
**Road vehicles — Environmental
conditions and testing for electrical
and electronic equipment —**

**Part 2:
Electrical loads**

*Véhicules routiers — Specifications d'environnement et essais
de l'équipement électrique et électronique —*

Partie 2: Contraintes électriques



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ISO copyright office
Case postale 56 • CH-1211 Geneva 20
Tel. + 41 22 749 01 11
Fax + 41 22 749 09 47
E-mail copyright@iso.org
Web www.iso.org

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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 2.

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 16750-2 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

This third edition cancels and replaces the second edition (ISO 16750-2:2006), which has been technically revised.

ISO 16750 consists of the following parts, under the general title *Road vehicles — Environmental conditions and testing for electrical and electronic equipment*:

- *Part 1: General*
- *Part 2: Electrical loads*
- *Part 3: Mechanical loads*
- *Part 4: Climatic loads*
- *Part 5: Chemical loads*

Road vehicles — Environmental conditions and testing for electrical and electronic equipment —

Part 2: Electrical loads

1 Scope

This part of ISO 16750 applies to electric and electronic systems/components for road vehicles. This part of ISO 16750 describes the potential environmental stresses and specifies tests and requirements recommended for the specific mounting location on/in the road vehicle.

This part of ISO 16750 describes the electrical loads. Electromagnetic compatibility (EMC) is not covered by this part of ISO 16750. Electrical loads are independent from the mounting location, but can vary due to the electrical resistance in the vehicle wiring harness and connection system.

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 8820 (all parts), *Road vehicles — Fuse-links*

ISO 16750-1, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment — Part 1: General*

ISO 16750-4, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment — Part 4: Climatic loads*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 16750-1 apply.

4 Tests and requirements

4.1 General

If not otherwise specified, the following tolerances shall apply:

- frequency and time: $\pm 5\%$;
- voltages: $\pm 0,2\text{ V}$;
- resistance: $\pm 10\%$.

If not otherwise specified, measure all voltages at the relevant terminals of the device under test (DUT).

4.2 Direct current supply voltage

4.2.1 Purpose

The purpose of this test is to verify equipment functionality at minimum and maximum supply voltage.

4.2.2 Test method

Set the supply voltage as specified in Table 1 or Table 2 to all relevant inputs of the DUT. Operating modes are specified in ISO 16750-1.

The voltages listed in Table 1 or Table 2 are relevant within the operating temperature range as specified in ISO 16750-4, without time limits.

Table 1 — Supply voltage for system devices with 12 V nominal voltage

Code	Minimum supply voltage U_{Smin} V	Maximum supply voltage U_{Smax} V
A	6	16
B	8	16
C	9	16
D	10,5	16

Table 2 — Supply voltage for system devices with 24 V nominal voltage

Code	Minimum supply voltage U_{Smin} V	Maximum supply voltage U_{Smax} V
E	10	32
F	16	32
G	22	32
H	18	32

4.2.3 Requirement

All DUT functions shall remain class A as defined in ISO 16750-1 when tested in the supply voltage ranges given in Table 1 or Table 2 respectively.

4.3 Overvoltage

4.3.1 Systems with 12 V nominal voltage

4.3.1.1 Test at a temperature of $T_{\max} - 20\text{ }^{\circ}\text{C}$

4.3.1.1.1 Purpose

This test simulates the condition where the generator regulator fails, so that the output voltage of the generator rises above normal values.

4.3.1.1.2 Test method

Heat the DUT in a hot air oven to a temperature that is $20\text{ }^{\circ}\text{C}$ below the maximum operating temperature, $T_{\max}$. Apply a voltage of 18 V for 60 min to all relevant inputs of the DUT.

4.3.1.1.3 Requirement

The functional status for the DUT shall be minimum class C as defined in ISO 16750-1. Functional status shall be class A where more stringent requirements are necessary.

4.3.1.2 Test at room temperature

4.3.1.2.1 Purpose

This test simulates a jump start.

4.3.1.2.2 Test method

Ensure that the DUT has stabilized at room temperature. Apply a voltage of 24 V for (60 ± 6) s to all relevant inputs of the DUT.

4.3.1.2.3 Requirement

The functional status shall be minimum class D as defined in ISO 16750-1. Functional status shall be class C where more stringent requirements are necessary.

