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Road vehicles — Test methods and performance requirements for voltage class B connectors

Véhicules routiers — Méthodes d'essai et exigences de performance pour connecteurs haute tension

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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.

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).

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For an explanation of 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 32, *Electrical and electronic components and general system aspects*.

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.

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Introduction

High voltage connectors differ from low voltage connectors in several ways due to their higher operating voltage and need for shielding. These differences lead to unique failure modes and a need for unique validation tests. This document is a test specification that is unique to high voltage connectors on road vehicles. Some of the unique items that are tested in this document are:

— higher limits on dielectric withstanding voltage,

— more exhaustive testing for airtightness,

— evaluation of EMC compatibility, and

— evaluation of unique components such as shielding and metal housings (also for electrical shielding).

Note that safety features in a connector design to prevent electric shock (such as high voltage interlock) are specific to the connector and the vehicle electrical architecture and therefore must be assessed separately.

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Road vehicles — Test methods and performance requirements for voltage class B connectors

WARNING — The use of this document can involve hazardous materials, operations and equipment. It does not purport to address all of the safety or environmental problems associated with its use.

1 Scope

This document defines terms and specifies test methods for general performance requirements of voltage class B connectors with single-pole and multi-pole connections used with electrical wiring harnesses of road vehicles.

This document applies to connectors for voltage class B electric circuits of electric propulsion systems and conductively connected auxiliary electric systems of electrically propelled road vehicles.

This document applies to voltage class B connectors designed to be disconnected after mounting in the vehicle for repair and maintenance only. It does not apply to vehicle inlets of charging systems.

This document applies to cable conductor sizes ranging from 1,5 mm^2 to 120mm^2.

This document is not applicable to internal connections of electronic devices.

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 8092-2:2005, *Road vehicles — Connections for on-board electrical wiring harnesses — Part 2: Definitions, test methods and general performance requirements*

ISO 8092-5[1)], *Road vehicles — Connections for on-board electrical wiring harnesses — Part 5: Automotive parts — Test methods and general performance requirements for wiring harness connector operation*

ISO 19453-3:2018, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment for drive system of electric propulsion vehicles — Part 3: Mechanical loads*

ISO 19453-4:2018, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment for drive system of electric propulsion vehicles — Part 4: Climatic loads*

ISO 19453-5, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment for drive system of electric propulsion vehicles — Part 5: Chemical loads*

ISO 20653, *Road vehicles — Degrees of protection (IP code) — Protection of electrical equipment against foreign objects, water and access*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

1) Under preparation. Stage at the time of publication: ISO/DIS 8092-5:2019.

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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/

3.1
cable attachment
any permanent junction of cable to terminal

Note 1 to entry: Crimp and weld are typical methods.

3.2
connector
assembly of terminal, housing and related parts that terminate cable and shielding for the purpose of providing connection and disconnection to a suitable mating connector

3.3
connector coding
visual or mechanical feature to provide differentiation, preventing mating of *connectors* (3.2) not intended to be mated

3.4
connector position assurance
CPA
device that prevents accidental release of the *connector* (3.2) lock and serves as an indicator of full connector mating

3.5
female terminal
terminal, including means for *cable attachment* (3.1), designed for electrical engagement on its inner surface, and to accept entry of a *male terminal* (3.6), thus forming an electrical connection

3.6
male terminal
terminal, including means for *cable attachment* (3.1), designed for electrical engagement on its outer surface and to enter a *female terminal* (3.5), thus forming an electrical connection

3.7
shield
conductive material intended to reduce the penetration and/or radiation of a varying electromagnetic field

Note 1 to entry: Metallic sheaths, foils, braids, armour, and earthed concentric conductors may also serve as shields.

3.8
terminal position assurance
TPA
feature installed or seated after the terminals are inserted into their housing to assure that the terminals are properly positioned, which reinforces the primary terminal locking mechanism or provides a separate redundant terminal lock

3.9
voltage class A
classification of an electric component or circuit with a maximum working voltage of ≤30 V AC (rms) or ≤60 V DC, respectively

[SOURCE: ISO 6469-4:2015, 3.17]

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3.10
voltage class B
classification of an electric component or circuit with a maximum working voltage between 30 V AC (rms) and 1 000 V AC (rms) or between 60 V DC and 1 500 V DC

[SOURCE: ISO 6469-4:2015, 3.18]

4 Test and requirements

4.1 General

4.1.1 Preconditioning for environmental and mechanical durability

All test samples shall be preconditioned at standard ambient temperature (23 ± 3) °C and 45 % to 75 % relative humidity for 24 h before the start of any test sequence.

4.1.2 Test conditions

All tests shall be carried out at a standard ambient temperature (23 ± 3) °C and 45 % to 75 % relative humidity unless otherwise stated in the test procedure. This is referenced as room temperature (RT).

Cable in compliance with applicable part of ISO 19642 is encouraged. The cable or cables used shall be noted in the test report.

Cable attachment shall be performed in accordance with the terminal manufacturer's specifications, or as agreed between customer and supplier.

When length of cable is not specified, it is 500 mm. When tolerance of length of cable is not specified, it is ±10 mm.

Typical sample preparation for environmental tests is shown in Annex B.

Care shall be taken so that test samples do not influence each other (e.g. in a heat chamber).

Each connector shall have the full complement of terminals fitted unless otherwise specified.

Connectors shall be tested in mated conditions unless stated otherwise. In the case of a connector connecting directly to a device, a mating dummy may be used to carry out tests. This dummy shall represent the intended device’s interface and electrical properties.

Measurements shall be taken on all terminals regardless number of poles per connector unless otherwise specified in the test methods.

Lubrication or other means of attaining better test results shall not be added to the test surface, unless representative of production intent. Production-related remains of lubricants on the terminals are permitted.

Unless otherwise specified, all forces shall be applied at a constant speed of (50 ± 10) mm/min.

Unless otherwise specified, when a temperature of T_{max} is specified in a test, use the applicable “highest value” temperature per Table 1. When a temperature of T_{min} is specified in a test, use the applicable “lowest value” temperature per Table 1.

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