
**Road vehicles — Vehicle dynamics test
methods —**

**Part 1:
General conditions for passenger cars**

*Véhicules routiers — Méthodes d'essai de la dynamique des
véhicules —*

Partie 1: Conditions générales pour voitures particulières

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Contents

	Page
Foreword	iv
Introduction	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Variables	2
4.1 Reference system	2
4.2 Variables to be determined	2
5 Measuring equipment	3
5.1 Description	3
5.2 Transducer installations	3
5.3 Data processing	3
5.3.1 General	3
5.3.2 Analogue data processing	4
5.3.3 Digital data processing	4
6 Test conditions	5
6.1 General	5
6.2 Test track	6
6.3 Wind velocity	6
6.4 Test vehicle	6
6.4.1 General data	6
6.4.2 Tyres	6
6.4.3 Operating components	7
6.4.4 Loading conditions of the vehicle	7
6.4.5 Drivetrain conditions of the vehicle	7
6.4.6 Active systems	7
7 Test method	7
7.1 Warm-up	7
7.2 Initial driving condition	7
7.2.1 General	7
7.2.2 Steady-state straight-ahead run	8
7.2.3 Steady-state circular run	8
Annex A (normative) Test report — General data	10
Annex B (normative) Test report — Test conditions	14
Annex C (informative) Transducers and their installations	16
Annex D (informative) Analogue filtering: Butterworth filter	20

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).

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. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

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 www.iso.org/iso/foreword.html.

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

This third edition cancels and replaces the second edition (ISO 15037-1:2006), which has been technically revised. The main changes compared to the previous edition are as follows:

- Recognizing regenerative braking and active control systems.

This corrected version of ISO 15037-1:2019 incorporates the following corrections:

- the date has been corrected to 2019 in the headers and footers.

A list of all parts in the ISO 15037 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

This document was developed to define general test conditions for vehicle dynamic tests. Any given vehicle, together with its driver and the prevailing environment, constitutes a unique closed-loop system. The task of evaluating the dynamic behaviour of the vehicle is therefore very difficult since there is significant interaction between these driver-vehicle-environment elements, and each of these elements is individually complex in itself.

The test conditions exert large influence on the test results. Only test results obtained at identical test conditions are comparable.

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Road vehicles — Vehicle dynamics test methods —

Part 1: General conditions for passenger cars

1 Scope

This document specifies the general conditions that apply when vehicle dynamics properties are determined according to ISO test methods.

In particular, it specifies general conditions for:

- variables;
- measuring equipment and data processing;
- environment (test track and wind velocity);
- test vehicle preparation (tuning and loading);
- initial driving; and
- test reports (general data and test conditions).

These items are of general significance, regardless of the specific vehicle dynamics test method. They apply when vehicle dynamics properties are determined, unless other conditions are required by the standard which is actually used for the test method.

This document is applicable to passenger cars as defined in ISO 3833 and light trucks.

NOTE The general conditions defined in existing vehicle dynamics standards are valid until a reference to this document is included.

This document is cited in many other standards without a dated reference. In the course of its revision, no change in the numbering of clauses, tables and figures is anticipated.

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 1176, *Road vehicles — Masses — Vocabulary and codes*

ISO 2416, *Passenger cars — Mass distribution*

ISO 3833, *Road vehicles — Types — Terms and definitions*

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

3 Terms and definitions

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

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

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

4 Variables

4.1 Reference system

The variables of motion used to describe vehicle behaviour in a test-specific driving situation relate to the intermediate axis system (X, Y, Z) (see ISO 8855).

The location of the origin of the vehicle axis system (X_V, Y_V, Z_V) is the reference point, and this position shall be reported (see [Annex A](#)).

NOTE Useful positions for the reference point include (1) the centre of gravity of the vehicle and (2) a fixed point of geometry such as the point in the longitudinal plane of symmetry at the height of the centre of gravity and at mid-wheelbase. Locating the reference point at the centre of gravity is very useful for analytical evaluation of the test results of individual vehicles, but can cause difficulty in comparing results for different vehicles. Locating the reference point at the geometrical position is more convenient for comparing results from different tests, but can complicate theoretical analysis.

