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Radio disturbance characteristics for the protection of receivers used on board vehicles, boats, and on devices – Limits and methods of measurement

INTERPRETATION SHEET

This interpretation sheet has been prepared by CISPR subcommittee D: Electro-magnetic disturbances related to electric/electronic equipment on vehicles and internal combustion engine powered devices.

The text of this interpretation sheet is based on the following documents:

ISH	Report on voting
CISPR/D/335/ISH	CISPR/D/338/RVD

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

There is a specific need for standards to define acceptable radio frequency performance of all electrical/electronic products. CISPR 12 and CISPR 25 have been developed to serve the road vehicle and related industries with test methods and limits that provide satisfactory protection for radio reception.

CISPR 12 has been used for many years as a regulatory requirement in numerous countries, to provide protection for radio receivers in the residential environment. It has been extremely effective in protecting the radio environment outside the vehicle.

CISPR 25 controls the radio environment within the vehicle and was developed in response to the variety of radio receivers that can be installed and/or used in modern motor vehicles. The Subcommittee holds the view that interference to on-board radio reception caused by equipment on the same vehicle is a quality, or customer satisfaction issue, rather than a matter for government regulation.

CISPR 25 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 must be 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.

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As an example, many vehicle models will likely 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 country in which the vehicle is to be marketed, then choose the applicable frequency bands and limits. Component test parameters can then be selected from CISPR 25 to support the chosen marketing plan.

Based upon the above information, National Standardization Organizations are encouraged to adopt both documents as national standards, taking into account the intended purpose of each of the documents.

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