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Road vehicles — Environmental conditions and testing for electrical and electronic equipment for drive system of electric propulsion vehicles —

Part 1: General

Véhicules routiers — Spécifications d'environnement et essais de l'équipement électrique et électronique pour les véhicules à propulsion électrique —

Partie 1: Généralités

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Contents

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Foreword

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This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 32, *Electrical and electronic components and general system aspects*.

A list of all parts in the ISO 19453 series can be found on the ISO website.

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Introduction

The purpose of ISO 19453 is to assist its user in systematically defining and/or applying a set of internationally accepted environmental conditions, tests and operating requirements based on the anticipated actual environment which the equipment will be operated in and exposed to during its life cycle. This document has been developed based on fundamental investigations and vehicle measurements on voltage class B components. Therefore, its scope is restricted to such components. However, this document can also be referred to for testing components such as electric motors, inverters and DC/DC converters used in supply voltage classes other than voltage class B if its applicability has been verified by, for example, vehicle measurements. The ISO 19453 series is based on the ISO 16750 series and follows the same basic principles, but is dedicated to voltage class B components.

Contrary to the ISO 16750 series, the ISO 19453 series contains no part 2 on electrical testing as those testing conditions and requirements are handled in ISO 21498.

The following environmental factors have been considered in the development of this document.

— World geography and climate

Electric propulsion vehicles are operated in nearly all land regions of the earth. Significant variations in environmental conditions due to climatic environment, including diurnal and seasonal cycles, can therefore be expected. Consideration has been given to worldwide ranges in temperature, humidity, precipitation and atmospheric conditions including dust, pollution and altitude.

— Type of electric propulsion vehicle

Environmental conditions in and on electric propulsion vehicles can depend on vehicle design attributes, such as whether to equip an internal combustion engine and/or an electric motor for vehicle propulsion, vehicle mass, vehicle size, electrical supply voltage and so on. Consideration has been given to typical series production electric propulsion vehicles, including hybrid electric vehicles, battery electric vehicles, range extender hybrid electric vehicles and fuel cell vehicles, but not including the equipment specific for fuel cell systems.

— Vehicle use conditions and operating modes

Environmental conditions in and on the vehicle vary significantly with road quality, types of road surface, road topography, vehicle use (e.g. commuting, towing, cargo transport, etc.) and driving habits. Operating modes such as storage, starting, driving, stopping and so on have been considered. Additionally, it has been taken into account that combustion engine speed distributions differ significantly for hybrid vehicles with electric driving modes during which the internal combustion engine is completely shut off.

— Equipment life cycle

Electrical and electronic equipment is also resistant to environmental conditions experienced during manufacture, shipping, handling, storage, vehicle assembly and vehicle maintenance and repair. Such conditions and tests (e.g. handling drop test) are within the scope of this document.

— Vehicle supply voltage

For electrical and electronic equipment with different supply voltages, these voltages are considered for the specification of operating modes applied for testing.

— Component mass and volume

Current components of the drive system of electrically propelled road vehicles tend to be much larger and heavier than conventional, small and light E/E equipment for which the test conditions are covered by the ISO 16750 series. The size and mass of components of the electric powertrain have been considered in this ISO 19453 series, for example, by taking the inertia mass of those components into account as an effect on the measured excitation during vibration measurements. Also, the size and mass significantly influence the necessary dwell time at low and high temperatures when applying a thermal

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profile, such as in ISO 19453-4, as it takes much longer to reach the intended temperature in the core of the component.

— Mounting location in the vehicle

In current or future vehicle concepts, systems/components are mounted in almost any location of the vehicle. The environmental requirements for each specific application highly depend on its mounting location. Each location in a vehicle has its distinct set of environmental loads. As an example, the range of temperatures in the engine compartment differs significantly from the range in the passenger compartment. This is also true for the vibration loads, except that in this case, not only are the vibration levels different, but the type of vibration load also varies. Body mounted components are typically exposed to random vibrations whereas for engine mounted systems/components the additional sine vibration from the engine is considered. Moreover, devices installed in doors are exposed to a high number of mechanical shocks from door slamming.