4.2 Variables to be determined

To describe the vehicle dynamics in terms of driver input and vehicle response, the principal relevant variables are the following:

- steering-wheel angle (δ_H);
- steering-wheel torque (M_H);
- longitudinal velocity (v_X);
- sideslip angle (β) or lateral velocity (v_Y);
- longitudinal acceleration (a_X);
- lateral acceleration (a_Y);
- yaw velocity ($d\psi/dt$);
- roll velocity ($d\phi/dt$);
- pitch velocity ($d\theta/dt$);
- roll angle (ϕ);
- pitch angle (θ).

These variables are defined in ISO 8855.

All standards that make reference to this document shall specify which variables apply. Depending on the specific standard, additional variables can be required or recommended.

NOTE These variables can be determined directly by measuring or by calculation from measured values.

5 Measuring equipment

5.1 Description

Time histories of the measured variables shall be recorded by a time-based multi-channel recording system by means of appropriate transducers (see [Annex C](#)). Typical operating ranges and recommended maximum errors of the transducer and recording system are shown in [Table 1](#). The specified accuracies should be achieved whether the variables are measured or are calculated.

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

Variable	Typical operating range	Recommended maximum "overall" error
Steering-wheel angle	-360° to 360°	$\pm 1^\circ$ for $\delta_H < 50^\circ$ $\pm 2^\circ$ for $\delta_H > 50^\circ$ and $< 180^\circ$ $\pm 4^\circ$ for $\delta_H > 180^\circ$
Steering-wheel torque	-30 Nm to 30 Nm	$\pm 0,1$ Nm for $M_H < 10$ Nm $\pm 0,3$ Nm for $M_H > 10$ Nm
Longitudinal velocity	0 km/h to 180 km/h	± 1 km/h for $v_X < 100$ km/h ± 2 km/h for $v_X > 100$ km/h
Lateral velocity	-10 m/s to 10 m/s	$\pm 0,2$ m/s
Sideslip angle	-20° to 20°	$\pm 0,3^\circ$
Longitudinal acceleration	-15 m/s ² to 15 m/s ²	$\pm 0,15$ m/s ²
Lateral acceleration	-15 m/s ² to 15 m/s ²	$\pm 0,15$ m/s ²
Yaw velocity	$-50^\circ/\text{s}$ to $50^\circ/\text{s}$	$\pm 0,3^\circ/\text{s}$ for $d\psi/dt < 20^\circ/\text{s}$ $\pm 1^\circ/\text{s}$ for $d\psi/dt > 20^\circ/\text{s}$
Pitch velocity	$-50^\circ/\text{s}$ to $50^\circ/\text{s}$	$\pm 0,3^\circ/\text{s}$ for $d\theta/dt < 20^\circ/\text{s}$ $\pm 1^\circ/\text{s}$ for $d\theta/dt > 20^\circ/\text{s}$
Roll velocity	$-50^\circ/\text{s}$ to $50^\circ/\text{s}$	$\pm 0,3^\circ/\text{s}$ for $d\phi/dt < 20^\circ/\text{s}$ $\pm 1^\circ/\text{s}$ for $d\phi/dt > 20^\circ/\text{s}$
Roll angle	-15° to 15°	$\pm 0,15^\circ$
Pitch angle	-15° to 15°	$\pm 0,15^\circ$
Increased measurement accuracy may be desirable for computation of some of the characteristic values. If any system error exceeds the recommended maximum value, this and the actual maximum error shall be stated in the test report (see Annex A).		

5.2 Transducer installations

The transducers shall be installed according to the manufacturer's instructions when such instructions exist, so that the variables corresponding to the terms and definitions of ISO 8855 can be determined.

If a transducer does not measure a variable in the defined position, appropriate transformation shall be carried out.

5.3 Data processing

5.3.1 General

The frequency range relevant for tests on horizontal dynamics of passenger cars is between 0 Hz and the maximum utilized frequency: $f_{\max} = 5$ Hz. Based on whether analogue or digital data processing methods are used, the requirements given in [5.3.2](#) or in [5.3.3](#) apply.

5.3.2 Analogue data processing

The bandwidth of the entire, combined transducer/recording system shall be no less than 8 Hz.

In order to execute the necessary filtering of signals, low-pass filters shall be employed. The width of the passband (from 0 Hz to frequency f_0 at -3 dB) shall not be less than 9 Hz. Amplitude errors shall be less than $\pm 0,5$ % in the relevant frequency range of 0 Hz to 5 Hz. All analogue signals shall be processed with filters having sufficiently similar phase characteristics to ensure that time delay differences due to filtering lie within the required accuracy for time measurement.

