Fiat Group Automobilesnormazione

ELECTRICAL AND ELECTRONIC SYSTEMS

Off-vehicle measurement of steady state interference conducted on power supply lines

STANDARD 7-Z0470

Page: 1 of 18

Date: 3rd September 2007

SUPERVISING DEPT.: E&D – PT – Bench Testing

MANAGING DEPT.: E&D – PT – Bench Testing

1

APPLICATION CRITERIA

The purpose of this Standard is to test in the frequency domain the quantity of interference emitted by the system tested off-vehicle that could be picked up by the receiver on-board.

The standard is to be used during the technical validation and qualification of the electronic system under test.

Change	Date		Description	
-	Apr. 95	Issue 1 –	New; issued as per Technical Memorandum Procedure, this standard supersedes item 1 of standard 7.Z0890/01.	(LR)
-	Sept. 96	Issue 2 –	Updated.	(SS)
-	May 04	Issue 3 –	Supervisor changed (was Durando). "Test schedule" paragraph removed.	(SS)
-	Sept. 07	Issue 4 –	Draft updated and 2-3-4-6-7-8 forms changed.	(SS)

AS UPDATE STATUS OF PRINTOUTS CANNOT BE MONITORED, CHECK THE WEB SITE FOR THE LATEST EDITION OF DOCUMENT









C O N F I D E N T I A L

CONFIDENTIAL

CONFI

င်

4

Issue

7-Z0470

Page 2 of 18 Date: 09/03/07

Build Level: A[]-B[]-C[]-D[]-E[]

Drawing Number:

Component Type: Supplier:

Last Change:

Job:

2

REFERENCES

7-G0030 Significance of items under test (PGE)

9.90110 Automotives electrical and electronic devices (CEL)

3

TEST EQUIPMENT

3.1

Test environment

The room is to be sufficiently large to contain the instrumentation and test bench. There is to be no interference that could influence the test results.

3.2

Measuring equipment

It may be a measuring receiver or a spectrum analyzer fitted with pre-selector, in any case it is to have the following characteristics:

- Measurement frequency range: at least 150 kHz thru 110 MHz.
- Sensitivity at least 10 dBμV (equal to -97 dBm) at 150 kHz, with bandwidth of 10 kHz and with peak detector,
 - at least 0 dB μ V (equal to -107 dBm) at 150 kHz, with bandwidth of 9 kHz and with quasi-peak detector (if used).
- Input impedance: 50 Ω .
- Bandwidth selectable between the following values:
 - 1 kHz, 10 kHz and 100 kHz; if a quasi-peak detector is used the last two values are to be replaced by 9 kHz and 120 kHz.
- Peak detector for spectrum, peak analyzer of average value and possibly of quasi-peak for measurement receiver.

The detector is to have the following characteristics:

TYPE OF DETECTOR	LOAD TIME CONSTANT	UNLOAD TIME	CONSTANT (ts)
	(tc)	0.15 to 30 MHz	more than 30 MHz
QUASI-PEAK	1 ms	160 ms	550 ms
PEAK	<<10 μs	1 s (*)	
AVERAGE VALUE	100 ms	100 ms	

(*) not applicable if a spectrum analyzer is used

C O N F I D E N T I A L
THIS DOCUMENT MUST NOT BE REPRODUCED OR CIRCULATED TO THIRD PARTIES WITHOUT PRIOR WRITTEN
CONSENT BY FIAT GROUP AUTOMOB ILES S.P.A. IN CASE OF DISPUTE THE ONLY VALID REFERENCE IS THE
ORIGINAL TRALIAN EDITION.