4.3.2 Systems with 24 V nominal voltage

4.3.2.1 Purpose

This test simulates the condition where the generator regulator fails, so that the output voltage of the generator rises above normal values.

4.3.2.2 Test at a temperature of $T_{\max} - 20\text{ }^{\circ}\text{C}$

Heat the DUT in a hot air oven to a temperature that is $20\text{ }^{\circ}\text{C}$ below the maximum operating temperature, $T_{\max}$. Apply a voltage of 36 V for 60 min to all relevant inputs of the DUT.

4.3.2.3 Requirement

The functional status shall be minimum class C as defined in ISO 16750-1. Functional status shall be class A where more stringent requirements are necessary.

4.4 Superimposed alternating voltage

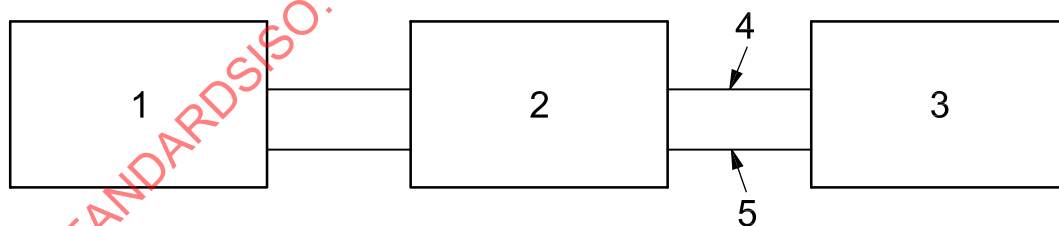
4.4.1 Purpose

This test simulates a residual alternating current on the direct current supply.

4.4.2 Test method

Connect the DUT as shown in Figure 1. Apply the following test simultaneously to all applicable inputs (connections) of the DUT; the severity level (1, 2, 3 or 4) shall be chosen in accordance with the application:

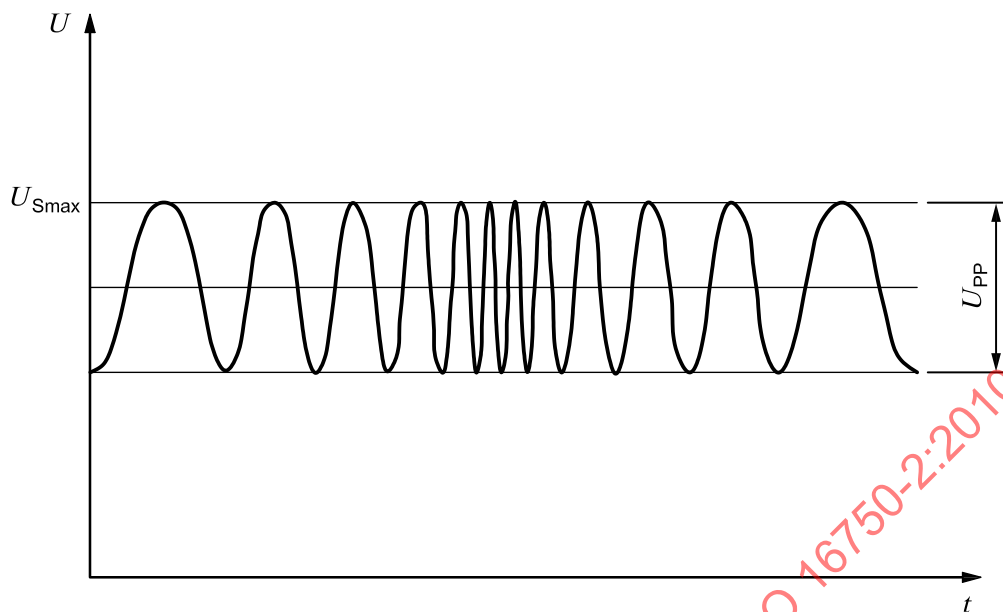
- maximum supply voltage, U_{Smax} (see Figure 2):
 - 16 V for systems with nominal voltage, U_N , of 12 V;
 - 32 V for systems with nominal voltage, U_N , of 24 V;
- a.c. voltage (sinusoidal):
 - severity 1: peak to peak voltage, U_{PP} , of 1 V, for $U_N = 12$ V and $U_N = 24$ V;
 - severity 2: peak to peak voltage, U_{PP} , of 4 V, for $U_N = 12$ V and $U_N = 24$ V;
 - severity 3: peak to peak voltage, U_{PP} , of 10 V, for $U_N = 24$ V only;
 - severity 4: peak to peak voltage, U_{PP} , of 2 V, for $U_N = 12$ V;
- internal resistance of the power supply: 50 m Ω to 100 m Ω ;
- frequency range (see Figure 3): 50 Hz to 25 kHz;
- type of frequency sweep (see Figure 3): triangular, logarithmic;
- sweep duration (see Figure 3): 120 s;
- number of sweeps: 5 (continuously).



