

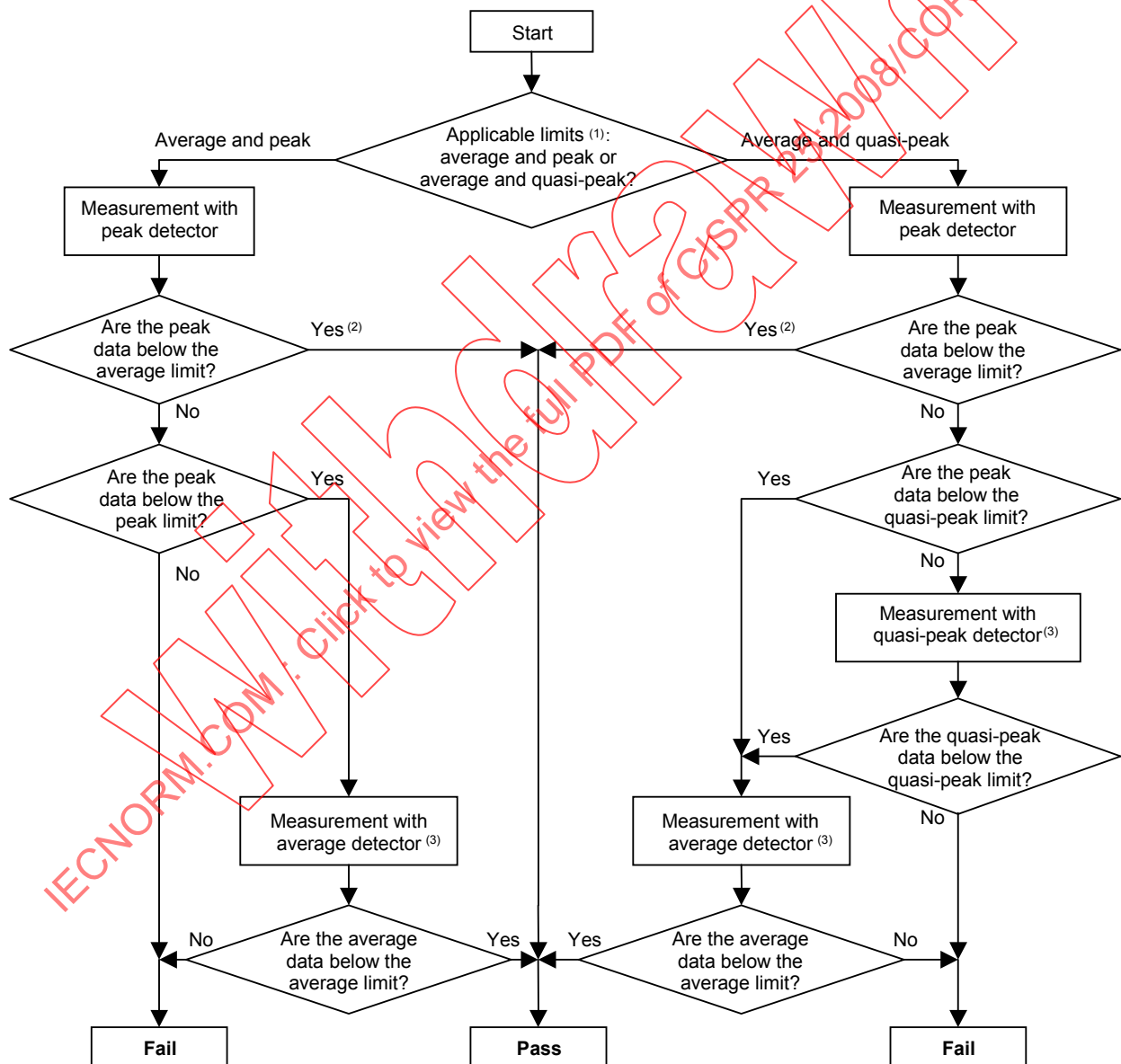
CISPR 25
(Third edition – 2008)

**Vehicles, boats and internal combustion engines – Radio disturbance characteristics –
Limits and methods of measurement for the protection of on-board receivers**

CORRIGENDUM 1

Figure 1 – Method of determination of conformance for all frequency bands

Replace the existing figure and notes by the following:



NOTE 1 The conformance should normally be obtained by compliance to both average and peak limits or both average and quasi-peak limits unless the test plan defines that conformance can be obtained by compliance to the single appropriate limit) (depending on the case, peak, or average, or quasi-peak).

