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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 off-board receivers**

iTeh STANDARD PREVIEW
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**Véhicules, bateaux et
moteurs à combustion interne –
Caractéristiques de perturbation radioélectrique –
Limites et méthodes de mesure pour la protection
des récepteurs extérieurs**



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CONTENTS

FOREWORD.....	5
INTRODUCTION.....	7
1 Scope.....	8
2 Normative references	9
3 Terms and definitions	9
4 Limits of disturbance	11
4.1 Determination of conformance of vehicle/boat/device with limits.....	11
4.2 Peak and quasi-peak detector limits	13
4.3 Average detector limit.....	13
5 Methods of measurement	14
5.1 Measuring instrument.....	14
5.1.1 Spectrum analyser parameters	15
5.1.2 Scanning receiver parameters	15
5.1.3 Antenna types	16
5.1.4 Accuracy	16
5.2 Measuring location requirements.....	17
5.2.1 Outdoor test site (OTS) requirements.....	17
5.2.2 Absorber lined shielded enclosure (ALSE) requirements.....	19
5.2.3 Antenna requirements.....	20
5.3 Test object conditions.....	22
5.3.1 General	22
5.3.2 Vehicles and boats.....	22
5.3.3 Devices	23
5.4 Data collection	24
6 Methods of checking for compliance with CISPR requirements	24
6.1 General.....	24
6.2 Application of limit curves.....	24
6.2.1 Measurements under dry conditions	24
6.2.2 Measurements under wet conditions.....	24
6.3 Evaluation (general).....	25
6.4 Type approval test.....	25
6.4.1 Single sample.....	25
6.4.2 Multiple samples (optional).....	25
6.5 Surveillance (quality audit) of series production.....	25
6.5.1 Single sample.....	25
6.5.2 Multiple samples (optional).....	25
6.6 Quick prototype check for development testing (optional, quasi-peak detector emissions only)	25
Annex A (normative) Statistical analysis of the results of measurements	26
Annex B (normative) Procedure to determine an alternative emission limit for measurements at 3 m antenna distance	28

Annex C (informative) Antenna and transmission line maintenance and characterization	30
Annex D (informative) Construction features of motor vehicles affecting the emission of ignition noise	35
Annex E (informative) Measurement of the insertion loss of ignition noise suppressors	36
Annex F (informative) Methods of measurement to determine the attenuation characteristics of ignition noise suppressors for high voltage ignition systems	42
Annex G (informative) Flow chart for checking the applicability of CISPR 12	52
Annex H (informative) Items under consideration	53
Bibliography	54
Figure 1 – Method of determination of conformance	12
Figure 2 – Limit of disturbance (peak and quasi-peak detector) at 10 m antenna distance	13
Figure 3 – Limits of disturbance (average detector) at 10 m antenna distance	14
Figure 4 – Measuring site (OTS) for vehicles and devices	18
Figure 5 – Measuring site (OTS) for boats	19
Figure 6 – Antenna position to measure emissions – Vertical polarization	20
Figure 7 – Antenna position to measure emissions – Horizontal polarization	21
Figure B.1 – Determination of the maximum antenna angle	28
Figure B.2 – Calculation of the resulting gain reduction a	29
Figure C.1 – Alternate antenna factor determination (10 m antenna distance)	34
Figure E.1 – Test circuit	38
Figure E.2 – General arrangement of the test box	38
Figure E.3 – Details of the test box lid	39
Figure E.4 – Details of the test box	39
Figure E.5 – Straight spark-plug ignition noise suppressor (screened or unscreened)	40
Figure E.6 – Right-angle spark-plug ignition noise suppressor (screened or unscreened)	40
Figure E.7 – Noise suppression spark-plug	40
Figure E.8 – Resistive distributor brush	40
Figure E.9 – Noise suppressor in distributor cap	41
Figure E.10 – Noise suppression distributor rotor	41
Figure E.11 – Noise suppression ignition cable (resistive or reactive)	41
Figure F.1 – Test set-up, side view	44
Figure F.2 – Test set-up, top view	45
Figure F.3 – Pressure chamber with ventilation	46
Figure F.4 – Top view of the set-up of a right-angle ignition noise suppressor for distributors	47
Figure F.5 – Location of high voltage ignition components	48
Figure F.6 – Top view of the test set-up for distributor rotors	49