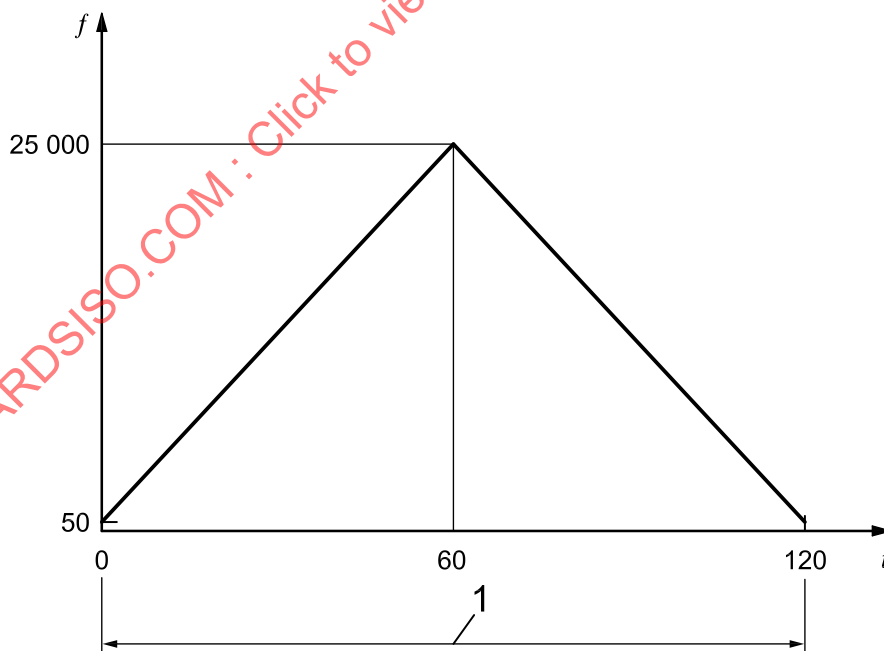
Key

- 1 sweep generator
- 2 power supply unit capable of being modulated
- 3 DUT
- 4 positive
- 5 ground or return

Figure 1 — Test set-up to superimpose a.c. voltage on component power supply lines

**Key**

t	time
U	test voltage
U_{PP}	peak to peak voltage
U_{Smax}	maximum supply voltage

Figure 2 — Test voltage with superimposed sinusoidal a.c. voltage**Key**

t	time, in seconds
f	frequency, logarithmic scale, in hertz
1	one cycle

Figure 3 — Frequency sweep

4.4.3 Requirement

The functional status shall be class A as defined in ISO 16750-1.

4.5 Slow decrease and increase of supply voltage

4.5.1 Purpose

This test simulates a gradual discharge and recharge of the battery.

4.5.2 Test method

Apply the following test simultaneously to all applicable inputs (connections) of the DUT.

Decrease the supply voltage from the minimum supply voltage, U_{Smin} , to 0 V, then increase it from 0 V to U_{Smin} , applying a change rate of $(0,5 \pm 0,1)$ V/min linear, or in equal steps of not more than 25 mV.

4.5.3 Requirement

The functional status inside the supply voltage range (see Table 1 or Table 2) shall be as specified in 4.2.3. Outside that range, it shall be minimum class D as defined in ISO 16750-1. The functional status of class C may be specified where more stringent requirements are necessary.

