

# 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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INTERNATIONAL  
ELECTROTECHNICAL  
COMMISSION

COMMISSION  
ELECTROTECHNIQUE  
INTERNATIONALE

ICS 33.100.10, 33.100.20

ISBN 978-2-8322-3726-7

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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**

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

This fourth edition cancels and replaces the third edition published in 2008. This edition constitutes a technical revision.

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

- a) inclusion of charging mode for electric vehicles (EV) and plug-in electric vehicles (PHEV),
- b) the methods for chamber validation have been included,

- c) test methods for shielded power supply systems for high voltages for electric and hybrid electric vehicles have been included,
- d) overall improvement.

The text of this standard is based on the following documents:

FDIS	Report on voting
CISPR/D/432/FDIS	CISPR/D/435/RVD

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

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## INTRODUCTION

This International Standard 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.

To accomplish this end, this standard:

- 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 International Standard contains limits and procedures for the measurement of radio disturbances in the frequency range of 150 kHz to 2 500 MHz. The standard applies to any electronic/electrical component intended for use in vehicles, trailers and devices. Refer to International Telecommunications Union (ITU) publications for details of frequency allocations. The limits are intended to provide protection for receivers installed in a vehicle from disturbances produced by components/modules in the same vehicle. The method and limits for a complete vehicle (whether connected to the power mains for charging purposes or not) are in Clause 5 and the methods and limits for components/modules are in Clause 6. Only a complete vehicle test can be used to determine the component compatibility with respect to a vehicle's limit.

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 and Bluetooth. For the purpose of this standard, a vehicle is a machine, which is self-propelled by an internal combustion engine, electric means, or both. Vehicles include (but are not limited to) passenger cars, trucks, agricultural tractors and snowmobiles. Annex A provides guidance in determining whether this standard is applicable to particular equipment.

This International Standard 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 standard are recommended and subject to modification as agreed between the vehicle manufacturer and the component supplier. This standard is also intended to be applied by manufacturers and suppliers of components and equipment which are to be added and connected to the vehicle harness or to an on-board power connector after delivery of the vehicle.

Since the mounting location, vehicle body construction and harness design can affect the coupling of radio disturbances to the on-board radio, Clause 6 of this standard defines multiple limit levels. The level class to be used (as a function of frequency band) is agreed upon between the vehicle manufacturer and the component supplier.

This standard 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.

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.