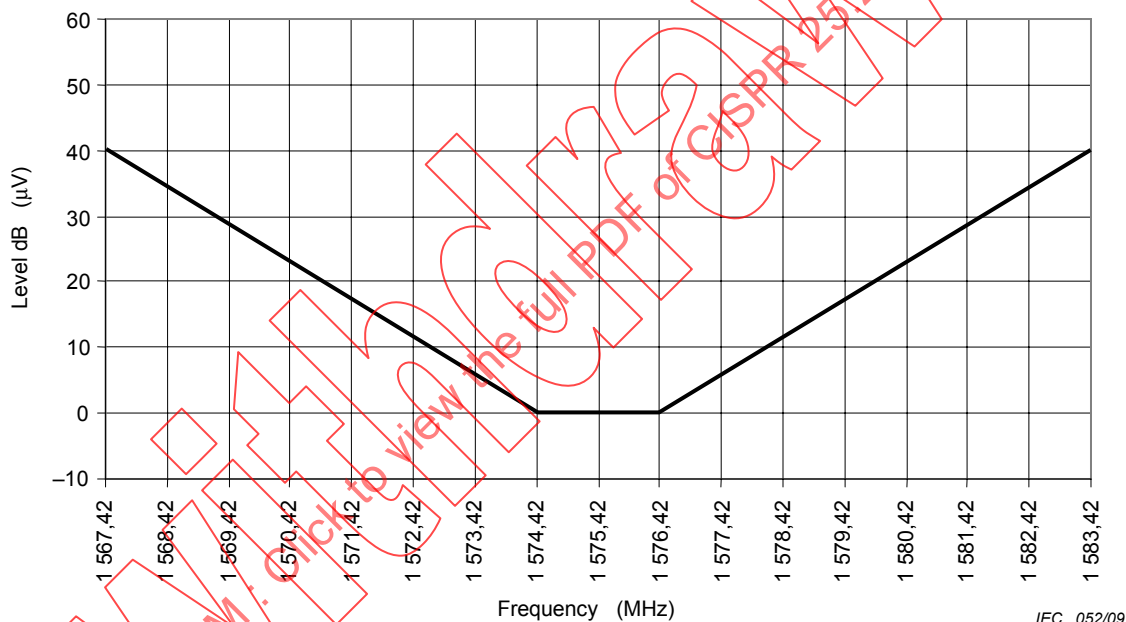
NOTE 2 Because measurement with peak detector is always higher or equal to measurement with average detector and applicable peak limit is always higher or equal to applicable average limit, this single detector measurement can lead to a simplified and quicker conformance process.

NOTE 3 This flow-chart is applicable for each individual frequency, e.g. only frequencies that are above the applicable limit need be remeasured with average or quasi-peak detector.

**Figure 4 – Average limit for radiated disturbances from vehicles GPS band
1 567,42 to 1 583,42 MHz**

In the existing figure, replace “Level dB ($\mu\text{V}/\text{m}$)” by:

Level dB(μV)