Page 3 of 18 7-Z0470 **Fiat Group Automobiles** Date: 09/03/07 Build Level: A[]-B[]-C[]-D[]-E[] Job: Component Type: **Drawing Number:** Supplier: Last Change: 3.3 Impedance stabilizer network (L.I.S.N.) Electric circuit and impedance characteristic with changing frequency to be as per Help 1 in figures 1 and 2. Moreover, the following requirements shall be met: Resistance across terminals P and A to be below 5 mΩ. - Impedance across terminals P and B, with terminals A and B shorted, not to exceed 10% of nominal curve shown in figure 2 within 100 kHz to 20 MHz. - Capacitance C2 to withstand continuous voltage to 1500 V min. - Inductance L to withstand supply current of test specimen. 3.4 **Grounded top** High electrical conductivity sheet metal (e.g. copper, aluminum, brass, galvanized steel), 0.5 mm min. thickness, 1 x 0.4m. The grounded top is to be placed at a minimum height 900 ± 50 mm, connected to test environment shield so that connection DC resistance is less than 2.5 m Ω . 3.5 Test table Shall consist of insulating material (e.g., wood), of suitable size to adequately support grounded top. Test specimen stimulating system To correctly interface with DUT, without significantly altering the system electrical characteristics (impedance). 3.7 Test specimen load stimulating system Shall permit correct operation of test specimen in normal service conditions as per dwg or P.S. 3.8 **Supply unit** To be able to supply voltage and deliver maximum current required for correct functioning of test Use supply unit with adjustable voltage 0 to 24V, 40 Amp, with 45 Ah, 225 Amp battery. Equivalent equipment may be substituted but must be equal or superior in performance. Note:

Date:	Exemption: NO []	YES[]
Test Engineer:	Signature	

PUBLISHED BY SATIZ - NORMAZIONE

Job:

Page 4 of 18

Date: 09/03/07

Test Engineer:....

7-Z0470

Build Level: A[]-B[]-C[]-D[]-E[]

Fiat Group Automobiles

Page 5 of 18 Date: 09/03/07

7-Z0470

Build Level: A[]-B[]-C[]-D[]-E[]

Component Type:

Job: Drawing Number:

Last Change:

5

Supplier:

SIGNIFICANCE OF COMPONENTS UNDER TEST

Type of component	% Significance (A)	Weight (B)	Component affecting test significance	Significant characteristics	Minimum build level
Active		0.5	ECU	PCB, box if metallic, software release	В
Active		0.2	Wiring harness	Cable length and cross section	С
Active		0.3	Sensors / actuators	Impedance	С

COMPONENT WEIGHT AND CHARACTERISTICS FOR EVALUATING TEST SIGNIFICANCE

Significance of item under test (%) = Σ (A x B) =

Note: For each component, evaluate % significance for the three distinct levels indicated in Standard 7-G0030, recording values in column A.

 Date:
 Exemption: NO [] YES []

 Test Engineer:
 Signature

C ON FIDENTIAL

CONFIDENTIAL

THIS DOCUMENT MUST NOT BE REPRODUCED OR CIRCULATED TO THIRD PARTIES WITHOUT PRIOR WRITTEN

CONSENT BY FIAT GROUP AUTOMOBILES S.P.A. IN CASE OF DISPUTE THE ONLY VALID REFERENCE IS THE

ORIGINAL ITALIAN EDITION.

7- Z 0470	Page 6 of 18 Date: 09/03/07		
Build Level: A[]-B[]-		Job:	
Component Type:		Drawing Number:	
Supplier:		Last Change:	
6			
PRELIMINARY OPER	RATIONS		
6.1			
Layout of test appar	atus		
6.1.1			
	nts needed for the test, ir	ncluded herein:	[]
- Operating conditi	on of test specimen (a	s indicted in system specification	
and/or agreed wit	• • • •		
Stimulator systemConnection diagra	i (ii applicable). am of system during test		
6.1.2	,		
Identify system under	test and fill in "Description	on of item under test" form.	[]
6.1.3			
		listed on the "TEST EQUIPMENT"	[]
•	set-up diagram in help 2	$\frac{2}{2}$. und by connection more than 200	
mm long, it is		e 2 LISN, one for the supply cable	
only LISN will b	e connected for the batte	und locally (length ≤ 200 mm), the ery positive cable (fig. 4).	
	ether 1 or 2) shall be ar vith the casing connected	ranged directly in contact with the I to it.	
The ground ca grounded top.	ble between LISN and	battery is to be connected to the	
	surement port not connewith a 50 Ω load.	ected to the measuring device is to	
6.1.4			
•		0 ± 5 mm from the test surface and	[]
installation on the ve	hicle has a direct grour	naterial ($\mathcal{E}_r \le 1.4$), unless the DUT nd connection on the body; in this bench by a cable with the shortest	
6.1.5			
Place the system und the grounded top.	ler test at a minimum dis	stance of 200 mm from the edge of	[]