NOTE During analogue filtering of signals with different frequency contents, phase shifts can occur. Therefore, a digital data processing method, as described in [5.3.3](#), is preferable.

5.3.3 Digital data processing

5.3.3.1 General considerations

Preparation of analogue signals includes consideration of filter amplitude attenuation and sampling rate to avoid aliasing errors, and filter phase lags and time delays. Sampling and digitizing considerations include pre-sampling amplification of signals to minimize digitizing errors; number of bits per sample; number of samples per cycle; sample and hold amplifiers; and timewise spacing of samples. Considerations for additional phaseless digital filtering include the selection of passbands and stopbands and the attenuation and allowable ripple in each; and correction of filter phase lags. Each of these factors shall be considered in order to achieve a relative overall data acquisition accuracy of $\pm 0,5$ %.

Attenuation and phase shift information for a Butterworth filter is provided in [Annex D](#).

5.3.3.2 Aliasing errors and anti-aliasing filters

In order to avoid uncorrectable aliasing errors, the analogue signals shall be appropriately filtered before sampling and digitizing. The order of the filters used and their passband shall be chosen according to both the required flatness in the relevant frequency range and the sampling rate.

The minimum filter characteristics and sampling rate shall be such that:

- a) within the relevant frequency range of 0 Hz to $f_{\max} = 5$ Hz, the maximum attenuation of the analogue signal is less than the resolution of the digitized signal;
- b) at one-half the sampling rate (i.e. the Nyquist or “folding” frequency), the magnitudes of all frequency components of signal and noise are reduced to less than the digital resolution.

For 0,05 % resolution, the filter attenuation shall be less than 0,05 % to 5 Hz, and the attenuation shall be greater than 99,95 % at all frequencies greater than one-half the sampling frequency.

It is recommended that anti-aliasing filters be of order four or higher (see [Annex D](#)).

Although filtering for anti-aliasing is required, excessive analogue filtering shall be avoided. Moreover, all filters shall have sufficiently similar phase characteristics to ensure that differences in time delays between signals are compatible with the required accuracy for the time measurement.

NOTE Phase shifts are especially significant when measured variables are multiplied together to form new variables, because, while amplitudes multiply, phase shifts and associated time delays add up. Phase shifts and time delays are reduced by increasing the filter cut-off frequency, f_0 . Whenever formulae describing the pre-sampling filters are known, it is practical to remove their phase shifts and time delays by simple algorithms performed in the frequency domain.

5.3.3.3 Data sampling and digitizing

At 5 Hz, the signal amplitude changes by up to 3 % per millisecond. To limit dynamic errors caused by changing analogue inputs to 0,1 %, sampling or digitizing time shall be less than 32 μ s. Each pair or set of data samples to be compared shall be taken simultaneously or within a sufficiently short time period.

The digitizing system shall have a resolution of 12 bits ($\pm 0,05$ %) or more and an accuracy of 2 LSB ($\pm 0,1$ %). Amplification of the analogue signal before digitizing shall be such that, in the digitizing process, the combined error due to the finite resolution and inaccuracy of digitizing is less than 0,2 %.

5.3.3.4 Digital filtering

For filtering of sampled data in data evaluation, phaseless (zero phase shift) digital filters shall be used incorporating the following characteristics (see [Figure 1](#)):

- passband shall range from 0 Hz to 5 Hz;
- stopband shall begin between 10 Hz and 15 Hz;
- the filter gain in the passband shall be $1 \pm 0,005$ ($100 \pm 0,5$ %);
- the filter gain in the stopband shall be $\pm 0,01$ (± 1 %).

