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## **Motorfordon, motorbåtar och förbränningsmotordrivna anordningar – Radiostörningar – Gränsvärden och mätmetoder avseende störningar på radiomottagare i motorfordon, motorbåtar eller på förbränningsmotordrivna anordningar**

*Vehicles, boats and internal combustion engines –  
Radio disturbance characteristics –  
Limits and methods of measurement for the protection of on-board receivers*

Som svensk standard gäller europastandarden EN IEC 55025:2022. Den svenska standarden innehåller den officiella engelska språkversionen av EN IEC 55025:2022.

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Europastandarden EN IEC 55025:2022

består av:

- **europastandardens ikraftsättningsdokument**, utarbetat inom CENELEC
- **CISPR 25, Fifth edition, 2021 - Vehicles, boats and internal combustion engines - Radio disturbance characteristics - Limits and methods of measurement for the protection of on-board receivers**

utarbetad inom International Electrotechnical Commission, IEC.

Tidigare fastställd svensk standard SS-EN 55025, utgåva 3, 2017 med ändring SS-EN 55025/AC1:2017, gäller ej fr o m 2025-01-20.

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English Version

Vehicles, boats and internal combustion engines - Radio  
disturbance characteristics - Limits and methods of  
measurement for the protection of on-board receivers  
(CISPR 25:2021)

Véhicules, bateaux et moteurs à combustion interne -  
Caractéristiques des perturbations radioélectriques - Limites  
et méthodes de mesure pour la protection des récepteurs  
embarqués  
(CISPR 25:2021)

Fahrzeuge, Boote und von Verbrennungsmotoren  
angetriebene Geräte - Funkstöreigenschaften - Grenzwerte  
und Messverfahren für den Schutz von an Bord befindlichen  
Empfängern  
(CISPR 25:2021)

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European Committee for Electrotechnical Standardization  
Comité Européen de Normalisation Electrotechnique  
Europäisches Komitee für Elektrotechnische Normung

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

## **European foreword**

The text of document CIS/D/477/FDIS, future edition 5 of CISPR 25, prepared by CISPR SC D “Electromagnetic disturbances related to electric/electronic equipment on vehicles and internal combustion engine powered devices” of CISPR “International special committee on radio interference” was submitted to the IEC-CENELEC parallel vote and approved by CENELEC as EN IEC 55025:2022.

The following dates are fixed:

- latest date by which the document has to be implemented at national (dop) 2022–10–20 level by publication of an identical national standard or by endorsement
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The text of the International Standard CISPR 25:2021 was approved by CENELEC as a European Standard without any modification.

In the official version, for Bibliography, the following notes have to be added for the standards indicated:

CISPR 12:2007 NOTE Harmonized as EN 55012:2007 (not modified)

CISPR 16-2-3:2016 NOTE Harmonized as EN 55016-2-3:2017 (not modified)

IEC 62196-1:2014 NOTE Harmonized as EN 62196-1:2014 (modified)

CISPR 16-2-1:2014 NOTE Harmonized as EN 55016-2-1:2014 (not modified)

CISPR 32:2015 NOTE Harmonized as EN 55032:2015 (not modified) +A11:2020

CISPR 16-4-2:2011 NOTE Harmonized as EN 55016-4-2:2011 (not modified)

## Annex ZA (normative)

### Normative references to international publications with their corresponding European publications

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.

NOTE 1 Where an International Publication has been modified by common modifications, indicated by (mod), the relevant EN/HD applies.

NOTE 2 Up-to-date information on the latest versions of the European Standards listed in this annex is available here: [www.cenelec.eu](http://www.cenelec.eu).