Figure F.7 – Side view of the test set-up for ready-to-use resistive ignition cables 50

Table 1 – Spectrum analyser parameters 15

Table 2 – Scanning receiver parameters 15

Table 3 – Internal combustion engine operating speeds 23

Table A.1 – Statistical factors 26

Table A.2 – Example of frequency sub-bands 27

Table F.1 – Limits 42

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CISPR 12:2007

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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 OFF-BOARD RECEIVERS**

FOREWORD

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International Standard CISPR 12 has been prepared by CISPR subcommittee D: Electromagnetic disturbances related to electric/electronic equipment on vehicles and internal combustion powered devices.

This sixth edition cancels and replaces the fifth edition published in 2001 and its Amendment 1 (2005). This edition constitutes a technical revision.

The following changes were made with respect to the previous edition:

- deletion of narrowband / broadband determination
- general improvement of wording

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

Enquiry draft	Report on voting
CISPR/D/322CDV	CISPR/D/341/RVC

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

This publication has been drafted in accordance with the ISO/IEC Directives, Part 2.

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

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

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INTRODUCTION

There is a specific need for standards to define acceptable radio frequency performance of all electrical/electronic products. CISPR 12 has 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.

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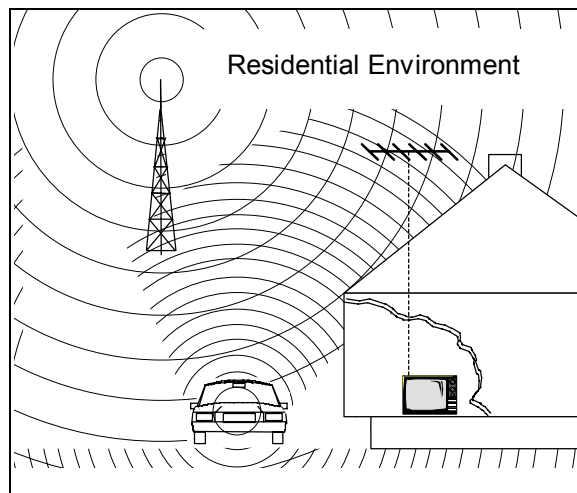
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VEHICLES, BOATS AND INTERNAL COMBUSTION ENGINES – RADIO DISTURBANCE CHARACTERISTICS – LIMITS AND METHODS OF MEASUREMENT FOR THE PROTECTION OF OFF-BOARD RECEIVERS

1 Scope

The limits in this International Standard are designed to provide protection for broadcast receivers in the frequency range of 30 MHz to 1 000 MHz when used in the residential environment. Compliance with this standard may not provide adequate protection for new types of radio transmissions or receivers used in the residential environment nearer than 10 m to the vehicle, boat or device.

NOTE 1 Experience has shown that compliance with this standard may provide satisfactory protection for receivers of other types of transmissions when used in the residential environment, including radio transmissions in frequency ranges other than that specified.



This standard applies to the emission of electromagnetic energy which may cause interference to radio reception and which is emitted from

- a) vehicles propelled by an internal combustion engine, electrical means or both (see 3.1);
- b) boats propelled by an internal combustion engine, electrical means or both (see 3.2). Boats are to be tested in the same manner as vehicles except where they have unique characteristics as explicitly stated in this standard;
- c) devices equipped with internal combustion engines (see 3.3).

See Annex G for a flow chart to help determine the applicability of CISPR 12.

This standard does not apply to aircraft, traction systems (railway, tramway and electric trolley bus), or to incomplete vehicles. In the case of a dual-mode trolley bus (e.g. propelled by power from either a.c./d.c. mains or an internal combustion engine), the internal combustion propulsion system must be included, but the a.c./d.c. mains portion of the vehicle propulsion system is excluded from this standard.

NOTE 2 Protection of receivers used on board the same vehicle as the disturbance source(s) are covered by CISPR 25.

The measurement of electromagnetic disturbances while the vehicle is connected to power mains for charging is not covered in this standard. The user is referred to appropriate IEC and CISPR standards which define measurement techniques and limits for this condition.