IEC 052/09

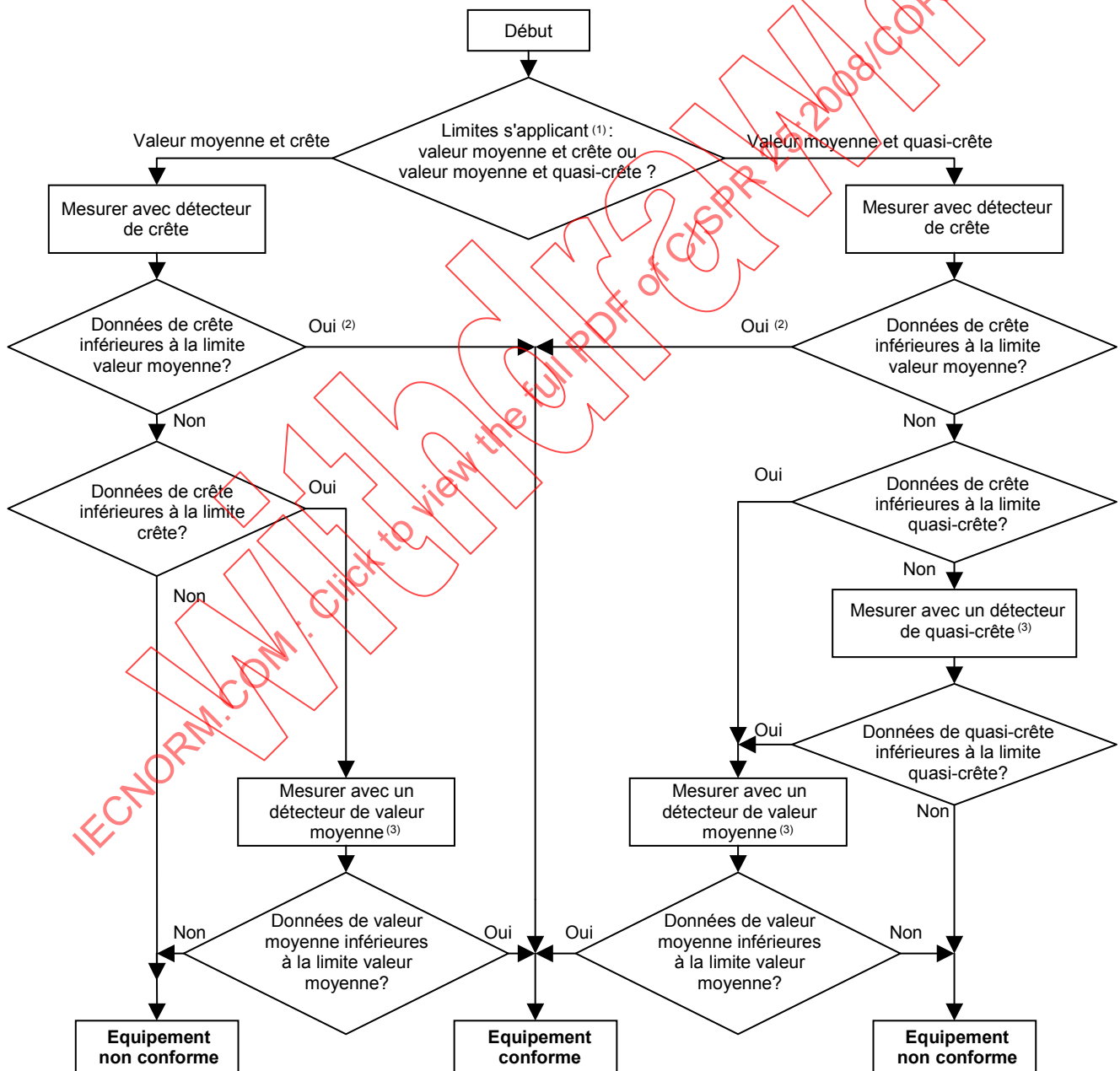
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Véhicules, bateaux et moteurs à combustion interne – Caractéristiques des perturbations radioélectriques – Limites et méthodes de mesure pour la protection des récepteurs embarqués

CORRIGENDUM 1

Figure 1 – Méthode pour déterminer la conformité de l'ensemble des bandes de fréquences

Remplacer la figure et les notes existantes par ce qui suit :



IEC 051/09