<u>Publication</u>	<u>Year</u>	<u>Title</u>	<u>EN/HD</u>	<u>Year</u>
IEC 61851-1	2017	Electric vehicle conductive charging system - Part 1: General requirements	EN IEC 61851-1	2019
CISPR 16-1-1	2019	Specification for radio disturbance and immunity measuring apparatus and methods - Part 1-1: Radio disturbance and immunity measuring apparatus - Measuring apparatus	EN IEC 55016-1-1	2019
CISPR 16-1-2	2014	Specification for radio disturbance and immunity measuring apparatus and methods - Part 1-2: Radio disturbance and immunity measuring apparatus - Coupling devices for conducted disturbance measurements	EN 55016-1-2	2014
AMD1	2017		A1	2018
CISPR 16-1-6	2014	Specification for radio disturbance and immunity measuring apparatus and methods - Part 1-6: Radio disturbance and immunity measuring apparatus - EMC antenna calibration	EN 55016-1-6	2015
AMD1	2017		A1	2017
ISO 7637-3	2016	Road vehicles - Electrical disturbances from conduction and coupling - Part 3: Electrical transient transmission by capacitive and inductive coupling via lines other than supply lines	-	-
ISO 11452-4	2020	Road vehicles - Component test methods for electrical disturbances from narrowband radiated electromagnetic energy - Part 4: Harness excitation methods	-	-
SAE ARP 958.1 Rev D	2003-02	Electromagnetic Interference Measurement Antennas; Standard Calibration Method	-	-



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# INTERNATIONAL STANDARD

# NORME INTERNATIONALE



INTERNATIONAL SPECIAL COMMITTEE ON RADIO INTERFERENCE

COMITÉ INTERNATIONAL SPÉCIAL DES PERTURBATIONS RADIOÉLECTRIQUES

**Vehicles, boats and internal combustion engines – Radio disturbance characteristics – Limits and methods of measurement for the protection of on-board receivers**

**Véhicules, bateaux et moteurs à combustion interne – Caractéristiques des perturbations radioélectriques – Limites et méthodes de mesure pour la protection des récepteurs embarqués**

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## CONTENTS

FOREWORD.....	9
INTRODUCTION.....	11
1 Scope.....	12
2 Normative references .....	12
3 Terms and definitions .....	13
4 Requirements common to vehicle and component/module emissions measurement.....	19
4.1 General test requirements.....	19
4.1.1 Categories of disturbance sources (as defined in the test plan) .....	19
4.1.2 Test plan .....	19
4.1.3 Determination of conformance of equipment under test (EUT) with limits .....	19
4.1.4 Operating conditions.....	20
4.1.5 Test report.....	21
4.2 Shielded enclosure .....	21
4.3 Absorber-lined shielded enclosure (ALSE) .....	21
4.3.1 General .....	21
4.3.2 Size .....	21
4.3.3 Objects in ALSE .....	21
4.3.4 ALSE performance validation.....	22
4.4 Measuring instrument .....	22
4.4.1 General .....	22
4.4.2 Spectrum analyser parameters .....	22
4.4.3 Scanning receiver parameters .....	25
4.5 Power supply .....	27
4.5.1 General .....	27
4.5.2 Internal combustion engine vehicle – ignition on, engine off.....	27
4.5.3 Internal combustion engine vehicle – engine running .....	27
4.5.4 Plug-in hybrid electric or electric vehicle in charging mode .....	28
4.5.5 Hybrid electric or electric vehicle in running mode .....	28
4.5.6 Component/module tests .....	28
5 Measurement of emissions received by an antenna on the same vehicle .....	29
5.1 General.....	29
5.2 Antenna measuring system .....	29
5.2.1 Type of antenna.....	29
5.2.2 Measuring system requirements .....	29
5.3 Method of measurement .....	31
5.4 Test setup for vehicle in charging mode .....	32
5.4.1 General .....	32
5.4.2 Vehicle in charging mode 1 or mode 2 (AC power charging without communication) .....	33
5.4.3 Vehicle in charging mode 3 (AC power charging with communication) or mode 4 (DC power charging with communication).....	35
5.5 Examples of limits for vehicle radiated disturbances .....	40
6 Measurement of components and modules .....	46
6.1 General.....	46
6.2 Test equipment .....	46
6.2.1 Reference ground plane .....	46
6.2.2 Power supply and AN .....	47



