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

**Part 1:
General and definitions**

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

Partie 1: Généralités et définitions



PDF disclaimer

This PDF file may contain embedded typefaces. In accordance with Adobe's licensing policy, this file may be printed or viewed but shall not be edited unless the typefaces which are embedded are licensed to and installed on the computer performing the editing. In downloading this file, parties accept therein the responsibility of not infringing Adobe's licensing policy. The ISO Central Secretariat accepts no liability in this area.

Adobe is a trademark of Adobe Systems Incorporated.

Details of the software products used to create this PDF file can be found in the General Info relative to the file; the PDF-creation parameters were optimized for printing. Every care has been taken to ensure that the file is suitable for use by ISO member bodies. In the unlikely event that a problem relating to it is found, please inform the Central Secretariat at the address given below.

STANDARDSISO.COM : Click to view the full PDF of ISO 11451-1:2001

© ISO 2001

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.ch
Web www.iso.ch

Printed in Switzerland

Contents

Page

Foreword.....	iv
Introduction.....	v
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 General aim and practical use.....	4
5 Test conditions	5
6 Instrumentation — Test signal quality.....	7
7 Test procedure.....	7
Annex A (normative) Function performance status classification	10
Annex B (informative) Constant peak test level.....	13

STANDARDSISO.COM : Click to view the full PDF of ISO 11451-1:2001

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 3.

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 part of ISO 11451 may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 11451-1 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

This second edition cancels and replaces the first edition (ISO 11451-1:1995), which has been technically revised.

ISO 11451 consists of the following parts, under the general title *Road vehicles — Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy*:

— *Part 1: General and definitions*

— *Part 2: Off-vehicle radiation sources*

— *Part 3: On-board transmitter simulation*

— *Part 4: Bulk current injection (BCI)*

Annex A forms a normative part of this part of ISO 11451. Annex B is for information only.

Introduction

In recent years, an increasing number of electronic devices for controlling, monitoring and displaying a variety of functions have been introduced into vehicle designs. It is necessary to consider the electrical and electromagnetic environment in which these devices operate.

Electrical and radio-frequency disturbances occur during the normal operation of many items of motor vehicle equipment. They are generated over a wide frequency range with various electrical characteristics and can be distributed to on-board electronic devices and systems by conduction, radiation or both. Narrowband signals generated from sources on or off the vehicle can also be coupled into the electrical and electronic system, affecting the normal performance of electronic devices. Such sources of narrowband electromagnetic disturbances include mobile radios and broadcast transmitters.

The characteristics of the immunity of a vehicle to radiated disturbances have to be established. ISO 11451 provides various test methods for the evaluation of vehicle immunity characteristics (not all methods need be used to test a vehicle).

ISO 11451 is not intended as a product specification and cannot function as one (see A.1). Therefore, no specific values for the test severity level are given.

Annex A of this part of ISO 11451 specifies a general method for function performance status classification, while annex B explains the principle of constant peak test level. Typical severity levels are included in an annex of each of the other parts of ISO 11451.

Protection from potential disturbances needs to be considered in a total system validation, and this can be achieved using the various parts of ISO 11451.

NOTE Immunity measurements of complete vehicles are generally able to be carried out only by the vehicle manufacturer, owing to, for example, high costs of absorber-lined shielded enclosures, the desire to preserve the secrecy of prototypes or a large number of different vehicle models. ISO 11452 specifies test methods for the analysis of component immunity, which are better suited for supplier use.

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

Part 1: General and definitions

1 Scope

This part of ISO 11451 specifies general conditions, defines terms, gives practical guidelines and establishes the basic principles of the vehicle tests used in the other parts of ISO 11451 for determining the immunity of passenger cars and commercial vehicles to electrical disturbances from narrowband radiated electromagnetic energy, regardless of the vehicle propulsion system (e.g. spark-ignition engine, diesel engine, electric motor).

The electromagnetic disturbances considered are limited to continuous narrowband electromagnetic fields. A wide frequency range (0,1 MHz to 18 000 MHz) is allowed for the immunity testing in this and the other parts of ISO 11451.

