



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/WP.29/2010/10
18 December 2009

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations

One-hundred-and-fiftieth session
Geneva, 9-12 March 2010
Item 4.2.6 of the provisional agenda

1958 AGREEMENT

Consideration of draft amendments to existing Regulations

Proposal for Corrigendum 1 to the 03 series of amendments to
Regulation No. 10
(Electromagnetic compatibility)

Submitted by the Working Party on Lighting and Light-Signalling */

The text reproduced below was adopted by the Working Party on Lighting and Light-Signalling (GRE) at its sixty-second session. It is based on ECE/TRANS/WP.29/2009/8, as amended by Annex VIII to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee (AC.1) for consideration (ECE/TRANS/WP.29/GRE/62, para. 26).

*/ In accordance with the programme of work of the Inland Transport Committee for 2006-2010 (ECE/TRANS/166/Add.1, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance performance of vehicles. The present document is submitted in conformity with that mandate.

Paragraph 6.3.2.4., amend to read:

"6.3.2.4. Notwithstanding the limits defined in paragraphs 6.3.2.1., 6.3.2.2. and 6.3.2.3. of this Regulation, if, during the initial step described in paragraph 1.3. of Annex 5, the signal strength measured at the vehicle broadcast radio antenna is less than 20 dB micro-volts over the frequency range 76 to 108 MHz measured with an average detector, then the vehicle shall be deemed to comply with the limits for narrowband emissions and no further testing will be required."

Paragraph 8.3.1., amend to read

"8.3.1. When the conformity of a vehicle, component or ESA taken from the series is being verified, production shall be deemed to conform to the requirements of this Regulation in relation to broadband electromagnetic disturbances and narrowband electromagnetic disturbances if the levels measured do not exceed by more the 4 dB (60 per cent) the reference limits prescribed in paragraphs 6.2.2.1., 6.2.2.2., 6.3.2.1. and 6.3.2.2. (as appropriate)."

Appendix 1,

Paragraph 1, amend to read:

"1. CISPR 12 "Vehicles', motorboats' and spark-ignited engine-driven devices' radio disturbance characteristics — Limits and methods of measurement", Amendment 1, fifth edition 2005."

Paragraph 6, amend to read:

"6. ISO-17025 "General requirements for the competence of testing and calibration laboratories", first edition 1999."

Annex 2 A,

Appendix 1, amend to read:

"A list with make(s) and type(s) of all electrical and/or electronic components concerned by this Regulation (see paragraphs 2.9. and 2.10. of this Regulation) and not previously listed."

Annex 4,

Paragraph 3.1, amend to read:

"3.1 As an alternative to the requirements of CISPR 12 (amendment 1, fifth edition 2005) for vehicles of category L the test surface may be any location that fulfils the conditions shown in the figure 1 in the appendix to this annex. In this case the measuring equipment must lie outside the part shown in the figure 1 of appendix to this annex."

Annex 6,Paragraph 2.2., amend to read:

"2.2. If there are vehicle electrical/electronic systems which form an integral part of the direct control of the vehicle, which will not operate under the conditions described in paragraph 2.1., it will be permissible for the manufacturer to provide a report or additional evidence to the Technical Service that the vehicle electrical/electronic system meets the requirements of this Regulation. Such evidence shall be retained in the type approval documentation."

Paragraphs 3.3.4. and 3.3.5., amend to read:

"3.3.4. either at 1.0 ± 0.2 m behind the vertical centerline of the vehicle's front wheel (point C in figure 1 of appendix to this annex) in the case of three-wheeled vehicles,

or at 0.2 ± 0.2 m behind the vertical centerline of the vehicle's front wheel (point D in figure 2 of appendix to this annex) in the case of two-wheeled vehicles."

3.3.5. If it is decided to radiate the rear of the vehicle, the reference point shall be established as in paragraphs 3.3.1. to 3.3.4. The vehicle shall then be installed facing away from the antenna and positioned as if it had been horizontally rotated 180 around its centre point, i.e. such that the distance from the antenna to the nearest part of the outer body of the vehicle remains the same. This is illustrated in figure 3 of Appendix to this annex."

Annex 7,Paragraph 3.2., amend to read:

"3.2. Alternative measuring location

As an alternative to an absorber lined shielded enclosure (ALSE) an open area test site (OATS), which complies with the requirements of CISPR 16-1-4 (edition 1.1 2004) may be used (see appendix of this annex)."

Paragraph 4.2., amend to read:

"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 (amendment 1, fifth edition 2005) shall be applied."

Annex 8.

Paragraphs 3.2. and 3.3., amend to read:

"3.2. Alternative measuring location

As an alternative to an absorber lined shielded enclosure (ALSE) an open area test site (OATS) which complies with the requirements of CISPR 16-1-4 (edition 1.1 2004) may be used (see appendix to Annex 7).

3.3. Ambient

To ensure that there is no extraneous noise or signal of a magnitude sufficient to affect materially the measurement, measurements shall be taken before or after the main test. In this measurement, the extraneous noise or signal shall be at least 6 dB below the limits of interference given in paragraph 6.6.2.1. of this Regulation, except for intentional narrowband ambient transmissions."

Paragraph 4.3., amend to read:

"4.3. Measurements

The Technical Service shall perform the test at the intervals specified in the CISPR 25 (second edition 2002) standard throughout the frequency range 30 to 1,000 MHz."