6.2.3	Load simulator .....	47
6.3	Conducted emissions from components/modules – Voltage method .....	47
6.3.1	General .....	47
6.3.2	Test setup .....	47
6.3.3	Test procedure .....	48
6.3.4	Limits for conducted disturbances from components/modules – Voltage method .....	54
6.4	Conducted emissions from components/modules – current probe method .....	54
6.4.1	General .....	54
6.4.2	Test setup .....	54
6.4.3	Test procedure .....	55
6.4.4	Limits for conducted disturbances from components/modules – Current probe method .....	57
6.5	Radiated emissions from components/modules – ALSE method .....	57
6.5.1	General .....	57
6.5.2	Test setup .....	58
6.5.3	Test procedure .....	60
6.5.4	Limits for radiated disturbances from components/modules – ALSE method .....	65
6.6	Radiated emissions from components/modules – Stripline method .....	72
Annex A (informative)	Flow chart for checking the applicability of CISPR 25 to vehicles and boats .....	73
Annex B (normative)	Antenna matching unit – Vehicle test .....	74
B.1	Antenna matching unit parameters (150 kHz to 6,2 MHz) .....	74
B.2	Antenna matching unit – verification .....	74
B.2.1	General .....	74
B.2.2	Gain measurement .....	74
B.2.3	Test procedure .....	74
B.3	Impedance measurement .....	74
Annex C (informative)	Sheath-current suppressor .....	76
C.1	General information .....	76
C.2	Suppressor construction .....	76
Annex D (informative)	Guidance for the determination of the noise floor of active vehicle antennas .....	77
Annex E (normative)	Artificial Network (AN), High Voltage Artificial Network (HV-AN), Direct Current charging Artificial Network (DC-charging-AN), Artificial Mains Network (AMN) and Asymmetric Artificial Network (AAN) .....	80
E.1	General .....	80
E.2	Artificial networks (AN) .....	80
E.2.1	Component powered by LV .....	80
E.2.2	Component powered by HV .....	82
E.2.3	Direct Current charging Artificial Networks (DC-charging-AN) .....	85
E.3	Artificial Mains Networks (AMN) .....	86
E.4	Asymmetric Artificial Network (AAN) .....	86
E.4.1	General .....	86
E.4.2	Signal/control port with symmetric lines .....	86
E.4.3	Wired network port with PLC on power lines .....	87
E.4.4	Signal/control port with PLC (technology) on control pilot line .....	88
E.4.5	Signal/control port with control pilot line .....	89

Annex F (informative) Radiated emissions from components/modules – Stripline method .....	91
F.1 General.....	91
F.2 Test setup.....	91
F.2.1 General .....	91
F.2.2 Stripline impedance matching .....	92
F.2.3 Location of the EUT .....	92
F.2.4 Location and length of the test harness .....	92
F.2.5 Location of the load simulator .....	92
F.3 Test procedure.....	92
F.4 Limits for radiated emissions from components/modules – Stripline method.....	94
F.5 Stripline design.....	96
Annex G (informative) Interference to mobile radio communication in the presence of impulsive noise – Methods of judging degradation .....	99
G.1 General.....	99
G.2 Survey of methods of judging degradation to radio channel.....	99
G.2.1 General .....	99
G.2.2 Subjective tests .....	99
G.2.3 Objective tests.....	101
G.2.4 Conclusions relating to judgement of degradation.....	101
Annex H (normative) Test methods for power supply systems for high voltages in electric and hybrid vehicles.....	102
H.1 General.....	102
H.2 Test equipment.....	102
H.2.1 Reference ground plane .....	102
H.2.2 Power supply, AN, HV-AN, AMN and AAN .....	103
H.2.3 Load simulator.....	103
H.3 Conducted emission from components/modules on HV power lines – Voltage method .....	103
H.3.1 General .....	103
H.3.2 Test setup .....	104
H.3.3 Limits for conducted emission – Voltage method .....	110
H.4 Conducted emission from components/modules on HV power lines – current probe method.....	111
H.4.1 General .....	111
H.4.2 Test setup .....	111
H.4.3 Limits for conducted emission – current probe method .....	117
H.5 Radiated emissions from components/modules – ALSE method.....	117
H.5.1 General .....	117
H.5.2 Test setup .....	117
H.5.3 Limits for radiated emissions – ALSE method .....	123
H.6 Coupling between HV and LV systems.....	123
H.6.1 General .....	123
H.6.2 Measurement based on test setups defined in Clause 6.....	123
H.6.3 Measurement of the HV-LV coupling attenuation .....	130
Annex I (Informative) ALSE performance validation 150 kHz to 1 GHz .....	133
I.1 General.....	133
I.2 Validation method .....	135
I.2.1 Overview .....	135

