



**Short Range Devices;
Transport and Traffic Telematics (TTT);
Radar equipment operating in the 76 GHz to 77 GHz range;
Harmonised Standard covering the essential requirements
of article 3.2 of the Directive 2014/53/EU;
Part 1: Ground based vehicular radar**

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Contents

Intellectual Property Rights	5
Foreword.....	5
Modal verbs terminology.....	5
Introduction	6
1 Scope	7
2 References	8
2.1 Normative references	8
2.2 Informative references.....	8
3 Definitions, symbols and abbreviations	8
3.1 Definitions	8
3.2 Symbols.....	9
3.3 Abbreviations	9
4 Technical requirements specifications	9
4.1 Environmental conditions.....	9
4.2 General	9
4.2.1 Background information	9
4.2.2 Wanted performance criteria.....	9
4.2.3 Fixed and scanning antennas	10
4.3 Transmitter Conformance Requirements.....	10
4.3.1 Operating Frequency Range	10
4.3.1.1 Applicability.....	10
4.3.1.2 Description	10
4.3.1.3 Limits	10
4.3.1.4 Conformance.....	10
4.3.2 Mean Power	10
4.3.2.1 Applicability.....	10
4.3.2.2 Description	10
4.3.2.3 Limits	10
4.3.2.4 Conformance.....	11
4.3.3 Peak Power	11
4.3.3.1 Applicability.....	11
4.3.3.2 Description	11
4.3.3.3 Limits	11
4.3.3.4 Conformance.....	11
4.3.4 Unwanted emissions in the out-of-band domain.....	11
4.3.4.1 Applicability.....	11
4.3.4.2 Description	11
4.3.4.3 Limits	11
4.3.4.4 Conformance.....	12
4.3.5 Unwanted emissions in the spurious domain	12
4.3.5.1 Applicability.....	12
4.3.5.2 Description	12
4.3.5.3 Limits	12
4.3.5.4 Conformance.....	12
4.4 Receiver Conformance Requirements	12
4.4.1 Introduction.....	12
4.4.2 Receiver spurious emissions	13
4.4.2.1 Applicability.....	13
4.4.2.2 Description	13
4.4.2.3 Limits	13
4.4.2.4 Conformance.....	13
4.4.3 Receiver in-band, out-of-band and remote-band signals handling.....	13
4.4.3.1 Applicability.....	13
4.4.3.2 Description	13

4.4.3.3	Limits	14
4.4.3.4	Conformance	14
4.4.4	Receiver sensitivity	14
5	General considerations for performing the tests	14
6	Test setup and procedures	14
7	Conformance methods of measurement for transmitter and receiver	14
Annex A (normative):	Relationship between the present document and the essential requirements of Directive 2014/53/EU	15
Annex B (informative):	Bibliography	16
Annex C (informative):	Change History	17
History		18

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Full standard:
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Foreword

This draft Harmonised European Standard (EN) has been produced by ETSI Technical Committee Electromagnetic compatibility and Radio spectrum Matters (ERM), and is now submitted for the combined Public Enquiry and Vote phase of the ETSI standards EN Approval Procedure.

The present document has been prepared under the Commission's standardisation request C(2015) 5376 final [i.5] to provide one voluntary means of conforming to the essential requirements of Directive 2014/53/EU on the harmonisation of the laws of the Member States relating to the making available on the market of radio equipment and repealing Directive 1999/5/EC [i.3].

Once the present document is cited in the Official Journal of the European Union under that Directive, compliance with the normative clauses of the present document given in table A.1 confers, within the limits of the scope of the present document, a presumption of conformity with the corresponding essential requirements of that Directive, and associated EFTA regulations.

The present document is part 1 of a multi-part deliverable covering Electromagnetic compatibility and Radio spectrum Matters (ERM); Short Range Devices; Transport and Traffic Telematics (TTT); Radar equipment operating in the 76 GHz to 77 GHz range, as identified below:

- Part 1: "Ground based vehicular radar";
- Part 2: "Fixed infrastructure radar equipment";
- Part 3: "Railway/Road Crossings obstacle detection system applications".

Proposed national transposition dates	
Date of latest announcement of this EN (doa):	3 months after ETSI publication
Date of latest publication of new National Standard or endorsement of this EN (dop/e):	6 months after doa
Date of withdrawal of any conflicting National Standard (dow):	18 months after doa

Modal verbs terminology

In the present document "**shall**", "**shall not**", "**should**", "**should not**", "**may**", "**need not**", "**will**", "**will not**", "**can**" and "**cannot**" are to be interpreted as described in clause 3.2 of the [ETSI Drafting Rules](#) (Verbal forms for the expression of provisions).

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Introduction

The present document, together with ETSI EN 303 396 [1], covers the assessment of certain types of equipment as defined herein.

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1 Scope

The present document applies to radar equipment for ground based vehicle applications in the frequency range from 76 GHz to 77 GHz. It covers integrated transceivers and separate transmit/receive modules.

Also the present document specifies the requirements for Short Range Devices (SRD) intended for the use in ground based vehicles. Example applications are: Adaptive Cruise Control (ACC), Collision Warning, Anti-Collision (AC) systems, obstacle detection, Stop and Go, blind spot detection, parking aid, backup aid and other future applications.

NOTE 1: High safety ratings (e.g. EURO NCAP) can only be obtained if such radar based safety applications are installed in a vehicle. The definition of "ground based vehicle" includes but is not limited to passenger cars, busses, trucks, rail engines, ships, aircraft while taxing.