2 Normative references

The following normative documents contain provisions which, through reference in this text, constitute provisions of this part of ISO 11451. For dated references, subsequent amendments to, or revisions of, any of these publications do not apply. However, parties to agreements based on this part of ISO 11451 are encouraged to investigate the possibility of applying the most recent editions of the normative documents indicated below. For undated references, the latest edition of the normative document referred to applies. Members of ISO and IEC maintain registers of currently valid International Standards.

IEC 60050-161, *International electrotechnical vocabulary — Electromagnetic compatibility*.

IEC 60050-726, *International electrotechnical vocabulary — Transmission lines and waveguides*.

3 Terms and definitions

For the purposes of all parts of ISO 11451, the following terms and definitions apply.

3.1

electromagnetic compatibility

EMC

ability of equipment or system to function satisfactorily in its electromagnetic environment without introducing intolerable electromagnetic disturbance to anything in that environment

[IEC 60050-161]

3.2

electromagnetic disturbance

any electromagnetic phenomenon which may degrade the performance of a device, equipment or system, or adversely affect living or inert matter

EXAMPLES An electromagnetic disturbance may be an electromagnetic noise, an unwanted signal or a change in the propagation medium itself.

[IEC 60050-161]

3.3

electromagnetic interference

EMI
degradation of the performance of equipment, transmission channel or system caused by electromagnetic disturbance

NOTE The English words "interference" and "disturbance" are often used indiscriminately.

[IEC 60050-161]

3.4

degradation (of performance)

undesired departure in the operational performance of any device, equipment or system from its intended performance

NOTE The term "degradation" can apply to temporary or permanent failure.

[IEC 60050-161]

3.5

immunity (to a disturbance)

ability of a device, equipment or system to perform without degradation in the presence of an electromagnetic disturbance

[IEC 60050-161]

3.6

(electromagnetic) susceptibility

inability of a device, equipment or system to perform without degradation in the presence of an electromagnetic disturbance

NOTE Susceptibility is the lack of immunity.

[IEC 60050-161]

3.7

immunity level

maximum level of a given electromagnetic disturbance incident on a particular device, equipment or system for which it remains capable of operating at a required degree of performance

[IEC 60050-161]

3.8

narrowband emission

emission which has a bandwidth less than that of a particular measuring apparatus or receiver

[IEC 60050-161]

3.9**broadband emission**

emission which has a bandwidth greater than that of a particular measuring apparatus or receiver

[IEC 60050-161]

3.10**(electromagnetic) radiation**

phenomenon by which energy in the form of electromagnetic waves emanates from a source into space; energy transferred through space in the form of electromagnetic waves

NOTE By extension, the term "electromagnetic radiation" sometimes also covers induction phenomena.

[IEC 60050-161]

3.11**coupling**

means or device for transferring power between systems

NOTE Adapted from IEC 60050-726.

3.12**standing wave ratio**

SWR

voltage standing wave ratio

VSWR

ratio, along a transmission line, of a maximum to an adjacent minimum magnitude of a particular field component of a standing wave

NOTE Adapted from IEC 60050-726.

3.13**polarization (of wave or field vector)**

property of sinusoidal electromagnetic wave or field vector defined at a fixed point in space by the direction of the electric field strength vector or of any specified field vector, when this direction varies with time

NOTE 1 The property may be characterized by the locus described by the extremity of the considered field vector.

NOTE 2 Adapted from IEC 60050-726.

3.14**shielded enclosure****screened room**

mesh or sheet metallic housing designed expressly for the purpose of separating electromagnetically the internal and external environment

[IEC 60050-161]

3.15**ground (reference) plane**

flat conductive surface whose potential is used as a common reference

[IEC 60050-161]

3.16**current probe**

device for measuring the current in a conductor without interrupting the conductor and without introducing significant impedance into the associated circuits

[IEC 60050-161]

3.17

dual directional coupler

four-port device consisting of two transmission lines coupled together in such a manner that a single travelling wave in any one transmission line will induce a single travelling wave in the other, the direction of propagation of the latter wave being dependent upon that of the former

NOTE Adapted from IEC 60050-726.

3.18

absorber-lined shielded enclosure

shielded enclosure/screened room with radio frequency-absorbing material on its internal ceiling and walls

NOTE The common practice is for the room to have a metallic floor, but absorbing material may also be used on the floor.

