
**Road vehicles — Component test
methods for electrical disturbances from
narrowband radiated electromagnetic
energy —**

**Part 4:
Harness excitation methods**

*Véhicules routiers — Méthodes d'essai d'un équipement soumis à des
perturbations électriques par rayonnement d'énergie électromagnétique
en bande étroite —*

Partie 4: Méthodes d'excitation des faisceaux



This document is a preview generated by EVS



COPYRIGHT PROTECTED DOCUMENT

© ISO 2011

All rights reserved. Unless otherwise specified, no part of this publication may be reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and microfilm, without permission in writing from either ISO at the address below or ISO's member body in the country of the requester.

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

Published in Switzerland

Contents

Page

Foreword	iv
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Test conditions	1
5 Test location	2
6 Test instrumentation	2
6.1 BCI test method	2
6.2 TWC test method	3
7 Test set-up	4
7.1 Ground plane	4
7.2 Power supply and AN	4
7.3 Location of the DUT	4
7.4 Length and location of the test harness	5
7.5 Location of the load simulator	5
7.6 Location of the harness excitation	5
8 Test procedure	10
8.1 General	10
8.2 Test plan	10
8.3 Test methods	10
8.4 Test report	14
Annex A (normative) Calibration configuration (current injection probe calibration)	15
Annex B (informative) Test set-up transfer impedance	17
Annex C (informative) Artificial network	23
Annex D (informative) Grounding configurations	25
Annex E (informative) Function performance status classification (FPSC)	27

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 11452-4 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

This fourth edition cancels and replaces the third edition (ISO 11452-4:2005), which has been technically revised.

ISO 11452 consists of the following parts, under the general title *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy*:

- *Part 1: General principles and terminology*
- *Part 2: Absorber-lined shielded enclosure*
- *Part 3: Transverse electromagnetic (TEM) cell*
- *Part 4: Harness excitation methods*
- *Part 5: Stripline*
- *Part 7: Direct radio frequency (RF) power injection*
- *Part 8: Immunity to magnetic fields*
- *Part 9: Portable transmitters*
- *Part 10: Immunity to conducted disturbances in the extended audio frequency range*
- *Part 11: Reverberation chamber*

Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy —

Part 4: Harness excitation methods

1 Scope

This part of ISO 11452 specifies harness excitation test methods and procedures for determining the immunity of electronic components of passenger cars and commercial vehicles regardless of the propulsion system (e.g. spark-ignition engine, diesel engine, electric motor).

The bulk current injection (BCI) test method is based on current injection into the wiring harness using a current probe as a transformer where the harness forms the secondary winding.

The tubular wave coupler (TWC) test method is based on a wave coupling into the wiring harness using the directional coupler principle. The TWC test method was developed for immunity testing of automotive components with respect to radiated disturbances in the GHz ranges (GSM bands, UMTS, ISM 2,4 GHz). It is best suited to small (with respect to wavelength) and shielded device under test (DUT), since in these cases the dominating coupling mechanism is via the harness. For DUTs which are larger than a wavelength (e.g. 0,1 m at 3 GHz), direct field coupling to the printed circuit board (PCB) becomes of equal importance. The user of the TWC test method should take this into account and determine the applicability of the method.

The electromagnetic disturbances considered in this part of ISO 11452 are limited to continuous narrowband electromagnetic fields.

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 11452-1:2005, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 1: General principles and terminology*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 11452-1 apply.

4 Test conditions

The applicable frequency ranges of the BCI and the TWC test methods are direct functions of the transducer characteristics (current probe or tubular wave coupler). More than one type of transducer may be required.

To test automotive electronic systems, the typical applicable frequency range

- of the BCI test method is 1 MHz to 400 MHz,
- of the TWC test method is 400 MHz to 3 GHz.