4.6 Discontinuities in supply voltage

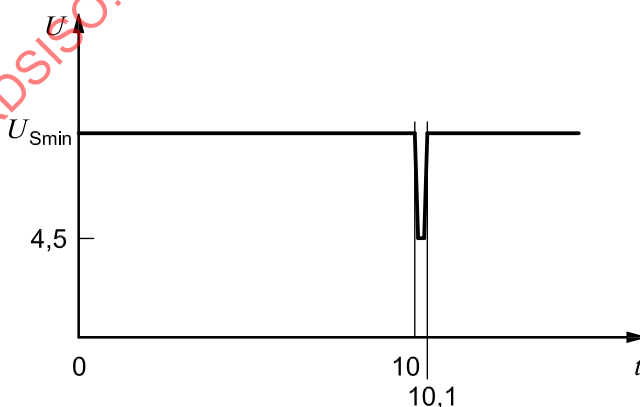
4.6.1 Momentary drop in supply voltage

4.6.1.1 Purpose

This test simulates the effect when a conventional fuse element melts in another circuit.

4.6.1.2 Test method

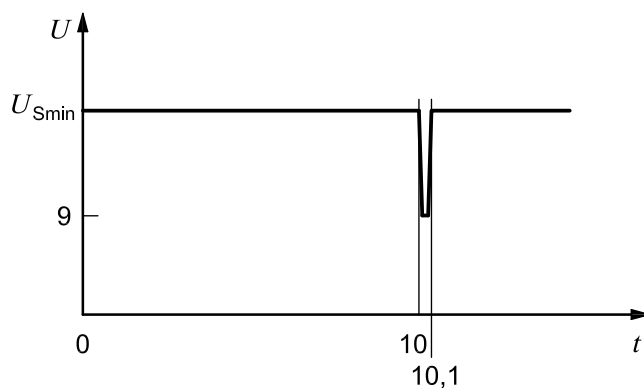
Apply the test pulse (see Figures 4 and 5) simultaneously to all relevant inputs (connections) of the DUT. The rise time and fall time shall be not more than 10 ms.



Key

t	time, in seconds
U	test voltage, in volts
U_{Smin}	minimum supply voltage

Figure 4 — Short voltage drop for systems with 12 V nominal voltage

**Key**

t	time, in seconds
U	test voltage, in volts
U_{Smin}	minimum supply voltage

Figure 5 — Short voltage drop for systems with 24 V nominal voltage

4.6.1.3 Requirement

The functional status shall be minimum class B as defined in ISO 16750-1. Reset is permitted upon agreement.

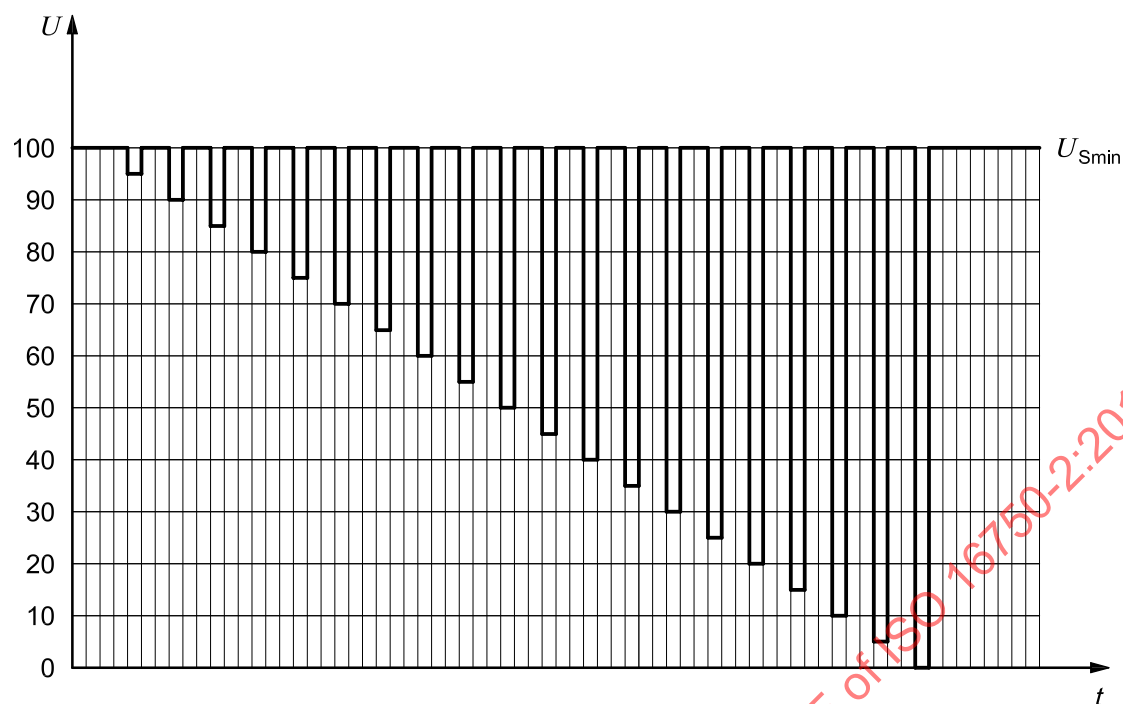
4.6.2 Reset behaviour at voltage drop**4.6.2.1 Purpose**