Annex H lists work being considered for future revisions.

2 Normative references

The following referenced documents are indispensable for the application 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 60050-161, *International Electrotechnical Vocabulary (IEV) – Chapter 161: Electro-magnetic compatibility*

CISPR 16-1-1:2006, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-1: Radio disturbance and immunity measuring apparatus – Measuring apparatus*

CISPR 16-1-3:2004, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-3: Radio disturbance and immunity measuring apparatus – Ancillary equipment – Disturbance power*

CISPR 16-1-4:2007, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 1-4: Radio disturbance and immunity measuring apparatus – Ancillary equipment – Radiated disturbances*

CISPR 16-2-3:2006, *Specification for radio disturbance and immunity measuring apparatus and methods – Part 2-3: Methods of measurement of disturbances and immunity – Radiated disturbance measurements*

CISPR 25, *Radio disturbance characteristics for the protection of receivers used on board vehicles, boats, and on devices – Limits and methods of measurement*

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3 Terms and definitions

For the purpose of this document, the terms and definitions contained in IEC 60050-161 as well as the following apply.

3.1

vehicle

machine operating on land which is intended to carry persons or goods

NOTE Vehicles include, but are not limited to, cars, trucks, buses, mopeds, agricultural machinery, earth-moving machinery, material-handling equipment, mining equipment and snowmobiles.

3.2

boat

vessel intended to be used on the surface of water, its length being no greater than 15 m

3.3

device

machine driven by an internal combustion engine which is not primarily intended to carry persons or goods

NOTE Devices include, but are not limited to, chainsaws, irrigation pumps, snow blowers, air compressors, and landscaping equipment

3.4

impulsive ignition noise

unwanted emission of electromagnetic energy, predominantly impulsive in content, arising from the ignition system within a vehicle, boat or device

3.5

ignition noise suppressor

that portion of a high-voltage ignition circuit intended to limit the emission of impulsive ignition noise

3.6

outdoor test site (OTS)

measurement site similar to an open area test site as specified in CISPR 16, however a ground plane is not required and there are dimensional changes

NOTE Specific requirements are defined in this document.

3.7

resistive distributor brush

resistive pick-up brush in an ignition distributor cap

3.8

frequency sub-band

segment of the frequency spectrum (30 MHz to 1 000 MHz) defined to enable statistical evaluation of the test data acquired by swept frequency testing

3.9

representative frequency

assigned frequency of a frequency sub-band to be used for comparison of the data to the limit

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3.10

characteristic level

controlling (or dominant) emission level experienced in each frequency sub-band. The characteristic level is the maximum measurement obtained for both antenna polarizations and for all the specified measurement positions of the vehicle, boat or device. Known ambient signals are not considered part of the characteristic level.

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3.11

tracking generator

test signal oscillator (continuous wave, cw) that is frequency locked to the receive frequency of a measuring instrument

3.12

RF disturbance power

RF power measured with a current transformer of an absorbing clamp and an RF measuring instrument. It may be measured – as the RF disturbance voltage – in a peak or quasi-peak mode

3.13

spark discharge

in this document, the discharge of energy stored in the ignition coil, in an arc across the electrodes of a measuring spark-plug

3.14

resistive high-voltage (HV) ignition cable

ignition cable whose conductor has a high resistance (attenuation)

3.15

residential environment

environment having a 10 m protection distance between the source and the point of radio reception and where the source uses the public low voltage power system or battery power

NOTE Examples of a residential environment include rooming houses, private dwellings, entertainment halls, theatres, schools, public streets, etc.

4 Limits of disturbance

4.1 Determination of conformance of vehicle/boat/device with limits

In the 30 MHz – 1 GHz frequency range, the vehicle/boat/device shall comply with both:

- average limits when the vehicle/boat/device is in “Key-On, Engine-Off” mode (see 5.3.2.1), and
- peak or quasi-peak limits when the vehicle/boat/device is in “Engine-Running” mode (see 5.3.2.2)

