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AMENDMENT 1
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Road vehicles — Measurement techniques in impact tests — Instrumentation

AMENDMENT 1

Véhicules routiers — Techniques de mesurage lors des essais de chocs — Instrumentation

AMENDEMENT 1

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This document was prepared by ISO/TC 22, *Road vehicles*, Subcommittee SC 36, *Safety and impact testing*.

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AMENDMENT 1

4.5.3, Table 3

Replace Table 3 by the following:

Table 3 — Calibration procedures and uncertainties

Calibration procedures	Uncertainties	Calibration range
	Relative expanded measurement uncertainty (k=2) for transducer types used in crash testing specific to the maximum value of the calibration range	
Accelerometer Shock calibration (pendulum or shock table)	<1,8 %	Application range
Accelerometer Sinusoidal calibration (Shaker)	<2 % below 400 Hz	minimum amplitude : 0,1% of range or 25 m/s² whichever is greater min frequency < FH/5
	<2,5 % from 400 Hz to 2 kHz	minimum amplitude : 0,1% of range or 25 m/s² whichever is greater min frequency < FH/5
	<3,5 % from 2 kHz to 5 kHz	minimum amplitude : 0,1% of range or 25 m/s² whichever is greater min frequency < FH/5
Acceleration static calibration (centrifuge)	<1,5 %	min 500 m/s² or full scale of accelerometer if range is <500 m/s²
Force sensor – static calibration	<1 %	Application range
Displacement (including optical displacement sensors)	<1 %	Application range
Angle	<1,5 %	Application range
Angular velocity	<3 %	min 25% of full scale or 2 400°/s whichever is lower
Angular acceleration	<3 %	Application range
Pressure	1%	Application range
Temperature	<1 % or 0,2 K	Application range
Torque	<3 %	Application range
Seat belt sensor	<3%	Application range
NOTE Calculation of uncertainties according to JCGM 100:2008.		

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