

Test Procedure for Electrical Ground Attachments

SAE/USCAR-26
February 2022

TEST PROCEDURE FOR ELECTRICAL GROUND ATTACHMENTS

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1. SCOPE

This test procedure is intended to evaluate and/or validate electrical ground schemes for use on the body or chassis. There are two classes based on the expected environmental conditions. **Exposed** Grounds can be located anywhere in the vehicle (except on the powertrain) and is the class for which most schemes should be tested. **Unexposed** Grounds can only be used in the passenger compartment or trunk and as such are special cases.

This procedure as written is not intended for testing powertrain grounds where high temperatures and vibration levels may be encountered. These situations may require modifications to this procedure and are left to the Responsible Engineer to determine.

This specification does not specifically address validation of terminal to wire electrical crimps. Crimps are tested to SAE/USCAR-21

2. REFERENCES

ASTM B-117 Standard Practice for Operating Salt Spray (Fog) Apparatus.
SAE/USCAR-2 Performance Specification for Automotive Electrical Connector Systems

Refer to SAE/USCAR-2 for other Reference Documents Required.

3. DEFINITIONS

Exposed Ground Points - Exposed Ground Points can be located anywhere in the vehicle. Most ground schemes should be tested to this profile.

Unexposed Ground Points - Unexposed Ground Points can only be used in the passenger compartment or trunk and as such are special cases.

Life Cycle - The number of life cycles run during the conditioning procedure depends on the desired confidence and reliability levels. For purposes of this document, one life cycle equals 6 years/100,000 miles.

4. GENERAL REQUIREMENTS

Refer to SAE/USCAR-2 for General Requirements. The test equipment list is replaced with the following:

4.1. Test Equipment and Tolerances

4.1.1. Test tolerances are per SAE/USCAR-2 except as noted.

4.1.2. Test equipment required is shown in table 1