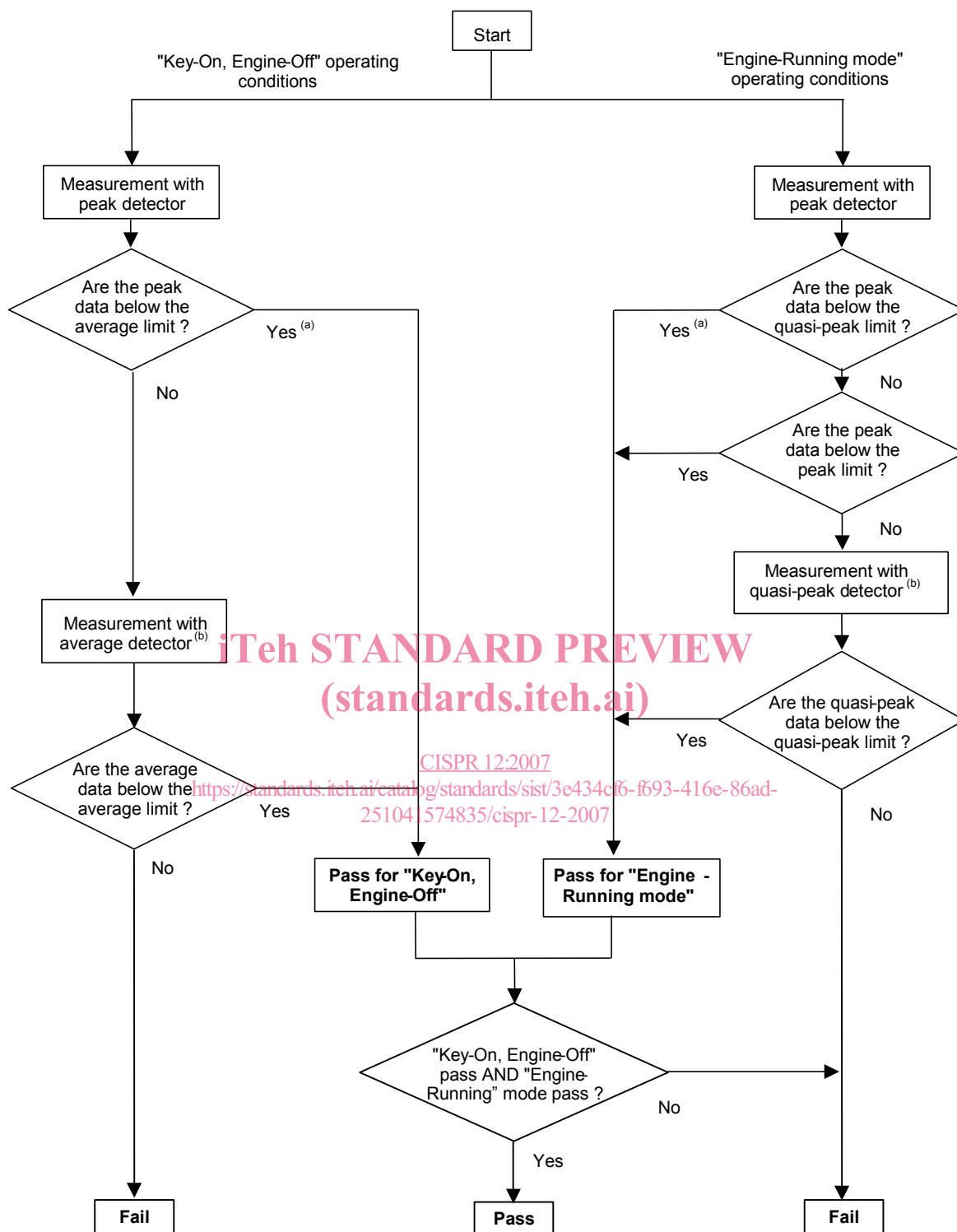
The limits given in this standard take into account uncertainties.

Figure 1 defines the method for determination of conformance.

