UNECE GRE IWG EMC
Change Proposal Form
(One major comment per form.)
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IWG document Number:	**IWG-EMC-xx-xx**	**Date:** 17.03.2025	
Proposer's Name, Affiliation, and E-mail: Bundesnetzagentur Thilo.Kootz@bnetza.de Nikola.Kiwull@bnetza.de		**Paragraph:** *Annex 4, 4.2* *Annex 7, 4.2*	**Page:** ECE/324/Add.9/Rev. 5 Pages 58 and 82

Summary of Change (25 words or less)**:**

Upgrade to the radiated emission testing requirements in CISPR 12 Ed.7.0
(as requested in *IWG-EMC-45-17*)

Reason for Change (Justification)**:**

In contrast to vehicles with internal combustion engine (ICE), which are electromagnetically passive when not in use, e-mobility has introduced a new mode of operation – charging - which is active over long periods of time (e.g. power shared or bidirectional charging). This also happens very close to potential radio disturbance victims such as broadcast receivers in homes.

Moreover, the correlation factor of 20 dB between peak and quasi-peak-detector has been defined based on measurement data on vehicles with high voltage ignition and is thus not appropriate when used for testing electric vehicles. There was a correction in the upcoming version of CISPR 12 and UN ECE Regulation No.10 should also be updated immediately.

Original text:

Annex 4 - Method of measurement of radiated broadband electromagnetic emissions from vehicles

Annex 7 - Method of measurement of radiated broadband electromagnetic emissions from electrical/electronic sub-assemblies (ESAs)

(in both cases) Paragraph 4.2

"Measurements can be performed with either quasi-peak or peak detectors. The limits given in paragraphs 6.2. and 6.5. of this Regulation are for quasi-peak detectors. If peak detectors are used a correction factor of 20 dB as defined in CISPR 12 shall be applied."

Revise To:

Annex 4, 4.2

For vehicles in configuration other than "REESS charging mode coupled to the power grid" measurements can be performed with either quasi-peak or peak detectors. The limits given in paragraph 6.2. of this Regulation are for quasi-peak detectors. If peak detectors are used a correction factor of 13 dB as defined in CISPR 12 can be applied.

For vehicles in configuration "REESS charging mode coupled to the power grid" the quasi-peak detector limits given in paragraph 6.2. of this Regulation shall be applied.

Annex 7, 4.2

For ESAs in configuration other than "REESS charging mode coupled to the power grid" measurements can be performed with either quasi-peak or peak detectors. The limits given in paragraph 6.5. of this Regulation are for quasi-peak detectors. If peak detectors are used a correction factor of 13 dB as defined in CISPR 12 can be applied.

For ESAs in configuration “REESS charging mode coupled to the power grid" the quasi-peak detector limits given in paragraph 6.5 of this Regulation for quasi-peak detectors shall be applied.			
As Modified Text:			
	Accepted As Written		**Withdrawn**
	Accepted As Modified		**Rejected**
	Deferred		**Other**
Rejection Reason / Comments:			
Proposal Deferred To:			
Proposal Disposition By:		**Date:**	