3.19

bulk current

total amount of common mode current in a harness

3.20

amplitude modulation

AM

process by which the amplitude of a carrier wave is varied following a specified law, resulting in an AM signal

3.21

forward power

power supplied by the output of an amplifier or generator

3.22

reflected power

power reflected by the load due to impedance mismatch between the transmission line and the load

3.23

net power

forward power minus reflected power

3.24

transmission line system

TLS

field-generating device that works in a similar way to a TEM (transverse electromagnetic) wave generator

EXAMPLES Stripline, TEM cell, parallel plate.

4 General aim and practical use

The test methods, procedures, test instrumentation and levels specified in ISO 11451 are intended to facilitate vehicle specification for electrical disturbances by narrowband radiated electromagnetic energy. A basis is provided for mutual agreement between vehicle manufacturers and component suppliers intended to assist rather than restrict.

Certain devices are particularly susceptible to some characteristics of electromagnetic disturbance, such as frequency, severity level, type of coupling or modulation.

Electronic devices are sometimes more susceptible to modulated, as opposed to unmodulated, radio-frequency (RF) signals. The reason is that high-frequency disturbances may be demodulated by semiconductors. In the case of unmodulated signals, this leads to a continuous shift of, for example, a voltage; in the case of amplitude-modulated signals, the resulting low-frequency fluctuations may be interpreted as intentional signals (e.g. speed information) and therefore disturb the function of the device under test more severely.

A single standard test may not reveal all the needed information about the device under test. It is thus necessary for users of ISO 11451 to anticipate the appropriate test conditions, select applicable parts of ISO 11451 and define function performance objectives. The main characteristics of each test method in ISO 11451-2 to ISO 11451-4 are presented in Table 1.

Table 1 — Main characteristics of test methods in ISO 11451

Part of ISO 11451	Applicable frequency range MHz	Coupling to:	Test severity parameter and unit	Provisions
ISO 11451-2 Off-vehicle radiation source	0,1 to 18 000	Device under test and wiring harness	Electric field (V/m)	Absorber-lined shielded enclosure required
ISO 11451-3 On-board transmitter simulation	1,8 to 1 300	Device under test and wiring harness	Power (W)	Absorber-lined shielded enclosure recommended
ISO 11451-4 Bulk current injection(BCI)	1 to 400	Wiring harness	Current (mA)	Shielded enclosure recommended

5 General test conditions

5.1 General

Unless otherwise specified, the following test conditions are common to all parts of ISO 11451:

- test temperature;
- supply voltage;
- modulation;
- dwell time;
- frequency steps;
- definition of test severity level;
- test signal quality.

NOTE The use of the same parameters as those used for the component test methods given in the corresponding parts of ISO 11452 will achieve better correlation.

5.2 Test temperature

Heat is generated in the test facility when the vehicle is operated during the performance of the test. Sufficient cooling shall be provided to ensure that the engine does not overheat.

The ambient temperature during the test shall be (23 ± 5) °C. If another value is agreed by users of ISO 11451, the value shall be recorded in the test report.

5.3 Supply voltage

For tests that require the vehicle engine to be running, the electrical charging system shall be functional. For tests where the vehicle engine is not required to be running, unless other values are specified in the test plan, the battery voltage shall be maintained above 12 V for 12 V systems and above 24 V for 24 V systems.

5.4 Modulation

The characteristics of the devices under test determine the type and frequency of modulation to be used. If no values or specific modulation techniques are agreed between the users of ISO 11451, the following shall be used:

- unmodulated sine wave (CW);
- sine wave amplitude modulated (AM) by 1 kHz sine wave at 80 % (see annex B).

5.5 Dwell time

At each frequency, the device under test shall be exposed to the test level for the minimum response time needed to control it. In all cases, this exposure time shall be no less than 1 s.

5.6 Frequency step sizes

All tests in ISO 11451 shall be conducted with linear frequency step sizes no greater than those given in Table 2, or in logarithmic frequency steps with the same minimum number of steps in each frequency band. The step sizes agreed upon by the users of ISO 11451 shall be documented in the test report.