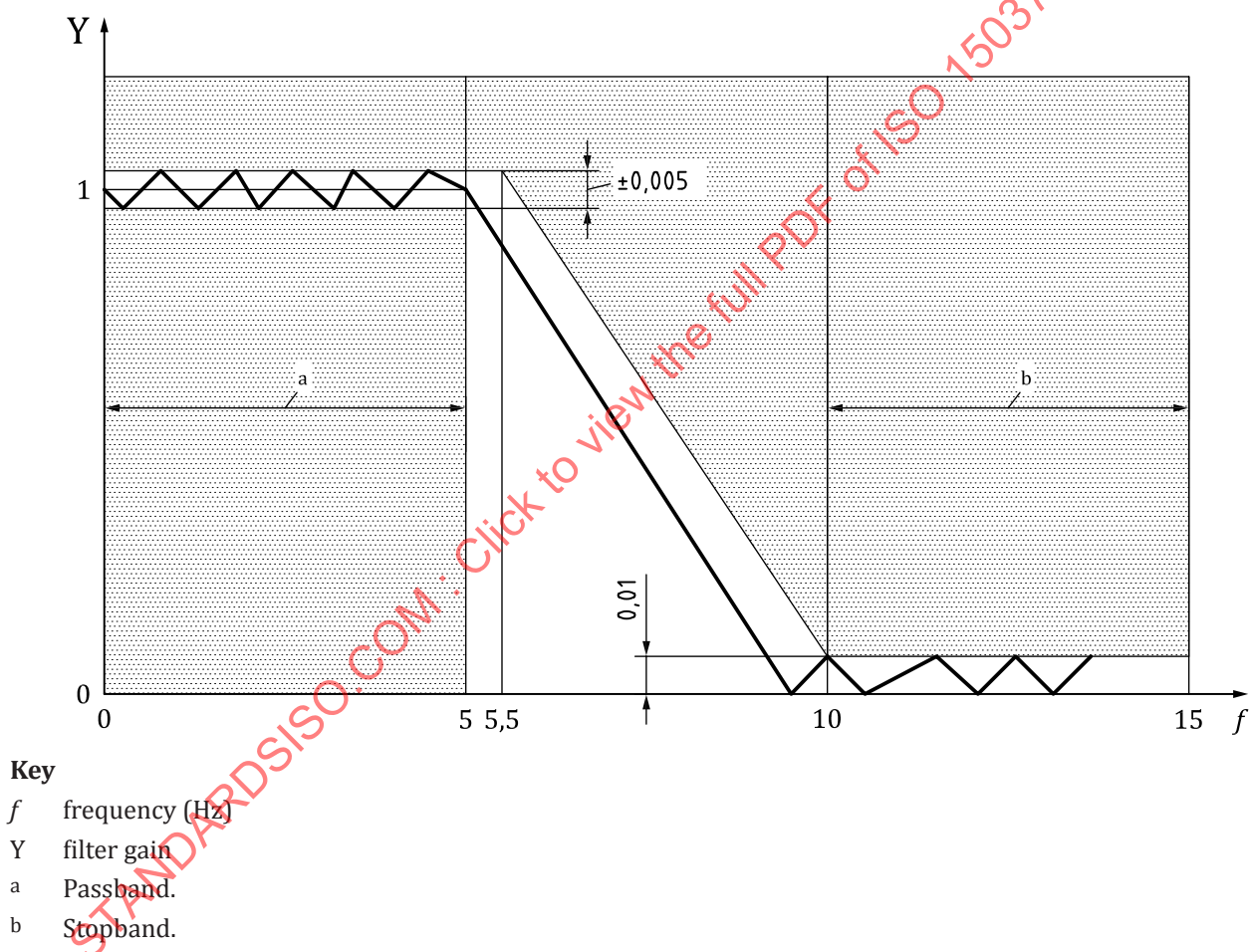


Figure 1 — Required characteristics of phaseless digital filters

6 Test conditions

6.1 General

Limits and specifications for the ambient conditions and vehicle test conditions are established below. These shall be maintained during the specific test. Any deviations shall be shown in the test report (see [Annexes A](#) and [B](#)), including the individual diagrams of the presentation of results. For each test

method, the test-specific conditions and those which cannot be kept constant (e.g. tread depths) shall be recorded in a separate test report in accordance with [Annex B](#).

6.2 Test track

All tests shall be carried out on a smooth, clean, dry and uniform paved road surface. The gradient of the paved test surface to be used shall not exceed 2 % (recommended 1,5 %) in any direction when measured over any distance interval between that corresponding to the vehicle track and 25 m. For each test, the road surface conditions and paving material shall be recorded in the test report (see [Annex B](#)).

6.3 Wind velocity

The ambient wind velocity shall not exceed 5 m/s during a test. For each test method, the climatic conditions shall be recorded in the test report (see [Annex B](#)).

6.4 Test vehicle

6.4.1 General data

General data of the test vehicle shall be presented in the test report shown in [Annex A](#). For any change of vehicle specification (e.g. load), the general data shall be documented again.