This test verifies the reset behaviour of the DUT at different voltage drops. This test is applicable to equipment with reset function, e.g. equipment containing microcontroller(s).

4.6.2.2 Test

Apply the test pulse simultaneously in Figure 6 to all relevant inputs (connections) and check the reset behaviour of the DUT.

Decrease the supply voltage by 5 % from the minimum supply voltage, U_{Smin} , to $0,95U_{Smin}$. Hold this voltage for 5 s. Raise the voltage to U_{Smin} . Hold U_{Smin} for at least 10 s and perform a functional test. Then decrease the voltage to $0,9U_{Smin}$. Continue with steps of 5 % of U_{Smin} , as shown in Figure 6, until the lower value has reached 0 V. Then raise the voltage to U_{Smin} again.

**Key**

t	time
U	test voltage measured as a percentage of U_{Smin}
U_{Smin}	minimum supply voltage

Figure 6 — Supply voltage profile for the reset test**4.6.2.3 Requirement**

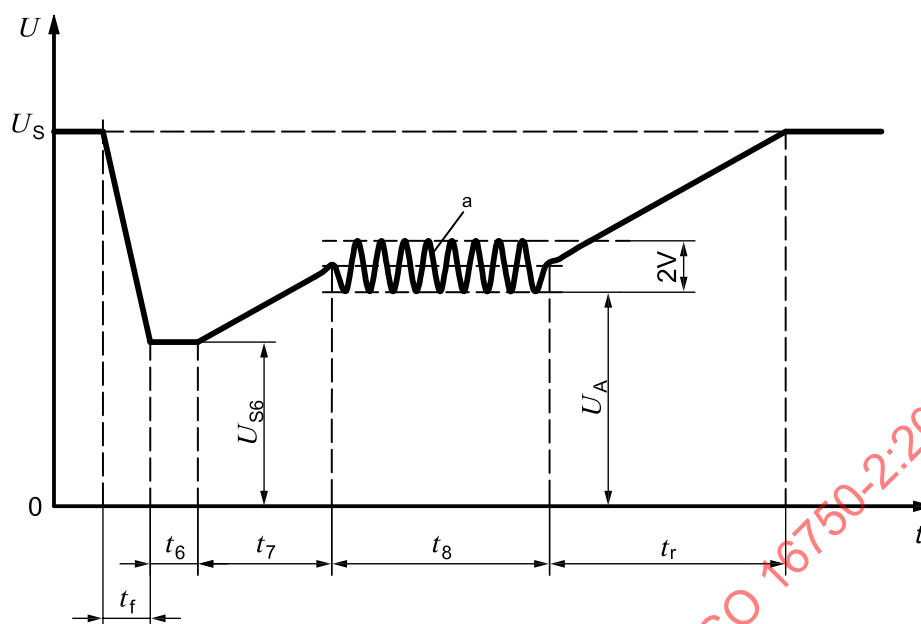
The functional status shall be minimum class C as defined in ISO 16750-1.

4.6.3 Starting profile**4.6.3.1 Purpose**

This test verifies the behaviour of a DUT during and after cranking.

4.6.3.2 Test method

Apply the starting profile ten times, as specified in Figure 7 and Table 3 or Table 4, simultaneously to all relevant inputs (connections) of the DUT. A break of 1 s to 2 s between the starting cycles is recommended. One or more profiles as described in Tables 3 and 4 shall be chosen in accordance with the application.

**Key**

t	time
U	test voltage
t_f	falling slope
t_r	rising slope
t_6, t_7, t_8	duration parameters (in accordance with Table 3)
U_A	supply voltage for generator in operation (see ISO 16750-1)
U_S	supply voltage
U_{S6}	supply voltage at t_6
a	$f = 2 \text{ Hz}$.

