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**Road vehicles — Fuse-links —**  
**Part 1:**  
**Definitions and general test**  
**requirements**

*Véhicules routiers — Liaisons fusibles —*

*Partie 1: Définitions et exigences générales d'essai*

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# Contents

	Page
Foreword .....	iv
<b>1 Scope .....</b>	<b>1</b>
<b>2 Normative references .....</b>	<b>1</b>
<b>3 Terms and definitions .....</b>	<b>1</b>
<b>4 Marking, labelling, and colour coding .....</b>	<b>3</b>
<b>5 Tests and requirements .....</b>	<b>3</b>
5.1 General .....	3
5.2 Voltage drop .....	3
5.3 Transient current cycling .....	4
5.4 Environmental conditions .....	4
5.5 Operating time rating .....	8
5.6 Current steps .....	8
5.7 Breaking capacity .....	8
5.8 Strength of terminals .....	9
<b>6 Dimensions .....</b>	<b>10</b>

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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](http://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](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](http://www.iso.org/foreword)

The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 3, *Electric and electronic requirements*.

This fourth edition cancels and replaces the third edition (ISO 8820-1:2008), which has been technically revised.

ISO 8820 consists of the following parts, under the general title *Road vehicles — Fuse-links*:

- *Part 1: Definitions and general test requirements*
- *Part 2: User guidelines*
- *Part 3: Fuse-links with tabs (blade type) Type C (medium), Type E (high current) and Type F (miniature)*
- *Part 4: Fuse-links with female contacts (type A) and bolt-in contacts (type B) and their test fixtures*
- *Part 5: Fuse-links with axial terminals (strip fuse-links) Types SF30 and SF51 and test fixtures*
- *Part 6: Single-bolt fuse-links*
- *Part 7: Fuse-links with tabs (Type G) with rated voltage of 450 V*
- *Part 8: Fuse-links with bolt-in contacts (Type H and J) with rated voltage of 450 V*
- *Part 9: Fuse-links with shortened tabs (Type K)*
- *Part 10: Fuse-links with tabs Type L (high current miniature)*

# Road vehicles — Fuse-links —

## Part 1: Definitions and general test requirements

### 1 Scope

This part of ISO 8820 defines terms and specifies general test requirements for fuse-links for electrical DC systems of road vehicles.

This part of ISO 8820 is intended to be used in conjunction with other parts of ISO 8820, to which its requirements are applicable except where modified by the particular requirements of another part.

This part of ISO 8820 is not applicable to fuse holders used in the vehicles.

### 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 6722, *Road vehicles — 60 V and 600 V single core cables — Dimensions, test methods and requirements*

ISO 8820 (all parts), *Road vehicles — Fuse-links*

ISO 16750-3, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment — Part 3: Mechanical loads*

ISO 16750-5, *Road vehicles — Environmental conditions and testing for electrical and electronic equipment — Part 5: Chemical loads*

IEC 60068-2-70, *Environmental testing — Part 2: Tests — Test Xb: Abrasion of markings and letterings caused by rubbing of fingers and hands*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 8820-1 and the following apply.

#### 3.1

##### breaking capacity

$I_B$

value of prospective breaking current a fuse-link is capable of breaking at rated voltage under prescribed conditions of use and behaviour

#### 3.2

##### fuse

protective device that interrupts the circuit irreversibly when the current flow reaches a specified value for a specific time

Note 1 to entry: The fuse is an assembly of all parts forming the protective device. This includes the fuse holder and the fuse-link.