The test vehicle shall be a passenger car or light truck in accordance with ISO 3833. If a new vehicle is used, it is recommended to make an adequate run-in before starting the tests.

Since in certain cases the ambient temperature has a significant influence on test results, this should be taken into account when making comparisons between vehicles.

6.4.2 Tyres

For a general tyre condition, new tyres shall be fitted on the test vehicle according to the vehicle manufacturer's specifications. If not specified otherwise by the tyre manufacturer, they shall be run in for at least 150 km on the test vehicle or an equivalent vehicle without excessively harsh use, for example braking, acceleration, cornering, hitting the kerb, etc. After run in, the tyres shall be maintained in the same vehicle positions for the tests.

Tyres shall have a tread depth of at least 90 % of the original value across the whole breadth of the tread and around the whole circumference of the tyre.

Tyres shall not be manufactured more than one year before the test. The date of manufacturing shall be noted in the presentation of test conditions (see [Annex B](#)).

Tyres shall be inflated to the pressure as specified by the vehicle manufacturer for the test vehicle configuration at the ambient temperature of the test. The tolerance for setting the cold inflation pressure is ± 5 kPa¹⁾ for pressures up to 250 kPa and ± 2 % for pressure above 250 kPa.

Inflation pressure and tread depth of the tyres determined before tyre warm-up shall be recorded in the test report (see [Annex B](#)).

Tests may also be performed under conditions other than general tyre conditions. The details shall be noted in the test report (see [Annex B](#)).

NOTE Tread breadth is the width of that part of the tread that, with the tyre correctly inflated, contacts the road in normal straight-line driving.

As the tread depth or uneven tread wear can have a significant influence on test results, it is recommended that they be taken into account when making comparisons between vehicles or between tyres.

1) $1 \text{ kPa} = 10^{-2} \text{ bar} = 10^3 \text{ N/m}^2$.

6.4.3 Operating components

For the standard test condition, the type (e.g. part number or model number) and condition (e.g. shock-absorber settings and suspension-geometry adjustments) of all components likely to influence the test results shall be as specified by the manufacturer. Any deviations from manufacturer's specifications shall be noted in the presentation of general data (see [Annex A](#)).

6.4.4 Loading conditions of the vehicle

The test mass shall be between the complete vehicle kerb mass (ISO 1176, code ISO-M06) plus driver and test equipment (combined mass should not exceed 150 kg) and the maximum authorized total mass (ISO 1176, code ISO-M08).

The maximum authorized axle loads (ISO 1176, code ISO-M13) shall not be exceeded.

Care shall be taken to generate a minimum deviation in the location of the centre of gravity and in the moments of inertia as compared to the loading conditions of the vehicle in normal use, in accordance with ISO 2416. The resulting wheel loads shall be determined and recorded in the test report (see [Annex A](#)).

6.4.5 Drivetrain conditions of the vehicle

For vehicles with regenerative braking capabilities, the specific vehicle configuration can alter the dynamic vehicle behaviour while releasing the accelerator pedal and/or while pressing the brake pedal. For these vehicles, the different dynamic vehicle behaviour with or without active regenerative braking shall be considered while performing the tests. The selected level of regenerative braking capability and the transmission lever position shall be documented in the test report.

6.4.6 Active systems

For vehicles with active systems influencing the test results, such as active steering, electronic stability control or active suspensions, the different dynamic vehicle behaviours possible with different settings of the systems shall be considered while performing the tests. If the driver can choose between different settings of the system, e.g. by a "sport/comfort" switch, the settings chosen for the test shall be documented in the test report.

7 Test method

7.1 Warm-up

All relevant vehicle components shall be warmed up prior to the tests in order to achieve component temperatures representative of normal driving conditions. Tyres shall be warmed up prior to the tests to achieve an equilibrium temperature and pressure representative of normal driving conditions.

A procedure equivalent to driving at the test speed for a distance of 10 km, or driving 500 m at a lateral acceleration of 3 m/s² (both left and right turns), is appropriate for warming up the tyres.

7.2 Initial driving condition

7.2.1 General

The initial driving condition is specified in most of the vehicle dynamics test methods. It can either be a steady-state straight-ahead run or a steady-state circular run.

If there is no specific requirement defined in a test method standard, the tests shall be performed in the highest suitable gear for vehicles with manual transmission and for vehicles with automatic transmission in drive D. The position of the transmission lever and the selected driving programme shall be recorded in the test report (see [Annex B](#)).