PUBLISHED BY SATIZ - NORMAZIONE

Page 6 of 18

Page 7 of 18 7-Z0470 **Fiat Group Automobiles** Date: 09/03/07 Build Level: A[]-B[]-C[]-D[]-E[] Job: Component Type: **Drawing Number:** Supplier: Last Change: 6.1.6 Arrange the connection between LISN and DUT with two cables having a section [] 200+200 Cu 2.5 mm², length mm, arranged parallel at a distance of 20 \pm 2 mm, and separated from the 50 ± 5 mm grounded top by non conducting material with low relative permittivity ($\varepsilon_r \leq 1,4$). If, for certain test specimens (multi-connectors, special connectors, etc), it is not possible to use the indicated standard length supply lines, use cables with length l_p so that, having defined $f_c \approx 30/l_P$ the result is $f_c \ge 108MHz$. If instead, f_c <108 MHz, the measurement will be limited to f_c . To minimize coupling between power supply cables and DUT I/O signal cables, the distance between them is to be maximum possible (≥ 200mm), otherwise the two cable harnesses are to be arranged perpendicular. The total length of the cable harness (excluding the power supply lines) is not to exceed 2 m. The type of cable depends on the specific type of application and the DUT requirements. All cables are to be placed at 100 mm minimum from the edge of the grounded top. 6.1.7 Connect the load simulator directly to the grounded top and, if applicable, [] connect the metal casing to this. As an alternative, the loads simulator can be connected at the side of the grounded top, connecting the metal casing to the top, where applicable. Note: If the simulator is located on the grounded top, connect the load simulator to the supply directly on the battery and not downstream of the LISN. If the actuators are electric motors, there must be the mechanical load, or it is to be simulated by a brake. Exemption: NO [] YES[] Test Engineer:.... Signature.....

CONFIDENTIAL CONSENT BY FIAT GROUP AUTOMOBILES S.P.A. IN CASE OF DISPUTE THE ONLY VALID REFERENCE IS THE	
---	--

/ //////	Page 8 of 18 Date: 09/03/07	
Build Level: A[]-B[]-C	[]-D[]-E[]	Job:

Component Type: Drawing Number: Supplier: Last Change:

7

TEST PROCEDURE

During the measurements, the environment temperature is to be $23 \pm 5^{\circ}$ C, relative humidity 45% thru 70% and atmospheric pressure 860 mbar thru 1060 mbar.

7.1

Test setup activation

7.1.1

Connect and supply DUT test specimen as specified on drawing or P.S. []

7.1.2

Apply signals needed for system operation to all relevant electrical inputs or [] physical sensors.

[]

[]

[]

7.1.3

Start the DUT with load and operating conditions to obtain maximum emissions.

These static (no variations in stimulation signal) or dynamic (sequence of certain stimulation signal variations to deliberately change the system status or behavior) conditions are to be defined in the test plan.

7 2

Measurement setting

7.2.1

Measure the interference spectrum emitted by the system under test, under each operating condition of the system defined in the test plan and in the range of frequencies and with the conditions specified in P.S. 9.90110.

722

Broad band interference measurement

7.2.2.1

If a receiver is used, set the band widths (RBW) indicated in **Table I**, and a sweeping pitch equivalent to half the RBW. Use the peak detector with the related bandwidths, and as alternative, only if the emissions exceed the peak values, repeat the test with the quasi-peak detector.

TABLE I: Bandwidth and video filter and sweep time for broad band interferences measurement.

SUB-BAND	BAND WIDTI	H (kHz) RBW	SPECTRUM	ANALYZER
(MHz)	PEAK DETECTOR	QUASI-PEAK DETECTOR	VBW VIDEO FILTER (kHz)	MINIMUM SWEEP TIME (ms/MHz)
0.15 - 2	10	9	30	100
2 - 30	10	9	30	100
30 - 110	100	120	300	1

Fiat Group Automobil	Page Date	9 of 18 : 09/03/07 7-Z0470
Build Level: A[]-B[]-C[]-D[]-Component Type: Supplier:	E[] Job:	Number:
7.2.2.2		
If a spectrum analyzer is used, set and VBW) and the minimum swaccount, however, that some typesignals) require a longer time or measurement.	veep times indicated in Table I s of signals (for example low veloc	taking into city repetition
7.2.3		
Narrow band interference measu	<u>urement</u>	
7.2.3.1		
If a receiver is used, set the band we pitch equivalent to half the RBW. U		or.
SUB-BAND (MHz)	RBW BAND WIDTH (kHz)	VBW VIDEO FILTER (kHz)
0.15 - 2	10	100
2 - 30	10	100
30 - 110	100	300
7.2.3.2If a spectrum analyzer is used, values indicated in the appropriate7.2.4	set the RBW and video filter (VE e column of Table II . ent has not been altered by e	BW) with the []

C O N F I D E N T I A L

THIS DOCUMENT MUST NOT BE REPRODUCED OR CIRCULATED TO THIRD PARTIES WITHOUT PRIOR WRITTEN

CONSENT BY FIAT GROUP AUTOMOB ILES S.P.A. IN CASE OF DISPUTE THE ONLY VALID REFERENCE IS THE

ORIGINAL TRAILAN EDITION.

