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STN	**Inteligentné dopravné systémy (ITS). Rádiokomunikačné zariadenia pracujúce vo frekvenčnom pásme od 5 855 MHz do 5 925 MHz. Harmonizovaná EN vzťahujúca sa na základné požiadavky podľa článku 3.2 smernice R&TTE.**	**STN EN 302 571 V1.2.1** 87 2571

Intelligent Transport Systems (ITS); Radiocommunications equipment operating in the 5 855 MHz to 5 925 MHz frequency band; Harmonized EN covering the essential requirements of article 3.2 of the R&TTE Directive

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 01/14

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Intelligent Transport Systems (ITS); Radiocommunications equipment operating in the 5 855 MHz to 5 925 MHz frequency band; Harmonized EN covering the essential requirements of article 3.2 of the R&TTE Directive

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Foreword

This Harmonized European Standard (EN) has been produced by ETSI Technical Committee Electromagnetic compatibility and Radio spectrum Matters (ERM).

The present document has been produced by ETSI in response to mandate M/284 issued from the European Commission under Directive 98/34/EC [i.1] as amended by Directive 98/48/EC [i.1].

The title and reference to the present document are intended to be included in the publication in the Official Journal of the European Union of titles and references of Harmonized Standard under the Directive 1999/5/EC [i.2].

See article 5.1 of Directive 1999/5/EC for information on presumption of conformity and Harmonised Standards or parts thereof the references of which have been published in the Official Journal of the European Union.

The requirements relevant to Directive 1999/5/EC [i.2] are summarised in annex A.

Equipment compliant with the present document can be intended for fitment into road vehicles, therefore it is subject to automotive EMC type approval and Directive 95/54/EC [i.3]. For use on vehicles outside the scope of Directive 95/54/EC [i.3], compliance with an EMC directive/standard appropriate for that use is required.

National transposition dates	
Date of adoption of this EN:	29 August 2013
Date of latest announcement of this EN (doa):	30 November 2013
Date of latest publication of new National Standard or endorsement of this EN (dop/e):	31 May 2014
Date of withdrawal of any conflicting National Standard (dow):	31 May 2015

Introduction

The present document is part of a set of standards developed by ETSI and is designed to fit in a modular structure to cover all radio and telecommunications terminal equipment within the scope of the R&TTE Directive [i.2]. The modular structure is shown in EG 201 399 [i.4].

1 Scope

The present document applies to corporate communications using radio transmitters and receivers for Intelligent Transport Systems (ITS). ITS communications may comprise vehicle-to-vehicle, vehicle-to-infrastructure and infrastructure-to-vehicle.

Table 1a: Radiocommunications service frequency bands

	Radiocommunications service frequency bands
Transmit	5 855 MHz to 5 925 MHz
Receive	5 855 MHz to 5 925 MHz

The equipment is comprised of a transmitter and associated encoder and modulator and/or a receiver and associated demodulator and decoder. The types of equipment covered by the present document are as follows:

- On Board Equipment (OBE equipment fitted with an integral or dedicated antenna(s), intended for use in vehicles, e.g. a road or a rail vehicle);
- Road Side Equipment (RSE equipment fitted with an antenna socket, integral or dedicated antenna(s), normally used as a fixed station); e.g. a road or rail infrastructure.

2 References

References are either specific (identified by date of publication and/or edition number or version number) or non-specific. For specific references, only the cited version applies. For non-specific references, the latest version of the reference document (including any amendments) applies.

Referenced documents which are not found to be publicly available in the expected location might be found at http://docbox.etsi.org/Reference.

NOTE: While any hyperlinks included in this clause were valid at the time of publication, ETSI cannot guarantee their long term validity.

2.1 Normative references

The following referenced documents are necessary for the application of the present document.

[1] ETSI TR 100 028 (all parts) (V1.4.1) (12-2001): "Electromagnetic compatibility and Radio spectrum Matters (ERM); Uncertainties in the measurement of mobile radio equipment characteristics".

[2] CISPR 16 (parts 1-1 (2007), 1-4 (2008) and 1-5 (2003)): "Specifications for radio disturbance and immunity measuring apparatus and methods; Part 1: Radio disturbance and immunity measuring apparatus".

[3] ETSI EN 302 663 (V1.2.1) (11-2012): "Intelligent Transport Systems (ITS); Access layer specification for Intelligent Transport Systems operating in the 5 GHz frequency band".

[4] ETSI TS 102 687 (V1.1.1) (07-2011): "Intelligent Transport Systems (ITS); Decentralized Congestion Control Mechanisms for Intelligent Transport Systems operating in the 5 GHz range; Access layer part".