Table 2 — Frequency step sizes

Frequency band MHz	Maximum frequency step size MHz
> 0,1 to ≤ 1	0,1
> 1 to ≤ 10	1
>10 to ≤ 200	2
> 200 to ≤ 1 000	20
> 1 000 to ≤ 18 000	200

If it appears that the susceptibility thresholds of the device under test are very near to the chosen test level, these frequency step sizes should be reduced in the frequency band concerned in order to find the minimum susceptibility thresholds.

5.7 Definition of test severity levels

The user should specify the test severity level or levels over the frequency range. The concept of function performance status classification is detailed in annex A. For both the substitution and closed loop levelling methods, and for tests with unmodulated and amplitude modulated signals, the test severity levels of ISO 11451 (electric field, current or voltage) are expressed in terms of the equivalent root-mean-square level value of the unmodulated wave.

Both these methods use a constant peak test level for tests with unmodulated and amplitude modulated signals. The relationship between amplitude modulated net power and unmodulated net power results from this principle (see annex B).

$$P_{AM} = \left[\frac{2+m^2}{2(1+m)^2} \right] P_{CW}$$

where

P_{AM} is the amplitude modulated net power;

P_{CW} is the unmodulated net power;

m is the modulation index ($0 \leq m \leq 1$).

EXAMPLE A test severity level of 20 V/m means that the unmodulated and amplitude modulated tests will be conducted with a 28 V/m peak value.

6 Instrumentation — Test signal quality

In the frequency range limited by the bandwidth of both the amplifier and the antenna (transducer) in use, the amplifier output harmonics content (up to the fifth harmonic) shall be limited to – 12 dB relative to the carrier wave unless otherwise specified for a particular test method or in the test plan. This characteristic is to be verified only during calibration testing.

7 Test procedure

7.1 Test plan

Prior to performing the tests, a test plan shall be drawn up which shall include:

- vehicle test severity levels;
- vehicle/component monitoring conditions;
- frequency band(s);
- method(s) to be used;
- vehicle mode of operation;
- vehicle acceptance criteria;
- polarization;
- vehicle orientation;
- antenna location;
- test report content;
- any special instructions and changes from the standard test.

Some of the above items might not be applicable to all test methods.

7.2 Test methods

7.2.1 General

CAUTION — Hazardous voltages and fields can exist within the test area. Take care to ensure that the requirements for limiting the exposure of humans to RF energy are met.

The following two methodologies are used in certain parts of ISO 11451.

7.2.2 Substitution

The substitution method is based upon the use of net power as the reference parameter for calibration and testing. With this method, the specific test level (electric field, current, voltage or power) shall be calibrated prior to the actual testing.

The test is conducted by subjecting the vehicle to the test signals based on the calibrated values as predetermined in the test plan.

Measurements using the substitution method can be affected by coupling between the antenna and the vehicle as well as by reflected energy. During the test, the net power shall be maintained relative to the calibration point up to a limit of a 2 dB increase in forward power. If the forward power has to be increased by 2 dB or more, this shall be indicated in the test report.

If the standing wave ratio (SWR) in the test system is less than 1,2:1, forward power may be used as the reference parameter to establish the test level.

The net power required to provide a specific test signal relative to a calibration level can be obtained from the following formula :

$$P_{\text{net}} = P_{\text{net cal}} \left(\frac{l_{\text{tss}}}{l_{\text{cal}}} \right)^k$$

where

$P_{\text{net cal}}$ is the net power by calibration;

l_{tss} is the test signal severity level;

l_{cal} is the calibration level;

k is a factor, equal to 1 for power test levels, and equal to 2 for electric field, current or voltage test levels.

7.2.3 Closed loop levelling

During actual testing with the vehicle, the test level (electric field, voltage, current or power) is measured using a calibrated device and fed back to the signal generator in order to either increase or decrease the test level until the predetermined level is achieved.

7.3 Calibration

Calibration shall be performed in accordance with the requirements of each individual test method. The test level versus frequency data shall be established using an unmodulated sine wave signal. The method and results for each calibration shall also be documented in the test report.

7.4 Vehicle immunity measurement

The test procedure shall be carried out as follows.