NOTE 2: EURO ENCAP: Euro NCAP organizes crash-tests and provides motoring consumers with a realistic and independent assessment of the safety performance of some of the most popular cars sold in Europe. Established in 1997, Euro NCAP is composed of seven European Governments as well as motoring and consumer organizations in every European country.

The present document applies to:

- equipment with an integral antenna;
- ground based vehicle applications only;
- operating in the frequency range from 76 GHz to 77 GHz.

The present document contains the technical characteristics and test methods for ground based vehicle radar equipment fitted with integral antennas operating in the frequency range from 76 GHz to 77 GHz and references CEPT/ERC/ECC Recommendation 70-03 [i.1] and EC DEC (2013/752/EU [i.2]).

The present document does not necessarily include all the characteristics which may be required by a user, nor does it necessarily represent the optimum performance achievable.

In case of differences (for instance concerning special conditions, definitions, abbreviations) between the present document and ETSI EN 303 396 [1], the provisions of the present document take precedence.

These radio equipment types are capable of operating in all or part of the frequency bands given in table 1.

Table 1: Permitted range of operation [i.2]

Permitted range of operation	
Transmit	76 GHz to 77 GHz
Receive	76 GHz to 77 GHz

The present document contains requirements to demonstrate that radio equipment both effectively uses and supports the efficient use of radio spectrum in order to avoid harmful interference.

2 References

2.1 Normative 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 referenced 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.

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

- [1] ETSI EN 303 396 (V1.1.0) (04-2016): "Short Range Devices; Measurement Techniques for automotive and surveillance radar equipment".

2.2 Informative 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 referenced document (including any amendments) applies.

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

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] CEPT/ERC Recommendation 70-03: "Relating to the use of Short Range Devices (SRD)".
- [i.2] EC Decision 2013/752/EU: "Commission implementing Decision of 11 December 2013 amending Decision 2006/771/EC on harmonisation of the radio spectrum for use by short-range devices and repealing Decision 2005/928/EC".
- [i.3] Directive 2014/53/EU of the European Parliament and of the Council of 16 April 2014 on the harmonisation of the laws of the Member States relating to the making available on the market of radio equipment and repealing Directive 1999/5/EC.
- [i.4] CEPT/ERC/REC 74-01: "Unwanted emissions in the spurious domain".
- [i.5] ETSI EG 203 336: "Electromagnetic compatibility and Radio spectrum Matters (ERM); Guide for the selection of technical parameters for the production of Harmonised Standards covering article 3.1(b) and article 3.2 of Directive 2014/53/EU".
- [i.6] Commission Implementing Decision C(2015) 5376 final of 4.8.2015 on a standardisation request to the European Committee for Electrotechnical Standardisation and to the European Telecommunications Standards Institute as regards radio equipment in support of Directive 2014/53/EU of the European Parliament and of the Council.

3 Definitions, symbols and abbreviations

3.1 Definitions

For the purposes of the present document, the terms and definitions given in ETSI EN 303 396 [1] and the following apply:

ground based vehicle: includes but is not limited to passenger cars, busses, trucks, rail engines, trams, ships, constrictor vehicle and aircraft while taxiing

NOTE: For details see CEPT/ERC Recommendation 70-03 [i.1].

pulse radars: EUTs, which determine distance (range) by the time-of-flight of short radar pulses which are not frequency modulated

3.2 Symbols

For the purposes of the present document, the symbols given in ETSI EN 303 396 [1] and the following apply:

D antenna scan duty factor

3.3 Abbreviations

For the purposes of the present document, the abbreviations given in ETSI EN 303 396 [1] and the following apply:

e.r.p. equivalent radiated power
NCAP New Car Assessment Programme

4 Technical requirements specifications

4.1 Environmental conditions

The technical requirements of the present document apply under the environmental profile for operation of the equipment, which shall be declared by the supplier. The equipment shall comply with all the technical requirements of the present document at all times when operating within the boundary limits of the declared operational environmental profile. The normal and extreme test conditions are defined in clauses 4.4.3 and 4.4.4 of ETSI EN 303 396 [1].

4.2 General

4.2.1 Background information

In this clause all general considerations for the testing of radar applications for ground based vehicle applications in the frequency range from 76 GHz to 77 GHz are given. The tests covers integrated transceivers and separate transmit/receive modules.

All operating bandwidths of the equipment (see clause 4.3.1) shall be declared by the equipment manufacturer (see clause 4.2 of ETSI EN 303 396 [1]).

Where equipment has more than one operating bandwidths, sufficient number of operating bandwidths shall be chosen for testing so as to encompass the lower and higher limits of the operating frequency and the minimum and maximum bandwidth.

The EUT modulation during testing should be representative of normal use of the equipment. The manufacturer shall employ the mode of operation of the equipment which results in the highest transmitter activity consistent with the requirement to measure the highest power transmission which would be available in operation, and should ensure that:

- transmissions occur regularly in time;
- sequences of transmissions can be repeated accurately.

For transmitters that have multi-modulation schemes incorporated, it may be necessary to test each scheme.

The meaning of EUT with scanning/steerable antenna is that the EUT TX antenna pattern is electronically or mechanically adjustable.

4.2.2 Wanted performance criteria

The wanted performance criterion is that the EUT shall indicate the properties of a given target at a given distance. Since EUT considered here typically are tailored to specific applications, no single wanted performance criterion can be defined here.