The position of the steering wheel and the accelerator pedal shall be kept as constant as possible during the initial driving condition. The moment of observation, t_{ss} , to evaluate steady-state conditions is defined as the point in time which is usually between 0,5 s and 0,8 s before the reference point in time, t_0 , of the specific test method.

NOTE For test methods which are used to determine only steady-state values (e.g. ISO 4138), the moment of observation, t_{ss} , and the reference time, t_0 , are identical.

The initial condition is considered to be sufficiently constant if, for the moment of observation t_{ss} , the requirements of 7.2.2 and 7.2.3 are fulfilled (see Figure 2, which also introduces the definition of t_1 and t_2).

7.2.2 Steady-state straight-ahead run

The longitudinal velocity in the initial driving condition shall not deviate by more than ± 1 km/h (± 2 km/h for velocities above 100 km/h) from the nominal value during the time interval from t_1 to t_2 and the mean value of lateral acceleration shall be within a range from $-0,3$ m/s² to $+0,3$ m/s². As an alternative to the limits of lateral acceleration, the mean value of the yaw velocity shall be within a range from $-0,5^\circ/\text{s}$ to $+0,5^\circ/\text{s}$.

For the time interval from t_1 to t_2 , the standard deviation of the lateral acceleration shall not exceed $0,3$ m/s². As an alternative to the limits on lateral acceleration, the standard deviation of the yaw velocity shall not exceed $0,5^\circ/\text{s}$.

The difference between the mean values of the longitudinal velocity during the time intervals t_1 to t_{ss} and t_{ss} to t_2 shall not exceed ± 1 km/h (± 2 km/h for velocities above 100 km/h).

7.2.3 Steady-state circular run

The initial radius, R_0 , shall be calculated as follows:

$$R_0 = v_{X,0} / (d\psi_0 / dt)$$

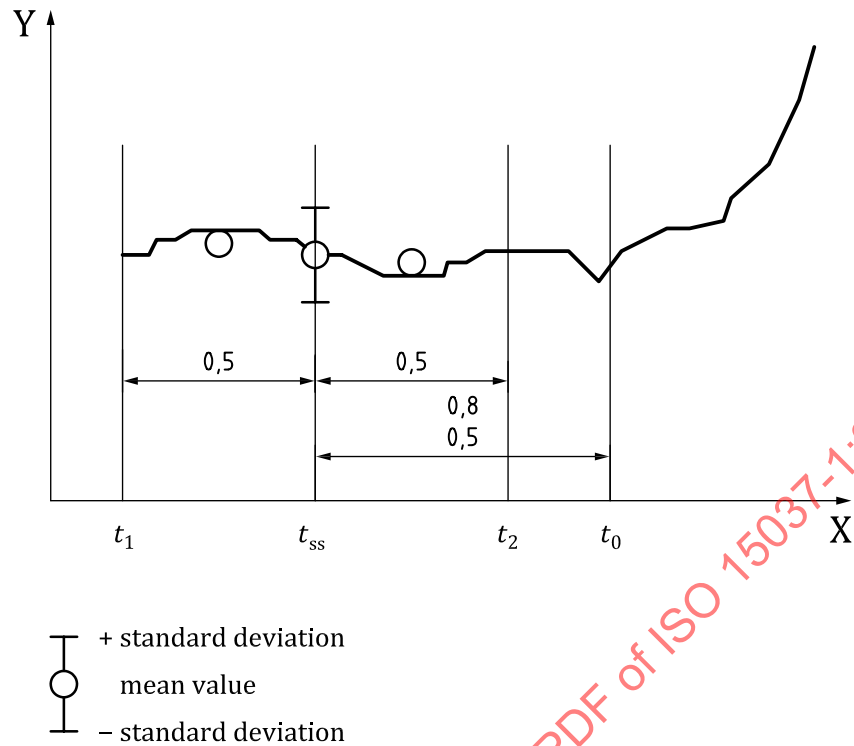
$$R_0 = v_{X,0}^2 / a_{Y,0}$$

The radius in the initial driving condition shall not deviate by more than 2 % or ± 2 m from the nominal value during the time interval from t_1 to t_2 .

For the time interval from t_1 to t_2 , the standard deviation of the lateral acceleration shall not exceed 5 % of its mean value and the standard deviation of the longitudinal velocity shall not exceed 3 % of its mean value.