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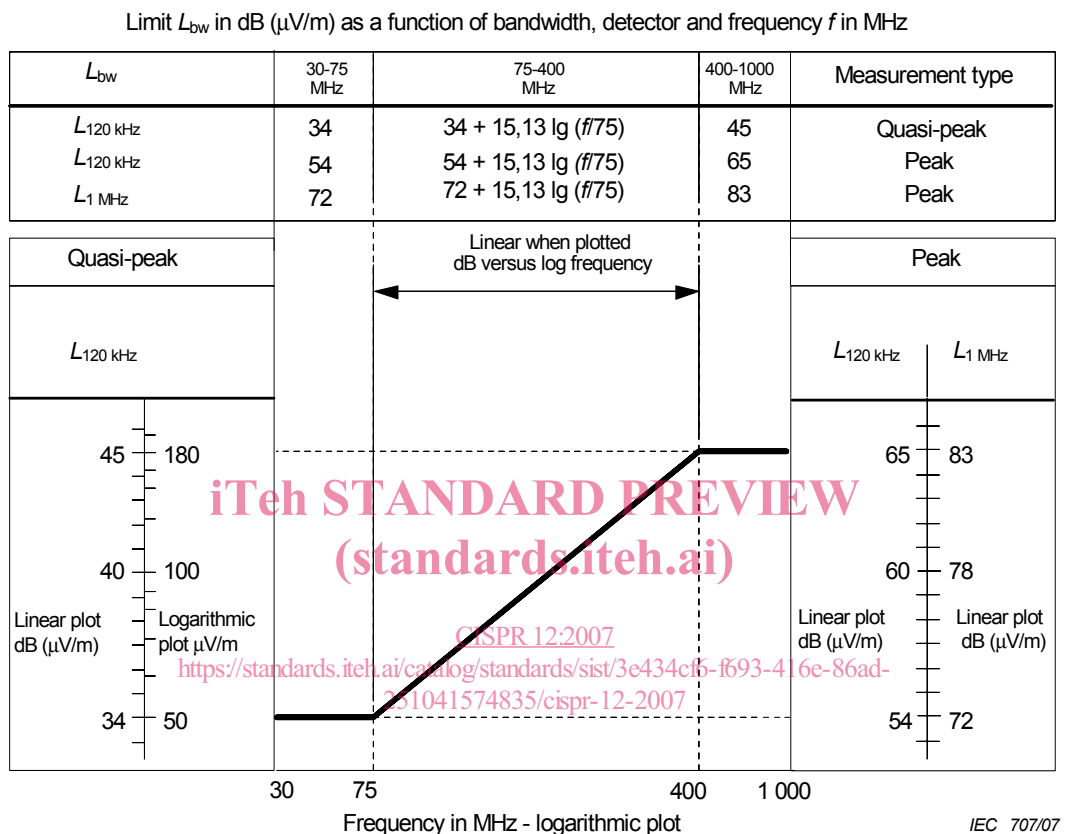
IEC 706/07

- a Because measurement with peak detector is always higher than or equal to measurement with quasi-peak detector (and average detector respectively) and applicable peak limit is always higher than or equal to applicable quasi-peak limit (and average limit respectively), this single detector measurement can lead to a simplified and quicker conformance process.
- b This flow-chart is applicable for each individual frequency, e.g only frequencies that are above the applicable limit need to be remeasured with quasi-peak detector (and average detector respectively).

Figure 1 – Method of determination of conformance

4.2 Peak and quasi-peak detector limits

The limit for emissions measured with peak or quasi-peak detector at 10 m antenna distance is given in the table of Figure 2 and is shown graphically in Figure 2. Only one of the bandwidths listed needs to be chosen for testing. For more accurate determination, the equations given in Figure 2 shall be used. For measurements at 3 m antenna distance, 10 dB shall be added to the limit.



NOTE 1 For vehicles equipped with electric propulsion motors, see 5.3.2.

NOTE 2 For peak measurements, see 5.5.

NOTE 3 The correlation factor between quasi-peak and peak measurements is +20 dB at 120 kHz bandwidth, based on experimental data accumulated in many countries.

Figure 2 – Limit of disturbance (peak and quasi-peak detector) at 10 m antenna distance

4.3 Average detector limit

The limit for emissions measured with the average detector at 10 m antenna distance is shown in Figure 3. Vehicles/boats/devices not including electronic oscillators with an operating frequency greater than 9 kHz shall be deemed to be in compliance with the average requirements of this clause without performing tests for emissions with average detector. Vehicles/boats/devices which meet the average emissions requirements of CISPR 25, Clause 5 shall also be deemed to be in compliance with the average requirements of this subclause and no further testing is necessary.