[]

[]

If this is not so, reduce the input attenuation until this condition is met, and use

Connect the measuring device with a shielded cable to the measurement port of

- If the DUT is connected to ground with a length of over 200 mm, the measurement is to be made at the LISN port connected to the positive cable and also the LISN port connected to the negative cable, in both cases referring it to the grounded top. The LISN port not used in the measurement is to be

- If the DUT is connected to a local ground (length ≤ 200 mm), the measurement is to be made at the port of the LISN connected to the positive cable, referring it

- If the DUT is an alternator/generator, these are to be charged with a battery

this adjustment for the actual measurement of the noise generated by the DUT.

7.2.5

7.2.6

the LISN as follows:

to the grounded top.

terminated with a load of 50 Ω .

7- Z 0470	Page 10 of 18 Date: 09/03/07		
Build Level: A[]-B[]-		Job:	
Component Type:	-11 -11 -11	Drawing Number:	
Supplier:		Last Change:	
and a resistive load, a	nd connected to the LIS	SN as in figure 5 of <u>help 2</u> .	
7.2.7			
	ents, if the DUT has se	veral connecting cables, collect the	[]
	single bundle downstre	eam of the LISN (in the same way,	. 1
7.3			
Broad band interfere	nce measurement		
7.3.1			
measurement sub-ba		ment and, in consistency with the used, the band widths and ,if In paragraph 7.2.2.1.	[]
7.3.2			
	er) to a value that is su	or dwell time at each frequency (for ufficiently high to obtain the correct	[]
necessary make seve	r is used, enter the me ral sweeps for the same	emory function ("MAX HOLD") and if e sub-band.	
7.3.3			
Acquire the noise leve	els trend measured acco	ording to frequency.	[]
7.3.4			
	ined in the relevant spons out of range" table.	pace of the "Data processing" form	[]
7.4			
Narrow band interfer	<u>rence measurement</u>		
7.4.1			
indicated in Table II at	t paragraph 7.2.3.1.	select the appropriate bandwidths	[]
column of Table II , pa	ragraph 7.2.3.1.	eo filter as indicated in the relevant emedium or peak value detector.	
7.4.2	siver is applied, use the	medium of peak value detector.	
	or spectrum analyzer)	or dwell time at each frequency (for	[]
	er) to a value that is su	ufficiently high to obtain the correct	[]

Page 10 of 18

		- 44 540	
iat G	Froup Automobiles	Page 11 of 18 Date: 09/03/07	7- Z 0470
Build Le	vel: A[]-B[]-C[]-D[]-E[]	Job:	
	nent Type:	Drawing Number:	
Supplier	.	Last Change:	
7.4.3			
Acquir	e the noise levels trend measured according	ng to frequency.	[]
Note:	When measuring narrow band interferent that have continuative functioning (exclusor for occasional periods of a few seconds).	de devices with intermittent ope	
7.4.4			
Copy 1	the graph obtained in the relevant space I in the "Emissions out of range" table.	e of the "Data processing" form	[]
Date:		Exemption: NO	[] YES[]
Test E	ngineer:	Signature	

C ON FIDENTIAL
THIS DOCUMENT MUST NOT BE REPRODUCED OR CIRCULATED TO THIRD PARTIES WITHOUT PRIOR WRITTEN
CONSENT BY FIAT GROUP AUTOMOB ILES S.P.A. IN CASE OF DISPUTE THE ONLY VALID REFERENCE IS THE
ORIGINAL ITALIAN EDITION.