Figure 7 — Starting profile

Table 3 — Starting profile values for systems with 12 V nominal voltage (U_N)

Parameter		Level			
		I	II	III	IV
Voltage V	U_{S6}	8 (–0,2)	4,5 (–0,2)	3 (–0,2)	6 (–0,2)
	U_S	9,5 (–0,2)	6,5 (–0,2)	5 (–0,2)	6,5 (–0,2)
Duration ms	t_f	5 ($\pm 0,5$)	5 ($\pm 0,5$)	5 ($\pm 0,5$)	5 ($\pm 0,5$)
	t_6	15 ($\pm 1,5$)	15 ($\pm 1,5$)	15 ($\pm 1,5$)	15 ($\pm 1,5$)
	t_7	50 (± 5)	50 (± 5)	50 (± 5)	50 (± 5)
	t_8	1 000 (± 100)	10 000 ($\pm 1 000$)	1 000 (± 100)	10 000 ($\pm 1 000$)
	t_r	40 (± 4)	100 (± 10)	100 (± 10)	100 (± 10)
Minimum functional status		A ^a	B ^a	B ^a	A ^a
		A ^b	B ^b	C ^b	B ^b
		B ^c	C ^c	C ^c	C ^c
		B ^d	C ^d	C ^d	C ^d
^a $U_{Smin} = 6 \text{ V}$; $U_{Smax} = 16 \text{ V}$ (see Table 1, Code A). ^b $U_{Smin} = 8 \text{ V}$; $U_{Smax} = 16 \text{ V}$ (see Table 1, Code B). ^c $U_{Smin} = 9 \text{ V}$; $U_{Smax} = 16 \text{ V}$ (see Table 1, Code C). ^d $U_{Smin} = 10,5 \text{ V}$; $U_{Smax} = 16 \text{ V}$ (see Table 1, Code D).					

Table 4 — Values systems with 24 V nominal voltage (U_N)

Parameter		Level		
		I	II	III
Voltage V	U_{S6}	10 (–0,2)	8 (–0,2)	6 (–0,2)
	U_S	20 (–0,2)	15 (–0,2)	10 (–0,2)
Duration ms	t_f	10 (± 1)	10 (± 1)	10 (± 1)
	t_6	50 (± 5)	50 (± 5)	50 (± 5)
	t_7	50 (± 5)	50 (± 5)	50 (± 5)
	t_8	1 000 (± 100)	1 000 (± 100)	1 000 (± 100)
	t_r	40 (± 4)	100 (± 10)	40 (± 10)
Minimum functional status		A ^a	B ^a	B ^a
		B ^b	C ^b	C ^b
		B ^c	C ^c	C ^c
		B ^d	C ^d	C ^d
^a $U_{Smin} = 10 \text{ V}$; $U_{Smax} = 32 \text{ V}$ (see Table 2, Code E). ^b $U_{Smin} = 16 \text{ V}$; $U_{Smax} = 32 \text{ V}$ (see Table 2, Code F). ^c $U_{Smin} = 22 \text{ V}$; $U_{Smax} = 32 \text{ V}$ (see Table 2, Code G). ^d $U_{Smin} = 18 \text{ V}$; $U_{Smax} = 32 \text{ V}$ (see Table 2, Code H).				

4.6.3.3 Requirement

Functions of the DUT that are relevant to vehicle operation during cranking shall be class A, all other functions of the DUT shall be in accordance with Table 3 or Table 4.