I.2.2	Equipment .....	135
I.2.3	Procedure.....	138
I.2.4	Requirements .....	147
Annex J (informative) Measurement instrumentation uncertainty – measurement of emissions received by an antenna on the same vehicle .....		148
J.1	General.....	148
J.2	Uncertainty sources .....	148
J.3	Measurand.....	150
J.4	Input quantities to be considered .....	150
J.4.1	General .....	150
J.4.2	AM band with OEM passive vehicle antenna (high impedance) .....	150
J.4.3	AM band with OEM active vehicle antenna (“matched 50 $\Omega$ ” impedance) .....	150
J.4.4	Others bands (e.g FM, DAB III, ...) with OEM active vehicle antenna (“matched 50 $\Omega$ ” impedance) .....	150
J.4.5	Others bands with reference antenna .....	151
Annex K (informative) Uncertainty budgets for measurement of emissions received by an antenna on the same vehicle .....		156
K.1	General.....	156
K.2	Typical CISPR 25 uncertainty budgets .....	156
K.3	Receiver’s frequency step.....	163
Annex L (informative) Measurement instrumentation uncertainty – Emissions from components/modules – Test methods .....		164
L.1	General.....	164
L.2	Uncertainty sources .....	164
L.3	Measurand.....	168
L.4	Input quantities to be considered .....	168
Annex M (informative) Uncertainty budgets for emissions from components/modules .....		175
M.1	General.....	175
M.2	Typical uncertainty budgets .....	175
Annex N (informative) Items under consideration .....		181
N.1	General.....	181
N.2	Measurement techniques and limits .....	181
N.3	ALSE performance validation method above 1 GHz .....	181
N.4	Reconsideration of the scope of the document.....	181
N.5	Reorganizing the document into separate parts similar to CISPR-16 document series .....	181
N.6	Inclusion of test setups for WPT charging .....	181
Bibliography.....		182
Figure 1 – Method of determination of conformance for all frequency bands .....		20
Figure 2 – Example of gain curve.....		30
Figure 3 – Example of test setup – Vehicle-radiated emissions (front view with monopole antenna) .....		32
Figure 4 – Example of test setup for vehicle with the inlet located on vehicle side (charging mode 1 or 2, AC powered, without communication) .....		34
Figure 5 – Example of test setup for vehicle with the inlet located front / rear of vehicle (charging mode 1 or 2, AC powered, without communication) .....		35
Figure 6 – Example of test setup for vehicle with the inlet located on vehicle side (charging mode 3 or mode 4, with communication) .....		38