The difference between the mean values of lateral acceleration during the time intervals t_1 to t_{ss} and t_{ss} to t_2 shall not exceed the nominal value of lateral acceleration by more than 5 %. The difference between the mean values of longitudinal velocity during the time intervals t_1 to t_{ss} and t_{ss} to t_2 shall not exceed the nominal value of longitudinal velocity by more than 3 %.

For the time interval from t_1 to t_2 , the mean value of the lateral acceleration shall not deviate from the nominal value by more than ± 3 %.

**Key**

- X time, s
 Y measured variable
 t_0 reference point in time of the specific test method
 t_1 time measurement 1
 t_2 time measurement 2
 t_{ss} moment of observation to evaluate steady state conditions

Figure 2 — Definition of times

Annex A (normative)

Test report — General data

Vehicle identification	Vehicle identification number:	_____	
	Type of vehicle:	_____	
	Manufacturer:	_____	
	Model:	_____	
	Model year/first registration date:	_____	
Drivetrain	Type:	☐ combustion	☐ electric
			☐ hybrid
	Driven axle:	☐ front axle	☐ rear axle
	Type of 4WD:	_____	
	Special features:	_____	
Electric engine	Identification code:	_____	
	Maximum power:	_____ kW	
	Maximum torque:	_____ Nm	
Combustion engine	Identification code:	_____	
	Type of engine:	☐ spark ignition	☐ diesel
	Air/fuel mixture control:	☐ carburettor	☐ injection
	Charging system:	☐ turbo charger	☐ super-charger
	Ignition point control:	☐ mechanical	☐ electronic
	Fuel cut-off:	☐ yes	☐ no
	Displacement/number of cylinders:	_____ cm ³	_____ cylinders
	Maximum power/engine speed:	_____ kW	_____ 1/min
	Maximum torque/engine speed:	_____ Nm	_____ 1/min
Transmission	Identification code:	_____	
	Type/number of forward gears:	☐ manual	_____ gears
		☐ automatic	_____ gears
		☐ continuously variable (e.g. CVT)	

	Gear ratios:	1 st gear: _____: 1	2 nd gear: _____: 1
		3 rd gear: _____: 1	4 th gear: _____: 1
		5 th gear: _____: 1	6 th gear: _____: 1
	Final drive ratio:	_____ : 1	
Rear axle	Type of rear axle:	_____	
	Suspension/damping:	_____	
	Stabilizer/Anti-roll bar:	☐ yes	☐ no
	Active systems:	_____	
Front axle	Type of front axle:	_____	
	Suspension/damping:	_____	
	Stabilizer/Anti-roll bar:	☐ yes	☐ no
	Active systems:	_____	
Steering	Steered axle:	☐ front axle	☐ rear axle
	Active front axle steering:	☐ yes	☐ no
	Active rear axle steering:	☐ yes	☐ no
	Power assisted:	☐ yes	☐ no
	Type of steering assist:	☐ electric	☐ hydraulic
		☐ electro-hydraulic	
	Overall steering ratio on front axle:	_____	
	Steering wheel diameter:	_____ mm	
Braking system	Power assisted:	☐ yes	☐ no
	Electronic stability control system:	☐ yes	☐ no
	Type:	_____	
	Wheel brakes on front axle:	☐ drums	☐ discs
	Wheel brakes on rear axle:	☐ drums	☐ discs
Wheels	Rim size:	front: _____	rear: _____
Tyres	Size:	front: _____	rear: _____
	Tread depth (new):	front: _____ mm	rear: _____ mm
	Inflation pressure, according to the vehicle manufacturer's specifications:	_____	

- at complete vehicle kerb mass front:_____ kPa rear:_____ kPa (ISO-M06):
- at maximum authorized total mass (ISO-M08): front:_____ kPa rear:_____ kPa

Masses

Complete vehicle kerb mass (ISO-M06): _____ kg

Maximum authorized total mass (ISO-M08): _____ kg

Maximum authorized axle load (ISO-M13): front:_____ kg rear:_____ kg

Type of loads used for mass reproduction:

Measured wheel loads of test vehicle, including driver and instrumentation: FL:_____ kg FR:_____ kg