- a) At each frequency, increase the level, linearly or logarithmically, up to the chosen test level. The rate of increase of the test level shall be controlled so that excessive overshoot does not occur. The test level parameter is field strength, voltage, current or power, as applicable to the particular test.
- b) Maintain the test level for the minimum response time needed to exercise the vehicle (exposure time shall be 1 s minimum).
- c) Decrease the test level by at least 20 dB before moving to the next frequency. The rate of decrease of the level shall be controlled to avoid unreproducible susceptibilities.

NOTE Turning off the signal generator can cause unreproducible susceptibilities of the vehicle under test.

- d) Move to the next frequency.

7.5 Test report

As required by the test plan, a test report shall be submitted detailing information regarding the test equipment, test site, test set-up, systems tested, frequencies, power levels, system interactions and any other information relevant to the test.

STANDARDSISO.COM : Click to view the full PDF of ISO 11451-1:2001

Annex A (normative)

Function performance status classification

A.1 General

This annex specifies a general method for the function performance status classification (FPSC) of the functions of automotive electronic devices when using the test methods and under the test conditions given in ISO 11451. The appropriate test signals and methods, functional status classification and test signal severity levels are specified in the individual parts of ISO 11451.

It must be emphasized that vehicles shall only be tested under those conditions, as specified in the appropriate parts of ISO 11451, which represent the simulated automotive electromagnetic environments to which the devices would be subjected were they in actual use. This will help to ensure a technically and economically optimized design for potentially susceptible components and systems.

It should also be noted that this annex is not intended to serve as a product specification and cannot function as one. It should be used in conjunction with a test procedure specified in the relevant part of ISO 11451. Therefore, no specific values for the test signal severity level are included, since they are to be determined by the vehicle manufacturer and supplier. Nevertheless, by conforming to this annex, and by careful application and agreement between manufacturer and supplier, the functional status requirements for a specific device can be determined. This annex can, in fact, serve as a statement of how a particular device could be expected to perform under the influence of the specified test signals.

A.2 Essential elements of function performance status classification

A.2.1 General

Three elements are required to determine an FPSC (see A.2.2 to A.2.4). These may be applied to all electromagnetic disturbance immunity test procedures given in ISO 11451.

A.2.2 Test signal and method

This element provides the reference to respective test signals applied to the vehicle for the chosen test method. It usually refers to a specific test procedure, i.e. to the appropriate parts of ISO 11451.

A.2.3 Functional status classification

This element describes the operational status of the device order test during and after exposure to an electromagnetic environment.

- Class A: all functions of a device or system perform as designed during and after exposure to a disturbance.
- Class B: all functions of a device or system perform as designed during exposure; however, one or more of them may go beyond the specified tolerance. All functions return automatically to within normal limits after exposure is removed. Memory functions shall remain class A.
- Class C: one or more functions of a device or system do not perform as designed during exposure but return automatically to normal operation after exposure is removed.

- Class D: one or more functions of a device or system do not perform as designed during exposure and do not return to normal operation until exposure is removed and the device or system is reset by a simple “operator/use” action.
- Class E: one or more functions of a device or system do not perform as designed during and after exposure and cannot be returned to proper operation without repairing or replacing the device or system.

A.2.4 Test severity level

This element contains the specification of the severity level of essential test parameters. The test signal severity level is the test level (field strength, voltage, current or power) applied to the device under test for a given test method. The device under test shall perform according to its classification of functional status during and after the test. Typical severity level selection tables are included in annexes to the parts of ISO 11451. If the values listed in an annex are determined to be inappropriate, a new value shall be agreed between manufacturer and supplier, and shall be recorded in the test report.

A.3 Illustration of function performance status classification

Tables in an annex to each of the other parts of 11451 give the suggested test levels and the frequency bands, as per Tables A.1 and A.2.

Table A.1 — Suggested test severity levels: scheme of presentation

Test severity level	Value (e.g. V/m, mA, W)
I	.
II	..
III	...
IV
V	Specific value agreed between the users of this part of ISO 11451 if necessary.

Table A.2 — Frequency bands

Frequency band	Frequency range MHz
F1	> . to ≤ ..
F2	> .. to ≤ ...
F3	> ... to ≤
F4	> to ≤
F5	> to ≤