Figure 7 – Example of test setup for vehicle with the inlet located front /rear of vehicle (charging mode 3 or mode 4, with communication) .....	39
Figure 8 – Details of average limits for GPS, BDS, B1I and GLONASS bands – Complete vehicle .....	45
Figure 9 – Conducted emissions – Example of test setup for EUT with power return line remotely grounded .....	50
Figure 10 – Conducted emissions – Example of test setup for EUT with power return line locally grounded .....	51
Figure 11 – Conducted emissions – Example of test setup for alternators and generators .....	52
Figure 12 – Conducted emissions – Example of test setup for ignition system components .....	53
Figure 13 – Conducted emissions – Example of test setup for current probe measurements .....	56
Figure 14 – Test harness bending requirements.....	59
Figure 15 – Example of test setup – rod antenna .....	61
Figure 16 – Example of test setup – biconical antenna.....	62
Figure 17 – Example of test setup – log-periodic antenna .....	63
Figure 18 – Example of test setup – above 1 GHz – Horn antenna.....	64
Figure 19 – Details of average limit for GPS, BDS, B1I and GLONASS bands – Components .....	72
Figure A.1 – Flow chart for checking the applicability of this document .....	73
Figure B.1 – Verification setup.....	75
Figure C.1 – Characteristic $S_{21}$ of the sheath-current suppressor.....	76
Figure D.1 – Example of vehicle test setup for equipment noise.....	78
Figure D.2 – Example of vehicle test setup for antenna noise measurement .....	79
Figure E.1 – Example of 5 $\mu$ H AN schematic.....	81
Figure E.2 – Characteristics of the AN impedance $Z_{PB}$ .....	81
Figure E.3 – Example of 5 $\mu$ H HV-AN schematic .....	83
Figure E.4 – Example of 5 $\mu$ H HV-AN combination in a single shielded box .....	84
Figure E.5 – Impedance matching network attached between HV-ANs and EUT .....	85
Figure E.6 – Example of 5 $\mu$ H DC-charging-AN schematic .....	86
Figure E.7 – Example of an AAN for signal/control port with symmetric lines (e.g. CAN) .....	87
Figure E.8 – Example of AAN with wired network port with PLC on AC or DC power lines .....	88
Figure E.9 – Example of AAN circuit for signal/control port with PLC on control pilot .....	89
Figure E.10 – Example of AAN circuit for pilot line .....	90
Figure F.1 – Example of a basic stripline test setup in a shielded enclosure .....	93
Figure F.2 – Example for a 50 $\Omega$ stripline .....	97
Figure F.3 – Example for a 90 $\Omega$ stripline .....	98
Figure H.1 – Conducted emission – example for test setup for EUTs with shielded power supply systems.....	106
Figure H.2 – Conducted emission – example of test setup for EUTs with shielded power supply systems with electric motor attached to the bench .....	107
Figure H.3 – Conducted emission – Example of test setup for EUTs with shielded power supply systems and inverter .....	108