4.6.4 Load dump

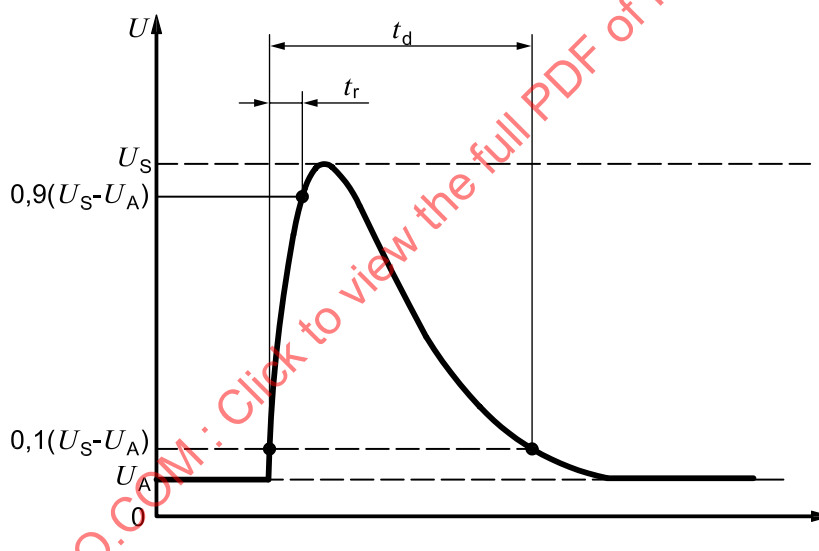
4.6.4.1 Purpose

This test is a simulation of load dump transient occurring in the event of a discharged battery being disconnected while the alternator is generating charging current with other loads remaining on the alternator circuit at this moment.

4.6.4.2 Test method

4.6.4.2.1 Test A – without centralized load dump suppression

The pulse shape and parameters for an alternator without centralized load dump suppression are given in Figure 8 and Table 5. For the test voltage, U_A , see ISO 16750-1.



Key

t	time
U	test voltage
t_d	duration of pulse
t_r	rising slope
U_A	supply voltage for generator in operation (see ISO 16750-1)
U_S	supply voltage

Figure 8 — Test without centralized load dump suppression

Table 5 — Pulse for test A in systems with 12 V and 24 V nominal voltage

Parameter	Type of system		Minimum test requirements
	$U_N = 12\text{ V}$	$U_N = 24\text{ V}$	
U_S^a V	$79 \leq U_S \leq 101$	$151 \leq U_S \leq 202\text{ V}$	10 pulses at intervals of 1 min
R_i^a Ω	$0,5 \leq R_i \leq 4$	$1 \leq R_i \leq 8$	
t_d ms	$40 \leq t_d \leq 400$	$100 \leq t_d \leq 350$	
t_r ms	$10\left(\begin{smallmatrix} 0 \\ -5 \end{smallmatrix}\right)$	$10\left(\begin{smallmatrix} 0 \\ -5 \end{smallmatrix}\right)$	

^a If not otherwise agreed, use the higher voltage level with the higher value for internal resistance, or use the lower voltage level with the lower value for internal resistance.

NOTE The internal resistance, R_i , of the load dump test pulse generator can be obtained as follows:

$$R_i = \frac{10 \times U_{\text{nom}} \times N_{\text{act}}}{0,8 \times I_{\text{rated}} \times 12\,000 \text{ min}^{-1}}$$

where

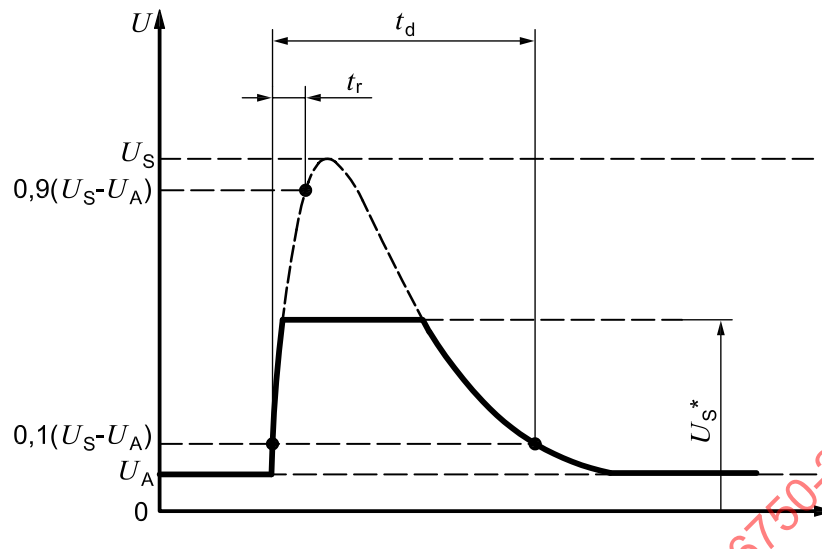
U_{nom} is the specified voltage of the alternator;

I_{rated} is the specified current at an alternator speed of $6\,000 \text{ min}^{-1}$, as given in ISO 8854;

N_{act} is the actual alternator speed, in reciprocal minutes.

