
Road vehicles — Fuse-links —

Part 10:

**Fuse-links with tabs Type L (high
current miniature)**

Véhicules routiers — Liaisons fusibles —

Partie 10: Liaison fusible à languette type L (courant fort miniature)

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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).

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).

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

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 32, *Electrical and electronic components and general system aspects*.

This second edition cancels and replaces the first edition (ISO 8820-10:2015), which has been technically revised.

The main changes compared to the previous edition are as follows:

- in [5.7](#), [Table 5](#) has been modified,
- in [5.9](#), [Figure 3](#) has been corrected,
- in [5.3](#), [Table 3](#) has been modified,
- in [Clause 6](#), [Figure 5](#) has been corrected,
- in [Clause 6](#), [Table 7](#) has been modified,
- [Annex A](#) has been revised.

A list of all parts in the ISO 8820 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Road vehicles — Fuse-links —

Part 10:

Fuse-links with tabs Type L (high current miniature)

1 Scope

This document specifies fuse-links with tabs (blade-type) Type L (high current miniature) for use in road vehicles. It establishes, for this fuse-link type, the rated current, test procedures, performance requirements and dimensions.

This document is applicable for fuse-links with a rated voltage of 32 V, a current rating of ≤ 60 A and a breaking capacity of 1 000 A intended for use in road vehicles.

This document is intended to be used in conjunction with ISO 8820-1 and ISO 8820-2. The numbering of its clauses corresponds to that of ISO 8820-1 whose requirements are applicable, except where modified by requirements particular to this document.

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.

ISO 2768-1, *General tolerances — Part 1: Tolerances for linear and angular dimensions without individual tolerance indications*

ISO 8820-1, *Road vehicles — Fuse-links — Part 1: Definitions and general test requirements*

3 Terms and definitions

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

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

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

4 Marking, labelling and colour coding

See ISO 8820-1 and [Table 1](#).

Table 1 — Fuse-link colour coding

| Rated current, I_R A | Colour |
|---------------------------|------------|
| 20 | yellow |
| 25 | white |
| 30 | green |
| 35 | dark green |

Table 1 (continued)

| Rated current, I_R A | Colour |
|---------------------------|--------|
| 40 | orange |
| 50 | red |
| 60 | blue |

5 Tests and requirements

5.1 General

In addition to carrying out the test procedures in accordance with ISO 8820-1, the following criteria shall apply.

Tests shall be performed following the test sequences in [Table 2](#).

The test fixtures for electrical tests shall be designed in accordance with [Figure 1](#). The connection resistance shall be 0,5 mΩ maximum for Type L fuse links to ensure the proper function of the test fixture.

Fuse-links according to this part of ISO 8820 shall provide for visible evidence of an open fuse-element.

5.2 Test sequence

Table 2 — Test sequence

| No | Test | Clause/subclause | Sample groups | | | | | | |
|----|--------------------------------------|----------------------|---------------|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1 | Dimensions | 6 | X | X | X | — | — | — | — |
| 2 | Marking, labelling and colour coding | 4 | X | X | X | X | X | X | X |
| 3 | Fuse-link voltage drop | 5.4 | X | X | X | — | — | — | — |
| 4 | Strength of terminals | 5.10 | X | X | X | — | — | — | — |
| 5 | Environmental conditions | Climatic load | — | — | — | X | — | — | — |
| 6 | | Chemical load | — | — | — | — | X | — | — |
| 7 | | Mechanical load | — | — | — | — | — | X | — |
| 8 | Transient current cycling | 5.5 | — | — | — | — | — | — | X |
| 9 | Fuse-link voltage drop | 5.4 | — | — | — | X | X | X | X |
| 10 | Current steps | 5.8 | — | — | X | — | — | — | — |
| 11 | Breaking capacity | 5.9 | X | — | — | — | — | — | — |
| 12 | Operating time rating test | I_R^a | — | X | — | X | X | X | X |
| | | $1,35 I_R$ | — | Y | — | Y | Y | Y | Y |
| | | $1,60 I_R$ | — | Y | — | Y | Y | Y | Y |
| | | $2,00 I_R$ | — | Y | — | Y | Y | Y | Y |
| | | $3,50 I_R$ | — | Y | — | Y | Y | Y | Y |
| | | $6,00 I_R$ | — | Y | — | Y | Y | Y | Y |

Each sample group shall contain a minimum of 10 fuse-links for each rated current.

For the operating time rating tests marked “Y”, the sample groups 2, 4, 5, 6 and 7 shall be divided equally. These fuse-links are intended to be subjected to a single operating time rating test only.

NOTE A dash (—) indicates that the test is not required.

^a Not required for 60 A fuse-link.