



Road vehicles — Electrical disturbance by conduction and coupling —

Part 3:

Vehicles with nominal 12 V or 24 V supply voltage — Electrical transient transmission by capacitive and inductive coupling via lines other than supply lines

TECHNICAL CORRIGENDUM 1

Véhicules routiers — Perturbations électriques par conduction et par couplage —

Partie 3 : Véhicules à tension nominale de 12 V ou 24 V — Transmission des perturbations électriques par couplage capacitif ou inductif le long des lignes autres que les lignes d'alimentation

RECTIFICATIF TECHNIQUE 1

[ISO 7637-3:1995/Cor 1:1995](https://standards.iteh.ai/catalog/standards/sist/3bfff1e57-671a-4744-a839-c3c650c6222b/iso-7637-3-1995-cor-1-1995)

<https://standards.iteh.ai/catalog/standards/sist/3bfff1e57-671a-4744-a839-c3c650c6222b/iso-7637-3-1995-cor-1-1995>

Technical corrigendum 1 to International Standard ISO 7637-3:1995 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electrical and electronic equipment*.

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Tables A.1 and A.2

Replace tables A.1 and A.2 with the following.

Table A.1

Test pulse ¹⁾	Test voltage, V_s ^{2) 3)}				Test time min	Burst cycle time ⁴⁾		
	V					ms		
	Selected test level	Test levels				min.	max.	
I minimum test level		II	III	IV maximum test level				
a	5)	- 10	- 20	- 40	- 60	10	90	110
b	5)	+ 10	+ 20	+ 30	+ 40	10	90	110

- 1) Test pulses as in 4.5.
- 2) The amplitudes are the values of V_s as defined for each test pulse in 4.5.
- 3) V_s is referenced at the output of the coupling clamp.
- 4) $t_2 + t_3$ in figures 4 and 5.
- 5) Values agreed between vehicle manufacturer and supplier.

Table A.2

Test pulse ¹⁾	Test voltage, V_s ^{2) 3)}				Test time min	Burst cycle time ⁴⁾		
	V					ms		
	Selected test level	Test levels				min.	max.	
I minimum test level		II	III	IV maximum test level				
a	5)	- 14	- 28	- 56	- 80	10	90	110
b	5)	+ 14	+ 28	+ 56	+ 80	10	90	110

- 1) Test pulses as in 4.5.
- 2) The amplitudes are the values of V_s as defined for each test pulse in 4.5.
- 3) V_s is referenced at the output of the coupling clamp.
- 4) $t_2 + t_3$ in figures 4 and 5.
- 5) Values agreed between vehicle manufacturer and supplier.