7- Z 0470	Page 12 of 18 Date: 09/03/07		
Build Level: A[]-B[]-		Job:	
Component Type:	-11 11 11	Drawing Number:	
Supplier:		Last Change:	
8			
DATA PROCESSING	ì		
8.1			
	ands interference meas	<u>urement</u>	
			7
20125	POSITIVE POLE [_
SPACE FO	OR VOLTAGE RELATIVE	TO FREQUENCY GRAPH BROAD BAND	-
			_

PUBLISHED BY SATIZ - NORMAZIONE

iat Group Automobiles	P:	age 13 of 18 ate: 09/03/07	7- Z 0470
Build Level: A[] - B[] - C[] - D[] - E[]	Job:	_	
Component Type:	Drawi	ng Number:	
Supplier:	Last (Change:	
POSITIVE I	POLE[] NEGATIVE	POLE[]	
SPACE FOR VOLTAGE REI	LATIVE TO FREQUENCY	GRAPH NARRO	W BAND
		_	
	IISSIONS OUT OF RANG	E	
Operating conditions			
	Narrow band []	Broad band [
Operating conditions	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band []	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by
Operating conditions Type of measurement	Narrow band [] Noise level measured	Broad band [by

C ON FIDENTIAL
THIS DOCUMENT MUST NOT BE REPRODUCED OR CIRCULATED TO THIRD PARTIES WITHOUT PRIOR WRITTEN
CONSENT BY FIAT GROUP AUTOMOBILES S.P.A. IN CASE OF DISPUTE THE ONLY VALID REFERENCE IS THE
ORIGINAL ITALIAN EDITION.

Signature.....

Test Engineer:....

7-Z0470	Page 14 of 18 Date: 09/03/07		
Build Level: A[] - B[] - Component Type: Supplier:		Job: Drawing Number: Last Change:	
9			
POST-TESTING PRO	CEDURE		
9.1 Disconnect sensors, a from system under tes		ll that is not integral to system	[]
9.2 Reinstate any connect	ions altered to permit testing	j .	[]
	riginal conditions ready for f	rurther testing.	[]
9.4 Store the tested compo	onents for at least 10 years	so they can be easily traced.	[]
Note: After the storage	e time the components are to	o be managed for demolition.	
Date:			
Test Engineer:		Signature	

Fiat Group Automobiles

Page 15 of 18 Date: 09/03/07

7-Z0470

Build Level: A[]-B[]-C[]-D[]-E[]

Component Type:

Drawing Number: Last Change:

Job:

10

HELP

Supplier:

Help 1

IMPEDANCE STABILIZER NETWORK (L.I.S.N.)

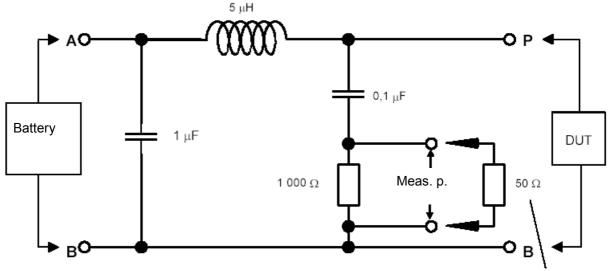


Figure 1 - Electrical scheme

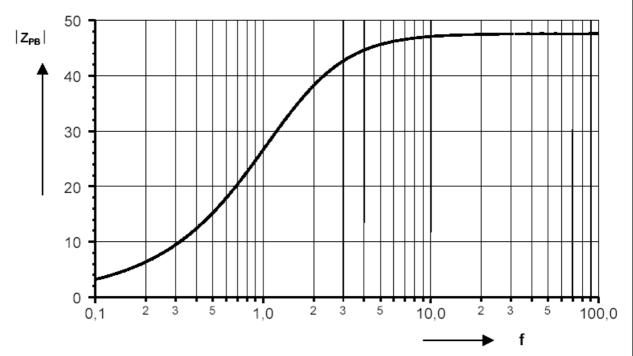


Figure 2 - Impedance form

Build Level: A[]-B[]-C[]-D[]-E[]

Component Type: Drawing Number: Supplier: Last Change:

Help 2

EQUIPMENT LAYOUT SETUP

Side view

Dimension (mm)

Job:

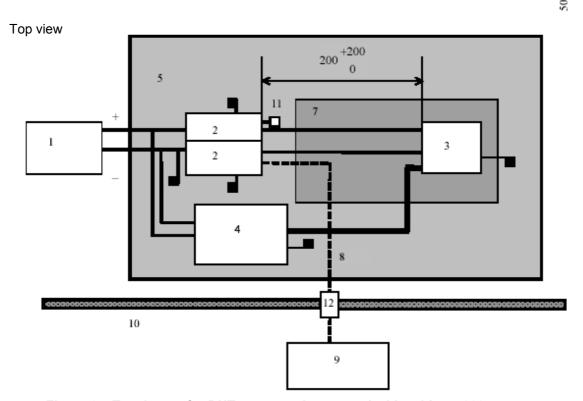


Figure 3 - Test layout for DUT connected to ground with cables > 200 mm

LEGEND:

