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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

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

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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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CISPR 25

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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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NORME INTERNATIONALE



INTERNATIONAL SPECIAL COMMITTEE ON RADIO INTERFERENCE
COMITÉ INTERNATIONAL SPÉCIAL DES PERTURBATIONS RADIOÉLECTRIQUES

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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

1.2.2	Equipment	135
1.2.3	Procedure.....	138
1.2.4	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 Ω ” impedance).....	150
J.4.4	Others bands (e.g FM, DAB III, ...) with OEM active vehicle antenna (“matched 50 Ω ” 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 μ H AN schematic.....	81
Figure E.2 – Characteristics of the AN impedance Z_{PB}	81
Figure E.3 – Example of 5 μ H HV-AN schematic	83
Figure E.4 – Example of 5 μ 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 μ 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 Ω stripline	97
Figure F.3 – Example for a 90 Ω 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 Ω 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 Ω ” 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

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

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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. The main document types developed by IEC are described in greater detail at 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*

koniec náhľadu – text ďalej pokračuje v platenej verzii STN