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**Semiconductor devices – Semiconductor interface for automotive vehicles –
Part 1: General requirements of power interface for automotive vehicle sensors**

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INTERNATIONAL ELECTROTECHNICAL COMMISSION

SEMICONDUCTOR DEVICES –
SEMICONDUCTOR INTERFACE FOR AUTOMOTIVE VEHICLES –

**Part 1: General requirements of power interface
for automotive vehicle sensors**

FOREWORD

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International Standard IEC 62969-1 has been prepared by IEC technical committee 47: Semiconductor devices.

The text of this International Standard is based on the following documents:

| | |
|--------------|------------------|
| FDIS | Report on voting |
| 47/2433/FDIS | 47/2447/RVD |

Full information on the voting for the approval of this International Standard can be found in the report on voting indicated in the above table.

This document has been drafted in accordance with the ISO/IEC Directives, Part 2.

A list of all the parts in the IEC 62969 series, published under the general title *Semiconductor devices – Semiconductor interface for automotive vehicles*, can be found on the IEC website.

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
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INTRODUCTION

The IEC 62969 series is composed of four parts as follows:

- IEC 62969-1, *Semiconductor devices – Semiconductor interface for automotive vehicles – Part 1: General requirements of power interface for automotive vehicle sensors*
- IEC 62969-2, *Semiconductor devices – Semiconductor interface for automotive vehicles – Part 2: Efficiency evaluation methods of wireless power transmission using resonance for automotive vehicle sensors*
- IEC 62969-3, *Semiconductor devices – Semiconductor interface for automotive vehicles – Part 3: Shock driven piezoelectric energy harvesting for automotive vehicle sensors*
- IEC 62969-4, *Semiconductor devices – Semiconductor interface for automotive vehicles – Part 4: Evaluation methods of data interface for automotive vehicle sensors*

The IEC 62969 series covers power and data interfaces for sensors in automotive vehicles. The first part covers general requirements of test conditions such as temperature, humidity, vibration, etc. for automotive sensor power interface. This part also includes various electrical performances of power interface such as voltage drop from power source to automotive sensors, noises, voltage level, etc. The second part covers “Efficiency evaluation methods of wireless power transmission using resonance for automotive vehicle sensors “. The third part covers “Shock driven piezoelectric energy harvesting for automotive vehicle sensors”. The fourth part covers “Evaluation methods of data interface for automotive vehicle sensors”.

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SEMICONDUCTOR DEVICES – SEMICONDUCTOR INTERFACE FOR AUTOMOTIVE VEHICLES –

Part 1: General requirements of power interface for automotive vehicle sensors

1 Scope

This part of IEC 62969 provides general requirements for performance evaluations and environmental conditions for the power interface of automotive vehicle sensors. For performance evaluations, various electrical performances such as voltage drop from power source to automotive sensors, AC noises and voltage level are included. For environmental conditions, various test conditions such as temperature, humidity and vibration are included. In addition, terms, definitions, symbols and configurations are covered in this part.

NOTE Additional information on power interface for automotive vehicle sensors is provided in Annex A.

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.

IEC 60068-2-1, *Environmental testing – Part 2-1: Tests – Test A: Cold*

IEC 60068-2-2, *Environmental testing – Part 2-2: Tests – Test B: Dry heat*

IEC 60068-2-14, *Environmental testing – Part 2-14: Tests – Test N: Change of temperature*

IEC 60068-2-30, *Environmental testing – Part 2-30: Tests – Test Db: Damp heat, cyclic (12 h + 12 h cycle)*

IEC 60529, *Degrees of protection provided by enclosures (IP Code)*

IEC 60721 (all parts), *Classification of environmental conditions*

IEC 60749-10, *Semiconductor devices – Mechanical and climatic test methods – Part 10: Mechanical shock*

IEC 60749-12, *Semiconductor devices – Mechanical and climatic test methods – Part 12: Vibration, variable frequency*

IEC 61851-1, *Electric vehicle conductive charging system – Part 1: General requirements*

IEC 61967-1, *Integrated circuits – Measurement of electromagnetic emissions, 150 kHz to 1 GHz – Part 1: General conditions and definitions*

IEC 61967-2, *Integrated circuits – Measurement of electromagnetic emissions, 150 kHz to 1 GHz – Part 2: Measurement of radiated emissions – TEM cell and wideband TEM cell method*

IEC TS 61967-3, *Integrated circuits – Measurement of electromagnetic emissions – Part 3: Measurement of radiated emissions – Surface scan method*

IEC 61967-4, *Integrated circuits – Measurement of electromagnetic emissions, 150 kHz to 1 GHz – Part 4: Measurement of conducted emissions, 1 ohm/150 ohm direct coupling method*

IEC 61967-5, *Integrated circuits – Measurement of electromagnetic emissions, 150 kHz to 1 GHz – Part 5: Measurement of conducted emissions – Workbench Faraday Cage method*

IEC 61967-6, *Integrated circuits – Measurement of electromagnetic emissions, 150 kHz to 1 GHz – Part 6: Measurement of conducted emissions – Magnetic probe method*