**3.3**

**fuse-element**

active part of the fuse-link which interrupts the current and opens the circuit permanently in case of an overcurrent

**3.4**

**fuse holder**

device connecting the fuse-link to the vehicle wiring harness

**3.5**

**fuse-link**

interchangeable part of the fuse, consisting of an insulator and electrical conducting parts such as the terminals and the fuse element

**3.6**

**insulator**

electrical non-conductive mechanical support for the electrical conductive parts of the fuse-link

**3.7**

**operating time**

time between the application of an over current and the moment when the current drops below a value as specified in the appropriate part of ISO 8820

**3.8**

**operating time rating**

operating time, as a function of the current under defined test conditions

**3.9**

**rated current**

$I_R$

current used for identifying the fuse-link, according to specified tests

**3.10**

**rated voltage**

$U_R$

maximum supply voltage for which the fuse-link is designed

**3.11**

**selectivity**

primary interruption of the fuse-element closest to the failure cause without damaging of the upstream fuse-links

**3.12**

**terminal**

part of the fuse-link, that makes the mechanical and electrical connection of the fuse-link to the fuse holder

Note 1 to entry: The terminal includes contacts and tabs.

**3.13**

**time constant**

time required for a physical quantity to rise from 0 to  $1 - 1/e$  (that is 63,2 %) of its final steady value when it varies with time,  $t$ , as  $1 - 1^{-kt}$

Note 1 to entry: The continuous current is lower than the rated current.

**3.14**

**voltage drop**

$U_D$

voltage measured between specified measuring points at a specified current

## 4 Marking, labelling, and colour coding

The rated current and rated voltage shall be permanently marked to be externally visible on the fuse-link. In addition, the current rating shall be shown by colour coding as specified in the applicable part of ISO 8820.

The manufacturer's name, trademark, and/or symbol shall be marked on the fuse-link insulator.

## 5 Tests and requirements

### 5.1 General

#### 5.1.1 General test conditions

If not otherwise specified, all tests shall be done at room temperature (RT)  $(23 \pm 5) ^\circ\text{C}$  at a relative humidity (RH) of 45 % to 75 % (standard condition).

At the beginning of the electrical tests, a direct current shall be fixed at the rated value. Measure this current with an appropriate method. If not otherwise specified, no further adjustments during the tests are allowed.

All electrical measurement equipment shall have a tolerance of less than  $\pm 2$  %.

If not otherwise specified, the supply voltage shall not exceed the rated voltage of the fuse-link.

Mount the fuse-links in a test fixture as specified in the applicable part of ISO 8820 or any alternate fixture with equivalent electrical, mechanical, and thermal properties.

Measurements shall be performed at no forced air flow.

For appropriate cable sizes, see the applicable part of ISO 8820.

Connections shall be made to the fuse-links with copper cables according to ISO 6722. The cable length between the test fixture and the rest of the test set-up shall be  $(500 \pm 50)$  mm if not otherwise specified.

Measure the connection resistance using a dummy with dimensions as specified in the appropriate part of ISO 8820. Use a current as specified in the appropriate part of ISO 8820 for this measurement.

#### 5.1.2 General performance requirements

The general performance requirements are as follows:

- the marking and/or labelling shall remain legible;
- the colour coding shall remain recognizable;
- after testing, fuse-link shall be removable in one piece from the test fixture by its intended method.

### 5.2 Voltage drop

#### 5.2.1 Purpose

This test defines and measures the energy consumption of the fuse-link which creates a temperature rise.

#### 5.2.2 Test

If not otherwise specified, this test shall be performed at rated current. Record the voltage drop measured at the points shown in the applicable part of ISO 8820, after the values are stabilized, i.e., the values do not change more than 2 % within a 10 min period.

### 5.2.3 Requirement

The maximum voltage drop shall not exceed the values given in the applicable part of ISO 8820.

