of the interaction between the emergency braking system and an active lane keeping system.

This document applies to heavy vehicles equipped with an advanced emergency braking system (AEBS), including commercial vehicles, commercial vehicle combinations, buses and articulated buses as defined in ISO 3833 (trucks and trailers with maximum weight above 3,5 tonnes and buses and articulated buses with maximum weight above 5 tonnes, according to ECE and EC vehicle classification, categories M3, N₂, N₃, O3 and O4).

NOTE The test method is intended to evaluate the entire vehicle behaviour, not for defining system requirements for the AEBS, which is done in the respective standards created by ISO/TC 204.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 8855:2011, *Road vehicles — Vehicle dynamics and road-holding ability — Vocabulary*

ISO 15037-2:2002, *Road vehicles — Vehicle dynamics test methods — Part 2: General conditions for heavy vehicles and buses*

ISO 16552:2015, *Heavy commercial vehicles and buses — Stopping distance at straight-line braking with ABS — Open-loop and closed-loop test methods*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 8855 and ISO 15037-2 and the following apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>