It is desirable for the vehicle manufacturer to group the different environmental load types and levels in a reasonable number of standard requirement sets. This strategy makes it possible to carry systems/components from one vehicle project to another. Furthermore, the exact requirement levels are often unknown when designing a component for a future vehicle concept. The expected environmental loads are usually compiled from other vehicle concepts with similar conditions. The grouping is normally done by mounting location, but it is difficult to define the right number of different mounting locations and respective load profiles, because there is a conflict of aims between having only few requirement classes and tailoring the requirement levels to each application. The reason is that the environmental loads are not only depending on the mounting location. There are other major factors that affect the stress levels for systems/components. For example, body styles, drive-train concepts or package densities can create absolutely different requirement levels for devices that are installed in different vehicles at almost the same location.

The purpose of ISO 19453 is to define requirement classes for separate load types. It distinguishes between electrical, mechanical, thermal, climatic and chemical loads. For each load type, several requirement classes are defined. Every requirement class is determined by a specific code letter. The complete environmental requirement set is created by defining the code letter combination. The code letters are defined in the respective clauses of this document. Additionally, tables in the annexes of each part show the usual mounting locations and give examples of their respective code letters. For normal applications, these code letters are used. If an application is very specific and therefore the given code letter combinations cannot be used, it is possible to create new code letter combinations to serve this purpose. In case none of the given code letters is useable, new requirement levels can be created by using the code letter Z. In this case, the specific requirements are defined separately, but it is desirable not to change the test methods.

At a minimum, the following mounting locations should be considered for a device under test (DUT) with respect to thermal, mechanical, climatic and chemical loads.

a) Applicability to manufacturer's responsibility

Due to technology limitations or variations in vehicle design, the vehicle manufacturer can be required to place a component in a location where it cannot withstand the environmental conditions described in ISO 19453. Under these circumstances, it is the responsibility of the vehicle manufacturer to provide the necessary environmental protection.

b) Applicability to wiring harnesses, cables and electrical connectors

Although some environmental conditions and tests in ISO 19453 can be relevant to vehicle wiring harnesses, cables and connectors, its scope is not sufficient to be used as a complete standard. It is therefore not recommended that ISO 19453 be directly applied to such devices and equipment.

c) Applicability to parts or assemblies inside equipment

ISO 19453 describes environmental conditions and tests to be applied to electrical and electronic equipment directly mounted in or on the vehicle. It is not intended for direct application to parts or assemblies that are part of the equipment. For example, ISO 19453 should not be directly applied to

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integrated circuits (ICs) and discrete components, electrical connectors, printed circuit boards (PCBs), gauges, etc. that are attached in or on the equipment. Electrical, mechanical, climatic and chemical loads for such parts and assemblies can be quite different from those described in ISO 19453. Therefore, for those sub-components, the test conditions of ISO 16750 can be considered as a reference.

On the other hand, it is desirable to use ISO 19453 to help derive environmental conditions and test requirements for parts and assemblies that are intended for use in road vehicle equipment. For example, a temperature range of −40 °C to 90 °C may be specified for an assembly contained inside a piece of equipment having a temperature range of −40 °C to 70 °C and an additional temperature rise of 20 K.

d) Applicability relative to system integration and validation

The user of ISO 19453 is cautioned to understand that the scope of ISO 19453 is limited to conditions and testing at the equipment level, and therefore does not represent all conditions and testing necessary for complete verification and validation of the vehicle system. Environmental and reliability testing of equipment parts and vehicle systems can be required.

For example, ISO 19453 does not necessarily ensure that environmental and reliability requirements for solder joints, solderless connections, integrated circuits and so on are met. Such items are ensured at the part, material or assembly level. Additionally, vehicle and system level testing can be required to validate the equipment in the vehicle application.

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