## 5.3 Transient current cycling

### 5.3.1 Purpose

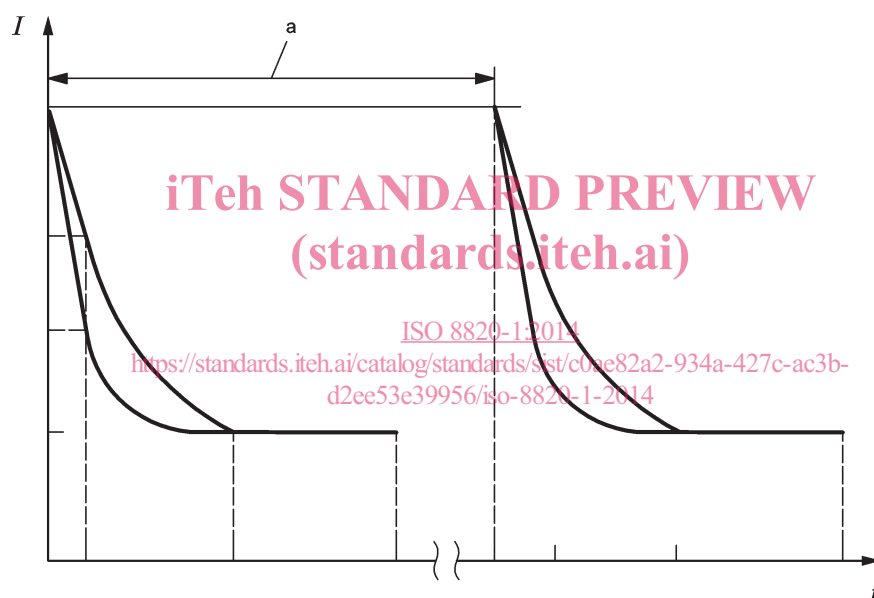
This test evaluates the ability of the fuse-link to withstand the energy volume of transient pulses.

### 5.3.2 Test

Apply a pulse as given in the appropriate part of ISO 8820 (see [Figure 1](#)).

### 5.3.3 Requirement

After transient current cycling for a minimum of 50 000 cycles, the fuse-links shall meet the requirements of the operating time rating test given in the applicable part of ISO 8820.



#### Key

- $I$  current
- $t$  time, in s
- $a$  one cycle

NOTE Specific values are given in the appropriate part of ISO 8820.

**Figure 1 — Example of transient current cycling**

## 5.4 Environmental conditions

### 5.4.1 Purpose

These tests evaluate the ability of the fuse-links to function under environmental stresses.



## 5.4.2 Mechanical load

### 5.4.2.1 Test

If a mechanical load test is required, an appropriate test shall be chosen from ISO 16750-3 and agreed between fuse-link and vehicle manufacturer.

### 5.4.2.2 Requirement

After the mechanical load test, the fuse-links shall meet the requirements of the operating time rating test given in the applicable parts of ISO 8820.

## 5.4.3 Climatic loads

### 5.4.3.1 Temperature/humidity cycling

#### 5.4.3.1.1 Test

Subject the fuse-links to a temperature/humidity cycling test as specified in [Figure 2](#). The test sequence is as described below:

- a) maintain the samples at standard conditions for 4 h;
- b) increase  $T$  to  $(55 \pm 2)^\circ\text{C}$  at 95 % to 99 % RH within 0,5 h;
- c) maintain  $T$  at  $(55 \pm 2)^\circ\text{C}$  at 95 % to 99 % RH for 10 h;
- d) decrease  $T$  to  $(-40 \pm 2)^\circ\text{C}$  within 2,5 h; the humidity is uncontrolled;
- e) maintain  $T$  at  $(-40 \pm 2)^\circ\text{C}$  for 2 h; the humidity is uncontrolled;
- f) increase  $T$  to  $(120 \pm 2)^\circ\text{C}$  within 1,5 h from  $(-40 \pm 2)^\circ\text{C}$ ; the humidity is uncontrolled;
- g) maintain  $T$  at  $(120 \pm 2)^\circ\text{C}$  for 2 h; the humidity is uncontrolled;
- h) allow to return to RT within 1,5 h; the humidity is uncontrolled.

At the end of a cycle, the test might be interrupted. During the interruption, the test samples shall remain at the standard conditions. Note the interruption in the test report.

NOTE One cycle consists of 24 h.