4.6.4.2.2 Test B – with centralized load dump suppression

The pulse shape and parameters for an alternator with centralized load dump suppression are given in Figure 9 and Table 6. For the test voltage, U_A , see ISO 16750-1.

**Key**

- t time
 U test voltage
 t_d duration of pulse
 t_r rising slope
 U_A supply voltage for generator in operation (see ISO 16750-1)
 U_S supply voltage
 U_S^* supply voltage with load dump suppression

Figure 9 — Test with centralized load dump suppression**Table 6 — Pulse for test B in systems with 12 V and 24 V nominal voltage**

Parameter	Type of system		Minimum test requirements
	$U_N = 12\text{ V}$	$U_N = 24\text{ V}$	
U_S^a V	$79 \leq U_S \leq 101$	$151 \leq U_S \leq 202\text{ V}$	5 pulses at intervals of 1 min
U_S^* V	35	65	
R_i^a Ω	$0,5 \leq R_i \leq 4$	$1 \leq R_i \leq 8$	
t_d ms	$40 \leq t_d \leq 400$	$100 \leq t_d \leq 350$	
t_r ms	$10 \begin{pmatrix} 0 \\ -5 \end{pmatrix}$	$10 \begin{pmatrix} 0 \\ -5 \end{pmatrix}$	

^a If not otherwise agreed, use the higher voltage level with the higher value for internal resistance, or use the lower voltage level with the lower value for internal resistance.

4.6.4.3 Requirement

The functional status shall be minimum class C as defined in ISO 16750-1.

4.7 Reversed voltage

4.7.1 Purpose

This test checks the ability of a DUT to withstand against the connection of a reversed battery in case of using an auxiliary starting device.

This test is not applicable to:

- generators, and
- terminals with clamping diodes without external reverse polarity protection device.

4.7.2 Test method

4.7.2.1 General

Connect and fuse the DUT as in the real vehicle, but without generator and battery. Choose the applicable voltages from the following cases and apply them simultaneously to all relevant power terminals with reversed polarity.

4.7.2.2 Case 1

If the DUT is used in a vehicle in which the alternator circuit is not fused and the rectifier diodes withstand a reversed voltage for 60 s, for systems with 12 V nominal voltage with reversed polarity, apply a test voltage of 4 V simultaneously to all relevant inputs (terminals) of the DUT for a duration of (60 ± 6) s.

This test is not applicable for systems with 24 V nominal voltage.

4.7.2.3 Case 2

In all other cases, apply the test voltage, U_A (see ISO 16750-1 and Table 7), with reversed polarity simultaneously to all relevant inputs (terminals) of the DUT for a duration of (60 ± 6) s.

Table 7 — Test voltage

Nominal voltage U_N V	Test voltage U_A V
12	14
24	28

4.7.3 Requirement

After replacing all blown fuse links, the functional status shall be class A as defined in ISO 16750-1.

4.8 Ground reference and supply offset

4.8.1 Purpose

This test shall be agreed between customer and supplier.

This test serves to verify reliable operation of a component if two or more power supply paths exist. For instance, a component may have a power ground and a signal ground that are outputs on different circuits.

4.8.2 Test method

All inputs and outputs shall be connected to representative loads or networks to simulate the in-vehicle configuration. Apply U_A to the DUT and confirm normal operation.

The ground/supply offset test applies to ground/supply lines. The offset shall be applied to each ground/supply line and between each ground/supply line separately in sequence.

For all DUTs, the offset voltage shall be $(1,0 \pm 0,1)$ V.

- a) Apply U_A to the DUT.
- b) Subject ground/supply line to the offset voltage relative to the DUT ground/supply line.
- c) Perform a functional test under this condition.
- d) Repeat step c) for each next ground/supply line combination.

Repeat the test with reverse offset voltage.

4.8.3 Requirement

With regard to the functional performance status class A for all functional groups, there shall be no malfunction or latch up of the DUT.

4.9 Open circuit tests

4.9.1 Single line interruption

4.9.1.1 Purpose

This test simulates an open contact condition.

NOTE This is not a test for connectors.

4.9.1.2 Test method

Connect and operate the DUT as intended. Open one circuit of the DUT/system interface, then restore the connection. Observe the device behaviour during and after the interruption.

Repeat for each circuit of the DUT/system interface.

- Interruption time: (10 ± 1) s;
- Open circuit resistance: ≥ 10 M Ω .