[5] ETSI TS 102 724 (V1.1.1) (10-2012): "Intelligent Transport Systems (ITS); Harmonized Channel Specifications for Intelligent Transport Systems operating in the 5 GHz frequency band".

[6] ETSI TS 102 792 (V1.1.1) (10-2012): "Intelligent Transport Systems (ITS); Mitigation techniques to avoid interference between European CEN Dedicated Short Range Communication (CEN DSRC) equipment and Intelligent Transport Systems (ITS) operating in the 5 GHz frequency range".

[7] ETSI TS 102 917-1 (V1.1.1) (01-2013): "Intelligent Transport Systems (ITS); Test specifications for the channel congestion control algorithms operating in the 5,9 GHz range; Part 1: Protocol Implementation Conformance Statement (PICS)".

[8] ETSI TS 102 917-2 (V1.1.1) (01-2013): "Intelligent Transport Systems (ITS); Test specifications for the channel congestion control algorithms operating in the 5,9 GHz range; Part 2: Test Suite Structure and Test Purposes (TSS & TP)".

[9] ETSI TS 102 917-3 (V1.1.1) (01-2013): "Intelligent Transport Systems (ITS); Test specifications for the channel congestion control algorithms operating in the 5,9 GHz range; Part 3: Abstract Test Suite (ATS) and partial Protocol Implementation eXtra Information for Testing (PIXIT)".

2.2 Informative references

The following referenced documents are not necessary for the application of the present document but they assist the user with regard to a particular subject area.

[i.1] Directive 98/34/EC of the European Parliament and of the Council of 22 June 1998 laying down a procedure for the provision of information in the field of technical standards and regulations.

[i.2] Directive 1999/5/EC of the European Parliament and of the Council of 9 March 1999 on radio equipment and telecommunications terminal equipment and the mutual recognition of their conformity (R&TTE Directive).

[i.3] Commission Directive 95/54/EC of 31 October 1995 adapting to technical progress Council Directive 72/245/EEC on the approximation of the laws of the Member States relating to the suppression of radio interference produced by spark-ignition engines fitted to motor vehicles and amending Directive 70/156/EEC on the approximation of the laws of the Member States relating to the type-approval of motor vehicles and their trailers.

[i.4] ETSI EG 201 399 (V2.1.1): "Electromagnetic compatibility and Radio spectrum Matters (ERM); A guide to the production of candidate Harmonized Standards for application under the R&TTE Directive".

[i.5] ETSI TR 102 070-2 (V1.1.1): "Electromagnetic compatibility and Radio spectrum Matters (ERM); Guide to the application of harmonized standards to multi-radio and combined radio and non-radio equipment; Part 2: Effective use of the radio frequency spectrum".

[i.6] ECC Decision (08)01: "ECC Decision of 14 March 2008 on the harmonized use of the 5875-5925 frequency band for Intelligent Transport Systems (ITS)".

[i.7] ECC Recommendation (08)01:"Use of band 5855-5875 MHz for Intelligent Transport Systems (ITS)".

[i.8] ECC Report 101: "Compatibility studies in the band 5855- 5925 MHz between Intelligent Transport Systems (ITS) and other systems".

[i.9] ETSI TR 102 273 (2001-12) (all parts): "Electromagnetic compatibility and Radio spectrum Matters (ERM); Improvement of radiated methods of measurement (using test sites) and evaluation of the corresponding measurement uncertainties".

[i.10] ANSI C63.5 (2004): "American National Standard for Electromagnetic Compatibility-Radiated Emission Measurements in Electromagnetic Interference (EMI) Control-Calibration of Antennas (9 kHz to 40 GHz)".

[i.11] ETSI TR 102 492-1: "Electromagnetic compatibility and Radio spectrum Matters (ERM); Intelligent Transport Systems (ITS); Part 1: Technical characteristics for pan-European harmonized communications equipment operating in the 5 GHz frequency range and intended for critical road-safety applications; System Reference Document".

[i.12] ETSI TR 102 492-2: "Electromagnetic compatibility and Radio spectrum Matters (ERM); Intelligent Transport Systems (ITS); Part 2: Technical characteristics for pan European harmonized communications equipment operating in the 5 GHz frequency range intended for road safety and traffic management, and for non-safety related ITS applications; System Reference Document".

[i.13] Commission Decision 2008/671/EC of 5 August on the harmonised use of radio spectrum in the 5875-5905 MHz frequency band for safety related application of Intelligent Transport Systems (ITS).

[i.14] Council Directive 89/336/EEC of 3 May 1989 on the approximation of the laws of the Member States relating to electromagnetic compatibility (EMC Directive).

[i.15] Council Directive 73/23/EEC of 19 February 1973 on the harmonization of the laws of Member States relating to electrical equipment designed for use within certain voltage limits (LV Directive).