Figure H.4 – Conducted emission – Example of test setup for EUTs with shielded power supply systems and charger device .....	109
Figure H.5 – Conducted emission – Example of test setup current probe measurement on HV lines for EUTs with shielded power supply systems .....	113
Figure H.6 – Conducted emission – Example of test setup current probe measurement on HV lines for EUTs with shielded power supply systems with electric motor attached to the bench.....	114
Figure H.7 – Conducted emission – Example of test setup current probe measurement on HV lines for EUTs with shielded power supply systems and inverter .....	115
Figure H.8 – Conducted emission – Example of test setup current probe measurement on HV lines for EUTs with shielded power supply systems and charger device .....	116
Figure H.9 – Radiated emission – Example of test setup measurement with biconical antenna for EUTs with shielded power supply systems and with LV lines facing the antenna .....	119
Figure H.10 – Radiated emission – Example of test setup measurement with biconical antenna for EUTs with shielded power supply systems with electric motor attached to the bench and with LV lines facing the antenna .....	120
Figure H.11 – Radiated emission – Example of test setup measurement with biconical antenna for EUTs with shielded power supply systems and inverter and with LV lines facing the antenna .....	121
Figure H.12 – Radiated emission – Example of test setup measurement with biconical antenna for EUTs with shielded power supply systems and charger device and with LV lines facing the antenna .....	122
Figure H.13 – Test setup for calibration of the test signal.....	124
Figure H.14 – Example of test setup for conducted emissions – voltage method – measurement on LV ports with injection on HV supply ports .....	125
Figure H.15 – Example of test setup for conducted emissions – current probe method – measurement on LV ports with injection on HV supply ports .....	127
Figure H.16 – Example of test setup for radiated emissions – ALSE method – measurement with biconical antenna with injection on HV supply ports .....	129
Figure H.17 – Test setup for EUT $S_{21}$ measurements .....	131
Figure H.18 – Examples of requirements for coupling attenuation, $a_c$ .....	132
Figure I.1 – Examples of typical ALSE influence parameters over the 10 MHz to 100 MHz frequency range .....	134
Figure I.2 – Visual representation of ALSE performance validation process .....	135
Figure I.3 – Metallic sheet angles used as support for the rod.....	137
Figure I.4 – Radiator side view 50 $\Omega$ terminations .....	137
Figure I.5 – Photo of the radiator mounted on the ground reference plane .....	137
Figure I.6 – Example VSWR measured from four radiation sources (without 10 dB attenuator) .....	138
Figure I.7 – Example setup for ALSE equivalent field strength measurement (rod antenna shown for the frequency range from 150 kHz to 30 MHz).....	140
Figure I.8 – MoM-Model for the frequency range 30 MHz to 200 MHz .....	142
Figure J.1 – Sources of measurement instrumentation uncertainty.....	149
Figure K.1 – Example of measurement for frequency step uncertainty evaluation .....	163
Figure L.1 – Sources of measurement instrumentation uncertainty – conducted emissions from components/modules – Voltage method .....	165
Figure L.2 – Sources of measurement instrumentation uncertainty – conducted emissions from components/modules – Current probe method.....	166

Figure L.3 – Sources of measurement instrumentation uncertainty – radiated emissions from components/modules – ALSE method ..... 167

Table 1 – Spectrum analyser parameters .....	24
Table 2 – Scanning receiver parameters .....	26
Table 3 – Antenna types .....	29
Table 4 – Example for limits of disturbance – Complete vehicle – General .....	40
Table 5 – Example for limits of disturbance – Complete vehicle – Digital mobile phone.....	42
Table 6 – Examples of limits for conducted disturbances – Voltage method .....	54
Table 7 – Examples of limits for conducted disturbances – Current probe method .....	57
Table 8 – Examples of limits for radiated disturbances – ALSE method – General .....	65
Table 9 – Examples of limits for radiated disturbances – ALSE method – Digital mobile phone .....	67
Table E.1 – Magnitude of the AN impedance $Z_{PB}$ .....	82
Table F.1 – Examples of limits for radiated disturbances – Stripline method .....	94
Table H.1 – Example for HV limits for conducted voltage measurements at shielded power supply devices (HV-LV coupling attenuation class A1).....	110
Table H.2 – Example of configurations for equipment without negative LV line .....	131
Table H.3 – Example of configurations for equipment with negative LV line .....	131
Table H.4 – Examples of requirements for minimum coupling attenuation, $a_C$ .....	132
Table I.1 – Reference data to be used for chamber validation .....	142
Table J.1 – Input quantities to be considered for voltage at antenna terminal measurements .....	151
Table K.1 – Typical uncertainty budget – Voltage at antenna terminal – AM band with OEM passive vehicle antenna (high impedance) .....	156
Table K.2 – Typical uncertainty budget – Voltage at antenna terminal – AM band with OEM active vehicle antenna (“matched 50 $\Omega$ ” impedance) .....	159
Table K.3 – Typical uncertainty budget – Voltage at antenna terminal – Others bands with reference antenna .....	161
Table L.1 – Input quantities to be considered for emissions from components/modules .....	169
Table M.1 – Typical uncertainty budget – Conducted emissions from components/modules – Voltage method and current probe method.....	175
Table M.2 – Typical uncertainty budget – Radiated emissions from components/modules – ALSE method .....	177