- 1. Power supply
- 2. LISN (2 off)
- 3. DUT (connected to grounded edge if necessary)
- 4. Loads simulator (signal cables connected to ground if necessary)
- 5. Grounded top
- 6. Power supply
- 7. Insulating support
- 8. Measurement cable (50 Ω)
- 9. Measuring equipment
- 10. Shielded environment
- 11. 50 Ω load
- 12. Thru connector

Note – The DUT connection to ground, if required, is not to be longer than 150 mm.

Page 17 of 18 Date: 09/03/07

7-Z0470

Build Level: A[]-B[]-C[]-D[]-E[]

Component Type:

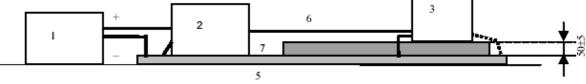
Drawing Number:

Job:

Supplier: Last Change:

Side view

Dimension (mm)



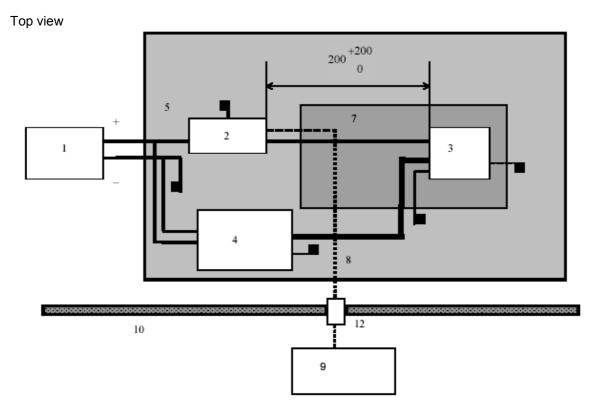


Figure 4 – Test layout for DUT connected to ground with cables ≤ 200 mm

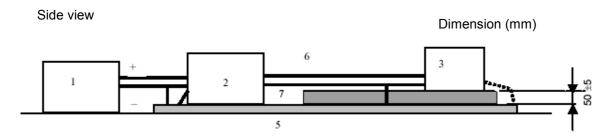
LEGEND:

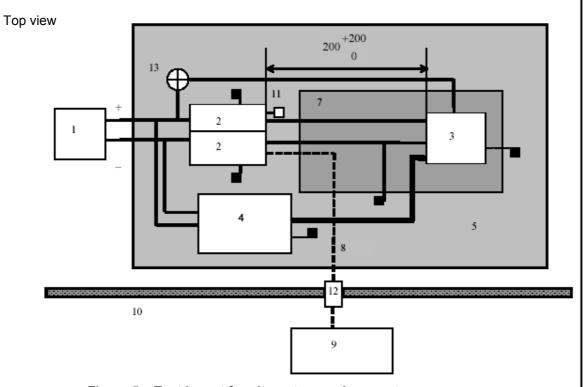
- 1. Power supply
- 2. LISN
- 3. DUT (connected to grounded edge if necessary)
- 4. Loads simulator (signal cables connected to ground if necessary)
- 5. Grounded top
- 6. Power supply
- 7. Insulating support
- 8. Measurement cable (50 Ω)
- 9. Measuring equipment
- 10. Shielded environment
- 12. Thru connector

Note – The DUT connection to ground, if required, is not to be longer than 150 mm.

Build Level: A[]-B[]-C[]-D[]-E[]

Component Type: Drawing Number: Supplier: Last Change:





Job:

Figure 5 – Test layout for alternators and generators

LEGEND:

- 1. Power supply
- 2. LISN (2 off)
- 3. DUT (connected to grounded edge if necessary)
- 4. Loads simulator
- 5. Grounded top
- 6. Power supply
- 7. Insulating support
- 8. Measurement cable (50 Ω)
- 9. Measuring equipment
- 10. Shielded environment
- 11. 50 Ω load
- 12. Thru connector
- 13. Test lamp or control resistor (if applicable)

Note – The DUT connection to ground, if required, is not to be longer than 150 mm.