



Road vehicles — Ignition systems —

Part 2: Electrical performance and function test methods

TECHNICAL CORRIGENDUM 1

Véhicules routiers — Systèmes d'allumage

Partie 2: Performances électriques et méthodes d'essai de fonctionnement

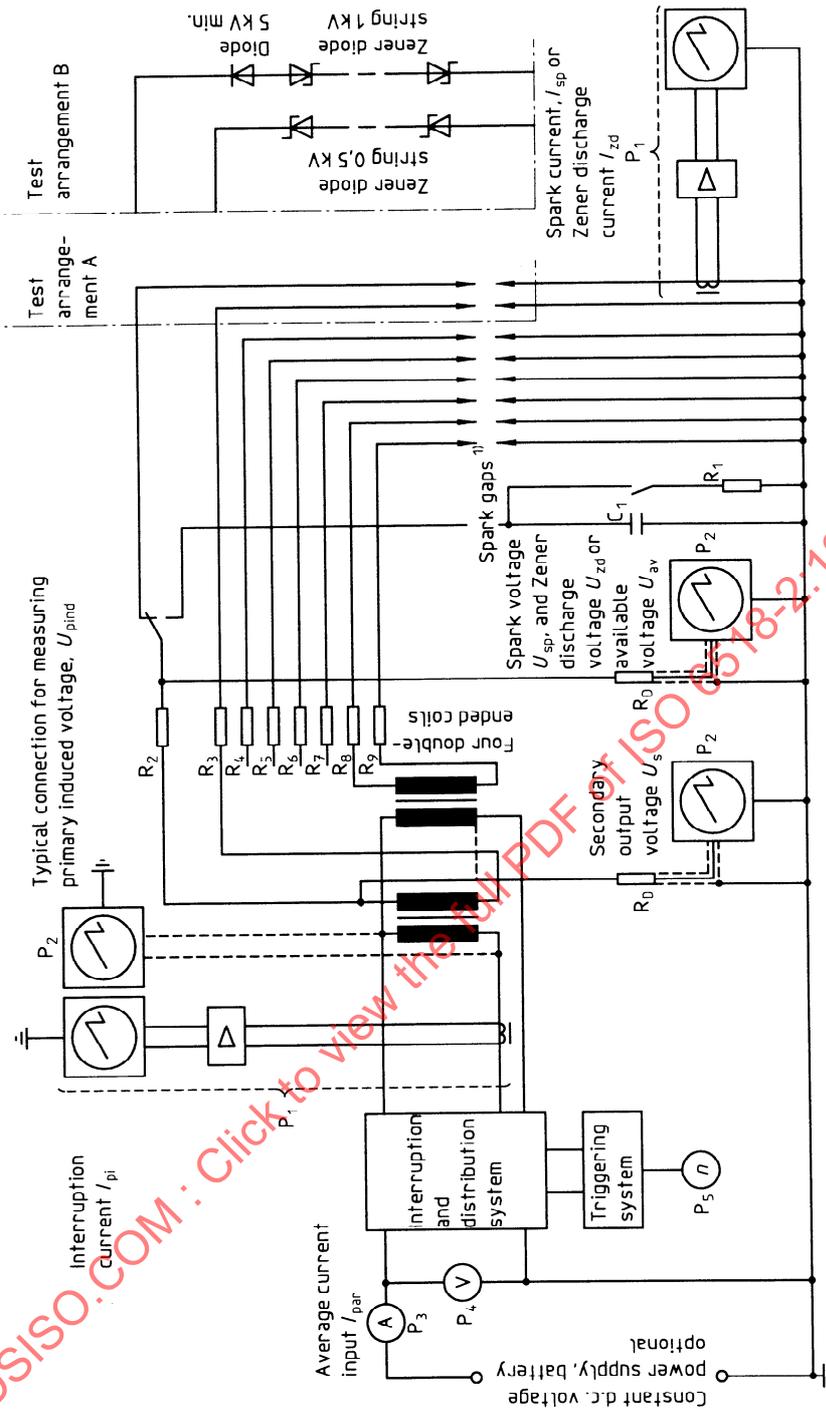
RECTIFICATIF TECHNIQUE 1

Technical Corrigendum 1 to International Standard ISO 6518-2:1995 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 1, *Ignition equipment*.

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Figure 3

Replace the existing figure 3 with the following figure 3.



1) Set according to 5.3.1.

Key

- | | | | |
|----------------|---|----------------------------------|---|
| P ₁ | current probe, amplifier and oscilloscope | C ₁ | load capacity |
| P ₂ | voltage-measuring oscilloscope | R ₁ | load resistor |
| P ₃ | d.c. ammeter | R ₂ to R ₉ | suppression impedances (the current and resistance of which are fixed by agreement between the manufacturer and the user) |
| P ₄ | d.c. voltmeter | R _D | voltage probe |
| P ₅ | tachometer (crankshaft rotational frequency signal) | | |

NOTES

- 1 For double-ended coils, secondary outlets shall be tested at high voltage.
- 2 An example of an eight-cylinder system is shown.

Figure 3 — Test circuit for static ignition systems with double-ended coils

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Subclause 5.3.2

Insert the word “probe” in the first sentence of the last paragraph, to read “The oscilloscope P₂ and the voltage probe R_D are used...”.

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