INTERNATIONAL ELECTROTECHNICAL COMMISSION  
INTERNATIONAL SPECIAL COMMITTEE ON RADIO INTERFERENCE

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**VEHICLES, BOATS AND INTERNAL COMBUSTION ENGINES –  
RADIO DISTURBANCE CHARACTERISTICS –  
LIMITS AND METHODS OF MEASUREMENT FOR  
THE PROTECTION OF ON-BOARD RECEIVERS**

**FOREWORD**

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CISPR 25 has been prepared by CISPR subcommittee D: Electromagnetic disturbances related to electric/electronic equipment on vehicles and internal combustion engine powered devices. It is an International Standard.

This fifth edition cancels and replaces the fourth edition published in 2016. This edition constitutes a technical revision.

This edition includes the following significant technical changes with respect to the previous edition:

- a) inclusion of new frequency bands,
- b) deletion of the annex on TEM cells,
- c) inclusion of annexes on measurement uncertainty,
- d) overall improvement.

The text of this International Standard is based on the following documents:

Draft	Report on voting
CIS/D/477/FDIS	CIS/D/480/RVD

Full information on the voting for its approval can be found in the report on voting indicated in the above table.

The language used for the development of this International Standard is English.

This document was drafted in accordance with ISO/IEC Directives, Part 2, and developed in accordance with ISO/IEC Directives, Part 1 and ISO/IEC Directives, IEC Supplement, available at [www.iec.ch/members\\_experts/refdocs](http://www.iec.ch/members_experts/refdocs). The main document types developed by IEC are described in greater detail at [www.iec.ch/standardsdev/publications](http://www.iec.ch/standardsdev/publications).

The committee has decided that the contents of this document will remain unchanged until the stability date indicated on the IEC website under "<http://webstore.iec.ch>" in the data related to the specific document. At this date, the document will be

- reconfirmed,
- withdrawn,
- replaced by a revised edition, or
- amended.

**IMPORTANT – The 'colour inside' logo on the cover page of this publication indicates that it contains colours which are considered to be useful for the correct understanding of its contents. Users should therefore print this document using a colour printer.**



## INTRODUCTION

This document is designed to protect on-board receivers from disturbances produced by conducted and radiated emissions arising in a vehicle.

Test procedures and limits given are intended to provide provisional control of vehicle radiated emissions, as well as component/module conducted/radiated emissions of long and short duration.

Vehicle test limits are provided for guidance and are based on a typical radio receiver using the antenna provided as part of the vehicle, or a test antenna if a unique antenna is not specified. The frequency bands that are defined are not applicable to all regions or countries of the world. For economic reasons, the vehicle manufacturer is free to identify what frequency bands are applicable in the countries in which a vehicle will be marketed and which radio services are likely to be used in that vehicle.

As an example, many vehicle models will probably not have a television receiver installed; yet the television bands occupy a significant portion of the radio spectrum. Testing and mitigating noise sources in such vehicles is not economically justified.

The vehicle manufacturer should define the countries in which the vehicle is to be marketed, then choose the applicable frequency bands and limits. Component test parameters can then be selected from this document to support the chosen marketing plan.

The World Administrative Radio communications Conference (WARC) lower frequency limit in region 1 was reduced to 148,5 kHz in 1979. For vehicular purposes, tests at 150 kHz are considered adequate. For the purposes of this document, test frequency ranges have been generalized to cover radio services in various parts of the world. Protection of radio reception at adjacent frequencies can be expected in most cases.

Radio technology developed for use by government agencies, emergency services (police forces, fire departments, ambulance/health services, etc) are not detailed and the protection limits provided are not necessarily applicable. For these technologies, limits and/or measurement parameters are generally agreed upon by the manufacturer and the service providers.

Mobile services up to 4G technologies have been considered in this edition. 5G technology and/or all mobile services under development have not been considered due to lack of established information in regards to frequency bands and limits.