RL:_____ kg RR:_____ kg

Vehicle dimensions

Overall length: _____ mm

Overall width: _____ mm

Overall height at test mass: _____ mm

Wheelbase: _____ mm

Track: front:_____ mm rear:_____ mm

Height of centre of gravity at complete vehicle kerb mass (ISO-M06): _____ mm

Reference point coordinates for measured variables X_V (from half wheel base): _____ mm Y_V (from half track): _____ mm Z_V (from ground): _____ mm

General comments and/or other relevant details

Sensor positions (referred to the reference point)

Variable	X mm	Y mm	Z mm
Longitudinal velocity			
Lateral velocity			
Sideslip angle			
Longitudinal acceleration			
Lateral acceleration			
Yaw velocity			
Pitch velocity			
Roll velocity			
Roll angle			
Pitch angle			

Annex B (normative)

Test report — Test conditions

Test method	ISO _____	_____
Proving ground	Location:	_____
	Path radius:	_____
Ambient conditions	Road surface:	Type: Condition: Track temperature: _____ °C Tyre-road peak friction coefficient: _____ Friction measuring method: _____
	Climate:	Air temperature: _____ °C Relative humidity: _____ % Wind speed: _____ m/s Wind direction: front: rear:
Tyres	Date of manufacture:	front: rear:
	Tread depth:	FL: _____ mm FR: _____ mm RL: _____ mm RR: _____ mm
	— before warm-up:	FL: _____ mm FR: _____ mm RL: _____ mm RR: _____ mm
	Tyre pressure:	FL: _____ kPa FR: _____ kPa RL: _____ kPa RR: _____ kPa
	— before warm-up:	FL: _____ kPa FR: _____ kPa RL: _____ kPa RR: _____ kPa
Driving conditions	Manual transmission:	Engaged gear: _____ gear
	Automatic transmission:	Transmission program: Gear selector position: _____
	Electric/Hybrid mode:	_____
	State of charge at start of test:	_____ %
	Active safety systems:	_____

Driving mode	Selected mode:	_____
	Describe the driving mode and which active control systems are affected:	_____
Staff	Driver:	_____
	Observer:	_____
	Data analyst:	_____
Test method specific data	_____	

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Annex C (informative)

Transducers and their installations

C.1 General

Transducers of various types, some commercially available and some specially fabricated, are used in measuring the required and optional variables. If a transducer does not directly measure the required variable, appropriate adjustments shall be made to its signal to obtain the required variable with a sufficient level of accuracy.

Because of the variety of instrumentation possibilities, the type of each instrument used shall be recorded; and where applicable, its location on the vehicle shall be entered on the test data sheets (see [Annex A](#)).

Typical errors for various direct measurement transducers are given in the following clauses. The net percentage error for a variable computed from the output signals of several transducers is found by taking the differential of the computed variable and dividing it by the computed variable.

As sensor performance is rapidly changing, the information contained in the following clauses should be considered as general requirements referred to in the last revision of this document.

C.2 Steering-wheel angle

Steering-wheel angle is measured relative to the sprung mass. Typical transducers are multi-turn potentiometers or digital shaft encoders, geared to the back of the steering wheel or attached to a "second steering wheel".

C.3 Longitudinal velocity

A longitudinal velocity transducer should be installed as close as possible to the reference point position on the vehicle. The location of the velocity transducer shall be recorded and its signal corrected as necessary during data processing to provide longitudinal velocity at the reference point. Typical transducers are fifth wheels with accuracies to 0,2 km/h, and "contactless" velocity transducers based on optical or Doppler principles, with optical accuracies to 0,1 km/h and Doppler accuracies to 0,5 km/h. The steady-state fifth-wheel signal is very close to horizontal velocity, while optical transducers measure longitudinal velocity (the component of horizontal velocity in the X direction, equal to horizontal velocity multiplied by the cosine of the sideslip angle). An additional way to measure the longitudinal velocity is by Global Positioning System (GPS) sensor (see [C.11](#)).

C.4 Lateral velocity and sideslip angle

Lateral velocity at a given point can be measured directly by means of a bipolar velocity transducer based on optical principles, installed according to the manufacturer's specifications. The location of the transducer shall be recorded. Lateral velocity at any other point can be obtained by interpolation between two lateral velocity transducers or by extrapolation from the lateral velocity at the point of measurement, by adding the product of yaw velocity times the distance to the desired point. Sideslip angle is computed as the angle whose tangent is lateral velocity divided by longitudinal velocity. Commercially available bipolar velocity transducers have full-scale range of ± 10 m/s and ± 1 % full-scale steady-state accuracy.