IEC 61967-8, *Integrated circuits – Measurement of electromagnetic emissions – Part 8: Measurement of radiated emissions – IC stripline method*

IEC 62132-1, *Integrated circuits – Measurement of electromagnetic immunity – Part 1: General conditions and definitions*

IEC 62132-2, *Integrated circuits – Measurement of electromagnetic immunity – Part 2: Measurement of radiated immunity – TEM cell and wideband TEM cell method*

IEC 62132-3, *Integrated circuits – Measurement of electromagnetic immunity, 150 kHz to 1 GHz – Part 3: Bulk current injection (BCI) method*

IEC 62132-4, *Integrated circuits – Measurement of electromagnetic immunity 150 kHz to 1 GHz – Part 4: Direct RF power injection method*

IEC 62132-5, *Integrated circuits – Measurement of electromagnetic immunity, 150 kHz to 1 GHz – Part 5: Workbench Faraday cage method*

IEC TS 62215-2, *Integrated circuits – Measurement of impulse immunity – Part 2: Synchronous transient injection method*

IEC 62262, *Degrees of protection provided by enclosures for electrical equipment against external mechanical impacts (IK code)*

3 Terms and definitions

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

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <http://www.electropedia.org/>
- ISO Online browsing platform: available at <http://www.iso.org/obp>

3.1

power interface

physical connection between two different functional units those are connected via cable, printed circuit or wireless connection through a medium such as air to transfer the electrical power

EXAMPLE connection between battery and electrical load such as electronic control units (ECU) and sensors through electrical cable to transfer electrical power.

3.2 reference voltage

V_r
value of the voltage in accordance with which the relevant performance of a meter is fixed

[SOURCE: IEC 60050-314:2001, 314-07-04]

3.3 maximum voltage

V_{max}
the specified highest voltage applied to a load at which the load (systems or devices) operate normally

3.4 minimum voltage

V_{min}
the specified lowest voltage applied to a load at which the load (systems or devices) operate normally

4 General system

4.1 General system blocks

Power sources in automotive vehicles vary depending on the type of automotive vehicles. Using energy harvesting and wireless power transfer technologies, the battery in an automotive vehicle can be charged to provide power to sensors directly or through ECU as shown in Figure 1.

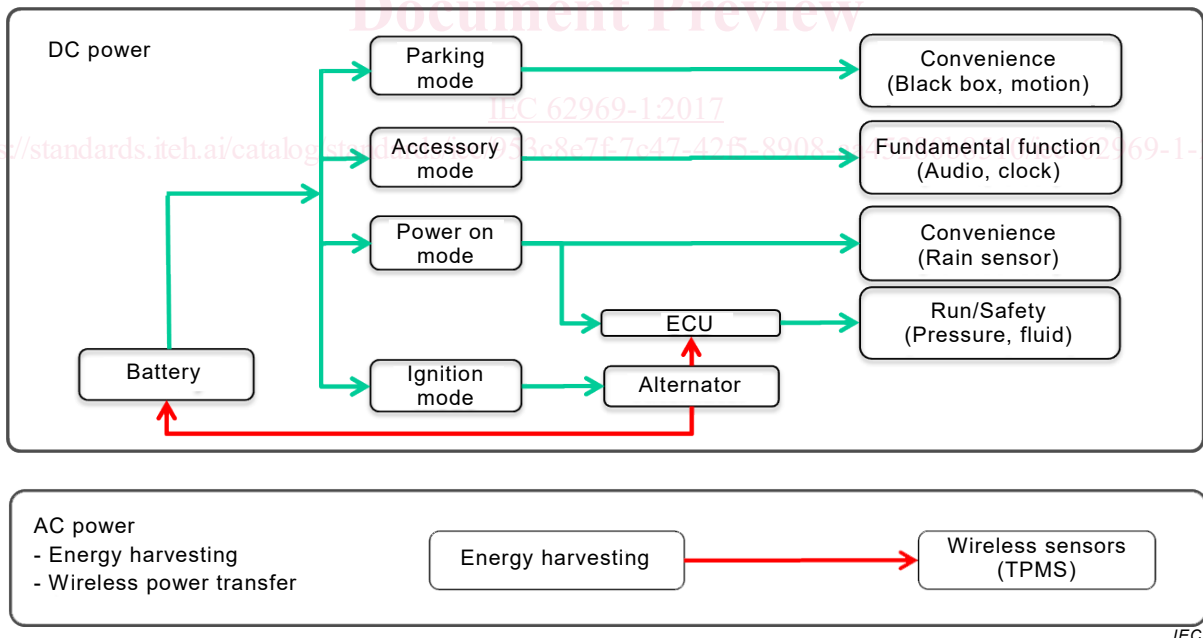


Figure 1 – Power supply chains to the vehicle sensors

4.2 Classification

4.2.1 Sensors in automotive vehicles

The type of the applicable sensors with respect to usage shall be listed as shown in Table 1.