To accomplish this end, this document:

- establishes a test method for measuring the electromagnetic emissions from the electrical system of a vehicle;
- sets limits for the electromagnetic emissions from the electrical system of a vehicle;
- establishes test methods for testing on-board components and modules independent from the vehicle;
- sets limits for electromagnetic emissions from components to prevent objectionable disturbance to on-board receivers;
- classifies automotive components by disturbance duration to establish a range of limits.

NOTE Component tests are not intended to replace vehicle tests. Exact correlation between component and vehicle test performance is dependent on component mounting location, harness length, routing and grounding, as well as antenna location. Components can be evaluated with component testing prior to actual vehicle availability.

# **VEHICLES, BOATS AND INTERNAL COMBUSTION ENGINES – RADIO DISTURBANCE CHARACTERISTICS – LIMITS AND METHODS OF MEASUREMENT FOR THE PROTECTION OF ON-BOARD RECEIVERS**

## **1 Scope**

This document contains limits and procedures for the measurement of radio disturbances in the frequency range of 150 kHz to 5 925 MHz. This document applies to vehicles, boats, internal combustion engines, trailers, devices and any electronic/electrical component intended for use in vehicles, boats, trailers and devices. Refer to International Telecommunications Union (ITU) publications for details of frequency allocations. The limits are intended to provide protection for on-board receivers installed (per the manufacturer's guidelines) in a vehicle from disturbances produced by components/modules in the same vehicle.

The receiver types to be protected are, for example, broadcast receivers (sound and television), land mobile radio, radio telephone, amateur, citizens' radio, Satellite Navigation (GPS etc.), Wi-Fi, V2X, and Bluetooth.

This document does not include protection of electronic control systems from radio frequency (RF) emissions or from transient or pulse-type voltage fluctuations. These subjects are included in ISO publications.

The limits in this document are recommended and subject to modification as agreed between the customer (e.g. vehicle manufacturer) and the supplier (e.g. component manufacturer). This document is also intended to be applied by vehicle manufacturers and suppliers which are to be added and connected to the vehicle harness or to an on-board power connector after delivery of the vehicle.

This document defines test methods for use by vehicle manufacturers and suppliers, to assist in the design of vehicles and components and ensure controlled levels of on-board radio frequency emissions.

The emission requirements in this document are not intended to be applicable to the intentional transmissions from a radio transmitter as defined by the ITU including their spurious emissions.

**NOTE 1** This exclusion is limited to those intended transmitter emissions, which leave the EUT as radiated emissions and are coupled onto the wire line in the measurement setup. For conducted transmissions on frequencies intentionally produced by the radio part of an EUT, this exclusion does not apply.

**NOTE 2** It is usual for customers and suppliers to use radio regulation standards to manage the effect of spurious emissions from a radio transmitter unless limits of spurious emission are agreed in the test plan.

## **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.

IEC 61851-1:2017, *Electric vehicle conductive charging system – Part 1: General requirements*

CISPR 16-1-1:2019, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-1: Radio disturbance and immunity measuring apparatus – Measuring apparatus*

CISPR 16-1-2:2014, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-2: Radio disturbance and immunity measuring apparatus – Coupling devices for conducted disturbance measurements*  
CISPR 16-1-2:2014/AMD1:2017

CISPR 16-1-6:2014, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-6: Radio disturbance and immunity measuring apparatus – EMC antenna calibration*  
CISPR 16-1-6:2014/AMD1:2017

ISO 7637-3:2016, *Road vehicles – Electrical disturbances from conduction and coupling – Part 3: Electrical transient transmission by capacitive and inductive coupling via lines other than supply lines*

ISO 11452-4:2020, *Road vehicles – Component test methods for electrical disturbances from narrowband radiated electromagnetic energy – Part 4: Harness excitation methods*

SAE ARP 958.1 Rev D:2003-02, *Electromagnetic Interference Measurement Antennas; Standard Calibration Method*